

Date: Tuesday, 12 December 2023

Time: 2.00 pm

Venue: Shrewsbury/Oswestry Room, Shirehall, Abbey Foregate, Shrewsbury, Shropshire, SY2 6ND

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SOUTHERN PLANNING COMMITTEE

SCHEDULE OF ADDITIONAL LETTERS

NOTE: This schedule reports only additional letters received before 5pm on the day before committee. Any items received on the day of Committee will be reported verbally to the meeting

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Date: 12th December 2023		
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Item No.	Application No.	Originator:
7	23/04666/FUL	NW
<p>Recommendations from highways received (Date: 04/12/2023) in relation to planning application</p> <p>No objection – Having given due regard to the appropriate local and national planning policy guidance (in particular the National Planning Policy Framework), Shropshire Council as Highway Authority has concluded that the proposed development is acceptable subject to the development being constructed in accordance with the approved details and the following conditions and informative notes.</p> <p>Conditions:</p> <p>Visibility Visibility splays shall be provided at the access point at a point measured 2.4 metres back from the adjoining carriageway edge along the centreline of the access extending 41.9 metres in northerly direction, and to the tangent point to the nearside channel line in a southerly direction from the access along the highway. All growths and structures in front of these lines shall be lowered to and thereafter maintained at carriageway level and shall be fully implemented prior to the dwelling being occupied. Reason: To provide a measure of visibility from the new access in both directions along the highway in the interests of highway safety.</p> <p>Access, Parking, Turning The access, parking and turning areas shall be satisfactorily completed and laid out in accordance with the Proposed Site Plan Drawing No. PL-1001-PL5 655 prior to the dwelling being occupied. The approved parking and turning areas shall thereafter be maintained at all times for that purpose. Reason: To ensure the formation and construction of a satisfactory access and parking facilities in the interests of highway safety</p> <p>Access Apron The access apron shall be constructed in accordance with Shropshire Council's specification currently in force for an access and shall be fully implemented prior to the dwelling being occupied. Reason: To ensure the formation and construction of a satisfactory access in the interests of highway safety.</p> <p>Gates Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 2015 or any order revoking and re-enacting that Order with or without modification, no access gates or other means of closure shall be erected within 5.0 metres of the highway boundary. Reason: To provide for the standing of parked vehicles clear of the highway carriageway in the interests of highway safety.</p> <p>Observations/Comments: The application is seeking consent for a local affordable dwelling with access onto the inside of a bend on an unclassified rural road.</p> <p>The provision of the visibility splays has been supported by an ATC with the splays accordingly calculated and plotted on the submitted site plan. The splay in the southerly direction has not however, been plotted to the tangent point just to the north of no.2 Stapeley Cottage resulting in a 'blind spot'. The hedge required to be set back on the southern side of the proposed access is however within the application site and this revision to the proposed splay can be covered by the imposition of the above condition.</p> <p>It is considered that, subject to the conditions listed above being included on any approval, there are no substantive highway conditions upon which to base an objection on highway safety grounds.</p> <p>Informative notes: Protection of Visibility Splays on Private Land The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s)</p>		

required by this consent is safeguarded in any sale of the application site or part(s) thereof.

Works on, within or abutting the public highway

This planning permission does not authorise the applicant to:

- construct any means of access over the publicly maintained highway (footway or verge) or
- carry out any works within the publicly maintained highway, or
- authorise the laying of private apparatus within the confines of the public highway including any a new utility connection, or
- undertaking the disturbance of ground or structures supporting or abutting the publicly maintained highway

The applicant should in the first instance contact Shropshire Councils Street works team. This link provides further details

<https://www.shropshire.gov.uk/roads-and-highways/road-network-management/application-forms-and-charges/>

Please note Shropshire Council require at least 3 months' notice of the applicant's intention to commence any such works affecting the public highway so that the applicant can be provided with an appropriate licence, permit and/or approved specification for the works together and a list of approved contractors, as required.

Mud on highway

The applicant is responsible for keeping the highway free from any mud or other material emanating from the application site or any works pertaining thereto.

No drainage to discharge to highway

Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway.

Waste Collection

The applicant's attention is drawn to the need to ensure that appropriate facilities are provided, for the storage and collection of household waste, (i.e., wheelie bins & recycling boxes).

Specific consideration must be given to kerbside collection points, to ensure that all visibility splays, accesses, junctions, pedestrian crossings, and all trafficked areas of highway (i.e., footways, cycle ways & carriageways) are kept clear of any obstruction or impediment, at all times, in the interests of public and highway safety.

<https://shropshire.gov.uk/media/2241/supplementary-planning-guidance-domestic-waste-storage-and-collection.pdf>

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Neighbour objection – The proposed site is not part of a settlement. Stapleley Cottages are relatively isolated and insular in respect of any other properties in Beacon Hill Lane. The few dwellings that are in the lane are or have been working farms, this apart from the settlement at the bottom of the lane almost a mile away that comprises of 12 or so houses and extends past the lane itself.

The proposed three bay garage that has access to a second storey via an external staircase is somewhat excessive when considering the single plot affordable housing scheme criteria.

When approaching from either direction, whether in a vehicle or on foot, the positioning of both the house and even more so the garage is not linear to Stapleley Cottages. If approaching from B4368, past Highclear Farm, Stapleley Cottages will be obscured almost entirely for some significant distance. If approaching from the opposite direction passing Stapleley Farm, the proposed dwelling will be prominent and intrusive in comparison to the unassuming and modest building that is Stapleley Cottages and the surrounding rural scenery.

The removal of a significant amount of native hedgerow and the potential felling of a beautiful large tree will have a detrimental impact upon immediate landscape and even more so the precious habitats of the wildlife in the area, such as birds, mammals and amphibians.

Item No.	Application No.	Originator:
7	23/04666/FUL	NW
<p>Neighbour Objection – We are the owners and occupiers of 2 Stapeley Cottage, Beaconhill Lane which is immediately next to the proposed development site.</p> <p>We have read the report of the Planning Case Officer and agree with the statements made. In our opinion the 3 bay double storey garage with external staircase is excessive in size and will dominate the plot sitting proud and some distance from the proposed dwelling. The size and specification appears to be excessive when compared to other affordable dwellings in the area.</p> <p>The forward position of the garage also means that it will be easily visible from our property. We believe that the proposed location of the garage means that it is positioned so that any vehicle entering/exiting or parking in front of it will direct their lights toward Stapeley Cottages and in particular the bedroom windows at the front of the property. In addition any external lighting will impact upon us. We would therefore ask that consideration is given to the impact that the proposed design will have.</p> <p>The amount of hedgerow which needs to be removed also appears excessive and given the rural, isolated nature of the proposed development site we would ask that consideration is given as to whether this could be reduced, particularly as this currently provides Stapeley Cottages with some screening from the vehicles travelling on Beaconhill Lane. The proposed development could have a significant adverse impact on the appearance of the immediate rural area.</p> <p>We are also concerned as to the impact the additional water run off and waste water from the proposed development would have. Steps would need to be taken to ensure that adequate drainage is provided to ensure water is directed away from Stapeley Cottages which are situated at a lower level to the proposed development site.</p> <p>It should be noted that the Parish Council have commented on the proposed development after holding an extraordinary meeting for which we, as the neighbouring property, were given no notice or opportunity to comment and that we do not agree with the position taken by the Parish Council.</p>		

Item No.	Application No.	Originator:
6	23/02796/FUL	LE

List of full planning conditions suggested for 23/02796/FUL

Conditions

STANDARD CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act, 1990 (As amended).

2. The development shall be carried out strictly in accordance with the approved plans, drawings and documents as listed in Schedule 1 below.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and details.

CONDITIONS THAT REQUIRE APPROVAL BEFORE THE DEVELOPMENT COMMENCES

3. No development approved by this permission shall commence until the applicant, or their agents or successors in title, has secured the implementation of a phased programme of archaeological work in accordance with a written scheme of

investigation (WSI). This written scheme shall be approved in writing by the Planning Authority prior to the commencement of works.

Reason: The development site is known to have archaeological interest

4. No development shall take place until a scheme of surface and foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The approved scheme shall be fully implemented prior to first occupation.

Reason: To ensure satisfactory drainage of the site and to avoid flooding.

5. Prior to the commencement of development, a schedule and specification of the products that will be used so as to provide sound insulation against internally generated noise in accordance with the details of report 22387-1 by noise.co.uk and dated 30th March 2023 shall be submitted to and approved in writing by the Local Planning Authority. The sound insulation works shall be completed as approved prior to the occupation of any of the dwellings and thereafter retained in perpetuity.

Reason: To ensure that the impacts of noise will be mitigated and minimised in compliance with Shropshire Local Development Framework Adopted Core Strategy Policy CS6.

6. Before any construction works hereby approved are commenced, a Construction Environment Management Plan (CEMP) and Habitat Management Plan (HMP) expanding upon the information provided within the Biodiversity Impact Assessment For Net Gain (Brindle & Green, October 2022) detailing, in full, measures to protect existing habitat during construction works and the formation of new habitat, to secure a habitat compensation value of no less than 6.84 habitat units and 3.04 hedgerow units, shall be submitted to and approved in writing by the Local Planning Authority. Within the CEMP/HMP document the following information shall be provided:
 - i) Current soil conditions of any areas designated for habitat creation and detailing of what conditioning must occur to the soil prior to the commencement of habitat creation works (for example, lowering of soil pH via application of elemental sulphur);
 - ii) Descriptions and mapping of all exclusion zones (both vehicular and for storage of materials) to be enforced during construction to avoid any unnecessary soil compaction on area to be utilised for habitat creation;
 - iii) Details of species composition and abundance (%age within seed mix etc.) where planting is to occur;
 - iv) Proposed management prescriptions for all habitats for a period of no less than 25 years;
 - v) Assurances of achievability;
 - vi) Timetable of delivery for all habitats; and
 - vii) A timetable of future ecological monitoring to ensure that all habitats achieve their proposed management condition as well as description of a feed-back mechanism by which the management prescriptions can be amended should the monitoring deem it necessary.

The development shall thereafter be undertaken in accordance with the approved CEMP/HMP.

Reason: To secure enhancement for biodiversity in accordance with MD12, CS17 and section 180 of the NPPF.

7. No development shall take place until a Construction Management Plan and Method Statement has been submitted to and approved in writing by the Local Planning Authority which shall indicate measures to mitigate against traffic generation and drainage of the site during the construction stage of the proposed development.

The Construction Management Plan and Method Statement shall include;

- ' phasing of the development to include access construction;
- ' the parking of vehicles of site operatives and visitors;
- ' loading and unloading of plant and materials;
- ' storage of plant and materials used in constructing the development;
- ' wheel washing facilities;
- ' the routes of construction traffic to and from the site including any off site routes for the disposal of excavated material and;
- ' strategy stating how surface water run off from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (permanent or temporary) connect to an outfall (temporary or permanent) during construction. The Construction Management Plan and Method Statement shall be strictly adhered to throughout the construction period.

Reason: Statutory obligation H&S (CDM) compliance, ensuring that the permitted development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the permitted development during construction and to ensure that suitable traffic routes are agreed.

8. Prior to the commencement of development a phasing plan including details of the timing of the construction of the affordable housing in relation to the occupancy of the market housing shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be undertaken in accordance with the approved details.

Reason: To ensure the implementation of the affordable housing units.

9. Prior to the commencement of development, a construction method statement detailing and addressing the issues of construction noise and dust from the site together with proposed mitigation measures to protect residential amenity shall be submitted to and approved in writing by the Local Planning Authority. The development shall only take place in accordance with the agreed details.

Reason: To ensure that the residential amenity is protected in the construction phase of development.

10. Prior to the commencement of development, a scheme for the provision of an equipped play area shall be submitted to and agreed in writing by the Local Planning Authority and shall include details of the play equipment to be provided, a timescale for the provision of the completed play area and details of the arrangements for ongoing management and maintenance. The development shall only proceed in compliance with the approved details.

Reason: To ensure the provision of an equipped play area and its long term management and maintenance. **Page 5**

11. No development shall commence until a Traffic Regulation Order for the extension of the 40mph speed limit on the A456 adjacent to the application site has been secured and confirmation of such has been submitted to and approved in writing by the local planning authority.

Reason: In the interests of highway safety and to enable the relocation of the speed limit.

CONDITIONS THAT REQUIRE APPROVAL DURING THE CONSTRUCTION/PRIOR TO THE OCCUPATION OF THE DEVELOPMENT

12. The construction of any new estate street shall not be commenced until an estate street phasing and completion plan has been submitted to and approved in writing by the local planning authority. The estate street phasing and completion plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed.

Reason: To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety.

13. Notwithstanding the construction details submitted, the construction of any new estate street shall not be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development shall, thereafter, be constructed in accordance with the approved details.

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highway's infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.

14. The construction of any new estate street shall not be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

Reasons: To ensure that the estate streets serving the development are completed and maintained to the approved standard, and are available for use by the occupants, and other users of the development, in the interest of highway safety.

15. All pre-commencement tree works and tree protection measures as detailed in Section 4 (Arboricultural Impact Assessment), Appendix 2 (Tree Protection Plan) and Appendix 3 (Tree Retention Page 6 Guidance) of the approved

Arboricultural Impact Assessment Survey and Report (BG22.162.1, Brindle and Green Arboriculture, August 2022) shall be fully implemented to the written satisfaction of the Local Planning Authority, before any development-related equipment, materials or machinery are brought onto the site.

Reason: to safeguard the amenities of the local area and to protect the natural features that contribute towards this and that are important to the appearance of the development.

16. The development shall be implemented in accordance with Section 4 (Arboricultural Impact Assessment), Appendix 2 (Tree Protection Plan) and Appendix 3 (Tree Retention General Guidance) of the approved Arboricultural Impact Assessment Survey and Report (BG22.162.1, Brindle and Green Arboriculture, August 2022). The approved tree protection measures shall be maintained in a satisfactory condition throughout the duration of the development, until all equipment, machinery and surplus materials have been removed from the site.

Reason: to safeguard the amenities of the local area and to protect the natural features that contribute towards this and that are important to the appearance of the development.

17. The landscaping scheme shall be implemented as specified in the approved Landscaping Management and Maintenance Strategy Rev A (Quattro Design Architects), Planting Schedule Rev B (6729-P-3500.P1, Quattro Design Architects) and Public Amenity Landscaping Plan (6729-P2-102 RevB, Quattro Design Architects) and completed prior to occupation of the first dwelling. If the development is phased, the landscaping shall be completed for each phase prior to occupation of the first dwelling in that phase. If within a period of three years from the date of planting, any tree or shrub, or any tree or shrub planted in replacement for it, dies or, in the opinion of the LPA becomes seriously damaged or diseased, or is otherwise lost or destroyed, another tree or shrub of a similar specification to the original shall be planted at the same place during the first available planting season.

Reason: to ensure satisfactory tree and shrub planting as appropriate to enhance the appearance of the development and its integration into the surrounding area.

18. Prior to first occupation / use of the buildings, the makes, models and locations of the wildlife boxes shall be submitted to and approved in writing by the Local Planning Authority.

- A minimum of 10 external woodcrete bat boxes or integrated bat bricks, suitable for nursery or summer roosting for small crevice dwelling bat species.
- A minimum of 8 artificial nests, of either integrated brick design or external box design, suitable for starlings (42mm hole, starling specific), sparrows (32mm hole, terrace design), house martins (house martin nesting cups), swallows (swallow nesting cups) and/or small birds (32mm hole, standard design).
- A minimum of 9 artificial nests, of integrated brick design, suitable for swifts (swift bricks).
- A minimum of 4 hedgehog domes (standard design) positioned in a suitable location.

- A minimum of 6 invertebrate bricks/houses of external and/or integrated design, suitable for pollinators.

The boxes shall be sited in suitable locations, with a clear flight path and where they will be unaffected by artificial lighting prior to the occupation of any dwelling within any phase of the development. The boxes shall thereafter be maintained for the lifetime of the development.

For swift bricks: Bricks should be positioned 1) Out of direct sunlight 2) At the highest possible position in the building's wall 3) In clusters of at least three 4) 50 to 100cm apart 5) Not directly above windows 6) With a clear flightpath to the entrance 7) North or east/west aspects preferred. (See <https://www.swift-conservation.org/Leaflet%20-%20Swift%20Nest%20Bricks%20-%20installation%20&%20suppliers-small.pdf> for more details).

Reason: To ensure the provision of roosting and nesting opportunities, in accordance with MD12, CS17 and section 180 of the NPPF.

19. Prior to the erection of any external lighting on the site, a lighting plan shall be submitted to and approved in writing by the Local Planning Authority. The lighting plan shall demonstrate that the proposed lighting will not impact upon ecological networks and/or sensitive features. The submitted scheme shall be designed to take into account the advice on lighting set out in the Bat Conservation Trust's Guidance Note 08/18 Bats and artificial lighting in the UK. The development shall be carried out strictly in accordance with the approved details and thereafter retained for the lifetime of the development.

Reason: To minimise disturbance to bats, which are European Protected Species.

20. No dwelling or dwellings shall be occupied until the estate streets affording access to those dwellings has been completed in accordance with the Estate Street Development Plan for Parking, loading, unloading, and turning. The development hereby permitted shall not be brought into use until the areas shown on the approved plans for parking, loading, unloading and turning of construction related vehicles has been properly laid out, hard surfaced and drained. The space shall be maintained thereafter free of any impediment to its designated use.

Reason: To ensure the provision of adequate vehicular facilities, to avoid congestion on adjoining roads and to protect the amenities of the area.

21. Prior to the above ground works commencing and notwithstanding the detail shown on the approved plans, details of all hard landscape works shall be submitted to and approved in writing by the local planning authority. These shall include full details of the proposed boundary treatments and any other hard surfacing materials to be included in the development along with an implementation programme. The landscaping works shall be carried out in accordance with the approved details and in accordance with the agreed implementation programme.

Reason: To ensure that the external appearance of the development is satisfactory.

22. Prior to the above ground works commencing samples and/or details of the roofing materials and the materials to be used in the construction of the external walls shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in complete accordance with the approved details.

Reason: To ensure that the external appearance of the development is satisfactory.

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