

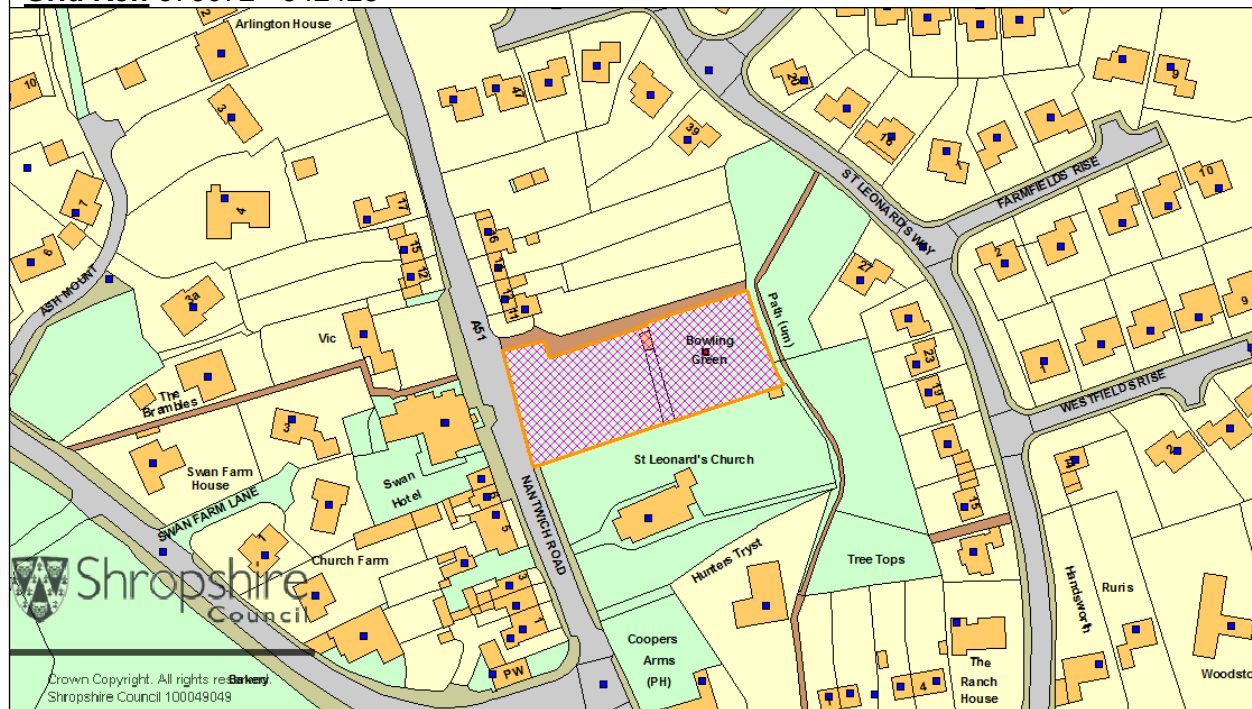
Development Management Report

Responsible Officer: Tim Rogers
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Summary of Application

Application Number: 18/05854/FUL	Parish: Woore
Proposal: Redevelopment of site comprising retention of bowling green, provision of dedicated car parking for bowling club and erection of four dwellings including access	
Site Address: Former Swan Public House Car Park Nantwich Road Woore Crewe Shropshire	
Applicant: Mr N Speakman	
Case Officer: Toby Cowell	email: planningdmc@shropshire.gov.uk

Grid Ref: 373072 - 342428



Recommendation:- Grant Permission subject to the conditions set out in Appendix 1.**REPORT****1.0 THE PROPOSAL**

- 1.1 Planning permission is sought for the redevelopment of the site including the erection of 4 no. dwellings (2 x 3-bed detached and 2 x 3-bed semi-detached) with 2 no. parking spaces per dwelling and associated landscaping, the retention of the existing Bowling Green and creation of 11 no. dedicated parking spaces to serve the Bowling Green.

2.0 SITE LOCATION/DESCRIPTION

- 2.1 The application site comprises a large car park on the western side of Nantwich Road (A51) which served the former Swan Public House on the opposite side of the highways within the western portion of the site and a Bowling Green within the eastern portion. The site is located within the heart of Woore Village Centre, which forms part of a designated Community Hub in the SAMDev along with the settlements of Irelands Cross and Pipe Gate further south.
- 2.2 The site is located adjacent to the Grade II St. Leonard's Church to the immediate south and opposite the former Swan Public House to the west (a non-designated heritage asset). Residential uses predominate the immediate locality which includes a row of red-brick terraced and semi-detached cottages to the immediate north set on higher ground than the application site, the topography of which is generally level.

3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION

- 3.1 This application does not meet the criteria for delegated decisions as set out in the Council's adopted 'Scheme of Delegation' given the conflict between the officer's recommendation and the objection from the Parish Council.

4.0 Community Representations**4.1 - Consultee Comments****4.1.1 Woore Parish Council**

At its Meeting held on 11th February 2019, Woore Parish Council (the PC) resolved to object to this application. In the event that Shropshire Council decides to approve the application, the PC asks that it should make the planning permission which it grants subject to the following conditions:

1. That the car parking spaces (other than those provided for the houses the

subject of the permission) should be for use by the public (including members of the Bowls Club).

2. That the land currently used by the Bowls Club should only be used for the purposes of a Bowls Club for a period of at least 99 years.

4.1.2 **SUDS**

The technical details submitted for this Planning Application have been appraised by WSP UK Ltd, on behalf of Shropshire Council as Local Drainage Authority. No objection, subject to conditions and informatives.

4.1.3 **SC Highways**

The development proposes the erection of 4 dwellings and parking provision for the adjoining bowling green in Woore.

The current application follows a pre planning enquiry under reference PREAPP/18/00244. The current submission has been amended from the pre planning enquiry, and retains the bowling green which is an active community facility.

The Planning and Design & Access Statements describe the proposed development and detail the background to the proposed design. It is noted the context of retaining the bowling green and providing a regularised parking provision for the club, which prior to the development proposal has been accommodated as a grace and favour basis within the privately owned public house car park.

The visibility splays, footway, access junction, parking provision for the dwellings and bowling club, and turning area have been detailed on the Proposed Site Development Plan Drawing No. 5680- 002 Rev D. The details are considered to be acceptable for the proposed development. The details of the proposed footway amendment across the site frontage will however need to be technically approved and covered by an appropriate agreement with Shropshire Council as the Highway Authority.

No objection, subject to conditions and informatives.

4.1.4 **SC Archaeology**

We have no comments to make on this application with respect to archaeological matters.

4.1.5 **SC Affordable Houses**

If the development is policy compliant then whilst the Council considers there is an acute need for affordable housing in Shropshire, the Councils housing needs evidence base and related policy pre dates the judgment of the Court of Appeal and subsequent changes to the NPPG, meaning that on balance and at this

moment in time, then national policy prevails and no affordable housing contribution would be required in this instance.

4.1.6 **SC Regulatory Services**

No comment.

4.1.7 **SC Affordable Houses**

If the development is policy compliant then whilst the Council considers there is an acute need for affordable housing in Shropshire, the Council's housing needs evidence base and related policy pre dates the judgment of the Court of Appeal and subsequent changes to the NPPG, meaning that on balance and at this moment in time, then national policy prevails and no affordable housing contribution would be required in this instance.

4.1.8 **SC Conservation**

No comments received at the time of writing the report.

4.1.9 **SC Trees**

No comments received at the time of writing the report.

4.1.10 **SC Ecology**

No comments received at the time of writing the report.

4.2 - **Public Comments**

4.2.1 This application was advertised via notice at the site. Additionally, the residents of 19 neighbouring properties were individually notified by way of publication. At the time of writing this report, two letters of representation have been received objecting to the proposed development on the following grounds:

- Parking of cars on both sides of the road would be dangerous to pedestrians;
- Loss of parking for adjacent church and local businesses
- Cumulative impact of additional housing including further cars and dangerous parking;
- Loss of public amenity;
- Inadequate parking for bowling club when coinciding with church event;
- Impact of construction traffic;
- Overdevelopment of the site;
- Impractical parking spaces and north facing gardens too small.

In addition, 5 letters of representation have been received supporting the proposals on the following grounds:

- Proposals result in control of bowling green and dedicated parking

- spaces to the bowls club;
- Development would secure long-term future of the club to the benefit of members, user and the wider community;
- Spaces would be made available for use by neighbouring church and community;
- Development provides good quality small family homes;
- Desperate need for small family homes in the area;
- Events of church rarely coincide with the bowling club;
- Development would improve the appearance of an unattractive area within the heart of the village;
- No parking currently available as land privately owned by developers, proposals provide a fair compromise allowing retention of community asset and creation of affordable houses in the village
- Would prevent loss of bowling green in the future.

5.0 THE MAIN ISSUES

5.1 Principle of development

Character and appearance – impact on setting of adjacent listed building
Neighbouring amenity
Highways

6.0 OFFICER APPRAISAL

6.1 Principle of development

- 6.1.1 Core Strategy Policies CS1, CS3, CS5 and CS11 seek to steer new housing to sites within market towns, other ‘key centres’ and certain named villages. Policy CS4 also allows for the identification of ‘Community Hubs and Clusters’ within the rural area where further housing development can occur; these hubs and clusters were designated as part of the adoption of the Council’s Site Allocations and Management of Development (SAMDev) plan.
- 6.1.2 The NPPF states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 6.1.3 Policy CS6 of the Core Strategy seeks to ensure development protects, restores, conserves and enhances the natural, built and historic environment and is appropriate in scale, density, pattern and design taking into account the local context and character, and those features which contribute to local character.
- 6.1.4 The provision of housing within the Community Hub of Woore, Irelands Cross and Pipe Gate accords with the adopted SAMDev Plan Policy S11.2(vii) which states that development by infilling, conversion of buildings and small groups of houses may be acceptable on suitable sites within the abovementioned villages.

- 6.1.5 The site is located within the centre of Woore, and Policy S11.2(vii) has set a housing guideline of 15 additional dwellings over the plan period to 2026. It is acknowledged that the housing guideline has already been exceeded in terms of actual housing completions and housing commitments through sites within planning permission. However, whilst the settlement's housing guideline is a significant policy consideration, SAMDev Policy MD3 does not preclude additional development which would exceed the housing guideline for a particular settlement, but states that decisions should have regard to, amongst other things, the benefits arising from such a development and the presumption in favour of sustainable development.
- 6.1.6 It should be emphasised that the proposed development would make use of an existing brownfield site, and Section 11 of the NPPF places great importance on planning policies and decisions giving substantial weight to the value of using suitable brownfield land within settlements for homes. Paragraph 38 of the NPPF also states that decision-makers at every level should seek to approve applications for sustainable development where possible, and it is considered that the proposed development would constitute a sustainable and effective re-use of an existing brownfield site within an area identified for additional housing within the SAMDev.
- 6.1.7 Furthermore, the application site is located within the heart of Woore's village centre, and constitutes a sustainable location in terms of access to a range of services within the village itself. The development would provide a positive benefit in terms of further housing to the village and make use of a redundant car park that comprises a natural infill plot within the core of Woore's village centre.
- 6.1.8 An additional benefit posed by the proposed development includes the creation of a total of 11 car parking spaces to serve the adjacent Bowling Green. It is understood that the Bowling Green and car park are under the same ownership as the adjacent former Swan Public House, with the car parking having previously been used by both patrons of the pub, users of the Bowling Green and local residents/visitors to the village. However, the car park has since been fenced off following the conversion of the former pub to residential use, and is now not accessible to the public. Those that run the Bowling Green have been highly supportive of this application insofar as the development would provide dedicated parking for users of the Bowling Green in perpetuity, and therefore secure its long term future and viability. The granting of planning permission in this case would also allow for the attachment of conditions ensuring such spaces only be used for users of the Bowling Green, together with the protection of the Bowling Green in its current form (i.e. preventing its loss/redevelopment) in perpetuity. The development would therefore also accord with Core Strategy Policy CS8 by way of protecting and enhancing an existing community facility, and this also addresses concerns as raised by the Parish Council in response to the application.
- 6.1.9 The proposed development is therefore considered to be compliant with SAMDev Policy MD3, rendering the principle of development acceptable subject to additional considerations in relation to design, impact upon the adjacent Grade II

listed building, neighbouring amenity and access.

6.2 Character and appearance – impact on setting of adjacent listed building

6.2.1 Policy CS6 of the Core Strategy requires development to be designed to a high quality using sustainable design principles, which should be responsive to the local character and context of existing development and its wider surroundings. Likewise, SAMDev Policy MD2 requires development to respond positively to local design aspirations, and be reflective of locally characteristic architectural design and details.

6.2.2 Core Strategy Policy CS17 advises that development proposals will be required to protect and enhance the diversity, high quality and local character of Shropshire's natural, built and historic environment. SAMDev Policy MD13 further advises that Shropshire's heritage assets will be protected, conserved, sympathetically enhanced and restored by ensuring that wherever possible, proposals avoid harm or loss of significance to designated or non-designated heritage assets, including their settings. Development will also be encouraged which delivers positive benefits to heritage assets. Support will be given in particular, to proposals which appropriately conserve, manage or enhance the significance of a heritage asset including its setting, especially where these improve the condition of those assets which are recognised as being at risk or in poor condition.

6.2.3 At the national level, Paragraph 192 of the NPPF advises that:

In determining applications, local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness.

6.2.4 It is noted that the site is located adjacent to St. Leonard's Church to the immediate south, a Grade II listed building dating from the early 1830s. In addition, the former Swan Public House directly opposite is of significant historical/architectural interest likely dating from the mid-19th Century and constitutes a non-designated heritage asset.

6.2.5 Such development however would involve no direct interaction with the adjacent church or associate churchyard/curtilage, with the new housing substantially offset from the mutual boundary to make way for the proposed parking spaces to serve the Bowling Green. Plot 1, a detached 3-bedroom dwelling, would be located along the Nantwich Road street frontage and therefore directly interact

with the wider streetscene. A substantial separation distance would be retained between the dwelling and adjacent property to the immediate north, with the proposed rear garden running northward parallel to the streetscene. The height of plot 1, given the variation in land levels to the north, would be lower than the row of properties extending northward and therefore not dominate the streetscene in this respect. The dwelling would incorporate an uncomplicated design with a traditional pitched roof, flank facing gables and canopied porch to the kitchen on the principal elevation.

6.2.6 Such development would successfully integrate with the general vernacular and built form of the wider locality, and therefore not appear incongruous in this respect. Likewise, the character and design of the remaining 3 dwellings, which includes a pair of 3-bedroom semis and a further 3-bedroom detached property, would utilise the same design principles yet stretch eastward within the site away from the streetscene. As a consequence, plots 2 – 4 would only be generally noticeable further south along the main streetscene when travelling northward. Relative degrees of spaciousness would be retained both between and to the rear of such properties, with the overall proposals not giving rise to a cramped form of development which would be considered to constitute an overdevelopment of the wider plot.

6.2.7 With respect to the design, scale and layout of the development, it is not considered that the setting of the adjacent Grade II listed church to the south or former public house to the west would be unduly compromised, with the proposals making good use of an existing brownfield infill plot to the benefit of the visual amenities of the wider streetscene and adjacent heritage assets. The exact specification of materials for the exterior of the proposed development, together with all hardsurfacing and finite details pursuant to landscaping have not been submitted and should therefore be submitted prior to the commencement of development. This can adequately be secured by way of conditions should planning permission be forthcoming.

6.3 Neighbouring amenity

6.3.1 Policy CS6 of the Core Strategy seeks to safeguard residential and local amenity. The proposed dwellings are located as such that a more than acceptable degree of separation to the adjacent neighbouring property to the north would be achieved. It is not therefore considered that the development would give rise to undue overlooking in this respect, or any further additional concerns in relation to neighbouring amenity.

6.3.2 Likewise, plot 1 has been internally configured as such that its primarily habitable windows would be afforded an outlook over the rear garden and parking area to front as opposed to the east with respect to the flank wall and rear garden of plot 2. No further issues are considered apparent with the proposed interaction between plots 1 – 4, and such development would ensure that the amenities of each property would be safeguarded in perpetuity.

6.3.3 It is further considered that each dwelling would benefit from a generous degree

of private outdoor amenity commensurate with their respective size, with the internal floorspace of each dwelling exceeding the minimum standards as outlined in the Nationally Described Space Standards. The dwellings would further benefit from a designated 'bin drop' location adjacent to the streetscene opposite plot 1 that provides a convenient and highly accessible location for waste storage on collection day.

6.4 Highways

6.4.1 The Highways Authority have reviewed the proposed development with respect to access, visibility splays and associated parking provision for the dwellings and considered it to be acceptable. However, it is requested that a Construction Method Statement, together with further details pursuant to engineering/construction details for the footway and crossing points along the site frontage to the highway be submitted for approval via conditions prior to the commencement of development.

7.0 CONCLUSION

The proposals are considered to constitute an effective and sustainable use of an existing brownfield site, with the principle of development deemed acceptable within an existing residential area that ensures the long term viability of a designated community asset. Moreover, such development is not considered to adversely impact the visual amenities of the immediate locality, including the setting of adjacent heritage assets, nor unduly impact residential amenity or the safety and convenience of the local highway network.

It is therefore recommended that planning permission be granted, subject to conditions as outlined in Appendix 1.

8.0 Risk Assessment and Opportunities Appraisal

8.1 Risk Management

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

☐ As with any planning decision the applicant has a right of appeal if they disagree with the decision and/or the imposition of conditions. Costs can be awarded irrespective of the mechanism for hearing the appeal, i.e. written representations, hearing or inquiry.

☐ The decision may be challenged by way of a Judicial Review by a third party. The courts become involved when there is a misinterpretation or misapplication of policy or some breach of the rules of procedure or the principles of natural justice. However their role is to review the way the authorities reach decisions, rather than to make a decision on the planning issues themselves, although they will interfere where the decision is so unreasonable as to be irrational or perverse. Therefore they are concerned with the legality of the decision, not its planning merits. A challenge by way of Judicial Review must be made a) promptly and b) in any event not later than

six weeks after the grounds to make the claim first arose.

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

8.2 Human Rights

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

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

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

8.3 Equalities

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

9.0 Financial Implications

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

10. Background

Relevant Planning Policies

Central Government Guidance:

West Midlands Regional Spatial Strategy Policies:

Core Strategy and Saved Policies:

CS1 - Strategic Approach
 CS6 - Sustainable Design and Development Principles
 CS8 - Facilities, Services and Infrastructure Provision
 CS17 - Environmental Networks
 MD1 - Scale and Distribution of Development
 MD2 - Sustainable Design
 MD13 - Historic Environment
 National Planning Policy Framework

RELEVANT PLANNING HISTORY:

NS/86/00104/FUL Provision of floodlighting on 5.5m high poles. GRAGR 24th March 1986
 NS/79/00297/FUL Erection of bowling club pavilion for storage and shelter. GRANT
 PREAPP/18/00244 Proposed redevelopment of bowling club and former public house car park to provide seven detached dwellings PREUDV 15th June 2018
 18/05854/FUL dmoniate Redevelopment of site comprising retention of bowling green, provision of dedicated car parking for bowling club and erection of four dwellings including access PDE

11. Additional Information

[View details online:](#)

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)
Cabinet Member (Portfolio Holder) Cllr R. Macey
Local Member Cllr Roy Aldcroft
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. Prior to the above ground works commencing samples and/or details of the roofing materials and the materials to be used in the construction of the external walls shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in complete accordance with the approved details.

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

4. Prior to the above ground works commencing, samples and/or details of all hard surfacing within the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in complete accordance with the approved details.

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

5. No above ground works shall be commenced until full details of both hard and soft landscape works (in accordance with Shropshire Council Natural Environment Development Guidance Note 7 'Trees and Development') have been submitted to and approved in writing by the local planning authority. The landscape works shall be carried out in full compliance with the approved plan, schedule and timescales. 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 upon written notification from the local planning authority 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

6. No development shall take place until a scheme of the surface and foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is occupied/brought into use (whichever is the sooner).

Reason: The condition is a pre-commencement condition to ensure satisfactory drainage of the site and to avoid flooding.

7. No development shall commence until full engineering/construction details of the footway provision and uncontrolled crossing points along the site frontage to the highway, indicatively shown on Proposed Site Development Plan Drawing No. 5680-002 Rev D have been submitted to, and approved in writing by, the Local Planning Authority. The works shall be fully implemented in accordance with the approved details before the development is first occupied.

Reason: In the interests of highway safety.

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:

- the parking of vehicles of site operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials used in constructing the development
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- wheel washing facilities
- measures to control the emission of dust and dirt during construction
- a scheme for recycling/disposing of waste resulting from demolition and construction works
- a traffic management and hgv routing plan and local community protocol

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

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

9. The visibility splays shown on Proposed Site Development Plan Drawing No. 5680-002 Rev D shall be set out in accordance with the splay lines shown. All growths and structures in front of these lines shall be lowered to and thereafter maintained at carriageway level prior to the dwellings being occupied and thereafter be maintained at all times free from any obstruction.

Reason: To provide a measure of visibility from the revised shared access in both directions along the highway in the interests of highway safety.

10. The access junction, internal private drive, parking and turning areas shall be satisfactorily completed and laid out in accordance with the Proposed Site Development Plan Drawing No. 5680-002 Rev D prior to the dwellings being occupied. The approved parking and turning areas shall thereafter be maintained at all times for that purpose.

Reason: To ensure the formation and construction of a satisfactory access and parking facilities in the interests of highway safety.

11. The access junction apron shall be constructed in accordance with the Shropshire Council's specification currently in force for an access and shall be fully implemented prior to the dwellings being occupied.

Reason: To ensure the formation and construction of a satisfactory access in the interests of highway safety.

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

12. All windows at or above first floor level in the eastern flank elevation of plot 1 and all additional flank elevations of plots 2-4 shall be permanently fixed shut and fitted with obscure glass below 1.7m above finished floor level and shall thereafter be retained as such. No further windows or other openings shall be formed in the abovementioned elevations.

Reason: To preserve the amenity and privacy of adjoining properties.

13. Notwithstanding the provisions of the Town and Country (General Permitted Development) Order 2015 or any order revoking and re-enacting that Order with or without modification, no access gates or other means of closure shall be erected within 5.0 metres of the highway boundary.

Reason: To provide for the standing of parked vehicles clear of the highway carriageway in the interests of highway safety.

14. The 11 no. car parking spaces within the southern portion of the application site hereby approved shall be used only for members of Woore Bowls Club (and any other members of the public or additional organisations at the discretion of Woore Bowls Club) and shall not be used for residents of the residential aspect of the development hereby approved (including visitors). The parking spaces shall hereafter be retained and maintained as such.

Reason: To ensure dedicated parking is provided for the Bowls Club in the interests of maintaining the long term viability of a community asset.

15. The area shown on the approved site location plan containing the current Bowling Green shall be retained and maintained in such use in perpetuity.

Reason: In the interests of safeguarding a community asset.

Informatives

1. In arriving at this decision Shropshire Council has used its best endeavours to work with the applicant in a positive and proactive manner to secure an appropriate outcome as required in the National Planning Policy Framework, paragraph 38.

2. The proposed surface water drainage in the Drainage Strategy Report is acceptable in principle.

The site is classed as brownfield, therefore a 50% betterment to the current surface water flows should be provided in accordance with Shropshire Council requirements. The use of soakaways

should be investigated in the first instance for surface water disposal. The betterment requirement

will be assumed to have been achieved if all surface water is disposed of via soakaways.

Percolation tests and the sizing of the soakaways should be designed in accordance with BRE Digest 365 to cater for a 1 in 100 year return storm event plus an allowance of 35% for climate change. Full details, calculations and location of the percolation tests and the proposed soakaways should be submitted for approval.

Surface water should pass through a silt trap or catchpit prior to entering the soakaway to reduce sediment build up within the soakaway.

Should soakaways are not feasible, drainage calculations should limit the discharge rate from the site equivalent to 50% betterment to the current surface water flows NOT 30% as stated in the Drainage Strategy Report should be submitted for approval. The attenuation drainage system should be designed so that storm events of up to 1 in 100 year + 35% for climate change will not cause flooding of any property either within the proposed development or any other in the vicinity.

3. Urban creep is the conversion of permeable surfaces to impermeable over time e.g. surfacing of front gardens to provide additional parking spaces, extensions to existing buildings, creation of large patio areas.

The appropriate allowance for urban creep must be included in the design of the drainage system over the lifetime of the proposed development. The allowances set out below must be applied to the impermeable area within the property curtilage:

Residential Dwellings per hectare	Change allowance % of impermeable area
Less than 25	10
30	8
35	6
45	4
More than 50	2
Flats & apartments	0

Note: where the inclusion of the appropriate allowance would increase the total impermeable area to greater than 100%, 100% should be used as the maximum.

Curtilage means area of land around a building or group of buildings which is for the private use of the occupants of the buildings.

4. If non permeable surfacing is used on the new access, driveway and parking area or the new access/ driveway slope towards the highway, the applicant should submit for approval a surface water drainage system to intercept water prior to flowing on to the public highway.

5. The proposed method of foul water sewage disposal should be identified and submitted for approval, along with details of any agreements with the local water authority and the foul water drainage system should comply with the Building Regulations H2.

6. This planning permission does not authorise the applicant to:

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

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

<https://www.shropshire.gov.uk/street-works/street-works-application-forms/>

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

7. This highway advice relates to the requirements of fulfilling the planning process only. In no way does the acceptance of these details constitute or infer specific "technical approval" of any changes to the existing public highway or any new infrastructure proposed for adoption by Shropshire Council. Any works undertaken, prior to the appropriate Highway Agreement, Permit or Licence being formally completed, is done so at the developer's own risk, and there is no guarantee that these works will be deemed acceptable and subsequently adopted as highway maintainable at public expense, in the future. Please refer to the following informative note for details of securing any appropriate highway approval and agreement.

8. No work on the site should commence until engineering details of the improvements to the public highway have been approved by the Highway Authority and an agreement under Section 278 of the Highways Act 1980 entered into.

Please contact: Highways Development Control, Shropshire Council, Shirehall, Abbey Foregate, Shrewsbury, SY2 6ND to progress the agreement.

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

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

<https://new.shropshire.gov.uk/planning/faqs/>

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