

Much Wenlock Town Council

Planning & Environment Committee Meeting

5th April 2022

Supporting Papers

MUCH WENLOCK TOWN COUNCIL

Minutes of a **Planning & Environment Committee meeting**
held at 7.00 pm on Tuesday, 1st March 2022 at the Guildhall, Much Wenlock

Present: Councillors Mike Grace, Wilfred Grainger, Chris Tyler, Duncan White (in the chair)

In attendance: Trudi Barrett – Town Clerk, one member of the public

1. Apologies

It was RESOLVED to accept the following apology: Councillor David Fenwick - holiday

2. Disclosure of Pecuniary Interests

Members were reminded that they are required to leave the room during the discussion and voting on matters in which they have a disclosable pecuniary interest, whether or not the interest is entered in the Register of Members' Interests maintained by the Monitoring Officer.

3. Dispensations

None requested.

4. Public Session

There had been no requests to speak.

5. Minutes

It was RESOLVED that the minutes of the Planning & Environment Committee meeting held on 1st February 2022 be APPROVED and signed as a true record.

6. Planning Applications

The following planning applications were considered:

22/00348/FUL Havelock Cottage, 3 Shrewsbury Road, Much Wenlock	Erection of utility room to side. It was RESOLVED no objection.
22/00071/FUL Proposed holiday let accommodation SW of Westwood House, Stretton Westwood, Much Wenlock	Erection of 2No holiday lets partially dug into ground, with subterranean courtyards, new pond, associated landscaping and habitat creation, 3No EV charging points, new E-Bike storage, and 18.4 Kw Solar Array, with ground source heat pump. It was RESOLVED to support the application.

7. Planning Decisions

It was RESOLVED to note the following planning decisions:

21/05944/FUL Glen Cottage, The Glen, Homer, Much Wenlock	Erection of a two storey rear extension. Decision: Grant Permission
21/04033/FUL Wenlock Edge Inn, Easthope, Much Wenlock	Stationing of 3no holiday letting units, supporting infrastructure and installation of package treatment plant and associated works (amended description) This application had been considered at the Southern Planning Committee on 8 th February 2022 where Cllr White had presented the Town Council's objections. Despite objections, permission had been granted at the meeting - the decision notice was still awaited.
21/05875/TCA 33 Sheinton Street, Much Wenlock	Reduce Apple tree by 20% and remove crossing branches within Much Wenlock Conservation Area. Decision: Consent by Right – Trees
21/05838/TCA 10 The Paddock, Much Wenlock	Reduce by 20% 1no mature Hazel tree within Much Wenlock Conservation Area Decision: Consent by Right – Trees

21/05836/TCA Queens Court House, Queen Street, Much Wenlock	Reduce 1no. Robinia (to previous reduction of 20%) within Much Wenlock Conservation Area Decision: Consent by Right - Trees
---	---

8. Draft Shropshire Local Plan Review 2016 - 2038

Members noted that the date for the Examination in Public (EIP) was still awaited.

A paper version of the residents' survey had been distributed with the Wenlock Herald and an online version was available on the Town Council's website, both with a closing date for return of 12th March.

Members agreed that the Clerk should make initial contact with those residents and organisations known to have submitted formal, duly made objections to the Draft Local Plan in response to the Regulation 19 consultation.

Working Group members would then follow up the contacts to discuss a joint representation to the EIP. The Clerk was asked to check with the Flood Group whether they had submitted a formal objection.

9. Wheatland Garage Application 21/04254/OUT

Members considered a request from the applicant for the above application for a meeting on site with Town Councillors. **It was RESOLVED to agree to the request and suggest a date of 12th March at 11am.** With the agreement of the applicant, the Town Council's transport advisor would also attend. The Clerk was asked to re-circulate the Town Council's comments on the application submitted to Shropshire Council.

10. Shadwell Quarry: application 21/04526/CPL and flooding concerns

Members considered correspondence from Shropshire Council and the Environment Agency regarding the application for additional development at Shadwell Quarry and flooding issues. It was noted that the Environment Agency had advised that Shropshire Council was the relevant Risk Management Authority with regard to groundwater flooding. The Clerk had already contacted Shropshire Council's Drainage and Flood Risk Manager and a response was awaited.

11. Flooding issues

- Members noted a written update from the Flood Group. With regard to the Strategic Flood Group meeting, it had been made clear at both Planning and full Council meetings that the meeting held on 25th January had, in fact, been an informal meeting to gather advice from specialists. A member of the Flood Group would be invited to forthcoming meetings of the Strategic Flood Group at which, it was hoped, the Flood Group would be able to bring its wider thinking for discussion with Councillors.
- Members noted a report from the Strategic Flood Working Group. Information had been obtained on grants available to landowners for woodland creation and Councillor Tyler had approached two local landowners who had indicated their interest. A fact finding meeting between Councillors and one of the landowners was to be arranged to discuss this further. It was agreed to invite Shropshire Council's Drainage & Flood Risk Manager and a representative from the Environment Agency to any subsequent discussion.
- Members considered the make-up of the Strategic Flood Working Group. **It was RESOLVED to agree the following current membership: two invited members of the public with relevant knowledge, a member of the Flood Group, Dr Nick Covarr from Harper Adams University, Mr Luke Neal from Shropshire Wildlife Trust, Councillors Chris Tyler and Will Benbow.**
- It was RESOLVED to contact the National Flood Forum (NFF) to seek clarity on the Terms of Reference for the NFF and local groups.**

12. Transport Working Group

- Members considered a report from the Transport Working Group. It was noted that meetings had been held with Shropshire Council highways engineers and the draft parking proposals would now go out for public consultation. There had been problems with the temporary traffic lights installed for the Cadent gasworks at the Gaskell corner at the weekend which had not been removed in a timely fashion and had caused significant traffic problems.

It was RESOLVED to suspend standing orders to allow a member of the public to speak.

Advice was given that the traffic signals installed for the gas works were for roadworks only. If traffic signals were to be installed as part of a traffic scheme for the Gaskell corner these would operate in a different way. **It was RESOLVED to reinvoke standing orders.**

Thanks were expressed to the member of the public.

- Members reviewed membership of the Transport Working Group. It was noted that the way the working group operated had changed and it was now a small group of Councillors with an expert advisor. The views and opinions of residents would be requested at appropriate times. The Clerk was asked to advise previous members of the group accordingly.

- c. Members reviewed the draft application to the Police & Crime Commissioner's Local Policing and Community Ambassadors Fund for Safer Roads for improved advance signage for the pedestrian crossing on the A458.
It was RESOLVED to approve and submit the application.

13. Climate Change and Ecological/Nature Emergencies*

The Clerk was asked to enquire whether former Councillor Mike Atherton was still in a position to act as the Council's Green Champion.

14. Waste and Recycling Wheelie Bins - Storage

Members considered concerns about the storage of residential wheelie bins and bins on the pavement. It was noted that dwellings sometimes had no storage capacity for bins and some bins were permanently left out on the pavement and could block access. The bins were also unsightly, particularly in the Conservation Area. **It was RESOLVED to write to Shropshire Council outlining the concerns about wheelie bins outside of residential properties and seeking advice on options for dealing with the matter.**

It was RESOLVED to suspend standing orders to allow the meeting to continue past 9.00pm.

15. Consultation*

Members noted information regarding the Government's response to the Independent Landscapes Review carried out in 2019 (the Glover Review) and proposals for support for Areas of Outstanding Natural Beauty and a report from Councillor Grace.

It was RESOLVED to:

- a. Note the information regarding the Government's response to the Independent Landscapes Review carried out in 2019 (the Glover Review).
- b. Approve the suggested responses in paragraphs 1 to 6 of the report prepared by Councillor Grace, dated 24th February 2022.
- c. Send a copy of the response to the Shropshire Hills AONB Partnership.

16. Street Lighting*

Members considered concerns raised by residents about new LED lighting installed in the town. Orange, sodium lights were being replaced with white, LED lights. Residents had complained to Shropshire Council about the new LED light in Barrow Street (a Shropshire Council owned light). It was noted that the Town Council was also part-way through a three year scheme to replace its current lights with LED. If necessary, it was possible to take measures such as fitting shades on LED lights to reduce the impact on residents.

It was RESOLVED to contact the Shropshire Council Conservation Officer to check the situation with regard to LED lighting in the Conservation Area.

Councillors were advised of delays in the installation of replacement lamp posts at Swan Meadow and the junction of Queen Street/Back Lane due to staffing issues being experienced by the contractor.

17. Street naming *

18. Footpath/Bridleway Creation Orders*

Members considered correspondence and maps received from a consultant acting on behalf of Shropshire Council relating to an application to upgrade Public Footpath 67 in the parishes of Barrow and Much Wenlock to bridleway status. **It was RESOLVED to support the change in principle.**

19. Footpath Diversion Orders*

20. Road closures*

Members noted the following road closures:

- a. Location: Barrow Street, Much Wenlock
 Date/Time: 5th – 6th March 2022, 24 hours
 Agency: Cadent
 Purpose: New gas connection
- b. Location: High Street, Much Wenlock
 Date/Time: 15th April 2022, 06:30 – 16:00
 Agency: Much Wenlock Town Council
 Purpose: Made in Shropshire Market

- c. Location: A4169 Smithfield Road, Much Wenlock
Date/Time: 3rd – 6th May 2022, 09:30 – 14:30
Agency: Kier on behalf of Shropshire Council
Purpose: Drainage repairs
- d. Location: B4376, St Mary's Street junction to B4375 junction
Date/Time: 11th to 15th July 2022, 09:30 – 14:30
Agency: Multevo on behalf of Shropshire Council
Purpose: Carriageway repairs

Members queried the locations and diversion routes associated with c. and d. above and requested that the Clerk circulate further information.

21. Highways matters *

There was nothing further to report on highways matters.

22. Amendment to Shropshire Council Off-Street Parking Places Order

Members noted an amendment to the Shropshire Council (Off-Street Parking Places) Order 2011 and the allocation of resident and season parking permits for Much Wenlock. The Clerk was asked to share this information with the Council's transport advisor.

23. Tree Preservation Orders (TPOs)*

24. Stopping Up Orders*

25. Speed Limit Orders*

26. Prohibition Orders*

27. Date of next meeting

It was **NOTED** that the next meeting would be held on Tuesday, 5th April 2022 at 7.00pm at the Guildhall, Much Wenlock.

PUBLIC BODIES (ADMISSION TO MEETINGS) ACT 1960

Pursuant to Section 1(2) of the above Act and due to the confidential nature of the following business to be transacted it was **RESOLVED** that the public and press should not be present.

28. Planning Enforcement

Members noted enforcement issue 22/08555/ENF and an update on activity at Farley Quarry.

The meeting closed at 9.25 pm.

Signed.....(Chairman)

Date.....

Much Wenlock Town Council

Planning & Environment Committee – 5th April 2022

Wheatland Garage/NISA – Application 21/04254/OUT

Note of the site visit and discussion with Mr. John Corbo and his agent

Date: 11.00-12.00 hrs on Saturday 12th March 2022

Attendees: Cllrs. White, Tyler and Grace and Mr. Paul Hanafin (Transport Working Group)

Introduction

On behalf of the Town Council the PEC had considered the planning application at its meeting on 5th October 2021. The Council was concerned about the lack of detail available in the submitted application and made a number of comments/objections. The following is the submission on the Shropshire Council Planning Portal.

Whilst Much Wenlock Town Councillors welcome the principle of investment, they have significant concerns about the application and object on the following grounds:

- a. *Access and increased traffic congestion.*
- b. *Increased noise and impact on neighbours.*
- c. *The loss of a residential unit.*
- d. *Lack of reference to the electric substation in the garden of 17 St Mary's Road or to the sewage channel which runs behind the house.*
- e. *Lack of consultation with neighbours, who have not been notified of the application.*
- f. *Inadequate display of site notice, which is in the shop window but cannot be read due to its position.*

With the helpful advice of Paul Hanafin, the Council also had a number of questions relating to the transport and traffic implications of the NISA application:

1. *The application proposes to increase the floorspace from 499 sq.m, (of which around 370 sq.m is retail floorspace and 129 sq.m. storage and offices) to 700 sq.m. (40% increase). The statement says that there will be a 'small' increase in retail floor space, but does not identify how much.*
2. *How big is the small increase in retail and as it's small, why so many more parking spaces?*
3. *The closure of the access onto St Mary's Road coupled with the increased traffic from the development will increase problems at the junction of the A458 Bridgnorth Road and St Mary's Road. Is this being addressed?*
4. *The rearranged layout of the site and the increased parking spaces will have a potential impact on the movement of the shop delivery vehicles and the fuel delivery tankers. The application does not describe the methodology for servicing the development; nor does it include any plans showing how tankers and delivery vehicles will manoeuvre.*
5. *The application should be accompanied by a Transport Statement that answers all the above questions.*

Note of the key points and actions arising from the discussion

John Corbo (JC) advised that the application was being driven by the need to modernise parts of the operation of the site. These included upgrading refrigeration facilities, installation of electric vehicle charging points, delivery arrangements for fuel and goods (planning approval has separately been given for uplifting the height of the canopy) and some widening of the aisles for access reasons in the retail floor area. He explained that these require a substantial financial investment.

JC showed revised plans and layout for the store, the access and parking arrangements. The changes from the submitted outline proposal are significant; the retail floor area will be substantially the same as now but the footprint and orientation will alter, the new store boundary to the northern edge won't be as close to the adjoining house, the proposed parking spaces have been reduced from 42 to around 32 and the three vehicle access points will remain.

The proposal to change the use of no.17 St Mary's Lane to a café (in the style of a Greggs) at ground floor with storage above remains. This to provide a facility for customers while cars are being recharged (a 15-30 minute period).

JC showed Cllrs a copy of letters and signatures in support of the application.

The changes have not been submitted and the current application remains the one under consideration by Shropshire Council (SC). JC is awaiting responses from SC on aspects of the proposals.

Councillors explained that they had received a number of objections from residents. We asked a series of questions to clarify the proposals, expressed some concerns and made some suggestions:

- Retaining the three access points looked to be a positive change
- A Transport Statement would be helpful to show the impact of the development on the junction, turning areas etc.
- The loss of a residential dwelling was still of concern
- The impact of a new café may have negative impacts on the town though we recognised the positive benefits of it attracting customers, especially those using electric vehicles
- A description and details of the store front and elevations would be helpful to understand the quality of the scheme. As it is a prominent site and close to the housing, high quality design and landscaping around the boundary would be a positive attribute.
- Further information on the drainage scheme is needed; this should help 'slow the flow'.
- We requested copies of the letters and petition

Councillors did not commit to any point of view or decision. We thanked JC for his time and openness in providing information and the meeting ended at around 12 noon.

WHEATLAND SERVICES LTD

BRIDGNORTH ROAD

MUCH WENLOCK

SHROPSHIRE

TF13 6AG

12/03/22

INTENDED PLANNING ALERATIONS 21/01254/OUT

Thankyou all very much for coming today , to hear about our intended alterations, to our Application 21/01254/OUT

Firstly, As you can see in your leaflets , that Mr & Mrs Smith have withdrawn their Objections. I bring this to your attention because its NOT on Shropshire Planning Web Site, even though its been emailed & posted to them, several weeks ago.

This change of opinion came about once I'd explained what we were trying to do regards the Application.

As I hope you will change yours.

After listening to the Objections and consulting with Local People, I propose the following ;

1. By demolishing this half of the Store & effectively building it in the new location we will vastly improve the parking on Site. Not just for cars but delivery vehicles to. At the moment cars reverse into on coming Traffic, on Site (causing several minor accidents) & delivery vehicles park across parking spaces .The current parking arrangements are some what eclectic. By raising the Canopy, ~~so~~ our larger delivery vehicles , ~~will~~ will be able to use the loading bay , as shown on your plan.

These vehicles will come mostly come from Shrewsbury / Telford area , park in the loading bay , and then leave the Site using exit 1. We propose 33 parking spaces , versus 26 currently.

2. We intended to have 4 charging points , not 2 , and these will be Rapid Chargers. They will take between 15 and 30 mins to reach an 80% charge on the majority of vehicles. During this time the Customer can either , pop into Much Wenlock's lovely High Street , or have a coffee in the Café .

3. We would build a 2meter high wall between the Café and our immediate Neighbor. Customers will only be able to access the Café from the Forecourt. So in effect ,the front & back of the property will be closed off, *AND ONLY ACCESS ED FROM THE SIDE.*
4. We propose a Large Solar Array, on the single storey extension, which will reduce our electricity bills . And further reduce our Carbon Foot Print.
5. The better parking & improved Store Design , will mean more disabled Spaces and wider Isles for our disabled & Visually impaired Customers, of which we have many. We will reduce the size of the Shop &---- overall---- it will roughly the size it is now. Again ,as shown on your plan.
6. And just as important , we feel, we propose new Refrigeration throughout the Store. This will be vastly more efficient & far ,far less harmful to the Atmosphere than our current *refrigerant*. Again, significantly reducing our Carbon Foot Print.
COOLANT
7. We have a Petition with over 250 Names, Addresses & Signatures, in favour of our Application . With many Customers commenting ‘ well where else are you going to put EV Chargers
8. In conclusion, --- I don't want to demolish half of my Shop, and have the disruption & heartache that will inevitably ensue. This change is bought about by Government Legislation ----- and I know that the Environment will be the biggest winner in all of this --- and that's good news for everyone !

Thankyou .

I'd like to thank you all very much for taking the time out to attend this meeting and have a safe onward journey --- thanks.

Bridgnorth Road, Much Wenlock

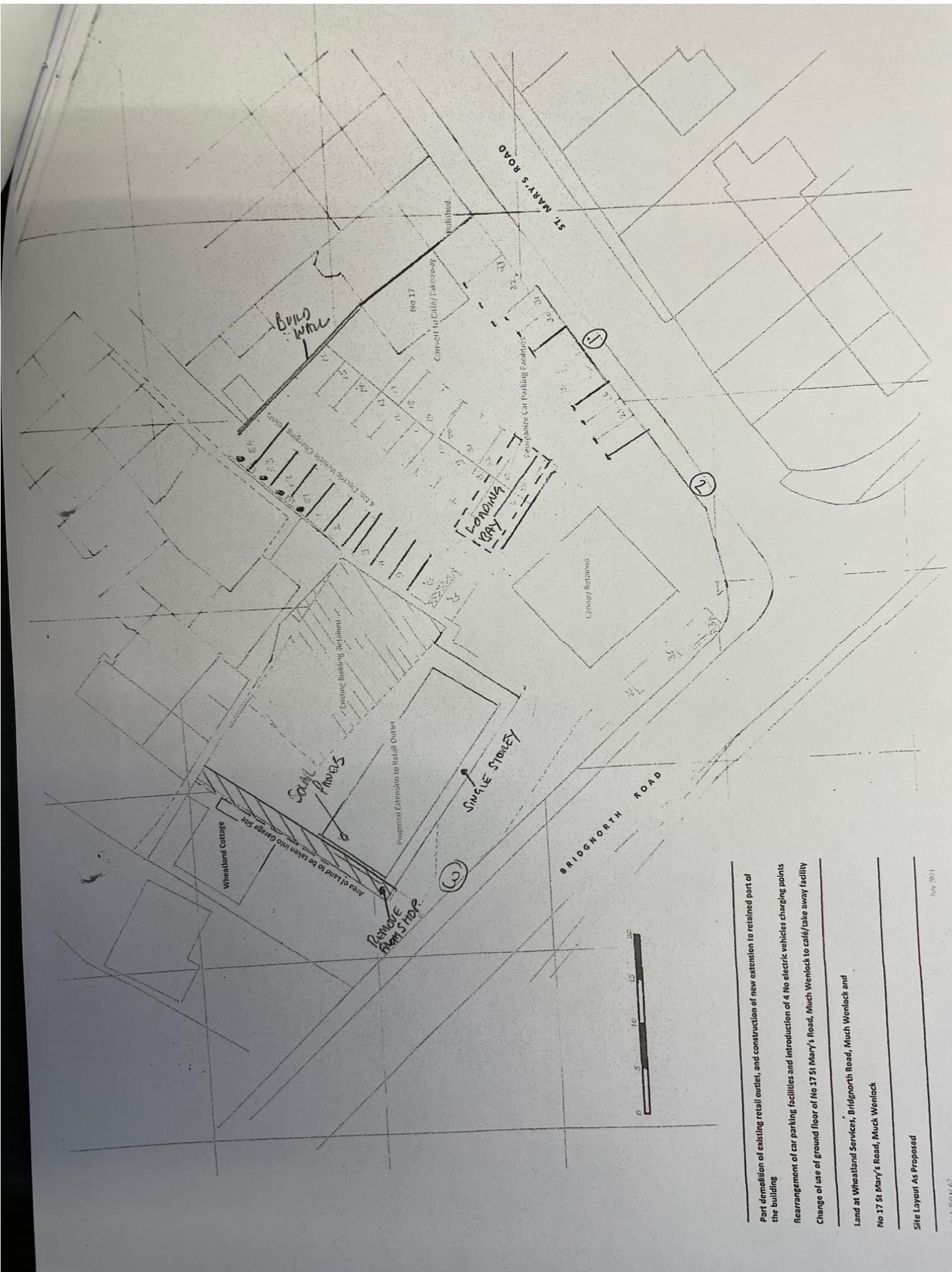
Reference to planning application 21/04254/OUT

We both want to cancel our objection to the above mentioned application.

Since we first objected to 21/04254/OUT we have met Mr Corbo twice. The second time was Tuesday 16th November. At each meeting the disposal of surface water was the main point of our meeting. At the first meeting Mr Corbo listened to our concerns and told us that he would do everything possible to solve the problem of the inadequate 100mm drainage for both the surface and foul water disposal. At the second meeting he told us that if planning permission was granted to develop the site, all the surface water generated by the site would be disposed of by a new system or into the sewers in St Marys Road. We agreed that the sewage from the extra lavatory in the present building would be of no concern if they discharged into the present system installed in the 1940s.

Regarding the installation of the electric charging points, where else in Much Wenlock is there another suitable site for them? We all know that the future use of petrol engines in cars is to be phased out over the next couple of decades. It defeats the object if Much Wenlock electric car owners have to drive to Shrewsbury or Telford to recharge their batteries.

We are sure that if any other problems arise with this application Mr. Corbo will be only too pleased to meet us and find a solution, and that he would also do so with anyone else.



Part demolition of existing retail outlet, and construction of new extension to retained part of the building

Rearrangement of car parking facilities and introduction of 4 no electric vehicles charging points

Change of use of ground floor of No 17 St Mary's Road, Much Wenlock to cafe/take away facility

Land at Wheatland Services, Bridgnorth Road, Much Wenlock and
No 17 St Mary's Road, Much Wenlock

Subject: RE: 'Consent by Right'
Date: Thursday, 3 March 2022 at 12:48:41 Greenwich Mean Time
From: Martin Sutton
To: Town Clerk
CC: Trees
Attachments: image001.jpg

Hi Trudi,

'Consent by Right' (CBR) means that the person submitting a conservation area notice has got the legal right to carry out the work in their notice conferred by the expiry of the 6 weeks' deadline since their notice was submitted. It is different from a decision of 'no objection', which means that the work proposed in the notice has been assessed by the tree officer who has then made and issued a decision on the notice. Quite often tree officers will scope their notices and applications and where it appears that the work is of a minor nature, or non-contentious, and they are pressed for time, it is considered 'safe' to let some notices run to the 6 weeks' deadline and let 'CBR' status apply.

I hope that explains it,

Martin

Martin Sutton
County Arboriculturalist
Planning Services – Tree Team
Shropshire Council
PO Box 4826
Shrewsbury
SY1 9LJ

[REDACTED]
Email: martin.sutton@shropshire.gov.uk
Web: www.shropshire.gov.uk

From: Town Clerk <townclerk@muchwenlock-tc.gov.uk>
Sent: 03 March 2022 12:07
To: Martin Sutton <martin.sutton@shropshire.gov.uk>
Subject: 'Consent by Right'

Hello Martin

We've seen that a couple of recent applications for work to trees in the Conservation Area have been determined as 'consent by right'. Could you please advise what this means and whether it differs from the previous decisions of 'no objection'?

Thanks and regards

Trudi

Trudi M Barrett
Town Clerk

Much Wenlock Town Council
The Corn Exchange
High Street
Much Wenlock
Shropshire



Dear partner

Last week Shropshire was once again hit by very serious flooding affecting hundreds of homes and businesses across the county.

The impact for those hit by flooding is devastating.

For many this will be at least the third time in just three years, they have been flooded. Three of the five worst recorded flood events on the River Severn have been since 2020.

The flooding of last week affected many places in our county - Bridgnorth, Clun, Ludlow, Melverley, Pentre or Shrewsbury to name a few. I am sure there's many more places where people and businesses have been flooded.

We want to do more to help these people and businesses. The best way to do so is through effective long-term measures.

We believe Shropshire needs more help from Government and the Environment Agency, who have responsibility in responding to flooding from the River Severn, to fund these measures we so desperately need to stop the annual cycle of misery of floods that continue to affect so many of us.

The more information we have about how these floods have affected people and businesses in Shropshire, the stronger case we can make to Environment Agency and to the Government. We aim to make it impossible for our case to continue to be ignored.

To get this, we need your help in getting the community, particularly those who have been flooded, to tell us about it.

To make this easy, we've created a simple form at www.shropshire.gov.uk/flooded which takes a few minutes to complete. This will help us gather this vital information, as well helping us to better plan our services to support people and businesses when flooding happens.

Anyone not online can call us on 0345 6789006 (8am until 6pm, Monday to Friday) to share their experience of flooding.

This will be invaluable to help us to make case for flood protection measures for Shropshire more strongly than ever and reduce the risks of more people's live being ruined by floods.

I attach a downloadable poster and digital assets you may wish to use on your own channels to help promote the use of this form.

Thank you for your support

Councillor Lezley Picton

Shropshire Council's Leader





Flooded?

We need to hear from you now

www.shropshire.gov.uk/flooded

This will help us campaign for more funding to limit the effects of flooding on homes and business in Shropshire.



Shropshire has once again been hit by very serious flooding affecting hundreds of homes and businesses across the county.

The impact for those affected is devastating. For many this is at least the third time in just three years, they've been flooded. Three of the five worst recorded flood events on the River Severn have been since 2020.

We want to do more to help those of you who have been affected.

The best way to do so is through working with partners to develop effective long-term measures and we are working with the Environment Agency to develop projects to reduce flood risk across Shropshire. Up to date information about which areas and properties have been affected is critical to help plan measures to reduce the risk of it reoccurring in the future.

For this, we need you to tell us about it by completing the form below. It will only take a few minutes. If you know someone who has been affected by flooding, ask them to do so too. If you know someone who is not online but has been affected by flooding, ask them to call us on **0345 678 9006** (8am - 6pm, Monday to Friday) to complete the form.

Postcode *

House name / number

What kind of property is this? *

House/home

Business

Other

Did the property flood during 2020? *

Yes

No

Don't know

Did the property flood during 2021? *

Yes

No

Don't know

Has the property flooded during the recent flood event? *

Yes, internal property flooding

Yes, external (garden) property flooding

Yes, internal and external (garden) flooding

No flooding

Don't know

What date was the property flooded? *(What date did the water start to encroach?)

What was the maximum depth of flood water at the property? (Please give the answer in cm)

What time of day did the flood water come in?

Morning (5am - 12 noon)

Afternoon (12 noon - 5pm)

Evening (5pm - 9pm)

Night (9pm - 4am)

Where did the flood water come from? (Please choose all that apply)

Out of manholes/gullies on property

From the river

From a stream or brook

Run off from the road

Run off from fields

Run off from neighbouring property

Out of manholes on the road

Out of gullies on the road

Out of cellar drain

Don't know

Other

Any other observations?

Do you have any property flood resilience (PFR) measures in place?

Yes

No

Don't know

Do you have flood insurance?

Yes

No

Can't get flood insurance

Rather not say

Have you had to evacuate?

Yes

No

Rather not say

Subject: Fwd: Carbon Literacy Training

Date: Friday, 25 March 2022 at 18:19:07 Greenwich Mean Time

From: Jacqueline Walter

To: Trudi Barrett

Hello Trudi,

Here is an update for you and all Councillors - that I attended the training you forwarded to me. I have sent it already to Duncan as he attends the Steering Committee meeting for Plastic Free Much Wenlock. There may be other places that you think appropriate to send it to?

Please will you and your team have a go?

Thank you.

Kind regards

Jacky

Sent from my iPad

Begin forwarded message:

> Hi,

>

> I have completed a 'Save our Shropshire Householder Carbon Literacy Training'. This consisted of 3 evening Zoom presentations and discussions. The final session was to work out our individual carbon footprint which is what I am asking you to do:

> <https://footprint.wwf.org.uk>

>

> I found the carbon literacy training and finding my footprint interesting. Subsequently, firstly we were asked to look at our significant, new carbon reduction and what we are committing to undertake that involves some action. My commitment is to look at my food waste by producing weekly menus, writing a shopping list and to shop locally as much as I can.

>

> Secondly, I am also required to create at least one significant, new action involving other people to reduce their collective carbon footprint. This is where you come in! Please could you try this with your family, friends and acquaintances. In this way it can be cascaded out to many people and help us to be more aware of what we need to do. For me, it would be very interesting to know when you carry this out.

>

> Thank you.

> Kind regards

> Jacky Walter

>

> Sent from my iPad

Subject: RE: LED lighting in Much Wenlock Conservation Area
Date: Wednesday, 9 March 2022 at 09:54:41 Greenwich Mean Time
From: Ben Williscroft
To: Town Clerk
Attachments: image001.jpg

Morning Trudi,

The lack of a consistent approach is my principal concern, where I had better luck dealing with Staffordshire County Council highways in my experience. I have sent them an email but have had no response as yet. Therefore if the Town Council wants to write to them expressing/outlining your concerns about the LEDs then that is absolutely fine by me, where it provides me with useful evidence that such concerns are not just mine as a Conservation Officer. I think there are other concerns that I have heard of which are more ecology based (ie not good for nocturnal animals) as well as the fact that sometimes they give off ultraviolet light like mobile phones which prevents people from sleeping well (which could be a concern if there are lanterns placed next to bedrooms) but there are all sorts of different technicalities!

Kind regards,
Ben

Ben Williscroft
Conservation Officer (Bridgnorth Area)
Historic Environment Team
Shropshire Council
PO Box 4826
Shrewsbury
SY1 9LJ

[REDACTED]
ben.williscroft@shropshire.gov.uk

Our organisation is working flexibly, so if you've received this email 'out of hours', whilst it suits me to email now, I do not expect a response or action outside of your working hours.

From: Town Clerk <townclerk@muchwenlock-tc.gov.uk>
Sent: 09 March 2022 09:46
To: Ben Williscroft <Ben.Williscroft@shropshire.gov.uk>
Subject: Re: LED lighting in Much Wenlock Conservation Area

Thanks Ben.

It seems from your message that there is no agreed, consistent approach to lighting in the Conservation Area and any concerns about the new LEDs are just being addressed as a response to complaints. Fortunately, the Town Council has few lights in the Conservation Area, although we do receive complaints about our LEDs in other parts of the town.

Is there anything practically that we or you can do at present? Would it help if the Town Council raised concerns about the impact /design of the LEDs in the Conservation Area with SC's street lighting team?

Thanks and regards

Trudi

Trudi M Barrett
Town Clerk
Much Wenlock Town Council

If you are not the intended recipient of this email please do not send it on to others, open any attachment, or file the email locally. Please inform the sender of the error and then delete the original email.

From: Ben Williscroft <Ben.Williscroft@shropshire.gov.uk>
Date: Monday, 7 March 2022 at 15:20
To: Town Clerk <townclerk@muchwenlock-tc.gov.uk>
Subject: RE: LED lighting in Much Wenlock Conservation Area

Dear Trudi,

This has been a considerable concern of mine where I requested a meeting with the street lighting team a few weeks ago, as I don't think historically there has been much communication between the two departments which is something that I was keen to address. My understanding is that the warmer LEDs are less efficient, though technology has probably progressed to the extent that there is not that much difference these days. We also discussed in terms of how to achieve more sensitive and consistent/cohesive designed lanterns appropriate for conservation areas, where I'm aware that Much Wenlock has a hotch potch of different designs, some of which are old (1970s/80s units) that are inappropriate.

Overall my meeting was positive and constructive, though I'm keen to keep the momentum going and keep getting on their case!

Kind regards,
Ben

Ben Williscroft
Conservation Officer (Bridgnorth Area)
Historic Environment Team
Shropshire Council
PO Box 4826
Shrewsbury
SY1 9LJ

[REDACTED]
ben.williscroft@shropshire.gov.uk

Our organisation is working flexibly, so if you've received this email 'out of hours', whilst it suits me to email now, I do not expect a response or action outside of your working hours.

From: Town Clerk <townclerk@muchwenlock-tc.gov.uk>
Sent: 07 March 2022 15:10
To: Ben Williscroft <Ben.Williscroft@shropshire.gov.uk>
Subject: LED lighting in Much Wenlock Conservation Area

Dear Ben

At our recent Planning & Environment Committee meeting, Members discussed recent complaints about new LED street lighting in the town, in particular in the Conservation Area. As you will know, the new lights emit a very bright, white light, quite different to the previous, warm orange glow of the old lamps. Residents often find this glaring and cold and complain of the impact on the street scene as well as on their dwellings and bedrooms.

Were you or members of your team involved in discussions about the impact of this lighting before its introduction and are there any restrictions or guidelines relating to the new LED lighting in Conservation Areas? I understand that, as technology has developed, LED lighting no longer needs to be bright white and that other variants are available.

Thanks and regards

Trudi

Trudi M Barrett
Town Clerk

Much Wenlock Town Council
The Corn Exchange
High Street
Much Wenlock
Shropshire
TF13 6AE

01952 727509
townclerk@muchwenlock-tc.gov.uk
www.muchwenlock-tc.gov.uk



If you are not the intended recipient of this email please do not send it on to others, open any attachment, or file the email locally. Please inform the sender of the error and then delete the original email.

[For information about Coronavirus click here/image below](#)



If you are not the intended recipient of this email please do not send it on to others, open any attachments or file the email locally.

Please inform the sender of the error and then delete the original email.

[For information about Coronavirus click here/image below](#)

From: Town Clerk
Sent: 28 February 2022 10:00
To: Goddard, Malcolm <malcolm.goddard@westmercia.police.uk>
Subject: HGVs in Sheinton Street, Much Wenlock

Dear Mal,

It has been reported to us that HGVs have regularly been driving through Sheinton Street over the last few days. This is probably associated with the traffic lights and gas works in Victoria Road. The work is now finished and we have asked Cadent to take down the lights, which are no longer needed. However, for future reference, if oversize lorries are driving along a road with a weight/size limit on it, who can take action and what action can be taken? Is this a police matter or a SC highways issue?

Thanks and regards

Trudi M Barrett
Town Clerk
Much Wenlock Town Council

From: "Goddard, Malcolm" <malcolm.goddard@westmercia.police.uk>
Date: Wednesday, 2 March 2022 at 14:33
To: 'Town Clerk' <townclerk@muchwenlock-tc.gov.uk>
Subject: HGVs in Sheinton Street, Much Wenlock

Trudi,

I have the answer. It is a responsibility of the Police. Apparently most restrictions based on weight come with the caveat "Except for Access", which makes enforcement very difficult. I believe it would be our Road Safety Team that would enforce this, but I would not know how to request their services.

Kind Regards,
Mal Goddard
PCSO 6421

From: Town Clerk [mailto:townclerk@muchwenlock-tc.gov.uk] Sent: 02 March 2022 15:40 To: Goddard, Malcolm <malcolm.goddard@westmercia.police.uk> Subject: HGVs in Sheinton Street, Much Wenlock

Hello Mal

Thank you. Could you find out for me how to contact the Road Safety Team and how any enforcement would work? I'd like to report this to Councillors so that if we have any further persistent problems we know where to go.

Thanks and regards
Trudi M Barrett
Town Clerk
Much Wenlock Town Council

Subject: HGVs in Sheinton Street, Much Wenlock
Date: Wednesday, 2 March 2022 at 16:43:21 Greenwich Mean Time
From: Goddard, Malcolm
To: 'Town Clerk'
CC: Breese, Steven

Trudi,

I believe that the method would be to report the issue to the SNT, who would then establish what the issue is with the Council and then, ultimately, we would request support from the Roads Policing Team.

Kind Regards,
Mal Goddard
PCSO 6421

Monday, March 28, 2022 at 9:27:21 AM British Summer Time

Subject: Charging Points Much Wenlock
Date: Saturday, 26 March 2022 at 09:00:25 Greenwich Mean Time
From: [REDACTED]
To: townclerk@muchwenlock-tc.gov.uk
Attachments: Charging Points260322.docx

Dear Trudi

Can you please forward this article to Councillors?

I remember an application to extend the Wheatland Services site to provide charging points that was turned down?

I am not a supporter of electric cars but inevitably that looks to be the future despite our woeful energy policy and dependence on other nations.

It is a very shaky government claim that electric cars will be cheaper, they are far more expensive to buy, arguably not sustainable in their rare raw material usage and used battery disposal and the government will need to find fuel duties from somewhere. However they will be the future, uncertain as that may be.

This 'government' initiative merely hands out money to LA's, in reality, totally inadequate amounts and of course at great risk because, frankly LA's have no experience of the infra-structure needed and will undoubtedly waste a stack of it; that criticism not pointed at Shirehall, there are worse!

However, the configuration of narrow streets, pavement access for houses and limited private charging places in the town, creates a need for a centrally accessible central charging hub if we are not to see the whole nature of our town change.

I cannot recall any provision for charging points in the Neighbourhood Plan.

Simplistically, it takes 5 minutes to fill up with petrol/diesel and two hours to charge even for a modest distance, that is 24 times longer for the same number of cars. With eight pumps at Wheatland roughly we need $8 \times 24 = 194$ charging points, if you take that charging time up to the full 4 hrs that is 384 charging points to replace the ICE cars that potentially can use Wheatland.

One of the major initial complaints about electric cars is the manufacturers claims on range (mileage) is very optimistic!

It may be the Council needs to put some thought into this.

It would be interesting to know how many Much Wenlock dwellers have a private car parking space suitable for a charger and how many park on the street, that's a start.

Also at last after lobbying the local MP over 12 months ago new developments will have to provide charging points, so if Hunters Gate goes ahead they will have to provide new residents with charging points at a substantial cost! Interestingly that legislation would cover 'affordable homes' who will get a charging point free whilst other long-term residents will have to pay for theirs!

Best regards

[REDACTED]

Government's EV charging plan to deliver 300,000 public chargers by 2030

25/03/2022 in [Market Insight](#)



The Government has outlined how it will spend £1.6 billion to deliver a network of 300,000 electric vehicle (EV) chargers by 2030, representing a tenfold increase in the current number of publicly available points.

The Department for Transport (DfT) says charging an EV will become “easier and cheaper” than refuelling a petrol or diesel car, as a result of the new plans.

New legal requirements are being introduced for chargepoint operators, mandating that they provide real-time data about chargepoints so EV drivers can compare prices and use apps to find their nearest available chargepoint.

Users must also be able to pay for charging by contactless card and the Government has set a 99% reliability rate for rapid chargepoints.

READ: [The Government's Electric Vehicle Infrastructure Strategy](#)

Transport Secretary Grant Shapps said: “No matter where you live – be that a city centre or rural village, the north, south, east or west of the country – we’re powering up the switch to electric and ensuring no one gets left behind in the process.

“The scale of the climate challenge ahead of us all is well known and decarbonising transport is at the very heart of our agenda.

“That’s why we’re ensuring the country is EV-fit for future generations by the end of this decade, revolutionising our charging network and putting the consumer first.”

£500 million will be invested to bring public chargepoints to communities across the UK. This includes a £450 million Local Electric Vehicle Infrastructure (LEVI) fund, which will fund projects such as EV hubs and on-street charging solutions.

A pilot scheme for the LEVI fund, launching today (March 25), will see local authorities bid for a share of £10 million in funding, allowing selected areas to work with industry and boost public charging opportunities.

Meanwhile, the LEVI funding includes up to £50 million to fund staff to work on local challenges and public chargepoint planning – ensuring that any development complements all other zero emission forms of travel, such as walking and cycling.

Ian Plummer, commercial director of Auto Trader, said: “A ten-fold increase in charging points by 2030 is a noble ambition but whether £500m is enough to deliver the gear-shift on EV charging the country needs remains to be seen. The money will be spread quite thinly.”

"The plan puts the onus on councils to develop their own infrastructure, but we would have liked to see central government taking more of a strategic lead. The roll-out has been uneven so far as London and the South-East account for nearly half of all charging points, and the UK lags behind many other European countries.

"Even if today's ambitions on charging infrastructure are met, the pace is unlikely to keep up with expected growth in EV sales, so we also need this investment urgently to give confidence to those drivers looking to make the switch."

The existing £950 million Rapid Charging Fund will support the rollout of at least 6,000 high powered super-fast chargepoints across England's motorways by 2035.

Sue Robinson, chief executive of the National Franchised Dealers Association (NFDA), said: "We have repeatedly highlighted that the ability to seamlessly charge an electric vehicle represents one of the key barriers to consumers' uptake of EVs.

"It is encouraging that the Government has committed to increasing the number and improving the quality of chargepoints across the UK.

"An efficient charging infrastructure is vital to boost consumer confidence, drive transport decarbonisation and meet the 2030 deadline.

"We will continue to engage with Government departments to encourage a structured approach to continue to improve the UK charging infrastructure".

The private sector will continue to play a key role in the rollout of chargers and BP Pulse has announced its own plans to spend £1 billion over the next ten years, tripling its own network of chargepoints in the UK.

Richard Bartlett, senior vice president of BP Pulse, said: "This investment allows us to deliver more. More high-speed charging in dedicated hubs and on existing fuel and convenience sites. More home charging services. And crucial enhancements to our digital technology that will make charging fast, easy and reliable."

The Society of Motor Manufacturers and Traders (SMMT) is calling on Government to create a new regulator to accelerate the expansion of EV charge points and boost public confidence in the technology.

Mike Hawes, SMMT chief executive, said: "Government has rightly recognised that Britain's electric mobility revolution must put the needs of the consumer at the heart of the transition. Consumers already have certainty about the vehicles, with ever-increasing choice, thanks to billions of pounds of manufacturer investment, but charging infrastructure must keep pace with the rapid growth of sales of these cars.

"The EV infrastructure strategy points in the right direction, addressing problems with the current customer charging experience and setting out a nationally co-ordinated, locally delivered plan which aims to 'build ahead of need'. The UK already has an enviable and ever-growing rapid charging network, so focus must be given to expanding public on-street and destination charging provision.

"Every stakeholder will have to play their part in this transition but, if industry and consumers are to have the certainty they need to invest, commensurate and binding targets must be set for infrastructure provision. Deployed nationally and at pace, this expansion would give drivers confidence they will be able to charge as easily as they would refuel, wherever they are."

Subject: Countryside access: setting the record straight
Date: Friday, 11 March 2022 at 10:28:45 Greenwich Mean Time
From: Green Lane Association
To: townclerk@muchwenlock-tc.gov.uk
Attachments: GreenLaning_balance.pdf

Dear Much Wenlock Town Council Trudi Barrett,

Many of us have heard stories about 4x4s 'off-roading' and a lot of councils, perhaps including yourselves, have recently been contacted by a campaign regarding vehicles driving on byways and unsurfaced roads. This can be a contentious subject and certain groups have been known to paint a negative and untrue picture around the topic. Of course bad news travels fast and groups leverage that tendency in a classic tabloid fashion.

The reality is that driving and riding lanes is a positive, valuable, legal and life enhancing activity. It is loved and enjoyed across the nation by those thousands who you will most likely never see nor hear as they quietly and politely exercise their rights.

Here at the Green Lane Association (GLASS), the UK user group supporting the rights of all users to access byways and unsurfaced roads, we thought it would be useful to show you the balanced, factual reality behind the stories you may have heard.

It's a slightly complicated issue as the truth behind any headline often is, but we'll try and be brief!

1. It's not off-roading - you can't 'off-road' on a road, which is what a byway is. Off-roading is driving other than a road either with or without permission. Like you, we HATE it when 4x4s or bikes go into fields or forests where they should not, often doing damage. They should be enforced against by the authorities. This is not 'Green Laning', as the driving of byways is often called, but trespass and criminal damage and it needs action. Shutting lanes won't stop these criminals.
2. Green-Laners are normal, civil people who love the countryside. Many have horses and also walk or ride. A surprising number have disabilities and use their vehicles to enjoy the countryside in a way that would be impossible for them otherwise. We have over 5800 wonderful members and they tell us their stories. You can watch some of them here: [Glass Videos](#)
3. Green-Laning supports a vast industry that benefits our regions. Food, accommodation and fuel is bought locally. Vehicles parts and servicing is undertaken by a myriad of garages. The well-being of thousands of drivers and passengers is hugely enhanced, especially in the area of mental health and stress relief which is in itself a cost saving to the nation. Green-Laners help maintain and tidy routes that would otherwise quickly become overgrown and impassable – and there are numerous example of this on the [Glass website](#)
4. GLASS and its members advise and partner with councils and authorities across the UK and work to deal with hotspots, educating both drivers and the public and ensure that everyone gets the best from our precious and ancient network of rights of way. Members subscriptions are used to waymark and maintain lanes for everyone's benefit. Other organisations do the same for trail bike riding. These are not some fly-by-night network of the ill-advised but career professionals working at the highest levels to ensure countryside access for all.

We have attached a open letter regarding some of the recent untruths that have been put about by negative pressure groups who only work to remove and not enhance access. We invite you to reject that negativism and help build a network fit for all legal classes of user, for everyone's mutual benefit.

Thank you very much for your time and let's all enjoy our wonderful countryside together. Please share this email with your members.

Warm regards,

Green Lane Association

www.glass-uk.org
www.trailwise2.co.uk/

The Green Lane Association is a national organisation founded in 1995 dedicated to protecting our heritage of multi-user rights of way and access to the countryside without prejudice to method of travel.

Some useful links to information about the Green Lane Association:

Our code of conduct <https://glass-uk.org/about/our-code-of-conduct.html>

Access for all and accessibility <https://glass-uk.org/accessibility.html>

Our work with the police (scroll down for articles)<https://glass-uk.org/search.html?searchword=police&ordering=newest&searchphrase=all>

Smile&Wave – our multi-user advice for enjoying the countryside and responsibly using rights of way
<https://glass-uk.org/other-info/smile-and-wave.html>

Our YouTube channel <https://www.youtube.com/c/GreenLaneAssociation/featured>

Our Facebook page <https://www.facebook.com/GreenLaneAssociation>

This email and any attachments are confidential.

They may contain privileged information and are intended for the named addressee(s) only, and must not be forwarded or distributed without the consent of the sender. If you are not the intended recipient, please notify us immediately and do not disclose, distribute, or retain this email or any part of it. Unless expressly stated, opinions in this email are those of the individual sender and not of GLASS, or its membership. You must take full responsibility for virus checking this email and any attachments.

Registered in England, No 5369836, Registered Office: : Blue Pig Cottage, 1 Elmer Street, Grantham, Lincolnshire, NG31 6RE.



Virus-free. www.avast.com

Green Lane Association

www.glass-uk.org

Dear all,

There are many inaccurate representations proliferating about what green laning actually is. This brief document is designed to offer some balanced information about a countryside access hobby enjoyed by thousands.

The Green Lane Association is a national organisation founded in 1995. We are dedicated to protecting our heritage of multi-user rights of way and access for all without prejudice to method of travel.

We are aware that other organisations exist not for the benefit of the public at large or to contribute anything to countryside users, but solely to remove public rights and reduce an already dwindling network from those who already have the least.

Members of the Green Lane Association see themselves as custodians of the network they use:

- Their membership fees are ploughed directly back into protecting and preserving our nation's precious network of unsurfaced public roads for all to enjoy.
- Their time and energy is donated to physically assisting with projects they fund from their own pockets that benefit every member of the public who comes after them.
- Their voices champion responsible use and respect for the countryside they cherish and enjoy.
- Their skills learned driving off tarmac, and often their own vehicles, are used to voluntarily assist response services and aid other users in need of vital help and support.
- Their time is spent assisting the police to tackle illegal and irresponsible use of green lanes.

A significant number of our members could not access our beautiful countryside without the use of a vehicle. Discrimination towards any form of disability or protected characteristic is illegal in the UK. Here at The Green Lane Association, we believe that access to the countryside should be for all, without prejudice to age, health, gender, physical, sensory, mental, cognitive, developmental, or intellectual challenges.

While our members act directly to improve the network we use, or rely on it to access green spaces, we watch anti-access organisations campaign with public money to attack that work and reduce rights. This money has been used to fund court action that has failed on numerous occasions to agree with the anti-access rhetoric presented, yet campaigners continue to make further attempts to push exactly the same worn-out arguments at additional cost to the public purse when authorities are forced to defend these egregious legal actions.

This money could be far more proactively spent on the rights of way these campaigners profess to protect. With authority budgets stretched to breaking point nationwide and public rights of way falling into disrepair, the money spent on attempts to reduce a network that is already at risk could be used for the benefit of all instead of to the detriment of the few.

The repercussions of these campaigns are causing clash points to inflame, often to dangerous and costly levels. The misguided belief that motorised users cause harm has led people who believe the untruths to illegally block, lay spikes and other objects intended to cause damage/harm, and physically destroy rights of way to prevent access, this then has to be remedied using public funds, although GLASS often assist where possible. In other cases, verbal and physical threats and assaults have been reported by legal responsible motorised users simply wishing to enjoy the countryside.

Our concerns are that:

- i) National anti-access organisations are promoting misinformation to the public at large which leads to added pressure on the network and those who use or manage it,

The Green Lane Association Ltd is a national user group committed to protecting our heritage of ancient unsurfaced public roads without prejudice to method of travel. Registered in England, No 5369836, Registered Office: Blue Pig Cottage, 1 Elmer Street, Grantham, Lincolnshire, NG31 6RE.

Green Lane Association

www.glass-uk.org

- ii) These organisations are using a platform of blatant bias and untruth in an attempt to guide the hand of the public, seeking to reduce access rights nationwide. They are doing so with unaccounted, donated money gathered on the back of this misinformation,
- iii) These organisations focus the sum total of their activities on reducing public rights while failing to inform the same public of matters that are inarguably pertinent to the activities of those interested parties. They give nothing of benefit to the network or the public, nor do they provide education or value to anyone, they simply seek to take.
- iv) Closure is not management! Reducing the network has historically proven to cause more problems than it solves. Forcing the same number of users onto a far smaller network simply increases overall traffic and the associated maintenance requirements and clash points, while reducing enjoyment of all. Any further reductions will simply make it appear that all the concerns mentioned in the anti-access rhetoric have increased, but in reality, actions to reduce the network will cause increased problems.

Green lanes with legally defined vehicle rights make up only 3% of the UK's rights of way network. Users only equate to tens of thousands of people, some of whom are the most vulnerable in our community or face additional challenges to countryside access. Conversely, those trying to remove public rights in their entirety visit National Parks in their millions every year, receive more funding to repair the network they frequent than any other user type, and have access to 100% of rights of way in the UK. But it seems this is not enough for the militant anti-access groups among them, they now want that 100% to themselves.

"Damage" is a common stick used to beat motorised users with, but this viewpoint makes no consideration for the fact that all users inevitably cause maintenance requirements, or the failure of some local authorities to carry out their legal duty to protect and maintain public highways and to assert public rights to use those ways. This is a matter our organisation is heavily and continuously active in addressing at a financial cost to our members and a saving to local authorities.

Millions of car journeys carry pedestrians across the UK to use footpaths, descending on local communities in numbers that outweigh the national total of green laners by tens of thousands to one. Significant money has been spent to manage that impact, including large swathes of tarmac laid at cost to the public for walkers to park on.

These projects permanently change the landscape in the most beautiful, sensitive, and cherished areas of the UK while simultaneously costing the public more money. It is entirely wrong to allege that "green laners" are guilty of such impact and devastation when evidence exists that far greater and more costly repair work is ongoing on routes, and within the natural environment that are not accessible to or impacted by vehicles.

As an organisation that works for the benefit of all user types, we have a unique perspective of viewing public access from all sides.

We fully support proportionate access and use of legislation to manage the public network, but we cannot sit back and watch the proliferation of misinformation that is aimed at taking money from the public to reduce their rights and further a niche political agenda, particularly when public money should be used for the benefit of all and the land that we share.

The Green Lane Association

www.glass-uk.org

Useful links: <https://glass-uk.org/accessibility.html> <https://glass-uk.org/other-info/smile-and-wave.html>

The Green Lane Association Ltd is a national user group committed to protecting our heritage of ancient unsurfaced public roads without prejudice to method of travel. Registered in England, No 5369836, Registered Office: Blue Pig Cottage, 1 Elmer Street, Grantham, Lincolnshire, NG31 6RE.