

SHREWSBURY TOWN COUNCIL

Planning Committee Meeting held at Livesey House, 7 St John's Hill At 6.00pm on Tuesday 29 September 2026

PRESENT

Councillors J Daniels (Chairman), B Jephcott, K Pardy and J Tandy.

IN ATTENDANCE

Helen Ball (Town Clerk) and Michelle Farmer (Committee Officer), Also in attendance were Rory Hayhurst - Planning Consultant – Berrys, Christopher Phillips - Operational Compliance & Efficiency Manager - West Midlands Ambulance Service University NHS Foundation Trust and Tom Edgar – Development Director – Opus Land

APOLOGIES

Apologies were received from Councillors Dean & Mosley.

35/26 DECLARATIONS OF INTEREST IN ACCORDANCE WITH THE CODE OF CONDUCT

(i) Declarations of Pecuniary Interest

There were no pecuniary interests declared.

(ii) Declarations of Non-Pecuniary Interest

Shropshire Councillors	Those twin-hatted members declared a personal interest in any matters relating to the Town Council's relationship with Shropshire Council.
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36/26 MINUTES OF THE LAST MEETING

The minutes of the Planning Committee meeting held on 1 September 2026 were submitted as circulated and read.

RESOLVED:

That the minutes of the Planning Committee meeting held on 1 September 2026 be approved and signed as a correct record.

37/26 MATTERS ARISING

There were no Matters Arising for consideration

38/26 PROPOSED AMBULANCE HUB – EMSTREY BANK

The Town Clerk introduced representatives of West Midlands Ambulance Service to give a brief overview of the proposed Ambulance Hub on Emstrey Bank. They were aware that this proposal lay outside the Town Council boundary, but it was clearly of interest to local residents and members of the Town Council. For that reason, they had been invited to attend to provide an overview of the proposal, particularly as the Town Council previously raised objections to the relocation of the ambulance station to Longden Road some time ago.

The developers had confirmed that they had already attended a meeting with Atcham Parish Council, and the West Midlands Ambulance Service intended to submit a planning application to Shropshire Council at the beginning of October. At that stage, all technical surveys and supporting reports would accompany the final plans, and there would be an opportunity for formal consultation and comments on the proposal. It was anticipated with an October submission, permission would be granted so that build could commence in April 2027 with a 7-8 build time, with the building ready for operations by the end of March 2028, to coincide with the determination of the lease at their existing depot.

Chris Phillips (Operations, Compliance & Efficiency Manager) reported that the Ambulance Service were extremely excited about this development. This represented a £50 million investment in the Shropshire area, which was unusual in the current climate given the challenges around central government funding. It was genuinely positive news for the people of Shrewsbury and the wider county.

The current site on Longden Road faced significant challenges due to its location within a densely populated residential area and between two schools. They had no capacity to expand the site, which meant they could not increase ambulance resources, staff numbers or operational facilities. As a result, they were unable to grow the level of emergency ambulance provision they needed to provide across Shropshire. They were constrained not only by space but also by operational requirements, including fleet engineering workshops and make-ready facilities. For some time, they had considered several alternative locations that would provide the best operational response while avoiding major traffic congestion.

It was important to understand that the operating model differed from what some people might expect. Ambulances do not routinely return to base after every incident. Instead, they were normally deployed directly from one incident to the next. Ambulances go out and generally remain out on deployment. Vehicles may return during a shift for meal breaks, restocking, cleaning or maintenance, but the number of vehicle movements to and from the site would be significantly lower than many people imagine.

A particularly important point was that there were relatively few purpose-built make-ready facilities of this scale across the West Midlands. Some of their existing sites were leased premises that had been adapted over time but were never designed for ambulance

operations. Such buildings often presented limitations in operational flow, food safety compliance, vehicle access and staff welfare.

Ambulances operated around the clock, so they needed facilities that would allow vehicles to be returned, cleaned, restocked, serviced, washed and recharged before being sent straight back out in service. The Ambulance Service remained committed to a purpose-built design rather than adapting an existing warehouse or industrial building.

A key benefit of the project was staff facilities. The new building would include facilities such as quiet rooms, multi-faith rooms and improved welfare areas, all of which were difficult or impossible to provide at the current site. It would be a modern, purpose-built and state-of-the-art facility that was better both to work in and to operate from. Staff spend much of their day away from base, so appropriate welfare facilities were particularly important when they returned from shifts.

Staff in Shrewsbury were very excited about this investment. Even something as simple as having adequate parking made a difference. Staff would no longer need to worry about parking far from work or the security of their vehicles whilst on shift. This investment benefits not only staff but also patients across Shropshire. They currently lose valuable time travelling from their existing location back to major routes such as the A5. Those strategic road links were critical to ambulance response across the county. Reducing unnecessary travel time meant more time responding to patients, less downtime and faster access to key transport routes.

The proposal had been designed on the basis of sharing planned road with the proposed care village on the Salop Leisure site.

Councillor Tandy commented that the timescales seemed very tight. The proposed roundabout doesn't exist yet and would take time to build. How can the facility be operational by March 2028? was there pressure to deliver the project quickly because the funding was time-limited?

Tom Edgar commented that because of the operational pressures facing the Ambulance Service, an interim arrangement was proposed. Initially, access would be via the existing site entrance. Whilst not ideal, it allowed the hub to become operational before the current lease expired in 2028. The entire site had been designed to function using temporary access arrangements until the new roundabout was delivered. Once the roundabout was constructed, it would effectively cut through the temporary access route, allowing the facility to connect directly into the permanent highway infrastructure. They had secured significant national funding, and there were timelines attached to that funding. Put simply, if it wasn't used within the required timeframe, there was a risk of losing it.

Regarding the roundabout, discussions with National Highways were ongoing. Shropshire Highways had raised no objections, and they were currently progressing through road safety audits and detailed design work. National Highways had requested additional traffic modelling, particularly in relation to nearby junctions and the impact of the surrounding development. They expected further comments from them in the coming weeks. Their requests primarily related to additional technical information, including traffic modelling, engineering details and pedestrian provision. In the meantime, they would continue

discussions with the relevant highway authorities regarding potential measures on the existing access. Similar projects elsewhere had involved requests for speed limit reductions or other traffic-calming measures, although those processes were often more complex than people might expect. Ensuring vehicles can enter and leave the site safely was a very important consideration for the Ambulance Service. With this site there was a proposal to reduce the speed limit from 60mph to 40mph.

Councillor Daniels asked if they had incorporated best practice from other facilities and that this would effectively be a flagship development?

Chris agreed stating that West Midlands Ambulance Service was regarded as a leader in developing modern make-ready facilities. While they currently operated around fifteen such facilities, many ambulance services elsewhere managed significantly larger networks of older and less efficient buildings. They had taken lessons from recently completed facilities in Coventry, Erdington, Sandwell and elsewhere to create what they believed was the most efficient operational model possible. For example, if an ambulance required major repairs, such as an engine replacement, sending it to a commercial dealer could take weeks. Their own specialist engineering teams could often complete that work within 48 hours. The new facility was designed to maximise that operational efficiency. The site included 52 ambulance bays, designed to meet capacity for 30 years. The design provided capacity for future growth as further funding becomes available for vehicles and staffing. The facility had been designed based on projected population growth and long-term service requirements.

Councillor Daniels asked if the facility would provide apprenticeship opportunities of which Chris confirmed there would be. Recruitment was undertaken centrally across the Trust, which covered Birmingham, the Black Country, Shropshire, Herefordshire, Worcestershire, Coventry and Staffordshire. They offered a Student Paramedic Apprenticeship Programme, allowing people with no previous ambulance qualifications to train and develop into qualified paramedics over a period of three to four years. They also offered apprenticeships in areas such as fleet engineering.

Historically, the limitations of the existing Shrewsbury site have prevented them from expanding resources in the area. This new facility meant that when funding becomes available for additional staff, apprenticeships or vehicles, they would be able to take advantage of those opportunities locally.

Chris emphasised how important this development was for ambulance provision across Shropshire. They continued to engage with local councils, national agencies and other stakeholders because the associated highway improvements were critical to making the scheme as effective as possible. The sooner this infrastructure could be delivered, the sooner they could improve ambulance response across the county.

While the proposed roundabout formed part of a wider development proposal, it was essential infrastructure from their perspective and something they would continue to support and promote. This was one of the most significant pieces of public service infrastructure currently proposed for the area, and they were committed to working with all partners to deliver it as quickly as possible.

Members thanked the representatives for their time and they supported their proposal.

39/26 HIGHWAYS ORDERS

39.1 Confirmation of legal orders - THE SHROPSHIRE COUNCIL (FOOTPATH 74 (PART) TOWN OF SHREWSBURY) PUBLIC PATH STOPPING UP ORDER 2026

The Town Clerk reported that as statutory consultee, Shropshire Council were required by law to serve Shrewsbury Town Council with notice of the final confirmation of the order, as confirmed by Shropshire Council on 3rd September 2026. A copy of the Order and plan was provided showing the changes to the footpaths which would now be legally changed on the Definitive Map of Public Rights of Way. These routes would remain temporary closed until such time as development was complete and the routes had been made available on the ground.

RESOLVED:

That the Council raises no objections to the order.

40/26 TREE PRESERVATION ORDERS

40.1 SC/00577/26 (53 Porthill Road, Shrewsbury) TPO 2026 – Confirmation

The Town Clerk reported that the Shropshire Council (53 Porthill Road, Shrewsbury) TPO 2026 (Ref: SC/00577/26) was confirmed on the 26 August 2026 and the confirmed order and officer report had been circulated to members.

RESOLVED:

That the Council raises no objections to the order.

41/26 PREMISES LICENCE APPLICATIONS

The Town Clerk reported that there was one live Premises Licence application within the Shrewsbury area and the end date for representations was 1 October.

The application was for the Onslow Inn in Bicton Heath, and they were applying for a minor variation with new plans submitted requesting to remove embedded restrictions and annex 2 conditions under crime and disorder to modernise licence.

RESOLVED:

That the Council raises no objections to the premises licence application.

42/26 PLANNING APPLICATIONS

42.1 Schedules of Planning Applications

The Town Clerk submitted the schedules of valid planning applications for planning consent for development within the Town Council's area, which had been registered between 22 August 2026 – 18 September 2026.

RESOLVED:

- (i) **That the following comments be submitted to Shropshire Council:**

1	26/03330/FUL	43 Belle Vue Road, Shrewsbury, SY3 7LN	Internal alterations and annexe	No Objection
2	26/03327/FUL	38 Oakley Street, Shrewsbury, SY3 7JY	Single storey side extension, alterations including change of roof to existing rear extension from pitched to flat roof	No Objection
3	26/03312/FUL	195 Wenlock Road, Shrewsbury, SY2 6LD	Rear single storey wrap- around extension with internal alterations and loft conversion	No Objection
4	26/03321/VAR	Holly Cottage, Shepherds Lane, Bickton Heath, Shrewsbury, SY3 5EQ	Variation of Condition 2 attached to planning permission 26/00212/FUL Date of Decision 01/04/2026	No Objection
5	26/03325/FUL	Winwood, Corporation Lane, Shrewsbury, SY1 2NU	First Floor extension over garage	No Objection
6	26/03260/FUL	Aaron And Partners LLP, Lakeside House, Holsworth Park, Bickton Heath, Shrewsbury, SY3 5HJ	Erection of two storey extension with internal alterations	No Objection
7	26/03252/FUL	32 Sussex Drive, Shrewsbury SY3 7NG	Single-storey front, side and rear extensions	No Objection
8	26/03216/FUL	9 Fairburn Drive Shrewsbury SY3 6DQ	Proposed first floor side and front extensions, two storey rear side extension and internal alterations	No Objection
9	26/03091/FUL	1 Lawson Gardens Berwick Grange Shrewsbury SY1 4YH	Two-storey rear extension, porch to front, chimney to side and installation of window	No Objection

10	26/03180/FUL	81 The Mount Shrewsbury SY3 8PL	Conversion to ancillary office/studio above garage	No Objection
11	26/03134/VAR	Units 1 And 2 Stadium Point Business Park, Oteley Road, Shrewsbury, SY2 6NE	Variation of Condition No.s 17 and 18 attached to permission 25/00909/VAR dated 29 July 2025	No Objection
12	26/03157/FUL	13 Ingleby Way, Shrewsbury, SY3 8BU	Single storey rear extension	No Objection

Whilst the Town Council does not object to this application Members do fully endorse the concerns raised by the member of the public and should be taken into consideration by the Case Officer.

13	26/03154/FUL	52 Racecourse Avenue, Shrewsbury, SY2 5BS	Single storey side and rear extension	No Objection
14	26/03121/FUL	Four Winds, 24 Ridgebourne Road, Shrewsbury, SY3 9AB	Erection of extensions, alterations and remodelling	No Objection
15	26/03130/FUL	14 Kenton Drive, Shrewsbury, SY2 6TH	Single storey rear extension	No Objection
16	26/03048/FUL	Warehouse, Unit 6, Lancaster Road, Shrewsbury, SY1 3LG	Demolition of existing brick flat roof extension, erection of front extension, creation of first floor, installation of solar panels to roof and associated works	No Objection
17	26/03122/FUL	21 Victoria Street, Shrewsbury, SY1 2HS	Erection of replacement rear extension, balustrade and steps to garden level	No Objection
18	26/03103/FUL	43 Reabrook Avenue, Shrewsbury, SY3 7PZ	Single storey side extension, two storey rear extension and alterations to front elevation	No comment made

Permission granted by Shropshire Council prior to the meeting

19	26/03102/FUL	Veolia Energy From Waste Facility Vanguard Way Battlefield Enterprise Park Shrewsbury SY1 3TG	Installation of a stores building	No Objection
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20	26/03089/FUL	27 Shelton Road, Shrewsbury, SY3 8SU	Improvements to existing access including alterations to front boundary wall and widening the dropped kerb access	No Objection
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42.2 Schedule of Planning Decisions

The Town Clerk submitted the schedules of planning decisions where the comments of the Town Council varied to the final planning decision of the Planning authority between 22 August 2026 – 18 September 2026

RESOLVED:

That the variance of planning decisions between the period 22 August 2026 – 18 September 2026 be noted.

42.3 Tree Applications

The Town Clerk submitted the decisions made under the Town Clerk's delegated authority to submit tree application comments between 22 August 2026 – 18 September 2026

RESOLVED:

That the comments submitted to Shropshire Council by the Town Clerk under delegated authority be approved

1.	26/03082/TPO	51 Ridgebourne Road, Shrewsbury, Shropshire, SY3 9AB	Fell 1no. Lawson Cypress (T1) and 1no. Eastern Hemlock (T2) protected by The Borough of Shrewsbury (Ridgebourne Road) Tree Preservation Order 1968 (SA/37)	Objection
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The Town Council object to this application and ask if there is sufficient evidence supplied to remove the tree in the first instance. If agreed there is no mention of replanting the trees

2.	26/03123/TPO	Prestfelde Preparatory School, London Road, Shrewsbury, Shropshire, SY2 6NZ.	Various works to trees (See Report) protected by the Shropshire Council (Land at Prestfelde School, London Road, Shrewsbury) Tree Preservation	Representation
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			Order 2021 (Ref: SC/00479/21)	
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Whilst the Town Council do not object to this application per se, In the report within the application there is mention of replanting, but no mention of replanting within the actual application

3.	26/03145/TPO	Canonbury House, 10 Canonbury, Shrewsbury, Shropshire, SY3 7AH	Reduce crown by 20-25%, slight crown lift and crown thin and reshape 1no Copper Beech protected by The Borough of Shrewsbury (Kingsland No 2) Tree Preservation Order 1969 (Ref: SA/34)	Objection
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The Town Council object to this application as there is no measurement put on the percentage reduction or a measurement on the lifting on the copper beech tree.
Can this be put as a condition? There is also no mention of any measurement on the reduction in height of the 2 silver birch trees. Are these part of the TPO application as they are not mentioned in the description or are they part of a separate Conservation application?

4.	26/03209/TCA	33 Cleveland Street, Shrewsbury, Shropshire, SY2 5DN	Fell 1no. Willow within Shrewsbury Conservation Area	No Objection
5.	26/02873/TCA	6 Mill Court, Mill Road, Abbey Foregate, Shrewsbury, Shropshire	Crown reduce by approx. 15-20% & crown lift by 2m (See Further Information) of 1no Sycamore within Shrewsbury Conservation Area	No Objection
6.	26/02924/TCA	17 Sutton Road Shrewsbury Shropshire SY2 6DE	Crown lift by 3m, reduce lowest lateral branches and remove deadwood of 1no Copper Beech within Shrewsbury Conservation Area	No Objection