

Development Management Report

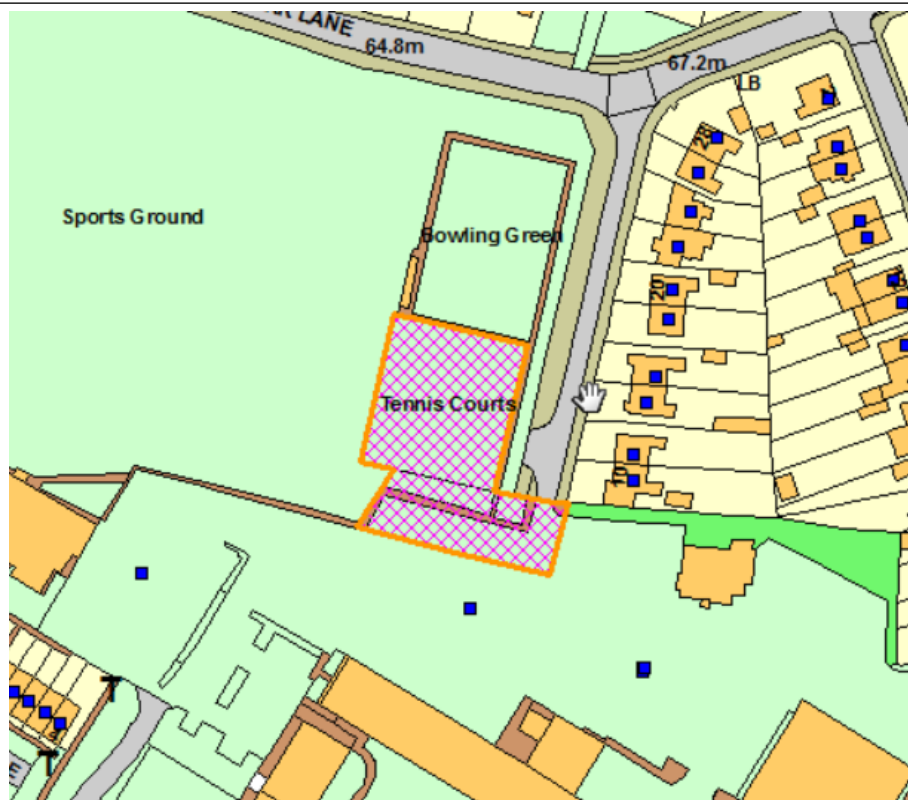
Responsible Officer: Tim Rogers

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Summary of Application

<u>Application Number:</u> 17/06119/FUL	<u>Parish:</u>	Shrewsbury Town Council
<u>Proposal:</u> Change of use of former tennis courts to form additional council staff car parking for a temporary period of up to 2 years.		
<u>Site Address:</u> Shropshire Council The Shirehall Abbey Foregate Shrewsbury Shropshire		
<u>Applicant:</u> Shropshire Council		
<u>Case Officer:</u> Shannon Franklin	<u>email:</u> planningdmne@shropshire.gov.uk	

Grid Ref: 350652 - 312176



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Recommendation:- subject to the conditions set out in Appendix 1.

REPORT

1.0 THE PROPOSAL

- 1.1 The application seeks planning permission for a temporary period of two years for the change of use of former tennis courts to form additional council staff car parking.

2.0 SITE LOCATION/DESCRIPTION

- 2.1 The application relates to 2no.tennis courts situated to the north of Shirehall car park within the area of Belvidere approximately 1.6km to the east of Shrewsbury town centre. The tennis courts are currently in a state of disrepair and its boundaries are formed by a metal chain link fence.
- 2.2 The site is bounded to the north by a bowling green, to the east by Belvidere Road on the opposite side of which are semi-detached residential properties, to the south by a 6m wide grass verge and pavement beyond which lies Shirehall's existing car park and to the east by recreational playing fields.

3.0 REASON FOR COMMITTEE/DELEGATED DETERMINATION OF APPLICATION

- 3.1 The application is made by the Council on land owned by the Council for development which is not in line with statutory functions and is therefore required to be determined by Committee under the terms of the scheme of delegation to officers as set out in Part 8 of the Council Constitution.

4.0 COMMUNITY REPRESENTATIONS

4.1 - Consultee Comments

4.1.1 Shrewsbury Town Council

The Town Council raises no objections to this application.

4.1.2 SC SUDS

No objection has been raised to the application however the applicant should implement an appropriate sustainable drainage scheme. The relevant Guidance provided by the council and within the Planning Practice Guidance should be adhered to and preference should be given to drainage measures which allow rainwater to soakaway naturally.

4.1.3 SC Parks and Recreation

No comments to make on this application.

4.1.4 SC Highways

No Objection subject to conditions (30/01/2018)

Notwithstanding the comments of WSP, the car park is served via the Shirehall car

park and therefore has no direct impact upon the public highway. Therefore no objection is raised to the granting of a 2 year temporary planning permission with regard to the layout and details as shown, acknowledging that it is the intention of the Council to look long term at the parking issues serving the Shirehall. Care will need to be taken regarding the lowering of the kerb as shown and the gradient fall into the car park to ensure that vehicles would not ground out. Some simple levels taken would confirm this and/or the need to consider the fall from the current car park level to the new parking level.

Additional Information Required (24/01/2018)

The proposed development seeks change of use of the former tennis courts to the rear of the Shirehall to form additional staff parking. Whilst the principle of the development is acceptable more details of the proposed access to the new parking are required. There is a level difference between the existing car park and the tennis courts and no details have been submitted regarding current levels and proposed construction of the access to address the difference. All areas, including the access entrance should have a tarmacadam surface.

The following further information is requested:

- Construction details of the access to the new parking area including measures to address the level difference and a long section plan.

Parking spaces should measure a minimum of 2.4 x 4.8 metres with a 6 metre clearance between bays for manoeuvring.

4.2 - Public Comments

4.2.1 The residents of ten neighbouring properties were individually notified by way of publication of this application in addition to a site notice being displayed outside the application site. At the time of writing this report, one representation in support of the scheme and one in objection had been received. The reasons noted within the objection are outlined below:

- Loss of another facility within Belvidere despite community objection
- Demonstrates CIL money not being utilised for community benefit
- Will set a precedent for open spaces to be used for housing development
- Encourages an increase in traffic

4.2.2 The representation in support of the scheme cited the following reasons:

- Good alternative use for the disused courts
- Would help alleviated on street parking issues surrounding Shirehall

4.2.3 Shropshire Playing Fields Association

Shropshire Playing Fields Association objects to the proposed loss of two community tennis courts whose purpose has been to enhance the health and well being of their own workforce their families and members of the surrounding local community.

There is no indication from the application that Shropshire Council intend replacing or providing similar facilities nearby, so we can only assume this will be a loss of valued community open space, without compensation.

In recent years Shrewsbury has lost access to similar community open spaces are:

- Radbrook College site; 4 tennis courts and grass pitch
- Copthorne Barracks site; football and cricket pitch
- Shrewsbury Football Club site; community football pitch
- Meoloe Brace School; grass sports pitch
- Castle Walk; loss of community access to sports pitches enclosed by security fencing.

The proposal to erode the valued open space social facilities at the Shirehall and use it for car parking, we believe goes against national and local planning guidelines and policy. The people of Shrewsbury including its young people are currently experiencing an obesity crisis that is putting immense pressure on the health service increasing levels of physical activity is one crucial tool being used to combat the problem, whether it be playing sport, walking or cycling to school or work.

This application if approved will only encourage more usage of the car by providing 60 more car parking space, reducing numbers opting to cycle and walk to work whilst also denying access for people to a diminishing stock of open spaces and accessible facilities, this makes no sense and is certainly not a sustainable proposal.

We believe this application poses a real threat to the whole future of this open space area and rather than it be destroyed and lost forever it should in fact be considered a jewel in the crown worthy of future investment by Shropshire Council. We believe the site provides a viable dual use opportunity. We propose the Council should consider resurfacing the two-tennis court area, to provide a multi-functional sport facility area that would be available to the local community at weekends and in the evenings. It should be designed to allow overflow car parking during the working week 7.00am to 5.00pm Monday to Friday for staff and visitors to the Shirehall. The area should be floodlit to maximise usage and to enhance security. The cost of such enhancement could be met from CIL money and from charging staff and visitors when parking their cars at the Shirehall.

In addition, we draw officers and members attention to Paragraph 73 of the NPPF states that: *"Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is*

required".

Quite simply after many years of being asked Shropshire Council planning authority has still not provided a robust up-to-date assessment as is required under national planning policy guidelines, so have no data available upon which officers or members can make an informed decision.

Shropshire Council's current Local Plan (2006-2026) comprises of the Core Strategy (2011) and the Site Allocations and Management of Development of Adopted Plan (SAMDev 2015).

Policy CS6 - seeks to ensure that all development contributes to the health and wellbeing of communities, this includes safeguarding residential and local amenity and the achievement of local standards for the provision and quality of open space, sport and recreational facilities. Clearly replacing two community tennis courts for the purpose of parking a car does not contribute to the health and well being of the local community.

Policy CS8 seeks to ensure the protection and enhancement of existing facilities and services that contribute to quality of life. Clearly the protection of existing sporting facilities is not being adhered to in this instance and indeed the need to enhance the facilities for the benefit of its own staff over recent years has also not been adhered to even though Shropshire Council are responsible for doing so in respect of this piece of land

Policy CS9 - Infrastructure Contributions; The immense amount of development that has taken place over the past decade and is proposed to continue through the advancement of the nearby development off Preston Street would suggest there is a need for more open spaces to be retained for their purpose and for some of the CIL money from these developments to be invested in the enhancement of existing open space infrastructure to support these developments. We also believe the application would be against the proposed integrated transport plan which is encouraging more sustainable options like cycling and walking as a main option for staff to access the workplace.

- 4.2.3 At the time of writing this report the consultation period for the application had not expired however it will have prior to the date of the relevant Committee. As such should any additional representations be received prior to the Committee members will be informed.

5.0 THE MAIN ISSUES

- 5.1
- **Principle of development**
 - **Siting, scale and design**
 - **Visual impact and landscaping**
 - **Highways**

- **Residential Amenity**
- **Other issues**

6.0 OFFICER APPRAISAL

6.1 Principle of development

- 6.1.1 The key determining policy in this instance is Policy CS8 Facilities, Services and Infrastructure Provision. This policy aims to develop sustainable places in Shropshire and maintain and enhance existing services and facilities. In addition the policy seeks to ensure timely provision of additional facilities, services and infrastructure to meet identified needs.
- 6.1.2 Policy CS7 Communications and Transport acknowledges the need to support development which enables the provision of a sustainable pattern of development including maintenance and improvement of transport and infrastructure and services. Policy CS7 confirms that integrated transport infrastructure and services to meet local needs should aim to minimise the impacts of transport and traffic on communities and the environment.
- 6.1.3 Shropshire Core Strategy Policy CS6: Sustainable Design and Development Principles confirms alterations and extensions to existing facilities such as car parking, is acceptable providing relevant criteria are met and proposals are appropriate in scale, density, pattern and design. SAMDev Policy MD2 which additionally seeks to achieve local aspirations for design where possible and safeguard residential and local amenity.
- 6.1.4 Section 7 of the National Planning Policy Framework reinforces these goals at a national level, by requiring development to display favourable design attributes which contribute positively to making places better for people, and which reinforce local distinctiveness.
- 6.1.5 Shropshire Core Strategy Policy CS17: Environmental Networks is concerned with design in relation to its environment, but places the context of the site at the forefront of consideration i.e. that any development should protect and enhance the diversity, high quality and local character of Shropshire's natural, built and historic environment and does not adversely affect the visual, ecological, geological, heritage or recreational values and function of these assets.
- 6.1.6 While the provision of additional car parking facilities at the proposed site does not directly provide an integrated and sustainable transport package it is considered that as the proposal addresses the short term identified local need for additional parking at Shirehall to alleviate on street parking within the neighbouring residential areas, while allowing the Council time to compile and implement a full car parking strategy and travel plan which fully complies with policy, as such it is considered that the proposal is compliant with the aims of Policy CS7 and CS8 and is therefore acceptable in principle.
- 6.1.7 In terms of the design and relation to the locality the use of a redundant hardstanding facility, previous used as tennis courts, to provide additional parking reducing the on street parking nearby, will contribute to improving the facilities in the locality and the functioning of the existing Council car parking facilities. The

proposal is therefore considered to be in line with Policy CS6, CS17 and MD2.

6.2 Siting, scale and design

- 6.2.1 The application site is located immediately north of the existing car parking facilities associated with Shirehall. The site can be accessed via the existing car park with no additional highways connection required and it is therefore considered by officers that the siting of the proposal is acceptable.
- 6.2.2 In considering the design of the proposal the car parking space layout meets the minimum size criteria, the majority existing landscaping to the southern boundary is to be retained or compensated for and it has been demonstrated that an access ramp of a suitable gradient can be provided into the site. Officers therefore consider the design to be acceptable.
- 6.2.3 The proposal seeks to utilise 2no. disused tennis courts for additional car parking facilities to serve the Shirehall. The area of land subject to this change of use equates to approximately 1150m². Excluding the minor alterations forming the access ramp no additional hardstanding, lighting or drainage facilities are required to facilitate the development.
- 6.2.4 The proposal will provide an additional 47no. spaces for use by users of Shirehall which equates to a 9.3% increase in the overall number of spaces provided on site. This increase is considered to be relatively minor and together with the limited site area and lack of additional hardstanding required, the overall scale of development is considered to be limited.

6.3 Visual impact and landscaping

- 6.3.1 The principle public viewpoints of the proposal will be from points along Belvidere Road. It is also possible that glimpses of the development will be visible from Dark Lane through the existing mature species coniferous hedging and at the junction with Belvidere Road. The views of the proposal from this point will be in the context of the bowling green to the north and the existing car parking to the south.
- 6.3.2 With regards to the most prominent viewpoints from Belvidere Road, given the existing parking facilities of Shirehall located to the south and the residential setting it is not considered that parking facilities would constitute an alien feature.
- 6.3.3 Officers note that the proposed car parking facilities are to be at a lower level than Belvidere Road and the visual impact is therefore reduced. In addition no additional hardstanding, drainage facilities or lighting is proposed as part of the application further limiting the visual aspects of the application.
- 6.3.4 The submitted documentation confirms that the access can be achieved while retaining 4no. existing mature trees to the southern boundary, one tree will be removed and an additional 2no. trees planted in replacement in an alternate location. The retention of these existing trees; which be secured by condition, will further assist in reducing the visual impact of the development.
- 6.3.5 From all other viewpoints; within the existing Shirehall car park and from the recreational playing fields to the west, the additional parking will be seen in the context of the existing carpark, adjacent trees and hedge planting and the residential dwellings on the east side of Belvidere Road. Officers consider the visual impact and landscaping arrangement to be appropriate in this respect.

6.4 Highways

- 6.4.1 The application site will utilise and access from the existing car park and therefore no additional connections to the wider highways network is required. As a result there are no concerns identified in relation to highways safety or the access and egress of the site.
- 6.4.2 The highways consultee initially objected to the scheme due to insufficient information ascertaining to the construction detail of the access ramp however it has been confirmed through further discussions that this additional information can be provided via an appropriately worded condition and it is therefore no longer a cause for concern.
- 6.4.3 It is widely acknowledge that the current parking facilities at Shirehall comprising of 328 parking spaces for staff, 177 visitor, member and contractor spaces, with an additional 182 car parking spaces within the overflow car park situated off London Road does not meet the current demand. As a result staff and visitors regularly utilise on street parking within the residential area of Belvidere, particularly along Dark Lane and Belvidere Road. The provision of this additional car parking facility, albeit on a temporary basis, will reduce the on street parking within the locality; reducing congestion, improving highways safety and improving the overall visual appearance of the residential streets on which multiple cars are currently parked.
- 6.4.4 A further benefit identified by is that the proposal; which seeks additional parking for staff only, will relieve pressure on the visitors' car park which is currently used by staff when the main car park is at full capacity. This will in turn improve the functionality of the range of car parking provided at Shirehall and improve the overall experience for visitors utilising the facilities on the wider site.
- 6.4.5 In addition the provision of this temporary car parking measure enables the Council to compile and implement a full car parking strategy and travel plan which will consider more options, and assess the optimum and most sustainable level of parking provision.
- 6.4.6 A parking and travel survey has already been undertaken and the results presented to the Council members. There is a definitive commitment to implementing an improved parking and transport scheme at Shirehall as part of the overall Shirehall Redevelopment and Refurbishment Scheme. As such it is reasonable to assume that the full car parking strategy and travel plan will be significantly more advanced in its production and implementation within the two year period sought for the temporary permission and as such this timeframe is acceptable.
- 6.4.7 While the proposal in its basic format offers a short term solution to the identified need for additional parking, in the long term it will enable a more sustainable approach to travel, parking and parking provision at Shirehall meeting the criteria of CS7 of the Core Strategy as well as the promotion of sustainable transport within the NPPF.

6.5 Residential Amenity

- 6.5.1 Officers have considered the potential impact on residential amenity and conclude that the scheme represents a neutral to slight benefit.

6.5.2 The proposed car parking facilities do not seek to introduce any additional lighting which could negatively impact the residential dwellings on the east side of Belvidere Road. In addition due to the difference in ground levels and the bank up from the car park towards the dwellings, the headlights of the cars utilising the car park will not shine into the windows or impact the living accommodation of these properties.

6.5.3 In terms of a wider reaching consideration the reduction in on street parking in the streets surrounding the development is considered to represent a positive improvement in residential amenity and the acknowledged issues arising from this practice.

6.6 Other issues

6.6.1 The Shropshire Playing Fields Association and one local resident have objected to the application due to the loss of community recreation facilities. The 2no. tennis courts subject to the application have not been in use for their intended purpose for a period in excess of 5 years and therefore are not considered to constitute current provision of sporting facilities. Due to the length of time since the site was last in use and the fact that a tennis court does not constitute a playing pitch or playing field in accordance with paragraph 74 of NPPF it has therefore been determined that Sport England do not need to be consulted with regards to the application.

6.6.2 The PPG advises that local planning authorities are statutorily required to consult Sport England in certain cases where development affects the use of land as playing fields however as explained Sport England are not statutorily required to be consulted as the proposed development does not affect a playing field. The PPG also advises that where there is no statutory requirement to consult, local planning authorities are advised to consult Sport England in cases where development might lead to:

- loss of, or loss of use for sport, of any major sports facility;
- proposals which lead to the loss of use for sport of a major body of water;
- creation of a major sports facility;
- creation of a site for one or more playing pitches;
- development which creates opportunities for sport (such as the creation of a body of water bigger than two hectares following sand and gravel extraction);
- artificial lighting of a major outdoor sports facility;
- a residential development of 300 dwellings or more.

As none of the above apply Sport England have not been consulted.

6.6.3 Where there is conflict identified with policy CS6 due to the loss of the 2no. tennis courts the impact of this harm is first reduced as the loss is limited to a 2 year period, in addition to being significantly reduced as the courts have clearly not been used for significant period of time. It is understood that the tennis courts subject to the application not been utilised for their intended period for a number of years and have fallen into a dilapidated and redundant state due to a combination of lack of demand and lack of funding.

6.6.4 The applicants, who have sought a two year temporary permission, have confirmed

within the submitted documentations that there is opportunity for the tennis courts to be reinstated following the expiration of the permission and that the current surface and drainage arrangements will be maintained for the duration of the permission such that reinstatement would be possible.

- 6.6.5 In considering the proposal officers conclude that the identified benefits of the proposal; the reduction in on street parking within the vicinity, the limited scale of the development and lack of additional hardstanding proposed, and the proposal enabling a full review and more sustainable provision of transport and parking facilities at Shirehall, outweigh the limited harm identified due to the loss of 2no. disused tennis courts for a temporary period of two years.

7.0 CONCLUSION

- 7.1 The works are judged to be in scale and appropriately sited and of no demonstrable harm in terms of visual impact. Given that the proposal is for a temporary period of two years, the benefits of the proposal are considered to outweigh the harm identified and therefore is considered to be in accordance with the determining criteria of the relevant policies including CS6 and CS8 and approval is therefore recommended.

8.0 Risk Assessment and Opportunities Appraisal

8.1 Risk Management

There are two principal risks associated with this recommendation as follows:

- As with any planning decision the applicant has a right of appeal if they disagree with the decision and/or the imposition of conditions. Costs can be awarded irrespective of the mechanism for hearing the appeal, i.e. written representations, hearing or inquiry.
- The decision may be challenged by way of a Judicial Review by a third party. The courts become involved when there is a misinterpretation or misapplication of policy or some breach of the rules of procedure or the principles of natural justice. However their role is to review the way the authorities reach decisions, rather than to make a decision on the planning issues themselves, although they will interfere where the decision is so unreasonable as to be irrational or perverse. Therefore they are concerned with the legality of the decision, not its planning merits. A challenge by way of Judicial Review must be made a) promptly and b) in any event not later than six weeks after the grounds to make the claim first arose.

Both of these risks need to be balanced against the risk of not proceeding to determine the application. In this scenario there is also a right of appeal against non-determination for application for which costs can also be awarded.

8.2 Human Rights

Article 8 gives the right to respect for private and family life and First Protocol Article 1 allows for the peaceful enjoyment of possessions. These have to be balanced against the rights and freedoms of others and the orderly development of the County in the interests of the Community.

First Protocol Article 1 requires that the desires of landowners must be balanced against the impact on residents.

This legislation has been taken into account in arriving at the above recommendation.

8.3 Equalities

The concern of planning law is to regulate the use of land in the interests of the public at large, rather than those of any particular group. Equality will be one of a number of 'relevant considerations' that need to be weighed in Planning Committee members' minds under section 70(2) of the Town and Country Planning Act 1990.

9.0 Financial Implications

There are likely financial implications if the decision and / or imposition of conditions is challenged by a planning appeal or judicial review. The costs of defending any decision will be met by the authority and will vary dependent on the scale and nature of the proposal. Local financial considerations are capable of being taken into account when determining this planning application – insofar as they are material to the application. The weight given to this issue is a matter for the decision maker.

10. Background

Relevant Planning Policies

Central Government Guidance:

West Midlands Regional Spatial Strategy Policies:

Core Strategy and Saved Policies:

RELEVANT PLANNING HISTORY:

PREAPP/10/00562 Ground changes REC

10/05475/FUL This is a case for testing. test This is a case for testing. test This is a case for testing. test This is a case for testing. test.for test 10.1.2 xxxxx zzz CBR 30th January 2018

PREAPP/11/00917 test for pre app NPW 14th June 2011

PREAPP/11/00918 test INV

12/00864/ADV ONLINE PORTAL TEST 27 FEB 2012 REC

12/01823/DIS Discharge of Conditions 3, 4, 5, 6 and 7 relating to planning permission

11/05595/FUL and 11/05596/LBC DISAPP 7th June 2013

12/02232/ADV TEST advert application for payment testing REC

16/00446/PSPPA Application for prior approval under Part 14, Class J of the Town & Country Planning (General Permitted Development) (England) Order 2015 for the installation of roof mounted solar panels PNR 31st March 2016

17/06119/FUL Change of use of former tennis courts to form additional council staff car parking for a temporary period of up to 2 years. PCO

SA/86/0978 Erection of a two storey pitched roof extension at rear to provide staff toilet, laundry room, dry store and three number bedrooms. PERCON 18th December 1986

SA/87/1214 Change of Use from guest house (Class C1 1987 Use Classes Order) to office accommodation (Class B1 1987 Use Classes Order). REFUSE 21st January 1988

SA/88/1277 Proposed staircase to existing gantry. PERCON 2nd December 1988

SA/83/0021 Internal alterations to use existing Boarding House as Sheltered Home for the Elderly, including the provision of wardens accommodation. PERCON 22nd March 1983

SA/89/1236 Change of use of existing dining room for sale of teas, coffees and snacks. PERCON 22nd November 1989

SA/91/1205 Installation of up to a maximum of 30 microwave antenna on the roof for telecommunication purposes. REFUSE 8th January 1992

SA/00/1077 Erection of 1 no. 3.5 metre stub tower with 4 no. antennae and 2 no. microwave dishes (600mm and 300mm diameter), 2 no pole mounted antennae (total height 6m approx), equipment cabin and ancilliary equipment on rooftop. PPNREQ 6th October 2000

SA/05/1591/F Installation of 10 transmission dishes to existing electronic telecommunications base station on roof PERCON 22nd December 2005

SA/01/1597/F Erection of 2no. 0.6m dishes, 3 no. 0.3m dishes, 3no. 1.7m anntennas and development of ancillary thereto. PERCON 30th January 2002

SC/CC1995/0035 Construction of single-storey extension to cafe PERMIT 27th July 1995

SC/CC1993/0049 Provision of a recycling centre for glass, steel and aluminium cans, newspapers and magazines, and textiles PERMIT 9th March 1994

11. Additional Information

View details online:

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)

Cabinet Member (Portfolio Holder)

Cllr R. Macey

Local Member

Cllr. Hannah Fraser

Appendices

APPENDIX 1 - Conditions

APPENDIX 1

Conditions

STANDARD CONDITION(S)

1. The development hereby permitted shall be for a limited period being the period of 2 years from the date of this permission. At the end of this period the development hereby permitted shall cease.

Reason: To enable the provision and implementation of a full car parking strategy and travel plan for the wider site of Shirehall, which considers more travel options, and assesses the optimum and most sustainable level of parking provision.

2. The development shall be carried out strictly in accordance with the approved plans and drawings.

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

CONDITION(S) THAT REQUIRE APPROVAL BEFORE THE DEVELOPMENT COMMENCES

3. Prior to commencement of development construction details of the access to the new parking area including measures to address the level difference and a long section plan 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 level difference between the existing car park and the tennis courts is addressed satisfactorily and does not impact upon highways safety.

4. No ground clearance, demolition, or construction work shall commence until a scheme has been submitted to and approved in writing by the local planning authority to safeguard trees to be retained on site as part of the development. The approved scheme shall be implemented in full prior to the commencement of any demolition, construction or ground clearance and thereafter retained on site for the duration of the construction works.

Reason: To safeguard existing trees and/or hedgerows on site and prevent damage during building works in the interests of the visual amenity of the area, the information is required before development commences to ensure the protection of trees is in place before ground clearance, demolition or construction.

5. No works or development shall take place until full details of all proposed replacement tree planting, including their location and the proposed times of planting, have been approved in writing by the local planning authority, and all tree planting shall be carried out in accordance with those details and at those times.

Reason: To reduce the visual impact of the proposal and ensure there is no loss of amenity to the site's southern boundary.

CONDITION(S) THAT REQUIRE APPROVAL DURING THE CONSTRUCTION/PRIOR TO THE OCCUPATION OF THE DEVELOPMENT**CONDITION(S) THAT ARE RELEVANT FOR THE LIFETIME OF THE DEVELOPMENT****Informatives**

1. A sustainable drainage scheme for the disposal of surface water from the development should be designed and constructed in accordance with the Council's Surface Water Management: Interim Guidance for Developers document. It is available on the council's website at: <http://new.shropshire.gov.uk/media/5929/surface-water-management-interim-guidance-for-developers.pdf>.

The provisions of the Planning Practice Guidance, in particular Section 21 Reducing the causes and impacts of flooding, should be followed.

Preference should be given to drainage measures which allow rainwater to soakaway naturally. Soakaways should be designed in accordance with BRE Digest 365. Connection of new surface water drainage systems to existing drains / sewers should only be undertaken as a last resort, if it can be demonstrated that infiltration techniques are not achievable.

2. 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.

Works on, within or abutting the public highway:

This planning permission does not authorise the applicant to:

- o construct any means of access over the publicly maintained highway (footway or verge)
- or
- o carry out any works within the publicly maintained highway, or
- o authorise the laying of private apparatus within the confines of the public highway including any new utility connection, or
- o 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/street-works/street-works-application-forms/>

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.

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