Development Management Report

Application Number: 10/03230/FUL   Parish: Shrewsbury Town Council

Grid Ref: 349874 - 313832

Proposal: Repair and re-use of the Main Mill, Warehouse, Malt Kiln and Cross Mill for Business Use (B1) and Non-Residential Institutions (D1), landscaping of areas around the Mill, provision of a temporary car park, demolition of north silo and demolition of all non-listed buildings on the Spring Gardens sites (excluding existing takeaways)

Site Address: Flax Mill St Michaels Street Shrewsbury Shropshire

Applicant: Shropshire Council

Case Officer: Nanette Brown email: planningdmc@shropshire.gov.uk

1.0 THE PROPOSAL
1.1 This planning application seeks permission for the repair and alterations to the Grade I Listed Buildings comprising of:

- The repair and re-use of the Main Mill, Warehouse, Malt Kiln and Cross Mill for business use (Use Class B1) and non-residential institutions (Use Class D1);
- Landscaping of areas around the Mill buildings;
- Provision of a temporary car park on the site of the former bus depot; and
- Demolition of the north silo and all non-listed buildings on the Spring Gardens sites (not including the two existing takeaway buildings that front Spring Gardens).

Contact Stuart Thomas on 01743 252665
1.2 Shropshire Council has declared an interest in occupying a significant part of the repaired buildings.

1.3 The repair of the buildings includes works to strengthen the existing structures. This will be carried out by reducing the weight of the existing buildings by breaking out some of the concrete topping over the existing vaulting; inserting a new steel beam grillage system with a lightweight composite floor supported by new columns that could be dismantled in the future without detrimental impact on the buildings and insertion of new window openings into the original openings of the buildings.

1.4 Landscaping proposals include hard surfacing and pedestrian walkways introduced around the mill buildings utilising paving and planted areas.

1.5 The proposed temporary car park will be constructed on part of the footprint of the bus depot and will provide 110 car parking spaces. This parking area will be accessed off Spring Gardens opposite Sultan Road.

2.0 SITE LOCATION/DESCRIPTION

2.1 This application relates to the four Grade I listed buildings within the site. These buildings include:

- The five storey Main Mill building;
- The adjacent four storey Warehouse building;
- The four storey Cross Mill building; and
- The Malt Kiln building.

2.2 These buildings are set within a site that lies approximately one mile from Shrewsbury Town Centre, and is within the Shrewsbury Town Centre Conservation Area. The site is bounded by the mainline railway to the west and Spring Gardens to the east, a busy main road leading into town. Residential properties lie immediately to the North and South of the site and on the opposite side of Spring Gardens to the South East.

2.3 This application also relates to the demolition of the north silo, a detached concrete structure that was built in 1960. The silo is situated to the rear of The Warehouse, and north of The Cross Mill.

2.4 The Main Mill building is a former textile factory that was later converted to a maltings. Built in 1797 it is the oldest iron framed building in the world. The iron framed building has local red brick external walls with a Welsh slate roof and was extended in the form of engine houses to its north and south elevations as part of its maltings conversion. The original pattern of fenestration can still be seen with many openings reduced in size, again as part of the buildings conversion to a maltings.

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2.5 The former Flaxmill Warehouse building is also iron framed with red brick walls and Welsh slate roof. Built in 1805 it is the third oldest iron framed building in the world.

2.6 The Cross Mill is the former flax dressing building that was originally constructed in around 1803 and was rebuilt in 1812 following a fire in 1811. The building is also iron framed and has red brick walls and a part slate, part corrugated asbestos roof.

2.7 The Malt Kiln building is a square shaped three storey building built in 1898 as part of the maltings use of the site. This building links the Main Mill, Warehouse and Cross Mill and has a pyramidal slate roof with red brick walls.

3.0 RECOMMENDATIONS
3.1 It is recommended that the application be approved subject to delegated authority being given to the Central Area Manager to resolve the outstanding objection from the Environment Agency and in accordance with the conditions listed below.

4.0 REASON FOR DETERMINATION OF APPLICATION BY COMMITTEE
4.1 □ The scheme is a complex and major application which in the view of the Head of Development Management should be determined by the Planning Committee.
□ The application is made by the Council and is not in line with statutory functions.

5.0 RELEVANT PLANNING HISTORY
5.1 10/03233/LBC – Listed Building application for the repair and alterations of the Main Mill, Warehouse, Malt Kiln and Cross Mill to facilitate their proposed re-use for Business Use (B1) and Non-Residential Institutions (D1) affecting a Grade 1 Listed Building REC

5.2 10/03237/OUT – Outline application for the mixed re-development of Ditherington Flaxmill comprising repair and re-use of historic buildings to create workspace and associated cultural activities, new retail/commercial office and residential development, associated access, landscaping and car parking and demolition of non-listed buildings REC

6.0 CONSULTEE RESPONSES
6.1 Shrewsbury Friends of the Earth – No objections
This development is a valuable opportunity to improve walking and cycling connections; the architects have approached the sustainability issues in a sympathetic way; lighting of the cycle route to Greenfields should include lighting up to and under the railway; the stepped access
to the Flaxmill buildings should include a wheeling ramp; details of the highway layout along Spring Gardens should improve cycle and pedestrian routes between the Flaxmill and the Persimmon Homes site and the canal; details of the highway/roundabout layout should be part of planning conditions incorporating pedestrian crossing refuge and single lane entry; cycle parking for all buildings and their users should be provided on the site for short and long stays; further promotion of cycling should be done through the travel plan.

6.2 **SC Investment and Infrastructure** – Support
Proposal will provide a catalyst for the regeneration of the northern corridor into Shrewsbury; phased approach and mixed use is sensible; would be useful to clarify the amounts of Educational/Office/Commercial and other uses in phase 1; there is potential for public houses and/or restaurants in the early stage of the scheme; supports the provision of market housing generating value for the scheme; limited amount of parking spaces will be an issue as at Shrewsbury Business Park; short term temporary uses including flower/antiques markets/studio space/car boot sale could develop the site as a destination.

6.3 **Shropshire Fire and Rescue Service** – Support
Strongly suggest that early consideration given to provision of access for emergency fire vehicles, fire safety hydrant provisions and recommended minimum flow rates and sprinkler systems.

6.4 **West Mercia Police** – Support
Note reference to ‘Secured by Design’ in Design and Access Statement; recommend that consideration is given to provision of CCTV linked to existing town system; temporary car park on former bus depot site should be carefully considered in terms of layout, surfacing and lighting to encourage use and also natural surveillance; open spaces and private areas should be made as safe as possible.

6.5 **SC Public Protection – Specialist Pollution** – Support
Subject to conditions relating to provision of asbestos register and method statement.

6.6 **SC Trees & Landscape** – Support
No Tree Preservation Orders or any significant, important or amenity trees on site.

6.7 **Environment Agency** – Objection
Object using the precautionary principle of PPS23 because there is insufficient information in the submitted Desk Study and Ground Investigation Report to demonstrate that the risk of pollution to controlled waters is acceptable; the application should not be determined until
information is provided to show that the risk to controlled waters has been fully understood and can be addressed through appropriate measures; the submitted report only covers a portion of the site, high risk areas known to be contaminated have not been investigated; concerns raised due to proposed works that disturb the ground such as landscaping, car parking provision and demolitions; no objections to the development on flood risk grounds.

6.8 SC Travel Plan Officer – No objection
Request additional information added to travel plan.

6.9 SC Historic Environment – No objections
The application secures the future of these internationally significant buildings at risk and together with the redevelopment of the site will act as a catalyst for the urban regeneration of the area; a philosophy of conversion commensurate with the international importance of grade I and grade II* historic buildings have been adopted by the architects; the structural rationale to overcome the fragile nature of the structure has been robust with the adaption of the floor structure supported by a slim perimeter framework; the structural design is primarily of a reversible nature and the structure does not interfere with the character of the original cast iron structure; the re-fenestration of the buildings falls outside of retention of the original fabric and minimal intervention approach but the bold move to surgically cut a modular window through infill brickwork is appropriate; approach compliant with the philosophy of PPS5 in clearly identifying the significance of the historic buildings and protecting the historic fabric and character.

6.10 SC Archaeology – No objection
Subject to conditions requiring programme of archaeological work to be approved and implemented

6.11 Shrewsbury Town Council – Support
The Flaxmill is of national and international importance and it is essential that the buildings should be preserved and restored; the proposed redevelopment will provide basis for further regeneration in the area; and the redevelopment will provide wider benefits in terms of extensions to tourism opportunities.

6.12 SC Ecology – Surveys in 2007 – 2010 have confirmed that the buildings are extensively use by bats including; Common Pipistrelle, Soprano Pipistrelle, Brown Long-eared, Lesser Horseshoe, Whiskered and Myotis species of bats. Feeding perches, summer roosts and hibernation roosts are present with signs of bat movements throughout many of the buildings. High numbers of foraging and commuting bats were found during some of the emergence surveys. A full description of the findings
and recommended mitigation and compensation measures are presented in the *Bat Survey Report and Mitigation Strategy* by White, Young and Green (October 2010). The existing lighting plan in the submitted Design and access statement does not appear to take the position of proposed bat lofts or foraging and flight lines into account. Section 6.8 of the Bat Survey Report and Mitigation Strategy by WYG (Oct 2010) makes recommendations for lighting requirements and details of the revised lighting plan will need to be supplied to Natural England in order for them to consider the EPS Mitigation licence application. Inappropriate lighting could render the proposed bat structures and commuting routes unusable by bats.

Sparrows and barn swallows may be nesting on site and appropriate nesting boxes should be installed at the end of the construction phase. There are no water bodies on site and significant barriers exist to prevent Great Crested Newts reaching the site. No evidence of reptiles were found and so no mitigation or precautionary measures for these species are proposed.

### 6.13 The Georgian Group – Support

No objection to the proposed strengthening works that are a justified response to the structural issues that have been highlighted; the proposed new windows can be inserted without removing evidence of the later nineteenth century alterations; the Victorian Society should also be consulted.

### 6.14 SC Environmental Health – Support

Suggested conditions to include limits to demolition times, no burning of waste materials on site; provision of site hoarding.

### 6.15 SC Highways Development Control – Support

The site is located next to a main arterial route (A5191) into town and localised traffic congestion is experienced at peak times; application has demonstrated that an appropriate travel plan and controlled parking within the site could ensure that traffic movements to and from the site could be adequately accommodated within the capacity of the local highway network; however this will need to be the result of a fully committed travel plan framework ensuring all viable sustainable travel mode options are agreed and delivered.

### 6.16 Association for Industrial Archaeology – Support

Broadly support the re-use and repair works, suggest that the cowl (lantern) to the kiln roof is retained as a distinctive feature of the skyline of these buildings; consideration of the loss of vaulted brickwork in the provision of an atrium and insertion of narrow windows should be carefully considered.
7.0 PUBLIC REPRESENTATIONS
7.1 2 letters of support received summarised as follows:

This application presents an opportunity for the area to be re-vitalised and to retain an internationally acknowledged and significant building; fully support the restoration of the historically important buildings.

7.2 1 letter of objection received summarised as follows:

Objection to the increased volumes of traffic that would use Marshalls Court leading to increased noise and pollution; decontamination works to the site may cause a risk to public health; demolition of the north silo and/or the grain store may also pose a risk to the surrounding area and properties through asbestos.

8.0 PLANNING POLICY
8.1 Central Government Guidance:
PPS1: Delivering Sustainable Development
PPS4: Planning for Sustainable Economic Growth
PPS5: Planning for the Environment
PPS23: Planning and Pollution Control
PPS24: Planning and Noise
PPS25: Development and Flood Risk

8.3 Local Plan:
GP1: General Requirements for Development
GP2: Character and Setting
GP3: Landscaping of Development
EM6: Class B1 Development Within Shrewsbury Urban Area
HE5: Alteration to Listed Buildings
HE6: New Uses for Listed Buildings
HE7: Development Affecting the Setting of a Listed Building
HE8: New Development in of adjacent to Conservation Areas
HE9: Demolition of buildings in Conservation Areas
HE12: Conservation Area Skylines
T14: Parking Standards Outside the River Loop
TLR11: Shrewsbury – Newport Canal

9.0 THE MAIN ISSUES
☐ Principle of Development
☐ Impact on the Historic Environment
☐ Impact on neighbours/residential amenity
☐ Landscape
☐ Public Safety
10.0 OFFICER APPRAISAL

10.1 Principle of Development
10.1.1 The application site is located within the built urban area of Shrewsbury, approximately 1 mile from the town centre. Government guidance contained within both PPS1 and PPS4 encourages local planning authorities to adopt a positive and constructive approach towards economic development in order to deliver environmental and social benefits. PPS5 also requires that the LPA should take into account the particular nature of the significance of the heritage asset and the value it holds for future generations.

10.1.2 Consideration of this application gives reference to the adopted Masterplan Study for the site (May 2004). This study set out a vision for this site in accordance with the principles of policy as set out in the adopted Shrewsbury and Atcham Borough Local Plan. The Masterplan acted as a catalyst for the development of the scheme which has resulted in the submission of this application.

10.1.3 This application seeks the repair and re-use of four existing Grade I Listed Buildings for use as B1 business use and D1 Non-residential institutions providing a total gross internal floor space of 7760 square metres. It is envisaged that Shropshire Council will occupy a large portion of the accommodation that will be provided in order to provide a range of services and training suites for staff and public access. The remainder of the office accommodation will be let to the private sector. The site has been vacant since the closure of the maltings in 1987 and its repair and re-use will provide a positive enhancement of the site and its buildings as well as to this part of the northern area of Shrewsbury.

10.1.4 The scheme represents a high quality repair and re-use of an internationally significant site located within a key area of Shrewsbury. Given the planning history to this site and the range of supportive policies for re-development the principles of this scheme are strongly supported. The key issues are the specific details of the proposals which are considered in full below.

10.1.5 For the avoidance of doubt this proposal should be read in conjunction with applications referenced 10/0322/LBC, and also 10/03237/OUT, which will comprise the future phases of the overall re-development of the site and its surroundings if approved.

10.2 Impact on the Historic Environment
10.2.1 The philosophy and method of conversion of the Grade I Listed Buildings...
adopted by the architects is commensurate with the international and national importance of the site. The proposal addresses the visual context of the site with a proposal for a later phase of development to re-introduce a water feature running through the site to signify and re-create the appearance and feel of the original canal.

10.2.2 The structural proposals address the fragile nature of the existing fabric and framework of the building. These will provide a new slim perimeter framework erected inside of the building that will be of a reversible nature, allowing the original fabric and character of the cast iron structure of the building to be retained.

10.2.3 The proposed re-fenestration of the building by the insertion of new windows in the original openings allows for the provision of adequate light levels and ventilation for the proposed use. The windows will be located in positions that will reflect the original layout of the elevation of each building whilst allowing for some infill brickwork to also be retained. This will enable the development of the building through its past to be read visually. The use of a modern minimalistic style of window will provide a contrast against the varying historical styles of openings evident within the buildings.

10.2.4 Overall the proposed works to repair and adapt the buildings for the new uses provide an integrated approach that clearly identifies and give significance to the historic buildings whilst protecting their historic fabric and character.

10.2.5 The proposed development is likely to impact on the remains relating to this important historical industrial complex. In order to provide mitigation for this impact it will be necessary for a programme of archaeological work to be undertaken and this could be required and implemented under the provisions of a planning condition.

10.3 Impact on neighbours/residential amenity
10.3.1 The existing buildings are currently unoccupied and as such create little impact on the occupiers of adjacent and nearby residential properties in terms of any noise or disturbance. The proposed uses of the site will create new and additional impact in terms of the movement of people and vehicles to and from the site which will be greater than that of the current time. The site is located within a busy area of the town adjacent to a main arterial traffic route leading to the town centre and a main railway line. In light of the above it is considered that the proposed business and non-residential training use (Use classes B1 & D1) of the existing repaired and converted buildings will not have any significant detrimental impact on the occupiers of the adjacent properties through general noise and disturbance.
10.3.2 The temporary car park will be constructed adjacent to Spring Gardens, on the site of the bus depot. The existing bus depot buildings will be removed and a surface level car park created, utilising the existing site entrance. It is considered that the use of this area for car parking will not have any significant increase in terms of noise and disturbance on the occupants of nearby properties.

10.4 Landscape
10.4.1 The proposed landscaping scheme consists of hard surfacing treatments that include the use of granite setts, clay pavers and slab paving immediately around the footprint of the buildings. This will reflect the previous industrial use of the site and will provide a unified approach replacing the existing hard surface treatments.

10.4.2 The only soft landscaping that is proposed in this phase of the overall sites development comprises of the insertion of rain gardens, which will be narrow stretches of planting inserted within the hard surfacing. These planted areas will also provide some filtering of water run off from the surrounding paved areas. Single standing native trees are also shown to be provided in strategic locations along the front of the mill buildings. The open land remaining after demolition of all of the non-listed buildings will be levelled and seeded with a mix of native wild flowers seeds.

10.4.3 There are no trees on site that are covered by any Tree Preservation Order and there are none that are of any significant or important amenity value.

10.5 Public Safety
10.5.1 The existing site is currently vacant and has previously attracted trespassers to the grounds and buildings with resulting crime and disorder including criminal damage. The proposed scheme will help to reduce such incidents and has been designed to minimise any potential for crime and disorder, with features such as the avoidance of windowless elevations; landscaping that does not obscure sight lines or provide hiding places; and external lighting to public areas and the temporary car park.

10.5.2 West Mercia Police have suggested that surveillance is provided via CCTV linked in to the existing town centre system. The agent for the application has confirmed that this is intended to be discussed with the relevant section of Shropshire Council as the scheme progresses.

10.6 Highway Implications and Public Access
10.6.1 The application site is located adjacent to the A5191 (Spring Gardens and St. Michael’s Street) which is a busy route between the town centre
and extensive areas of residential and commercial properties situated to the north of the town. This road also picks up traffic from travelling from the market towns to the north and east of Shrewsbury via the A49 and A53, with resulting localised congestion at peak times.

| 10.6.2 | The proposed development will result in an increase in traffic utilising the site. Limited/controlled car parking is shown to be provided, with 120 car parking spaces to be provided initially on the site of the bus depot. The use of the site and parking area will have some impact on the levels of traffic and congestion in the area surrounding the application site but the submitted transport assessment document shows that the level of traffic movements expected to be created by the use of the existing mill buildings will fall within the capacity of the existing road network. |
| 10.6.3 | A travel plan submitted with the application shows how the reliance on car transport for employees and customers visiting the site could be actively reduced. This travel plan cannot be completed and implemented fully until end users are identified and these details could be required and agreed by appropriately worded conditions. |

| 10.7 | **Ground Contamination and Potential Flood Risk** |
| 10.7.1 | The application site overlies Kinnerton Sandstone and is classified as a principal aquifer with a high vulnerability to contamination. A licensed borehole is also located on the site and consequently portions of the site lie in zone 1 and zone 2 source protection zones. The Bagley Brook flows approximately 40 metres to the north and west of the site and groundwater levels are understood to be shallow in this area. The site is therefore vulnerable to contamination as well as being at high risk of contamination from the historic previous uses of the site. |
| 10.7.2 | The Environment Agency have submitted initial objections to the submitted application as a precautionary approach as outlined in PPS23 because insufficient information has been submitted to demonstrate that the risk of pollution to controlled waters is acceptable. Further information has been requested from the agents of the application on this matter. |
| 10.7.3 | The submitted flood risk assessment has identified that the application site lies wholly within Flood Zone 1, a low probability flood zone where land has less than a 1 in 1000 annual probability of river or sea flooding in any one year (<0.1%). In flood risk terms the site as a flood zone 1 site is suitable for all development types and the Environment Agency has no objections to the proposals on flood risk grounds. |

| 10.8 | **Ecology/Biodiversity** |
| 10.8.1 | A key consideration of the landscape masterplan is to promote the... |
existing species present on the site as well as promoting enhanced biodiversity on the future. The scheme will offer a variety of habitats including aquatic and marginal habitats along with woodland canopy planting. Green routes are proposed across the site to ensure animals have a “green corridor” for migration across the site to link Greenfields and Bagley Brook SSSI with the proposed route into the town centre.

10.8.2 In respect of Bats surveys in 2007 – 2010 have confirmed that the buildings are extensively use by bats including; Common Pipistrelle, Soprano Pipistrelle, Brown Long-eared, Lesser Horseshoe, Whiskered and Myotis species of bats. Feeding perches, summer roosts and hibernation roosts are present with signs of bat movements throughout many of the buildings. High numbers of foraging and commuting bats were found during some of the emergence surveys. A full description of the findings and recommended mitigation and compensation measures are presented in the Bat Survey Report and Mitigation Strategy by White, Young and Green (October 2010).

10.8.3 There are records of Great Crested Newts within 250m of the site to the north and east of the development site and there is a pond within 160m to the west. However, the development site is separated from these by the main railway line to the west and busy roads and buildings to the east. In addition a brick wall surrounds most of the site forming an effective barrier to newts. There was no evidence of reptiles using the site so no mitigation or precautionary measures for reptiles are required.

10.8.4 To conclude officers are satisfied, subject to appropriate conditions, that the proposal will not have an adverse impact upon protected species and the relevant tests of the Habitat Regulations have been satisfied.

11.0 CONCLUSION

11.1 The proposed scheme is considered to represent development within a sustainable location within Shrewsbury Town Centre. The repair and re-use of the existing buildings will secure the long term future of the internationally significant Grade I Listed Buildings and will result in future development of an appropriate mix of new uses around the site. The proposed works to repair and adapt the buildings for the use as business (B1) and non-residential institutions (D1) provide an integrated approach that clearly identifies and gives significance to the historic buildings whilst protecting their historic fabric and character. The proposed uses of the buildings will not have any significant detrimental impact on the occupiers of the adjacent properties through general noise and disturbance. The resulting increase in traffic utilising the site will fall within the identified capacity of the existing road network and will be assisted by a travel plan. Conditions will be required to ensure that appropriate contaminated land, archaeological and noise mitigation
measures are put in place. The scheme is complaint therefore with the adopted development plan policies as set out in this report and is therefore recommended for approval.

**LIST OF BACKGROUND PAPERS:**

**HUMAN RIGHTS**

Article 8 give 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.

**Environment Appraisal**

Included within this report

**Risk Management Appraisal**

N/A

**Community / Consultations Appraisal**

Included within this report

**Member Champion**

Cllr M Price

**Local Member**

Cllr Mosley

**Appendices**

None

**Reason for Approval**

1. The proposed scheme represents development within a sustainable location within Shrewsbury Town Centre. The repair and re-use of the existing buildings will secure the long term future of the internationally significant Grade I Listed Buildings and will result in future development of an appropriate mix of new uses around the site. The proposed works to repair and adapt the buildings for the use as business (B1) and non-residential institutions (D1) provide an integrated approach that clearly identifies and gives significance to the historic buildings whilst protecting their historic fabric and character. The proposed uses of the buildings will not have any significant detrimental impact on the occupiers of the buildings.
adjacent properties through general noise and disturbance. The resulting increase in traffic utilising the site will fall within the identified capacity of the existing road network and will be assisted by a travel plan. Conditions will be required to ensure that appropriate contaminated land, archaeological and noise mitigation measures are put in place. The scheme is compliant therefore with the adopted development plan policies as set out in this report and is therefore recommended for approval.

2. In determining the Local Planning Authority gave consideration to the following policies:

Central Government Guidance:
PPS1: Delivering Sustainable Development
PPS4: Planning for Sustainable Economic Growth
PPS5: Planning for the Environment
PPS23: Planning and Pollution Control
PPS24: Planning and Noise
PPS25: Development and Flood Risk

Shrewsbury & Atcham Borough Local Plan:
GP1: General Requirements for Development
GP2: Character and Setting
GP3: Landscaping of Development
EM6: Class B1 Development Within Shrewsbury Urban Area
HE5: Alteration to Listed Buildings
HE6: New Uses for Listed Buildings
HE7: Development Affecting the Setting of a Listed Building
HE8: New Development in of adjacent to Conservation Areas
HE9: Demolition of buildings in Conservation Areas
HE12: Conservation Area Skylines
T14: Parking Standards Outside the River Loop
TLR11: Shrewsbury - Newport Canal

Conditions

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

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

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Central Planning Committee – 4th November 2010

2. The development shall be carried out strictly in accordance with the deposited plans and drawings as amended by the revised plan Numbers 1493/P/001A _ 1493/P/002/B; received on 18 October 2010.

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

3. No development shall take place until details of the design and construction of any new roads, footways, accesses together with details of the disposal of surface water have been submitted to, and approved by the Local Planning Authority. The agreed details shall be fully implemented before the use hereby approved is commenced or the building(s) occupied.

Reason: To ensure a satisfactory access to the site.

4. No development shall take place until details for the parking, turning, loading and unloading of vehicles have been submitted to and approved by the Local Planning. The approved scheme shall be laid out and surfaced prior to the first occupation of the development and thereafter be kept clear and maintained at all times for that purpose.

Reason: To avoid congestion in the surrounding area and to protect the amenities of the area.

5. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
   i. the parking of vehicles of site operatives and visitors
   ii. loading and unloading of plant and materials
   iii. storage of plant and materials used in constructing the development
   iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
   v. wheel washing facilities
   vi. measures to control the emission of dust and dirt during construction
   vii. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: To avoid congestion in the surrounding area and to protect the amenities of the area.

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6. Prior to the commencement of the development, details for the secure parking of motorcycles and scooters shall be submitted to and approved by the Local Planning. The approved scheme shall be laid out and surfaced prior to the first occupation of the development and thereafter be kept clear, maintained and retained at all times for that purpose.

Reason - To encourage alternative travel modes and to protect the amenities of the area.

7. No development shall take place until details of the measures to be taken to provide adequate access and facilities for disabled people have been submitted to and approved by the Local Planning Authority. The approved scheme shall be fully implemented before the development is occupied.

Reason: To ensure adequate facilities for the disabled, in accordance with adopted policy.

8. Prior to the development hereby permitted being first brought into use/occupied the cycle parking provision shown on the approved plans shall be installed in accordance with the approved details and shall thereafter be maintained and retained at all times for that purpose.

Reason: To encourage alternative transport modes and to protect the amenities of the area.

9. Prior to the development hereby permitted being first brought into use, the applicant shall submit and gain approval from the planning authority for a Travel Plan which commits the site operator to use its reasonable endeavours to reduce car travel to the site and promote more sustainable travel modes such as walking, cycling and the use of public transport. The Travel Plan shall be reviewed by the site operator and planning authority on an annual basis for the lifetime of the development. Specifically:

1. A Travel Plan (TP) review meeting shall be held annually and be attended by the operator's designated Travel Plan Co-ordinator (TPC), and representatives from Shropshire Council (SCR)'s and people identified in the TP's action plan as leads for each action (i.e. responsible for ensuring that the action is carried out).

2. The review meetings shall be organised by the TPC and the first meeting shall be held within 2 months of first occupation of any part of the buildings.

3. The review meetings shall all involve comparisons between the current year's travel survey results (carried out each year following the first review meeting) and the previous year's results, except for the first review meeting, when only baseline results will have been established.
4. The review meetings shall all result in a written update of the TP’s action plan. This written update shall show what actions have been carried out and their effectiveness. The update will detail what actions the TPC, SCRs agreed during the review meeting shall be carried out by identified lead people and set dates.

5. The update shall also show the extent to which the TP’s `targets have been met.

6. The TPC shall type up and submit the updated Travel Plan to `the LPA by the end of 2 months following each review meeting.

Reason: In order to promote sustainable travel objectives and reduce carbon emissions.'

10. Demolition or construction works shall not take place on the site outside the following times:

Monday to Friday 07:00hrs to 18:00hrs
Saturday 08:00hrs to 13:00hrs

Nor at anytime on Sundays, bank or public holidays.

Reason: To protect and maintain the amenity of the area.

11. Permission to work outside of the above hours for exception/emergency purposes should be submitted to the neighbourhood pollution team by the applicant at least 14 days prior to the event and be subject to prior approval by this authority.

Airborne dust from demolition operations on site shall be minimised by spraying with water or by carrying out other such works that may be necessary to suppress dust.

Reason: To protect and maintain the amenity of the area.

12. Waste materials generated as a result of the proposed site preparation, demolition or construction operations shall not be burnt on site. All refuse shall be disposed of by alternative approved method of waste disposal.

Reason: To protect and maintain the amenity of the area.

13. All phases of the development will provide solid site hoarding to a height of not less than 2.4m in a suitable location to reduce noise levels to the nearest noise sensitive receptors.
Central Planning Committee – 4\textsuperscript{th} November 2010

Reason: To safeguard residential amenities from potential noise nuisance.

14. No development shall take place, including any works of demolition, until the following documents have been submitted, and approved in writing, by the local planning authority:

- The asbestos register for the site;
- A method statement for demolition, including methods for the safe removal and disposal of all asbestos present.

Reason: To protect and maintain the amenity of the area.

15. No development shall take place until a scheme of foul drainage, and surface water drainage has been submitted to, and approved by the Local Planning Authority. The approved scheme shall be completed before the development is occupied.

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

16. No development approved by this permission shall commence until the applicant, or their agents or successors in title have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted and approved in writing by the local planning authority. Such a programme must be prepared and carried out under the supervision of, and with the agreement of an archaeologist approved by the local planning authority.

Reason: The site is known to be in an area of archaeological importance.

17. Any demolition, conversion or disturbance on the site to which this consent applies must be undertaken in line with the recommendations in Bat Survey Report and Mitigation Strategy by White, Young and Green (October 2010) in order to protect bats. These include a) above ground bat lofts and structures as shown in Figure 11 ‘Summer Roost Mitigation’ of the above report, including a large bat loft in the Apprentice House suitable for Brown Long-eared and Lesser Horseshoe bats. b) Underground hibernation structures as shown in Figure 10 ‘Hibernation Roost Mitigation’ of the above report. The works must be carried out under a European Protected Species (EPS) Licence with respect to bats unless a licence is deemed unnecessary by Natural England Wildlife Licensing Section. It is accepted that some aspects of this mitigation scheme may be altered, as required by Natural England, during the European Protected Species Licensing process. Prior to work commencing on site a copy of the EPS Licence and the accompanying method statement should be submitted to the Local Planning Authority.

Contact Stuart Thomas on 01743 252665
Reason: To protect bats which are known to be present on the site, all species of bats are European Protected Species.

18. No development approved by this permission shall commence until there has been submitted to and approved by the local planning authority a scheme of landscaping and these works shall be carried out as approved. The principles of the scheme shall be in accordance with the submitted Design and Access Statement and shall include:

- Means of enclosure
- Hard surfacing materials
- Minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting)
- Planting plans
- Written specifications (including cultivation and other operations associated with plant and grass establishment)
- Schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate
- Implementation timetables
- Full details of external lighting. Any external lighting on the site to which this consent applies should be designed in agreement with an experienced, licensed bat ecologist to avoid any impact or disturbance to bats.

Reason: To ensure the provision of amenity afforded by appropriate landscape design

19. All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standard 4428:1989. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced with others of species, size and number as originally approved, by the end of the first available planting season.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

Contact Stuart Thomas on 01743 252665