

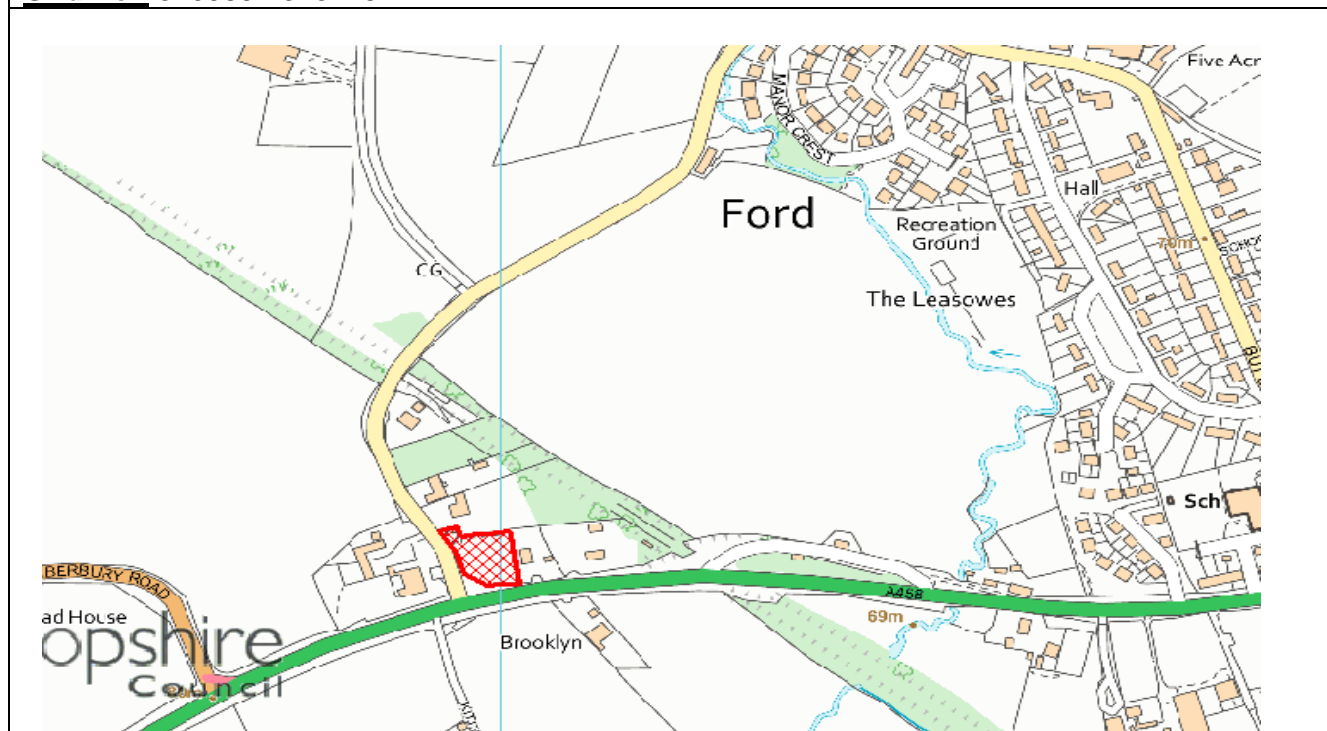
Development Management Report

Responsible Officer: Tracy Darke, Assistant Director of Economy & Place

Summary of Application

Application Number: 21/00475/OUT	Parish:	Ford
Proposal: Outline application (access for consideration) for the erection of two (open market) dwellings		
Site Address: Former Bowling Green Ford Shrewsbury Shropshire		
Applicant: Mr J Owen		
Case Officer: Tim Rogers	email	: tim.rogers@shropshire.gov.uk

Grid Ref: 340989 - 313225



© Crown Copyright. All rights reserved. Shropshire Council 100049049. 2021 For reference purposes only. No further copies may be made.

Recommendation:- Grant Permission subject to the conditions set out in Appendix 1 and a S106 Agreement for a financial contribution to affordable housing provision.

REPORT

1.0 THE PROPOSAL

- 1.1 The application seek outline consent for the erection of two detached dwellings on the site of a former bowling green to the west of Ford.
- 1.2 All matters other than the point of access are reserved for later approval. It is intended that the site will be accessed off the west boundary. A new access has been proposed further south than the existing access in order to provide visibility of 2.4 metres x 43 metres. The access point will be 5.5 metres wide with adequate space for vehicles to turn and enter and exit the site in a forward gear. There would be a shared access drive for both properties.
- 1.3 Planning permission was previously refused on the site in 2012 for the erection of a two storey (30 bedroom) motel building, including ancillary rooms and car parking (12/03558/OUT). The reasons for refusal included scale, loss of the bowling green, generation of noise due to scale, and the requirement of further information demonstrating economic and community benefit.
- 1.4 There is a current live application (19/04500/FUL) for the change of use of land to a self-storage site comprising of 59No. storage units; formation of access and 2No. parking spaces.

2.0 SITE LOCATION/DESCRIPTION

- 2.1 The site is situated to the north of the A458 immediately to the west of the junction with a lane which runs north into the village of Ford. The site has existing detached dwellings to the north and east, the A458 to the south, the lane to the west across from which is a pub/restaurant (The Smokehouse).
- 2.2 The site is well screened from the main road and surrounding properties by existing vegetation. It has an area of approximately 0.2 Hectares and has previously been used as a bowling green though not for several years.

3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION

- 3.1 The scheme does not comply with the delegation to officers as set out in Part 8 of the Shropshire Council Constitution as the Parish Council have submitted a view contrary to officers. Further, the application has been considered by the Principal Planning Officer, Vice Chair and Chair of the Planning Committee, in conjunction with the views of the locally elected Member and have taken the view the application should be determined by Committee.

4.0 COMMUNITY REPRESENTATIONS

- 4.1 **Consultee Comments**

4.2 **Parish Council** - objection

The Parish Council objects to this proposal as this site is in Open Countryside and the parish council wishes to remain as such in the Local Plan Review.

The parish council is also concerned that this is an outline rather than full application as the full detail of the proposal cannot be assessed and could change significantly.

4.3 **SC Highways** - No objection - Subject to the development being constructed in accordance with the approved details and the following conditions and informative notes (see end of report).

The proposed access arrangements as detailed on Indicative Site Plan Drawing No. SA34554-BRY-ST-PL-A-002 are considered to be acceptable for the proposed development. Consideration of providing direct pedestrian connectivity between the site and the existing facility at the junction of the A458 should be provided.

The proposed internal layout as currently indicated is likely to result in the access drive to plot 2 being blocked by vehicles parking in front of plot 1's garage. The garage should be set further back and/or the alignment of the private drive to plot 2 should be revised

Based upon the information contained within the submitted application it is considered that, subject to the conditions listed above being included on any approval, there are no sustainable Highway grounds upon which to base an objection.

It is advised that prior to the submission of the required information for the Traffic Management Plan, the applicant/developer should contact Shropshire Council's Street Works Team on the following link to approve details prior to applying for the discharge of the condition.

<https://www.shropshire.gov.uk/roads-and-highways/road-network-management/application-forms-and-charges/>

4.4 **SC Affordable Housing** - No objection. The proposed development falls below the threshold by which the Local Authority are able to require a contribution towards affordable housing.

4.5 **SC Drainage & SUDS** - No objection - The technical details submitted for this Planning Application have been appraised by WSP UK Ltd, on behalf of Shropshire Council as Local Drainage Authority.

4.6 **SC Ecology** - The proposal should be assessed against standing advice provided by the ecology team.

4.7 **Sport England** - The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306), therefore Sport England has not provided a detailed response in this case, but would wish to give the following advice to aid the assessment of this application.

General guidance and advice can however be found on our website:

https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-forsport#planning_applications

If the proposal involves the loss of any sports facility then full consideration should be given to whether the proposal meets Par. 97 of National Planning Policy Framework (NPPF), link below, is in accordance with local policies to protect social infrastructure and any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

If the proposal involves the provision of a new sports facility, then consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition, to ensure they are fit for purpose, such facilities should be designed in accordance with Sport England, or the relevant National Governing Body, design guidance notes:<http://sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

If the proposal involves the provision of additional housing (then it will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then new and/or improved sports facilities should be secured and delivered in accordance with any approved local policy for social infrastructure, and priorities set out in any Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

In line with the Government's NPPF (including Section 8) and PPG (Health and well-being section), consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing or assessing a proposal. Active Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity.

NPPF Section 8: <https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthycommunities>

PPG Health and well being section: <https://www.gov.uk/guidance/health-and-wellbeing>

Sport England's Active Design Guidance: <https://www.sportengland.org/how-we-can-help/facilities-andplanning/design-and-cost-guidance/active-design>

4.8 **Public Comments**

4.9 A single letter of objection has been received to the proposal. the comments are as follows:-

Although we object to the development on the grounds that the site is outside the village envelope and therefore open countryside, we have no doubt that planning permission will be granted.

The existing fence on Eastern boundary of the site belongs to Fair Acre, providing security and privacy, and must remain. The site plan indicates a landscape buffer. This is not a substitute for the existing fence.

Para 2.4 says "we fully respect the need to design the dwellings to respect the local vernacular" - the property adjacent to Fair Acre should therefore be a bungalow to match Fair Acre and Appleby.

Para3.5 - Additional landscaping should be provided to ensure that the site is well screened from adjacent properties and not just the Smokestop. We have enjoyed a high degree of privacy and have a right that this should not be compromised, as was set out in the Planning Inspectorate decision on the Motel appeal. So, we would request that should planning permission be granted then it be conditional that no windows directly overlook our house or garden.

The application drawings show the extent of the proposal. However, the drawing show a single plot of land and we contest that the applicant does not own all the land, as the frontage on Back Lane adjacent to Fair Acre is an unregistered part of Fair Acre. Unregistered because the Ford Bowling Club were using it. Our deeds have been destroyed but those of Appleby clearly show the extent of Fair Acre registered in 2001.

The previous owner of the bowling green had no legal ownership or right to that parcel of land and when applying for planning permission for the motel did not/could not include the land in the application. I refer you to the previous 2012 application (Application Number: 12/03558/OUT) to build a motel where the land owned by the previous owner is shown on the supporting plans. The only land the applicant could have purchased from the previous owner is the actual bowling green.

As with the previous application to place shipping containers on the bowling green the application contains some economies of facts to put the application in a favourable light. Whereas they may have no bearing on planning law, in my professional experience such statements lead one to question the accuracy and validity of other content within the documents.

In the Planning Statement:

Para 1.3 - The adjacent properties are Marlden and Fair Acre, not as stated.

Para 1.4 - Ford Bowling Club still exists but does not field teams in the local leagues this is contrary to statement made in para 1.4.

Para 1.7 - The community supported the Parish Councils attempt to buy the bowling green but could not generate sufficient funds to match the inflated value put on the site by the then owner.

Para1.8 - The statement is a thinly veiled threat to residents of a worse-case scenario if planning permission is not granted because of our objections. Not very professional on the part of the planning consultants. According to our local councillor, the application for a storage site was withdrawn as it would have been called to full Planning Committee and would not have succeeded given the objections raised.

Para 2.5 - A recent Parish survey showed that was no local demand for this type of housing.

Para3.10 - The Ford Bowling Club was a non-profit making members club which paid no rental on the bowling green, and so could not be considered a commercial use. The infrastructure was temporary in nature and did not remain on the bowling

green, everything was removed and used at other local bowling clubs within weeks of the failure to secure the green for the community.

5.0 THE MAIN ISSUES

Principle of development
Siting, scale and design of structure
Visual impact and landscaping
Affordable Housing
Loss of bowling green
Previously developed land
Other considerations

6.0 OFFICER APPRAISAL

6.1 Principle of development

6.1.1 The site is outside the settlement of Ford where open market housing would be contrary to the adopted development policies relevant to the location of housing including CS1, CS4, MD1. The proposal also does not meet the criteria for residential development that would be permitted in the countryside under policy CS5 and MD7a. As such the application should not be supported unless there are other material consideration which would outweigh the conflict with adopted policies.

6.1.2 Although clearly outside any settlement that is designated as suitable for new development within the adopted local plan, the site is surrounded by existing buildings and highways such that it would effectively form infill development within a cluster of properties around a road junction. This is a traditional pattern of development across the county as a whole.

6.2 Siting, scale and design of structure

6.2.1 Although an indicative layout has been supplied with the application it is an outline application with all matters other than the point of access reserved for later approval. What the indicative plan does do however is to clearly demonstrate that there is adequate room within the site to provide two detached dwellings with substantial curtilages, and adequate space for the parking and turning of vehicles. The development of the site for two dwellings in the form identified would be in keeping with the character of other residential properties in the immediate locality. This would be in line with the requirements of adopted policies CS6 and MD2. Development of the site for more than two dwellings, although possible in terms of the site area, would begin to conflict with the need to reflect the existing character of the area.

6.2.2 The site is roughly square in shape and has highways on two sides with residential properties on the other two sides. The implications for the occupiers of the neighbouring properties will be a consideration once the full design of any new dwellings on the site is known, but there is no reason to conclude at this stage that two properties could not be designed and accommodated on site, in a form which would not prejudice the amenity of immediate neighbours.

- 6.2.3 The existing access point into the site is at the northern end of the site frontage to the lane into Ford. The proposal is to move the access to the south closer to the middle of the road frontage to improve the visibility. The access details have been assessed by the highways consultants acting for the Council and no objections have been raised subject to the imposition of a number of conditions which are set out at the foot of this report.

6.3 Visual impact and landscaping

- 6.3.1 Without the details of the proposed dwellings forming part of the current application the visual impact of the proposal is difficult to fully assess. It is however true to say that the site is well screened from the A road to the south and that there is no reason to believe that this would not be maintained by any development. Furthermore in being surrounded by highways and existing development the site is not in an isolated or prominent location whereby is development for residential use as proposed would be a significant or unacceptable change.
- 6.3.2 The landscaping of the site including the retention and planting of new trees/hedgerows would be one of the details required by the submission of a further reserved matters application.

6.4 Affordable dwellings

- 6.4.1 A development of two dwellings would not ordinarily attract a contribution to the provision of affordable housing. However in this case the applicants have confirmed that they recognise that the site is not policy compliant, and that there is an ongoing need to provide affordable housing across the county, and as a result they are prepared to make a financial contribution towards off site affordable housing provision. The contribution would be calculated in accordance with the Council's adopted supplementary planning document relating to affordable housing provision at the prevailing rate for the area. This would amount to a figure of £34,650 at the current rate. The provision of this contribution is a factor that can be given weight in the planning balance when determining the application and assessing whether there is sufficient justification to outweigh the conflict with adopted policies.

Loss of bowling green

- 6.5 The application would result in the permanent loss of a bowling green although it has not been in use since 2015. Prior to the current applicants acquiring the site it was for sale and there was the opportunity for it to be purchased and run as a community facility had there been the desire to do so. Whilst acknowledging that there has been no intervening use since its last use as a bowling green, given the length of time that the site has been vacant, and its restricted size in terms of any other sporting or recreational use, it is not clear that it meets the definition of an 'existing' open space or sports facility as set out in the NPPF. As such officers do not consider that the requirement to meet one of the tree tests as set out in para 99 of the NPPF is engaged.
- 6.5.1

Previously developed land

6.6

- 6.6.1 As the site has previously been developed as a bowling green with associated infrastructure (now removed) it is classed as previously developed land rather than a greenfield site. The redevelopment of previously developed land ahead of greenfield sites is a clear aspiration of both national planning guidance (NPPF) and adopted local plan policies.

Other considerations

6.7

- 6.7.1 In the single public representation received in respect of this proposal a number of issues are raised in relation to the detail of the proposal which of course are not included for determination at this stage. It also includes a request that one of the proposed properties should be a bungalow. It is not considered necessary to impose a condition requiring this at present as the potential impact on adjoining properties including privacy implications and compatibility of design will be fully considered at reserved matters stage.

- 6.7.2 Another issue raised in the public representation relates to site ownership and the fact that the applicant may not own all of the land identified in the application. Whilst this is noted, the applicants or their agents have certified on the application form that they do own all of the site. Should this prove to be incorrect in the future then this may prejudice the development but it is nevertheless a civil matter between property owners.

- 6.7.3 Finally, the objection raises concerns about the validity or accuracy of some of the statements raised in the applicants supporting documents. Once again this is noted but is not considered to prejudice the determination of the application. For clarification there is a statement made in the supporting statement that a live application for a storage facility on the site (ref 19/04500/FUL) has officer support when this is not the case.

7.0 CONCLUSION

- 7.1 The assessment of this application is undoubtedly finely balanced. On the one hand there is a clear conflict with the requirements of the adopted policies in particular CS5 and MD7a which should be the starting point for any assessment. On the other hand the proposal is for the redevelopment of a previously developed site, within an existing cluster of properties, which would make a modest contribution to new housing provision across the county, and would also make a financial contribution to the provision of new affordable dwellings. It is difficult to see any alternative use for the site in the long term.
- 7.2 Taking into account all of the above officers have concluded that the overall balance of considerations weighs marginally in the positive and accordingly the recommendation is that the application be approved subject to the conditions as set out below and a S106 Agreement requiring the financial contribution to affordable housing off site as set out above.

8.0 Risk Assessment and Opportunities Appraisal

8.1 Risk Management

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

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

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

8.2 Human Rights

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

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

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

8.3 Equalities

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

9.0 Financial Implications

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

they are material to the application. The weight given to this issue is a matter for the decision maker.

10. Background

Relevant Planning Policies

Central Government Guidance:

West Midlands Regional Spatial Strategy Policies:

Core Strategy and Saved Policies:

RELEVANT PLANNING HISTORY:

21/00475/OUT Outline application (access for consideration) for the erection of two (open market) dwellings PDE

SA/88/0798 Conversion of barns to dwellinghouses. REFUSE 6th September 1988

SA/82/0255 Erection of an agricultural workers dwelling house. (0.16 hectare). REFUSE 6th July 1982

SA/88/1427 Conversion of barns to dwellinghouse. PERCON 3rd March 1989

SA/75/0548 Change of use of existing building to the repair and maintenance of tractors and agricultural machinery. REFUSE 4th November 1975

SA/78/0725 Use of existing buildings for agricultural machinery repair and maintenance at farm buildings. REFUSE 31st August 1978

SA/74/0764 To erect and display one illuminated standard sign. PERCON 13th January 1976

SA/86/1031 Erect and display two number externally illuminated wall boards (marked A and C on submitted plan), one number externally illuminated fascia sign (marked D) on one number amenity board (marked B). Erect and display one number fascia sign (marked E on the submitted plan). SPLIT 12th February 1987

SA/99/0052 Erection of double garage and conversion of existing garage into living accommodation. PERCON 17th February 1999

SA/03/0330/F Erection of a single storey side extension between existing property and garage REFUSE 28th April 2003

19/04500/FUL Change of use of land to a self-storage site comprising of 59No. storage units; formation of access and 2No. parking spaces PCO

21/00475/OUT Outline application (access for consideration) for the erection of two (open market) dwellings PDE

Appeal

SA/APP/03/0330/F Erection of a single storey side extension between existing property and garage ALLOW 19th September 2003

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)
Councillor Ed Potter

Local Member

Cllr Roger Evans

Appendices
APPENDIX 1 - Conditions

APPENDIX 1

Conditions

STANDARD CONDITION(S)

1. Approval of the details of the appearance of the development, layout, scale, and the landscaping of the site (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: The application is an outline application under the provisions of Article 5 of the Development Management Procedure (England) Order 2015 and no particulars have been submitted with respect to the matters reserved in this permission.

2. Application for approval of the reserved matters shall be made to the local planning authority before the expiration of three years from the date of this permission.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act, 1990.

3. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act, 1990.

CONDITION(S) THAT REQUIRE APPROVAL BEFORE THE DEVELOPMENT COMMENCES

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

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

5. No development shall take place, including any works of demolition, until a Traffic Management Plan for construction traffic has been submitted to, and approved in writing by, the local planning authority, to include a community communication protocol. The approved Statement shall be adhered to throughout the construction period.

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

6. Before any other operations are commenced, the proposed vehicular access and

visibility splays, shall be provided and constructed to base course level and completed to adoptable standard as shown on the application drawings before the development is fully occupied and thereafter maintained. The area in advance of the sight lines shall be kept permanently clear of all obstructions.

Reason: To ensure that the development should not prejudice the free flow of traffic and conditions of safety on the highway nor cause inconvenience to other highway users.

7. The development hereby permitted shall not be brought into use until the areas shown on the approved plans for parking, loading, unloading and turning of vehicles has been provided properly laid out, hard surfaced and drained. The space shall be maintained thereafter free of any impediment to its designated use.

Reason: To ensure the provision of adequate vehicular facilities, to avoid congestion on adjoining roads and to protect the amenities of the area.

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

8. The new access junction and closure of the existing 'northern' access shall be satisfactorily completed and laid out in accordance with the Indicative Site Plan Drawing No. SA34554-BRY-ST-PL-A-002 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

9. Prior to the dwelling hereby permitted being first occupied the access, parking and turning areas shall be satisfactorily completed, laid out and maintained in accordance with the Transport Plan Drawing No. 41001-A 02 002 Rev 01.

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

10. The access apron shall be constructed in accordance with 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.

11. Prior to the development hereby permitted being first occupied a footpath link/provision shall be provided along the site frontage from the southern side of the new access to the existing footway provision at the junction of the A458 and shall be fully implemented in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of pedestrian safety.

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

12. The development hereby approved shall be for a maximum of two dwellings only.
Reason - To reflect the character of the locality and pattern of existing development in accordance with the requirements of policies CS6 and MD2

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.

Informatives

1. Works on, within or abutting the public highway
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
2nd Floor Shirehall Abbey Foregate Shrewsbury Shropshire SY2 6ND WWW.WSP.COM
- 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/roads-and-highways/road-network-management/application-forms-and-charges/>

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.

Mud on highway

The applicant is responsible for keeping the highway free from any mud or other material emanating from the application site or any works pertaining thereto.

No drainage to discharge to highway

Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or

over any part of the public highway.

Waste Collection

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://shropshire.gov.uk/media/2241/supplementary-planning-guidance-domestic-waste-storage-and-collection.pdf>

-