



Committee and date  
South Planning Committee  
(Bridgnorth)  
2<sup>nd</sup> February 2010

Item  
**16**

## Development Management Report

**Application Number:** BR/APP/FUL/08/0895

**Parish:** Bridgnorth

**Grid Ref:** 373001 - 292242

**Proposal:** Erection of four warehouse/retail units with associated parking, service arrangements and landscaping

**Site Address:** Chartwell Park Stourbridge Road Bridgnorth WV15 6AN

**Applicant:** Chartwell Developments Ltd

**Case Officer:** Mr Richard Fortune **email:** [planningdmse@shropshire.gov.uk](mailto:planningdmse@shropshire.gov.uk)

### 1.0 THE PROPOSAL

1.1 .The proposed warehouse/retail units would be either side of an existing vehicular access off Stourbridge Road. On the eastern side of this access, and separated from Stourbridge Road by a band of tree planting which would be reinforced, would be a single 697 sq.m (7500 sq. ft) unit (unit 1), fronting into the site with a 31 space car park in front and to one side. A service yard would be immediately to the south east of the building, sharing access with the car park onto the estate road. Unit 2 of 650.5 sq. m (7000 sq. ft) would be positioned on the west side of the estate road, with a planting buffer between it and the Stourbridge Road. This building would front onto the estate road and back onto the Craven Dunill premises. There would be a 28 space car park in front between the unit and the road. Two further units (3a and 3b) of 557.6 sq. m (6000 sq. ft) are proposed as one building adjoining Unit 2, with a joint 57 space car park to the front and south east of this building. Units 2, 3a and 3b would share a service yard situated between them. Tree planting is proposed adjacent to the estate road and also on the south western site boundary with existing commercial premises. Cycle shelters are proposed for all units.

1.2 The units are of similar design with cladding panels for the shallow pitched roofs and top part of the walls, with the bottom section of walls being brick with contrasting feature banding. Full height glazed aluminium framed curtain walling is proposed for the entrance areas with projecting canopies in front.

The units are described on the application form as being for use for “warehousing with trade/retail counters; and/or for bulky goods retailing”.

## **2.0 SITE LOCATION/DESCRIPTION**

2.1 The site comprises 1.46ha of currently vacant former industrial land adjoining Stourbridge Road. It forms part of a larger (5.19ha) site allocated for industrial and business uses (classes B1, B2 & B8) in the Local Plan (BRID2). This site is for land either side of the proposed access road into the site at the entrance to the allocated site. It adjoins Stourbridge Road to the north and Craven Dunill/County Council Rock Salt store to the west. The site slopes down from east to west and is vacant cleared land with trees along part of the Stourbridge Road frontage.

2.2 An access junction onto Stourbridge Road was constructed as part of an early 1990's permission. Permission was granted in February 2008 for the construction of an estate road to serve the allocated site and for plateauing of the land to form level serviced plots (ref 07/0994). Those works have now commenced. Land to the east of the approved estate road outside the current application site has been sold to the Regional Development Agency (Advantage West Midlands) for industrial development.

## **3.0 RECOMMENDATIONS**

3.1 Permit as a departure, and subject to conditions

## **4.0 REASON FOR COMMITTEE**

4.1 The proposal is a major application and the recommendation if accepted, would be a departure from the Development Plan.

## **5.0 RELEVANT PLANNING HISTORY**

5.1 92/0598, permitted on 29th January 1993 was an outline consent for the construction of a business park for use classes B1, B2 and B8 and for a bus depot and haulage at land in Stourbridge Road, Bridgnorth.

5.2 93/0463, approved on 3rd November 1993, was reserved matters for the erection of 11 industrial/commercial units at Chartwell Business Park, Stourbridge Road, Bridgnorth. Only the access off the Stourbridge Road included in the above approvals was carried out.

5.3 02/0583, refused on 7th January 2003, was for the erection of a non-food retail store and two trade workshops and associated works at Chartwell Business Park, Stourbridge Road, Bridgnorth.

5.4 03/0370, refused on 28th July 2003, was for the erection of a non-food retail store and associated works at Chartwell Business Park, Stourbridge Road, Bridgnorth.

5.5 07/0994, permitted on 29th February 2008, was for the construction of spine road and plateauing of site at Chartwell Business Park, Stourbridge Road, Bridgnorth.

## **6.0 CONSULTEE RESPONSES**

6.1 Bridgnorth Town Council – recommend approval.

- 6.2 Highways Development Control – no objection: recommend conditions on road design and carpark and turning area construction.
- 6.3 Severn Trent Water – no objection: recommend condition requiring approval of drainage details.
- 6.4 Environment Agency – no objection following assessment of Flood Risk Assessment: recommend conditions requiring approval of surface water drainage details.
- 6.5 Public Protection – recommend noise assessment condition to safeguard nearby residential amenities and Green Travel Plan to reduce impact of traffic volumes on air quality. Suggest green building technologies should be included.
- 6.6 Advantage West Midlands – comments:
- under priority 2.3 of West Midlands Economic Strategy, support sustainable management and utilisation of land and property assets, need for appropriate supply of employment land including re-use of brownfield land;
  - understand site advertised for employment use for number of years with no serious interest; for Council to decide if marketing been robust to show no interest for industrial or commercial units, or whether construction of estate road make site more marketable;
  - raise no objections if Council concludes there is insufficient demand and retail/trade;
  - remainder of site should be retained for industrial and business uses as essential town has available land for possible future expansion of local employers or business investment;
  - not support release of any further land on site for uses other than employment.

## **7.0 PUBLIC REPRESENTATIONS**

7.1 Neighbours/Third Parties – no responses received

## **8.0 AGENTS SUPPORTING COMMENTS**

- outline permission for industrial and commercial units in 1993. Estate road junction constructed. Considerable marketing over long period but no serious interest from prospective occupiers and private speculative investment not viable;
- owners agreed with AWM for enterprise centre on part of land. Overall site cleared and waste materials removed;
- existing tree and hedgerow planting on Stourbridge Road boundary retained and strengthened;
- units be used for warehousing with trade counters providing for example, plumbing and electrical supplies; and/or bulky goods retailing such as carpets and furniture, car accessories and electrical goods;
- illustrative plan showing how rest of overall land might be laid out;
- whilst PPS6 places greater weight on quantitative need, should also take into account qualitative need.

- Council's retail study by White Young Green (WYG) concludes town is not served well on household and bulky goods shopping needs and leakages of expenditure to larger centres outside District. Local Plan retail policies perpetuate this outflow to detriment of town and result in unsustainable travel. Should retain local expenditure in local area and reduce travel. Regional Spatial Strategy emphasises need to improve range and quality of shopping to local communities. WYG indicated need for extra bulky goods space. Short term needs apparently catered for by existing commitments in town centre but limited to DIY, not provide other forms such as furniture and carpets, electrical goods, car accessories, bicycles and trade counters such as tool hire, plumbing and electrical wholesalers and kitchen and bathroom showrooms;
- High Town has restricted access, lack of parking and poor pedestrian links leading to leakage of shoppers to other centres especially comparison goods. Lack of extra modern retail space giving more choice and competition results in poor retention of trade. Town not competing in qualitative terms;
- High Town survey shows only five small shops selling types of goods anticipated for site. These do not meet shopping needs in terms of quality, quantity, choice and no similar shops in Low Town;
- number of shops selling electrical, furniture, carpets and floor coverings closed recently because new retail developments elsewhere;
- retail warehouses and trade counters mainly trade against each other not small town centre shops. Most expenditure already goes out of District and proposal have no additional impact on vitality and viability of town centre. WYG study shows leakages of 92% small household goods 96.5% furniture and carpets, 92% electrical and 93% DIY;
- whilst WYG concludes no present need for extra bulky goods space, need to look at detailed consumer expenditure and nature of existing commitments. Town centre serves only small percentage of needs for range of comparison goods. Existing commitments cover only small part of requirement and not for example car accessories and bicycles and trade counters;
- WYG assumed maintenance of constant market share. Consider Bridgnorth needs to capture more of retail expenditure and meet needs of local businesses and trade people. Claw back of expenditure to improve local economy is positive attribute of development as seen by PPS6. Will also meet sustainability objectives and provide for local needs in local area;
- need and demand for units and should plan for upturn in economy.
- sequentially no suitable or available sites in town or edge of centre locations, except Smithfield where commitment for DIY. Appropriate to meet need on out of centre site. Site is vacant previously used land with convenient, safe access, close to residential and employment development;
- national and regional policies encourage use of previously developed land including employment land where no realistic prospect of such use in plan period. Site is small area of overall land, not prejudice rest of allocated site, will improve range of services and more sustainable

- development and reduce need to travel to shop;
- site been marketed for considerable time with substantial amount of advertising and promotion including entries in County and District Council databases. No serious interest shown. Town not high on list for economic development as seen by slow take up of land at Stanmore Industrial Estate and Faraday Drive which are serviced sites. Enterprise Centre only put forward because of AWM who are behind estate road and ground works. Proposal help pump prime development of rest of site;
- AWM now acquired part of allocated site which will guarantee employment use here and contribute to infrastructure costs. Development a joint venture needing support of both parties and broader approach to uses required in view of substantial capital investment required;
- development and sale of land to AWM guarantee permission of employment land, satisfy Council's priority for Enterprise Centre and provide wider opportunity to create employment;
- design and form of buildings be similar to proposed Enterprise Centre in terms of brick and landscaping. Will be appropriate to scale and character of locality;
- rainwater be harvested for use in buildings and landscaping. Environment Agency not allow permeable surface materials;
- Buildings meet Building Regulations for conservation of fuel and power. Be constructed to improved insulation standards. Reducing heating installation requirements, increasing thermal capacity of walls, roof and floor slabs and minimising glazing reduce need for air conditioning. Tenants be encouraged to use high efficiency lighting;
- Site has no ecological value; landscaping create new habitats and add to bio-diversity;
- Transport Assessment submitted including Green Travel Plan. Site accessible by choice of travel modes. Highway network has significant levels of reserve capacity.

Additional comments from Agent following publication of PPS4: Planning for Sustainable Economic Growth:-

- Supersedes former guidance contained in PPG4 and PPS6;
- The new guidance in relation to the proposed development at Chartwell Park supports the grant of planning permission;
- Information submitted demonstrates a clear need for the proposal and there are no suitable sites available within or on the edge of the town centre;
- New PPS requires Local Planning authorities to plan for a wide range of businesses and that the absence of sites "of the right size in the right location" should not preclude provision which would allow genuine choice to meet the needs of the whole community;
- Qualitative need for different forms of retail development is an important consideration;
- New guidance supports the need to reassess existing allocations to ensure the most efficient and effective use of the land;

- Guidance requires a positive and constructive approach towards planning applications for economic development;
- Proposals satisfy the impact considerations set down in policy EC10.2 of guidance; are planned to be sustainable and energy efficient, site is accessible by a choice of means of transport; secures high quality design and would improve the character and quality of the area and the way it functions; would aid economic and physical regeneration and provide local employment .

## **9.0 PLANNING POLICY**

### **9.1 Central Government Guidance:**

PPS1 – Delivering Sustainable Development

PPS4 – Planning for Sustainable Economic Growth

PPG13 – Transport

### **9.2 West Midlands Regional Spatial Strategy Policies:**

RR2 – The Rural Regeneration Zone

RR3 – Market Towns

PA14 – Economic Development and the Rural Economy

QE3 – Creating a high quality built environment for all

QE9 – The Water Environment

### **9.3 Bridgnorth District Local Plan:**

S6 – Access to services

D1 – Design and Amenity

D6 – Access and Parking

D9 – Landscaping

E2 – Outside Storage

E3 – Redevelopment of Industrial and Commercial Land

E4 – Shopping development outside existing centres

BRID2 – Industrial Site of Stourbridge Road

## **10.0 THE MAIN PLANNING ISSUES**

- Environmental Impact
- Principle of the Development/Policy
- Design and highway safety
- Drainage

## **11.0 OFFICER APPRAISAL**

### **11.1 Environmental Impact Assessment**

11.1.1 The Environmental Impact Assessment (EIA) Regulations set out specified developments that may not be granted planning permission without an environmental statement first being submitted. The Regulations list types of development in two schedules: Schedule 1 is development that automatically requires an EIA. Schedule 2 development only requires one where it is likely that the development would have significant environmental effects. This proposal constitutes either an Industrial Estate or Urban Development project exceeding the threshold of 0.5ha site are and so comes within the Schedule 2 list. The Council must, therefore, consider whether this is development that would be likely to have a significant effect on the environment to require an EIA.

Government guidance states that EIA's will generally only be required for Schedule 2 developments for major developments of more than local importance; schemes on particularly environmentally sensitive or vulnerable locations; or developments with unusually complex potentially hazardous environmental effects. Guidance also gives indicative threshold saying that an EIA is more likely to be required on sites which have not previously been developed, if the site exceeds 20ha for industrial estate and 5ha for urban development projects would provide more than 10000 sq.m commercial floorspace or would have significant urbanising effects in a previously non-urbanised area. The site has been previously developed, is well below these thresholds, is not on an environmentally sensitive site and not likely to raise significant traffic, emissions or noise issues. It is considered, therefore, that an EIA is not required.

## **11.2 Principle of Development Policy**

11.2.1 The site is allocated for industrial and business uses (classes B1, B2 & B8) in the Local Plan (policy BRID2). The warehousing element of the proposal would accord with this allocation, but retail development is also proposed. Policy E3 restricts the change of use of employment land unless it has been demonstrated that there is no realistic prospect of the land being used for employment purposes within the plan period (retail is excluded from the definition of employment uses).

11.2.2 The agent has set out in the comments above factors in support of using this part of the allocated site for other uses. Some half of the allocated site is now owned by the Regional Development Agency, Advantage West Midlands, part of which is to be developed for an Enterprise Centre. This should ensure that industrial/commercial development takes place on that land. The application site is also only part of the remaining land, so a significant area of the allocated site would still remain available for employment use. The site has been allocated for industrial purposes for many years and permission granted in the early 1990's for a business park, but no development has started. The agent says that the site has been extensively advertised, although little evidence in support has been submitted. The proposal itself will generate employment and provide an economic stimulus both to the local economy and to help encourage development of the rest of the site. Members may consider, therefore, that these factors together outweigh the potential loss of the application site to solely industrial and business uses.

11.2.3 Policy E4 restricts retail uses to existing shopping centres other than defined exceptions, which include where a qualitative and quantitative need has been demonstrated, there would be no adverse impact on existing town centres and a sequential approach to location been followed. PPS6, which was in force at the time the application was submitted and has only just been replaced by PPS4: Planning for Sustainable Economic Growth, stated that need should be demonstrated and impact assessments undertaken for main town centre uses for out of centre locations not in accordance with the development plan. This is in addition to the scale of development being appropriate, a sequential approach and locations being accessible. The new PPS4 still advises that Local Planning Authorities when assessing retail developments should take account of both

quantitative and qualitative need.

- 11.2.4 The Council had a retail study carried out for the Local Plan by White Young Green (WYG). This concluded that existing town centre commitments could meet the identified need for additional comparison floorspace in Bridgnorth over the period to 2015 and that there was no need to identify site/sites to meet capacity beyond that period unless the Council is identifying an extension to town centre retail activity. It says that whilst there is further capacity in the medium and long term, the need for allocations beyond 2015 could be determined through the Local Development Framework. The Study did find that for non-food bulky goods shopping (excs DIY), some two thirds of spending is directed to destinations outside of the District (south east Shropshire).
- 11.2.5 The retail element does not comply fully with the Council's retail policy. It is an out of centre site, although if Members accept the principle of such development, it is considered that with the recent permission of a DIY store at Smithfield, that there is no other sequentially preferable town centre or edge-of-centre site that would be suitable and available.
- 11.2.6 The agent's comments in support of the retail development are set out above (Agents Comments). No detailed retail impact assessment has been submitted, the agent relying previously on the WYG assessment, but drawing a different conclusion. In particular, he gives greater weight, especially in the current economic situation to the clawback of consumer expenditure to the local area that would result from the development and the reduction in travel for shoppers; he also suggests that there would be minimal impact on the viability and vitality of the town centre due to nature of retail proposal.
- 11.2.7 The WYG report accepted that there was a need for additional comparison goods floorspace beyond 2015 but not in the short term. Members need to decide, therefore, whether they consider the factors now being put forward in providing the additional floorspace in advance of that date are sufficient to outweigh the retail policy presumption against further development at the present time.
- 11.2.8 If Members accept that there are material considerations to justify permitting the scheme, then conditions will be required to prevent the units from being sub-divided into a number of smaller shops or units which could impact on the town centre and similarly to prevent additional floorspace being added to internally (eg. mezzanines). A limit on the range of goods sold would also be necessary. (The agent has suggested use for class B8 storage and distribution with or without ancillary trade and retail sales; and sale of comparison goods consisting of furniture, furnishings, carpets and floor coverings, electrical goods and supplies, kitchen and bathroom unit fittings equipment and supplies and office supplies).
- 11.3 Design and Highway Safety**
- 11.3.1 The units would be of a similar design and appearance to provide a more harmonious development. Each building would be about 5.5 metres high to the eaves and some 7 metres high to the ridge of the shallow, dual pitched roofs.



The lower wall areas would be of facing brick with contrast feature banding to the top and bottom edges, above which would be composite curtain walling cladding panels. The roofs would also be of composite cladding panels. The main entrance areas to the units would feature full height glazing behind open canopies. Tall roller shutter doors would also give access to the buildings. Having regard to the site and surrounding development it is considered that, subject to subsequent approval of colour of materials, the design and appearance of the buildings together with the layout and landscaping would be acceptable.

- 11.3.2 The access onto the A458 Stourbridge Road already exists and Highways Development Control are content that it is adequate to accommodate the traffic likely to be generated by the proposed development and from industrial/commercial development on the adjacent land. The proposed parking provision and service yard arrangements would not conflict with the adopted maximum parking standards applicable to the former Bridgnorth District Council area. PPG13 states that local authorities should not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on street parking controls. There are considered to be no such exceptional circumstances in this case.

#### **11.4 Drainage**

- 11.4.1 The main drainage infrastructure for the whole site has been dealt with through conditions on planning permission 07/0994 for the construction of the spine road and plateauing of the site. The Environment Agency insisted on a flood risk assessment being submitted with the current application. This has now been received and has been assessed by the Environment Agency, who now raise no objections to the proposed development. A condition on any permission issued will require the precise surface water drainage details for the proposed units to be approved.

#### **11.5 Other Issues**

- 11.5.1 The allocated site adjoins a landfill site, although the application site is located away from the boundary with the landfill. A report was submitted with the estate road/groundworks application which recommended precautionary landfill measures be included in detailed developments of individual plots. Environmental Health agreed with this recommendation. Although no specific details have been submitted, this requirement can be conditioned.
- 11.5.2 Although the site is adjoined by industrial development, in view of nearby residential properties, Environmental Health recommend controls over noise emissions. This can also be dealt with by condition.
- 11.5.3 PPS1 on Planning and Climate Change refers to national objectives of securing resource and energy efficiency and reduction in emissions. The agent comments that rainwater from roofs will be harvested for re-use but no details have been submitted. Similarly, reference is made to complying with Building Regulations on energy efficiency but says details will depend to some extent on future

tenants requirements.

- 11.5.4 The agents have explored the potential sources of renewable energy for the development but have been advised by specialist consultants and suppliers that the location and form of development would not be suitable for wind turbines or ground/air source heat pumps. Solar panels could be installed on the roofs on the units for hot water, but the agents question whether this would be appropriate as hot water use would be very low in the buildings and their installation would not be cost effective, and would be visually intrusive. Drawings have been prepared showing a solar panel arrangement, but they consider it would be more appropriate to invest monies in improving the insulation and energy efficiency of the proposed buildings rather than in providing sources of renewable energy. It is considered that insulation and energy efficiency measures can be dealt with by condition on any approval issued.

## 12.0 CONCLUSIONS

- 12.1 It is considered that the details of the proposed development are acceptable in principle, subject to conditions requiring further approval of some detailed aspects. The main issue is considered to relate to the retail use of employment land and on an out-of-centre site. Although the development does not fully comply with policies E3 and E4 of the Local Plan, there are factors in support as set out above, including the joint working with AWM to provide infrastructure to enable industrial use of the rest of the allocated site, providing an economic stimulus to the site and area and providing comparison goods expenditure clawback to the town. Members may consider on balance, therefore, that there are current economic advantages to outweigh the policy issue.

### 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 of development upon nationally important features and the impact on residents.

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

### Environmental Appraisal

Design and Access Statement; Flood Risk Assessment; Transport Assessment submitted

### Risk Management Appraisal

Not Applicable

### Community / Consultations Appraisal

Undertaken in accordance with the requirements of the Planning Act

**Member Champion**

Cllr Martin Taylor Smith

**Local Member**

Cllr William Parr

Cllr Christian Lea

**Reason for Approval**

The proposed development would generate employment and provide an economic stimulus to the local economy and help encourage development of the rest of the site. With the grant of permission for a DIY store at The Smithfield, there are no other sequentially preferable town centre or edge of centre sites for limited sales of non-food bulky goods. The development would not detract from the amenities of the area and would not be detrimental to highway safety.

**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 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.

3. No built development shall commence until details of all external materials, including hard surfacing, have been first submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approval details.

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

4. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: In the interests of the visual amenity of the area.

5. No building shall be brought into use until the carpark areas associated with the particular unit shown on the approved plans have been constructed, surfaced and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the parking spaces thereafter shall be kept clear and maintained at all times for that purpose.

Reason: To provide for the parking of vehicles, associated with the development, off the highway in the interests of highway safety.

6. No building shall be brought into use until the servicing/loading/unloading areas associated with the particular units shown on the approved plans have been constructed, surfaced and drained in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Those areas shall not thereafter be used for any purpose other than servicing/loading/unloading.

Reason: To provide for the servicing/loading/unloading of vehicles off the adjacent highway in the interests of highway safety.

7. There shall be no sub-division of the units hereby approved, and no increase in internal floorspace, without the prior approval in writing of the Local Planning Authority.

Reason: To ensure that the proposed development would not impact upon the viability and vitality of the Bridgnorth Town shopping centres.

8. The premises shall be used for:  
(a) Class B8 storage and distribution purposes with or without ancillary trade and retail sales; and/or  
(b) The sale of comparison goods consisting of furniture, furnishings, carpets and floor coverings; electrical goods and supplies; kitchen and bathroom units fittings equipment and supplies; bicycles, car parts and accessories; wall and floor tiles fittings and supplies; and office supplies  
and for no other purpose (including any other purpose in Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To ensure that the proposed development would not impact upon the viability and vitality of the Bridgnorth Town shopping centres.

9. Before the buildings are first brought into use details of the design and positioning of external lighting shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed in accordance with the approved details.

Reason: In the interests of the visual amenities of the area.

10. There shall be no storage of goods, materials or waste of any description other than within the buildings (or within any area set aside for storage on the approved plan).

Reason: In the interests of the visual amenity of the area.

11. The covered cycle store/shelters shall be provided before the immediately adjacent unit is first brought into use and shall thereafter be maintained in place, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that facilities to encourage the use of alternative means of transport to the private car are available.

12. No development shall commence on the construction of the buildings until a noise assessment in relation to the impact of the development upon the residential amenities of the area has been submitted to and approved in writing by the Local Planning Authority. Any measures proposed in the approved noise assessment shall be incorporated into the development before the units are first brought into use and shall thereafter be maintained in place.

Reason: To safeguard the residential amenities of the area.

13. Before development commences details of landfill gas protection measures to be incorporated into the buildings shall be submitted to and approved in writing by the Local Planning Authority. The work shall be carried out in accordance with the approved details.

Reason: To safeguard the development from landfill gas.

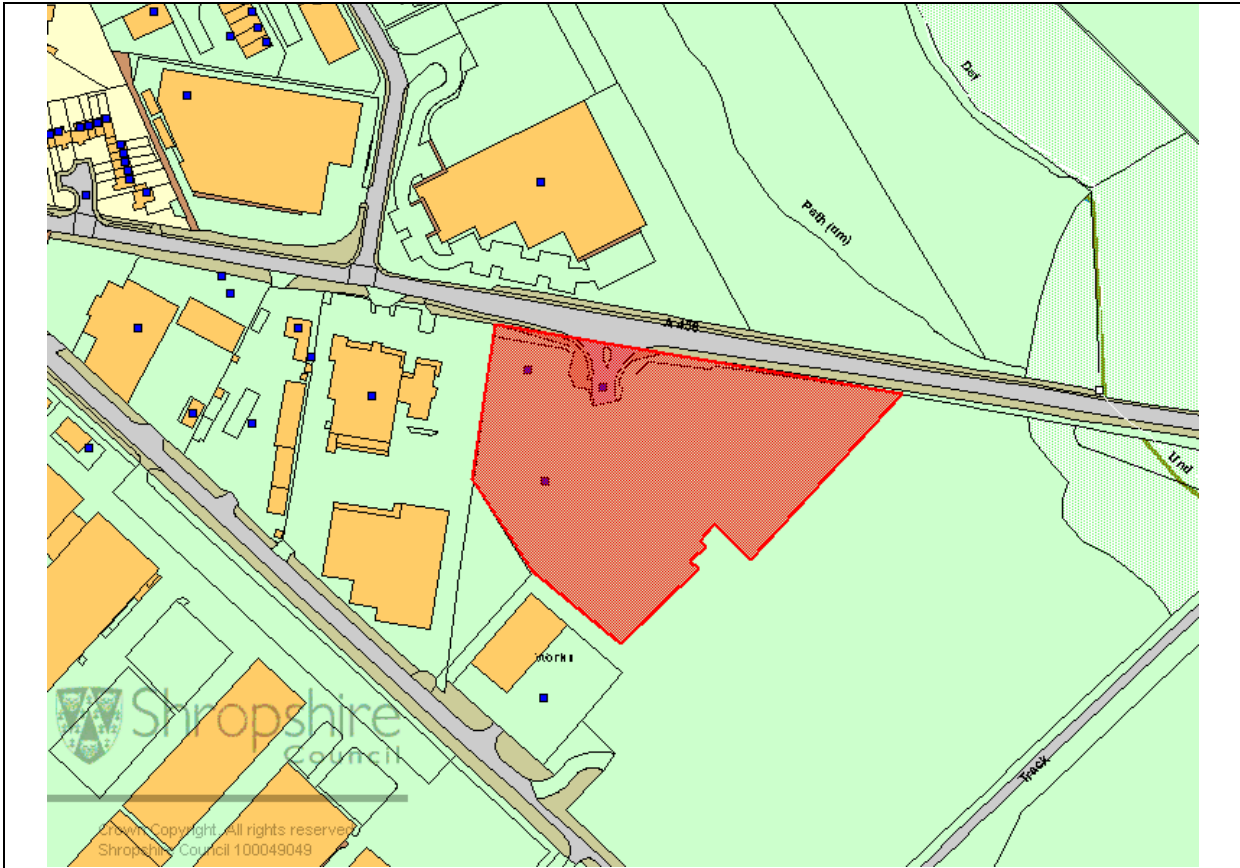
14. Before development commences details of insulation and energy efficiency measures to be incorporated in the construction of the buildings shall be submitted to and approved in writing by the Local Planning Authority. The work shall be carried out in accordance with the approved details.

Reason: In the interests of energy efficiency.

15. Development shall not begin until a surface water drainage scheme for the site, using sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include details of how the scheme shall be maintained and managed after completion.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system.



© Crown Copyright. All rights reserved. Shropshire Council 100049049. 2009 For reference purposes only. No further copies may be made.