

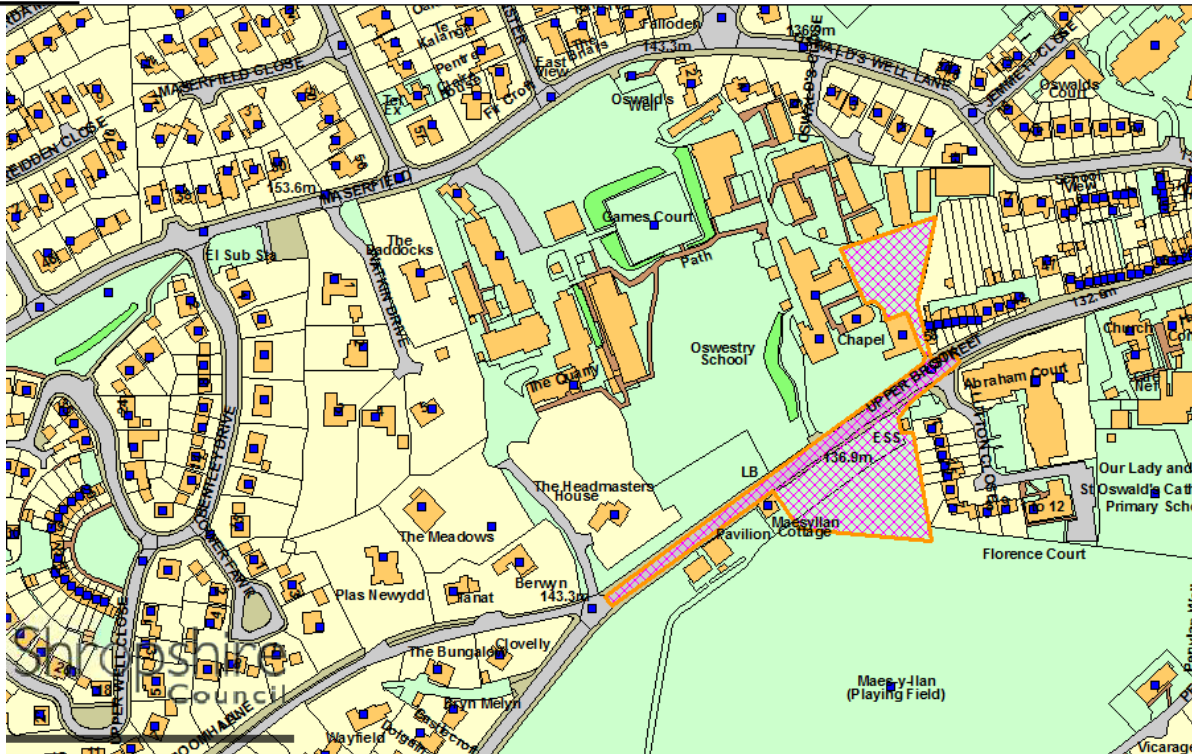
Development Management Report

Responsible Officer: Tim Rogers
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Summary of Application

Application Number: 18/04978/FUL	Parish: Oswestry Town
Proposal: Additional car park, modifications to highway access from Upper Brook Street and works to improve highway safety	
Site Address: Oswestry School Upper Brook Street Oswestry SY11 2TL	
Applicant: Oswestry School	
Case Officer: Mark Perry	email: planningdmnw@shropshire.gov.uk

Grid Ref: 328495 - 329271



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

Recommended Reason for Approval

REPORT**1.0 THE PROPOSAL**

- 1.1 The submitted application is for the creation of additional car parking for use by staff and visitors to Oswestry School. The car park would provide space for 46 cars which is in addition to the 36 spaces that were created by the adjacent car park which received planning permission in 2012 (application no. 12/00590/FUL). At present the existing car park has a single access which is adjacent to the Bursars House. The addition of the extra car parking also involves the creation of a second access thereby allowing separate 'in' and 'out' points for vehicles.
- 1.2 As part of the proposal the applicant is also suggesting revisions to the existing on-street parking arrangements and the creation of a new Traffic Regulation Order to introduce new on street parking restrictions.
- 1.3 By providing extra off street parking provision it will allow the school to reconfigure how they use the existing access and vehicle circulation space within the school complex which the school states would make it safer for pedestrians as currently there is significant risk because of one of the blind bends within the school site. Changes will also mean that the existing mini-roundabout will be utilised more which would assist in the free flow of traffic along Upper Brook Street.

2.0 SITE LOCATION/DESCRIPTION

- 2.1 The main part of the school complex is located on the northern side of Upper Brook Street. The complex consists of a number of buildings including the grade II headmasters house, class rooms, new sports hall and swimming pool.
- 2.2 The application site lies on the southern side of Upper Brook Street and is a triangular parcel of land that sits adjacent to the schools existing parking area granted planning permission in 2012. The application site forms part of the school's extensive playing fields although this particular section it is not actively used as part of the school's formal marked out sports pitches.
- 2.3 To the south of the site there is the expanse of playing fields and to the north there is Lutton Close which is a modern development of 3 storey dwellings. The internal layout of these dwellings are configured so that they have their primary living space on the first floor which affords views straight across the application site from their

Juliet balconies.

3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION

3.1 The application has been called in by the local member and is considered to be an application that warrants consideration by the committee.

4.0 Community Representations

- Consultee Comments

4.1 Oswestry Town Council- Objects to the application.

It is considered that the application presents a loss of privacy to neighbouring properties and will provide a public nuisance (noise and light pollution), particularly by the extended hours of usage intended.

The Council recognise that a solution needs to be found to address the traffic problems that exist in the location. Councillors were not satisfied that all alternative options on the main school site, to satisfy parking needs, have been investigated. The Town Council ask Shropshire Council to recommend to the school that they consider and develop a green transport plan.

It is considered that the suggested changes to the traffic regulations along Upper Brook Street would deprive the general public and residents of an on- street parking option and mean that coaches (that bring visitors to the school) will have nowhere to park.

The Council support residents' concerns regarding flooding as it is known that this area has historically flooded on a frequent basis during each heavy period of rainfall. This could be exacerbated by the addition of the proposed car park surfacing solution.

The Council has previously asked Shropshire Council, as an outcome from this application, to look at a planning protection of Maes-y-Llan due to its long historical importance with the town, and its origins. In addition, the Council would ask for an archaeological assessment to be carried out prior to the determination of the application.

Concerns are also voiced that by approving the application then effectively the site is redesignated as a brownfield site that could therefore in the future attract planning applications.

Due to the significant concerns that exist regarding this application from the Town Council, and from local residents, it is requested that Shropshire Council request a full traffic management plan to take account of the many issues being raised and to guide the decision making process.

- 4.2 **Highways-** No objection subject to conditions to secure highway improvements.
- 4.3 **Sport England-** Does not wish to raise an objection to this application following the submission of further supporting information. This is on the basis of a condition being attached to the decision notice to secure the delivery of the sports pitches.
- 4.4 **Public Protection-** No objection subject to conditions to restrict hours the car park is used and the submission of a noise mitigation scheme.
- 4.5 **Tree Officer-** No objection subject to conditions to ensure protection of a large poplar tree.
- 4.6 **Archaeology-** No objection subject to ensure the archaeological inspection of any ground works.
- 4.7 **Ecology-** No objection subject to informative concerning nesting birds.
- 4.8 **Drainage-** No objection

- Public Comments

25 letters of objection have been received and 26 letters of support, commenting on the following issues:

Objections

Already traffic congestion in area

Excessive vehicle speeds

Noise and light pollution

Impact on neighbours

Security issues

Impact on highway safety

Access too close to mini-roundabout

The existing parked cars provide traffic calming

Car park proposed in residential area

Loss of historic space

School has not promoted walking, lift sharing, on site parking

Parking on road to walk into town

Loss of parking for residents

Alternative sites for parking

Insufficient width of access

Extra parking is needed but not here

No extra parking is needed.

Parking needed as school promoting itself as a leisure centre.

Loss of sports pitch

Extra parking is only needed for a small number of events.

Flood risk

Support

Car parking a problem for swimming club

Highway safety concerns from amount of on street parking

Safe parking is needed

Will reduce congestion at peak times

Existing parking arrangements are dangerous

Site is not of historical significance

School shares its facilities with the community

Existing car park is too small

5.0 THE MAIN ISSUES

Principle of development

Highway safety

Sport pitch provision

Impact on Neighbours

Visual impact and landscaping

Impact on heritage assets

Impact on Trees

6.0 OFFICER APPRAISAL

6.1 Principle of development

6.1.1 Alterations and additions to existing educational premises are acceptable in principle providing they meet the relevant criteria of Shropshire Core Strategy Policy CS6: Sustainable Design and Development Principles which seeks to ensure that development is appropriate in scale, density, pattern and design.

6.1.2 Policy CS8 Facilities, Services and Infrastructure Provision also aims to develop sustainable places in Shropshire and maintain and enhance existing services and facilities. The extension of the car parking facilities proposed is required to provide additional space for staff, visitors and students together with improving the safety arrangement of the internal circulations space and to improving the functioning of adopted highway by helping to ease the flow of traffic.

6.1.3 Policy CS17 of the Core Strategy relates to the protection of environmental assets which includes the provision of high quality of playing fields because of the recreational value they bring but also the benefits they provide to their immediate setting and providing connecting corridors for ecology. The policy also covers the

protection of Shropshire's heritage assets which in this instance include the grade II listed school house and the consideration of any heritage value that could be afforded to the playing field which has been referred to by objectors and the Town Council.

- 6.1.4 In addition to the above the proposal should accord with SAMDev Policy MD2 which additionally seeks to achieve local aspirations for design where possible and safeguard residential and local amenity.
- 6.1.5 Section 7 of the National Planning Policy Framework (NPPF) 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.
- 6.1.6 Section 8 of the NPPF aim to protect the provision of open space, sports and recreational buildings and land, which includes maintaining the provision of playing fields. The NPPF advises that playing fields should not be built on unless it can be proven that land is surplus to requirements or any loss is replaced by equivalent or better land.

6.2 Alternative Sites

- 6.2.1 A number of residents and the Town Council have made comment on there being other land within the school's ownership that could be used to provide the additional parking. However, alternative sites have been ruled out for a number of reasons. Introducing more car parking within the main school complex would create conflict between the cars and the pupils could compromise safety; something that the school is trying to improve as part of this scheme. Other potential sites are likely to result in there being a detriment to the setting of the 2 grade II listed buildings which are the headmasters house in the centre of the site and St Oswalds Well; located on the western side of the school. Other areas have also been ruled out because of the steep nature of the land; where engineering works would be needed or because of the presence of trees covered by preservation orders.
- 6.2.2 It is considered by officers that the reasons given by the school for dismissing alternative sites are justified.

6.3 Highway safety

- 6.3.1 One of the key drivers behind the scheme is the issue of large numbers of cars being parked on the edge of the highway especially during term time where often there is no space available after 9am. The effect of this on street parking is to create a single lane of traffic with traffic having to stop or slow to allow oncoming traffic to pass. One beneficial effect of the on street parking is that this does informally slow the speed of traffic. On occasions traffic tailgates one another when travelling in the uphill direction and the on-street parking prevents the downhill traffic being able to return to their own side of the road causing congestion as car meet one another on what has effectively become a single carriageway.

- 6.3.2 A solution to this would be to impose a no waiting restriction upon sections of the road, this would provide clear areas for the vehicles travelling down the hill to pull back on to their own side of the road and allow the oncoming vehicles travelling up the hill to pass. The proposal would retain some on street parking which will continue to slow the speed of traffic.
- 6.3.3 The above changes to the on street parking arrangements and the introduction of traffic management measures would be carried out as part of a Traffic Regulation Order under the Road Traffic Act which relates to the public highway. It is likely that the proposed car park would provide a considerably larger number of parking spaces than the number of cars that would be displaced by the introduction of on street parking/ waiting restrictions. The details of the arrangements would be subject to further survey works as part of the TRO process.
- 6.3.4 The works agreed as part of any Traffic Regulation Order (TRO) would be secured by a planning condition which would prevent the additional car parking spaces being brought into use until such time that the TRO works have been secured. The applicant has confirmed that they are willing to meet the costs associated with the TRO in terms of advertising, making of and carrying out the works.
- 6.3.5 At present the existing car park is served by a single point of access adjacent to the Bursars house at the western extremity of the site. As part of the extension to the car park the applicant is proposing to create a second access at the eastern end of the site; adjacent to the existing electrical substation building. The new access will involve a new opening being created in the stone wall which runs along the northern edge of the existing car park. The creation of a second access will allow an 'in' and 'out' for vehicles.
- 6.3.6 A number of representations have been received commenting on the proximity of the new 'in' access to the existing mini-roundabout. The Council's Highways Officer has commented that despite its closeness it is not considered to be unsafe.
- 6.3.7 The designated 'out' route would be via the existing access. It is acknowledged that visibility for exiting drivers is limited but observations made by the Highways Officer show that drivers using the route enter Upper Brook Street with due care. Additionally there have been no recorded incidents at this access in the last 5 years. Whilst the proposed car park extension would increase the number of vehicle movements to and from the site there would also be less conflict as a result of the 'in' and 'out' system which would be enforced by the use of an automated barriers to ensure the western access is an exit only route for vehicles.
- 6.3.8 Also included on the submitted plans are details of how the school proposes to change how the existing which leads into the school complex will be used. This includes changing the access off the mini-roundabout to two way traffic as part of a pick up/ drop off area. The width of this access is narrow and would normally only be suitable for single flow traffic, however it is considered that the flow of traffic could be managed within the site by ensuring vehicles leaving the site give way to

those entering. This change in itself does not require planning permission although there it does require a separate listed building consent for the slight repositioning of the stone wall which is considered to be a curtilage listed structure.

- 6.3.9 It is considered that the proposed increase in the size of the car park combined with the introduction of a new traffic regulation order will provide benefits not just to the school but also to other motorists using Upper Brook Street by improving the flow of traffic and allowing cars more easily to pass one another. The scheme has been considered by the Council's Highways officer who considers that there would not be any detrimental impact to the safety of highway users.

6.4 Sports Pitch Provision

- 6.4.1 The NPPF aims to ensure that communities have access to high quality open spaces and opportunities for sport and physical activity which is important for health and wellbeing. Sport England's policy is to oppose the loss of playing fields unless one or more of 5 listed exceptions apply. These include demonstrating an excess or playing field provision, development is for ancillary sports facilities, the land is incapable of forming part of a playing pitch, the land lost will be replaced or if it involves the provision of other indoor/ outdoor sports facility.
- 6.4.2 Sport England initially raised objections to the loss of part of the playing field as it had not been adequately demonstrated that the exceptions referred to above could be applied. The scheme as proposed would result in around 190 sqm of playing field being turned into car parking. Sport England's concern related to the incremental loss of field which could affect its capacity to provide appropriately sized pitches and also the ability to rest and rotate the pitches to maintain their quality.
- 6.4.3 In support of the application and to address the concerns of Sport England the applicant has provided further details to show the proposed winter and summer sport pitch layouts (to regulation sizes) along with details of improvements to the existing playing fields. At present there is an area at the top of the field which is unusable due to the undulating nature of the ground. Improvements to this part of the field will be carried out in accordance with Sport England's Guidance contained in 'Natural Turf for Sport'. Which will provide 2 extra junior pitches.
- 6.4.4 The applicant has demonstrated that the triangular section of the field cannot be used as part of a playing pitch because of its shape and size. The applicant has also demonstrated that the proposed additional parking is not only needed for staff car parking but also to accommodate those coming to the school to specifically use the sports facilities. The applicant has provided evidence of car parking before and during sports event to demonstrate that extra parking is often directly attributable to the use of the sports facilities, in particular after school hours and during the evening. It is however also recognised that some of the parked cars are those of local residents, or those seeking to avoid using the pay and display car parks in the town centre and instead choosing to park for free and walk the short distance into town.

- 6.4.5 The facilities are not used exclusively by the school but also by the wider community which includes the hire of the artificial pitches to local football clubs the pool to the swimming clubs. This use is in addition to the various school and inter-school sports events.
- 6.4.6 Sports England are satisfied that the loss of the playing field could not be justified purely on the basis of the need for additional parking for those using the sports facilities. However, elements of 3 of the 5 exceptions can be applied in this instance, these are, development which supports the principle sports use of the site, the site is incapable of forming part of a playing pitch and the area of playing field is replaced with better or equivalent quality/ size land.
- 6.4.7 As such, the loss of part of the playing field is considered acceptable and would be in accordance with the NPPF and Sports England's playing field policies.

6.5 Impact on Neighbours

- 6.5.1 The only neighbours who would be affected by the proposed car park extension are those to the east on Lutton Close. These are 3 storey properties with their main living rooms being on the first floor. The ground floors of these dwellings and their garden are at a lower level than the adjacent playing fields. The gardens are separated from the playing fields by a post and rail fence although some occupiers have chosen to put a more solid boundary fence along their rear boundary or to plant trees and shrubs to enhance the privacy of their gardens.
- 6.5.2 At present the dwellings on Lutton Close have views facing out across the playing fields. Residents can see the existing parking area but this is not too prominent as it is positioned to one side whereas the extension will be directly in the line of sight from their rear windows.
- 6.5.3 It is proposed that there would be a gap between the rear boundary of the dwellings and the edge of the car parking area. The car park would be 4.5 metres away from the ends of the neighbour's gardens. The gap between the car park and neighbours gardens would accommodate a pedestrian path so that people could walk to the sport pitches whilst avoiding any cars manoeuvring within the car park, a new hedgerow would also be planted alongside the footpath. In total there would be a distance of around 14 metres between the rear elevations of the dwellings and the edge of the car parking area. The views from the gardens and ground floor rooms would be interrupted by the existing boundary treatment plus the new hedgerow and fencing. It is however knowledge that the boundary treatments will not be sufficiently tall to screen the carpark from the main living rooms on the first floors. Whilst the outlook from the dwellings will change as a result of the car park, it is not considered that this will detrimentally impact upon residential amenities and properties will still benefit from the views across the rest of the playing fields beyond the parked cars.

- 6.5.4 One of the objections referred to by neighbours is the level of disturbance that will be caused by movement of cars, engines revving, door slamming, shining headlights and general activity. It is accepted that there will be a level of noise associated with the car park. This will be mitigated as far as possible by the planting of the hedge and also a condition requiring details of an acoustic fence to be agreed as recommended by the Council's Public Protection Officer. Additionally the car park shall not be used after 11pm and the low level bollard lights shall switch off at 10:30 which is 15 minute after the floodlights on the artificial pitch switch off; allowing users time to get back to their vehicles.
- 6.5.5 The layout of the parking spaces and the direction of circulation for vehicles will usually ensure that vehicles are facing away from the neighbouring dwellings to avoid car headlight shining directly towards the houses. Any time that a car is facing towards the houses the proposed and existing boundary treatments should minimise the impact from the car headlights.
- 6.5.6 It is considered that the proposed car parking will increase noise and activity of the site to a greater extent than neighbours currently experience and there will be a negative change to the neighbour's outlook from their dwellings, as such there will be some impact on residential amenities. However, the car park will be most intensively used during term times and most activity would be at the beginning and end of each day. It is considered that the mitigation proposed, the distance of separation, the restrictions on when the car park can be used would ensure that the proposal would significantly mitigate any harm caused to the neighbours ensuring that there would not be such harm as to detrimentally impact upon their living conditions.
- 6.6 Visual impact and landscaping
- 6.6.1 The proposed car park will be surfaced in the same materials as the existing car park which allows grass to grow through whilst providing a firm surface. This has not been very successful on the existing car park where its frequency of use has prevented the growth of grass. However, whilst the car park is somewhat stark in its appearance it is considered that the alternative hard surface such as tarmac would appear even more visually intrusive. The use of other materials such as gravel would risk spillage out onto the road and would generate more noise as vehicles pass over it and therefore disturbance to neighbours.
- 6.6.2 It is considered that from public areas the proposed car park would not have a detrimental impact upon the character and appearance of its open countryside location. The parked cars would be clearly visible to those travelling down the hill towards town, however these would be seen against the backdrop of the 3 storey dwellings and view would be partially obscured by the Bursars House, the grounds maintenance buildings and the stone wall.
- 6.6.3 It is considered that the loss of the green space and its replacement with hard surfacing and the parking of 46 additional cars would cause some slight visual harm which does weigh negatively against the proposal.

6.7 Impact on heritage assets

- 6.7.1 The main historic feature near the site is the Headmaster House located on the opposite side of the road which is a grade II listed building. The applicant has submitted a Heritage Assessment which is in accordance with the requirements of the NPPF.
- 6.7.2 The view of the listed building from the car park are significantly restricted by the trees and hedge planting on the opposite side of Upper Brook Street. It is considered that the car park and its use would not have a detrimental impact upon the setting of the listed building subject to appropriate lighting and tree planting. In this instance the applicant has confirmed that the planting will be a mix of silver birch, rowan and hazel trees with hawthorn, blackthorn, beech and hazel hedge planting. The lighting of the site will be of the low level bollard type.
- 6.7.3 An issue that has been raised by residents and the Town Council is the historic value of the playing fields as there is opinion locally that the field is the site of the Battle of Maserfelth. Fought in 642 between Oswald and the Christian King of Northumbria, and Penda the pagan ruler of Mercia. There are however at least two other claimed sites for the battle in Lancashire and Gloucestershire. The Council conducted two previous inspections of the site of the existing carpark, adjacent to the proposed development site, during turf stripping works in July 2012. However, no archaeologically significant features or deposits were observed.
- 6.7.4 Given the general uncertainty about the exact location of the battle, the limited ground disturbance the proposed development will cause, and the observations during the works in 2012 and the watching brief in 2103, it is considered that the proposed development site has very low archaeological potential.
- 6.7.5 During the Course of the application a request was made to Historic England to have the site formally added to the Register of Historic Battlefields. After assessing the available information Historic England concluded that significant ambiguity of the evidence for the site of the Battle of Maserfield remains. As such the site at Oswestry School was not be added to the Register of Historic Battlefields as the location of the Battle of Maserfield.

6.8 Impact on Trees

- 6.8.1 The application site is largely free of any trees with the exception of a large poplar tree which is located adjacent to the proposed entrance into the car park. This tree is protected by a Tree Preservation order (TPO). The creation of the new access will requires excavation and other works within the Root Protection Area which has the potential to detrimentally impact on the tree and the works could not be carried out in accordance with the tree protection measures contained in BS5837.
- 6.8.2 The tree does have a limited lifespan in this location because of its age, the nature and characteristics of the species, its rate of growth and potential to start to disrupt

existing structures. The tree does provide some amenity but there are a number of other mature trees in close proximity of the site reducing the visual impact on the poplar tree.

- 6.8.3 It is proposed to retain the tree for as long as possible but to mitigate its likely eventual loss a replacement tree will be provided, this is considered to be a reasonable way forward by the Council's Tree Officer in conjunction with suitable tree protection during construction and a no-dig technique. These would be conditioned accordingly.

7.0 CONCLUSION

- 7.1 It is considered by officers that the proposed car park extension is needed to meeting the continuing growth of education and sports facilities that the school has to offer, not just for pupils but also for the wider community. The scheme will reduce the demand for existing on street parking spaces which combined with the introduction of parking restrictions will improve the flow of traffic along the main road.
- 7.2 It has been adequately demonstrated that the scheme will not detrimentally impact upon the setting of designated and non-designated heritage assets and that impact on trees can be adequately mitigated.
- 7.3 The proposal will increase vehicle movements on the site and this will generate an amount of nuisance to neighbours but this is not considered to be to such a level where it would be harmful to their residential amenities and the enjoyment of their dwellings.
- 7.4 It is considered that the proposal complies with the policies of the adopted Core Strategy and SAMDev and the NPPF and is therefore recommended for approval.

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:
National Planning Policy Framework

Core Strategy and Saved Policies:

CS5 - Countryside and Greenbelt
CS8 - Facilities, Services and Infrastructure Provision
CS17 - Environmental Networks
MD2 - Sustainable Design
MD12 - Natural Environment
MD13 - Historic Environment

RELEVANT PLANNING HISTORY:

12/00590/FUL Formation of a new car park and alterations to improvements vehicular access
GRANT 4th May 2012

19/00445/LBC Removal of part of Grade II curtilage listed stone wall and re-building to form
additional car park, modifications to highway access and works to improve highway safety PCO

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)
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Cabinet Member (Portfolio Holder) Cllr R. Macey
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Local Member Cllr Paul Milner

Appendices APPENDIX 1 - Conditions

APPENDIX 1

Conditions

STANDARD CONDITION(S)

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.

CONDITION(S) THAT REQUIRE APPROVAL BEFORE THE DEVELOPMENT COMMENCES

3. a) No works associated with the development permitted will commence and no equipment, machinery or materials will be brought onto the site for the purposes of said development until a Tree Protection Plan and Arboricultural Method Statement prepared in accordance with and meeting the minimum tree protection requirements recommended in BS5837: 2012 or its current equivalent have been submitted and approved in writing by the Local Planning Authority. All tree protection measures detailed in the approved Tree Protection Plan and Arboricultural Method Statement must be fully implemented as approved before any equipment, machinery or materials are brought onto the site for the purposes of the development. All approved tree protection measures must be maintained throughout the development until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered nor any excavation be made, without the prior written consent of the Local Planning Authority.

b) No works associated with the development permitted will commence and no equipment, machinery or materials will be brought onto the site for the purposes of said development until a method statement providing details of tree protection measures to be implemented during the installation of the no dig drive has been submitted and approved by the Local Planning Authority. This method statement must make provision for supervision of these works by the applicant's arboriculturist or other competent person, as agreed in writing by the Local Planning Authority.

c) All services will be routed outside the Root Protection Areas indication on the TPP or, where this is not possible, a detail method statement and task specific tree protection plan will be submitted and approved in writing by the Local Planning Authority prior to any work commencing.

d) No works associated with the development permitted will commence and no equipment, machinery or materials will be brought onto the site for the purposes of said development until a responsible person has been appointed for day to day supervision of the site and to ensure that the tree protection measures are fully complied with. The Local Planning Authority will be informed of the identity of said person.

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

4. No development approved by this permission shall commence until the applicant has notified Shropshire Councils Historic Environment Team not less than three weeks prior to commencement of ground works, and to provide him/her with reasonable access in order to monitor the ground works and to record any archaeological evidence as appropriate.

Reason: The site may have some limited archaeological potential.

CONDITION(S) THAT REQUIRE APPROVAL DURING THE CONSTRUCTION/PRIOR TO THE OCCUPATION OF THE DEVELOPMENT

5. The car park extension shall not be brought into use until a suitable noise mitigation scheme has been installed in accordance with details to be submitted and approved in writing by the Local Planning Authority. The approved mitigation scheme shall thereafter be retained.

Reason: To protect residential amenity, health and wellbeing.

CONDITION(S) THAT ARE RELEVANT FOR THE LIFETIME OF THE DEVELOPMENT

6. Prior to the development hereby approved being brought into use the applicant shall secure a scheme of traffic management measures with the Highway Authority for the section of Upper Brook Street adjacent to the application site.

Reason: In the interests of highway safety.

7. Prior to the development hereby permitted being first brought into use the access and egress layouts and visibility splays shall be implemented in accordance with Drawing No. P-02 rev F.

Reason: To ensure a satisfactory means of access and egress for the extended car park.

8. 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:

- o the parking of vehicles of site operatives and visitors
- o loading and unloading of plant and materials
- o storage of plant and materials used in constructing the development
- o t wheel washing facilities
- o measures to control the emission of dust and dirt during construction
- o a traffic management and HGV routing plan

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

9. The playing field and pitches shall be constructed and laid out in accordance with Drawing No. P-06 Rev D and the associated specification of works in Appendix 7 of the supporting statement, and with the standards and methodologies set out in the guidance note "Natural Turf for Sport" (Sport England, 2011), and shall be made available for use before first use of the development hereby permitted.

Reason: To ensure the quality of pitches is satisfactory and they are available for use.

10. The car park extension hereby approved shall not be used outside the hours of 0700 to 2300 hours on any day and the use of physical barriers shall be used to manage the movement of vehicles to this effect. All lighting columns shall be switched off by 2200 hours.

Reason: In the interest of residential amenity.

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