

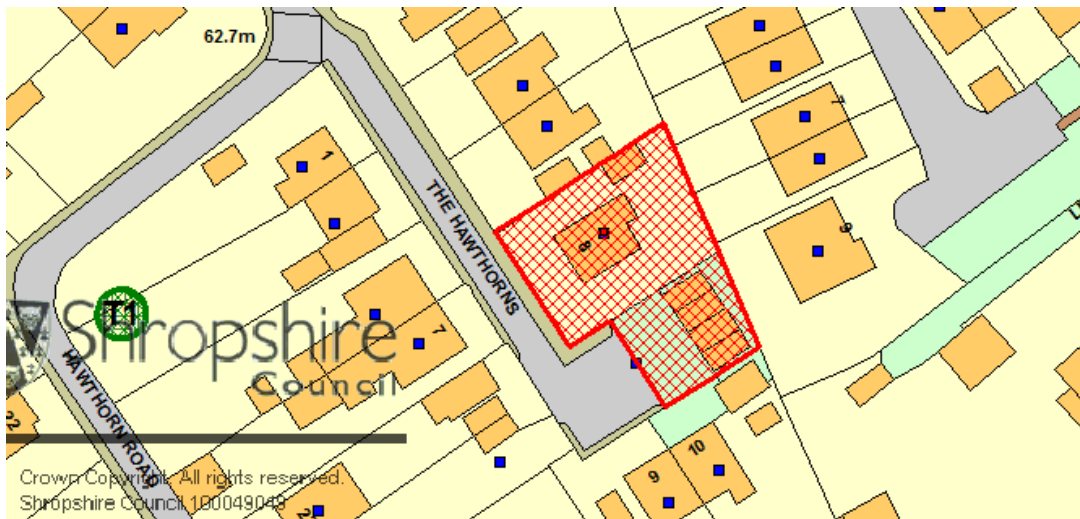
**Development Management Report**

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

**Summary of Application**

<b>Application Number:</b> 21/03488/FUL	<b>Parish:</b>	Shrewsbury Town Council
<b>Proposal:</b> Extension of an existing detached dwelling to create a pair of semi-detached dwellings and replacement of the adjacent dilapidated block of four garages with one detached double garage for use with the new dwelling; erection of side extension to the existing dwelling, existing ground floor rear extension and brick-built garden store to be demolished		
<b>Site Address:</b> 8 The Hawthorns Shrewsbury SY3 7NA		
<b>Applicant:</b> Mr Fred Pook		
<b>Case Officer:</b> Didi Kizito	<b>email</b>	: didi.kizito@shropshire.gov.uk

**Grid Ref:** 349699 - 311631



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

## **REPORT**

### **1.0 THE PROPOSAL**

- 1.1 This application seeks planning permission for the extension of an existing detached dwelling to create a pair of semi-detached dwellings and replacement of the adjacent dilapidated block of four garages with one detached double garage for use with the new dwelling; erection of side extension to the existing dwelling, existing ground floor rear extension and brick-built garden store to be demolished
- 1.2 The scheme proposes the following elements
- extensions
  - as a result of the extensions, the property would be subdivided in order to form a pair of semi-detached dwellings
  - demolition of a single detached garage and a block of four single garages
  - erection of a single storey double garage.

### **2.0 SITE LOCATION/DESCRIPTION**

- 2.1 8 The Hawthorns is a single detached brick two storey dwelling located on a cul de sac within the Belle Vue Conservation Area of Shrewsbury. The property is predominately surrounded by semi-detached dwellings. The site benefits from a drive, garden and a set of garages.

### **3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION**

- 3.1 Application was requested to be referred by the Local Member to the relevant Planning Committee within 21 days of electronic notification of the application and agreed by the Principal Planning Officer in consultation with the Committee Chairman and Vice Chairman to be based on material planning reasons.

### **4.0 Community Representations**

#### **4.1 Consultee Comment**

#### **4.2 Shrewsbury Town Council**

The Town Council object to this application on the grounds of over development. The plans show that the dwelling, which is located on a quiet cul-de-sac, will more than double in size and greatly affect the current street scene. Members agree with comments made with regards to possible overlooking/loss of privacy for neighbouring properties. The proposed new garages also appear to be quite taller than current garages in situ. There are also concerns on how this proposed development will affect the residents of Number 10.

- 4.3 SC SUDS: No objection subject to informative

4.4 SC Affordable Houses: No objection

4.5 SC Highways:

The Hawthorns is a narrow urban cul-de-sac. The property is a detached dwelling situated at the end of the cul-de-sac adjacent to the turning head. The property also includes a block of four garages which are accessed off the turning head. The garages have a wide open frontage. The property in the corner of the cul-de-sac (No 10) has a right of access over this wide area of open land.

In order for the proposed development to be appropriately assessed from a highways perspective, the following points need addressing by the applicant:

- Full details of widening and improvements to the existing access to accommodate vehicular movements associated with the revised parking area for the existing dwelling. The widening will require removal of a section of hedgerow.
- Visibility splays should also be demonstrated on a dimensioned scale drawing.
- A lighting column in the footway fronting the existing property is likely to be impacted by the proposed revised access.
- In order to assess the likely impact of the development on the surrounding highways, clarification is sought regarding how many of the existing garages are currently in use, are any rented out?
- The applicant should demonstrate the area of land to be available for access to number 10. This should be clearly defined and available at all times. The proposed garages for the new dwelling are situated very close to the boundary between the two properties and a vehicle parking in front of the garages would be likely to block access to number 10. It is considered that the proposed garages should be positioned so as to minimise any such conflict.
- The turning area must be kept clear at all times and used for turning only.

Any further information submitted should provide any and all details necessary to assist with the appropriate determination from a Highways and Transport perspective. As well as, demonstrate that the vehicular access, associated visibility splays, parking and turning facilities are commensurate with the prevailing local highway conditions, in accordance with 'Manual for Streets 1 & 2'

4.6 SC Archaeology: No comments to make

4.7 SC Conservation:

**2nd August 2021**

The application site is occupied by a single detached brick two storey dwelling and likely dates from the early 1960s as it along with the other later 20th Century dwellings along The Hawthorns are indicated on the 1963 Shrewsbury OS map. The Hawthorns is a cul-de-sac extending off Hawthorn Road within the Belle Vue Conservation Area, where from the 1830s it linked a number of early scattered houses in this area with Hawthorn Road being characterised by several sharp bends before connecting with Havelock Road near the rail line. Hawthorn Road and The Hawthorns are characterised by a mix of earlier dwellings such as Nos 5-7 on the south side of The Hawthorns with mid-20th Century semi-detached and detached houses.

While of no particular historic interest, the 1960s dwellings on the north side of the highway have some visual consistency in their design and from Nos 2 to 8 there is some grain and pattern evident to their layout with Nos 2 and 8 forming single detached dwellings sited forward of and a bit taller than the pair of semi-detached dwellings in the middle of the group (Nos 4-6). No 6 has recently had a set back two storey side extension granted planning permission which we commented on (20/03760/FUL).

There is also dating to the early 1960s a four-bay flat roof garage which is set back at the end of the cul-de-sac between No 8 and No 10. This garage appears to be in a deteriorating state and is likely on the negative side of neutral in terms of impact on the street scene and Conservation Area.

The applicant has acquired the site of the four bay garage and proposes its removal along with extending the existing detached dwelling to the east to create a pair of semi-detached houses as well as extensions to the existing No 8 to the west and removal of its detached set back garage/outbuilding. Where the existing flat roof garages are now, a two bay pitched roof garage serving the new easterly half of the semi-detached dwelling is also proposed.

In considering this application, it is necessary to have regard to relevant local and national policies and guidance on the historic environment including CS6 Sustainable Design and Development and CS17 Environmental Networks of the Shropshire Core Strategy, Policies MD2 and MD13 of the SAMDev component of the Local Plan, and the revised National Planning Policy Framework (NPPF). Also relevant to this application legislatively is Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, where consideration is required in terms of the extent to which this proposal would preserve or enhance the character or appearance of the Conservation Area.

Having looked at this proposal holistically there is concern raised that this would represent overdevelopment of this combined site at the end of the cul-de-sac. As noted above this detached house is taller than the pair of houses adjacent, and set forward on its plot, so the extensions to both sides and the bulkier roof over two units (where it is extended further to the west as well) may result in an overtly dominant building form which would be visually prominent within the street scene where there is some spacing, rhythm and pattern to the building layout now.

Additionally, with the westerly extension to No 8 this is awkwardly forcing parking to the front of the building which should be avoided where this exacerbates potential overdevelopment of the property.

We would draw attention to the need to consider policies CS6 and MD2 which require taking account of local character and context, responding appropriately to the form and layout of existing development including streetscape, scale and proportion, where these are particularly important considerations within a Conservation Area.

While there is no objection in principle to the removal of the flat roof row of garages which may allow for enhancements to this end of The Hawthorns, the above-noted issues in terms of the policy and legislative requirements relevant to this application within the Conservation Area should be considered, where with this proposal in its

current form the character and appearance of the Conservation Area is not considered to be adequately preserved.

### **9th September 2021**

Following on from our earlier comments the proposal has now been revised and reduced in scale to some degree, with the proposed semi-detached pair of houses now incorporating a more symmetrical and visually balanced appearance and size, and the proposed side extension to the existing No 8 being set back to come no further than a recently approved extension line at No 6 to the west. The latter should mean that there is more room for a vehicle to be parked to the front of the extension with a less cramped appearance along the street scene. The bulkiness of the roofscapes indicated in the original proposal including the new double garage roof have been reduced which is a positive alteration to this scheme. These revisions go some way to mitigating the potential negative impacts on the streetscape and Conservation Area we had highlighted in our earlier comments and no further objections are now raised subject to conditions being set to agree external materials where relevant.

### **Public Comments**

10 representations have been received objecting to the scheme raising concerns over:

- over development
- creation of semi-detached properties
- scale of garage
- overlooking, loss of privacy
- parking
- drainage
- impact on street scene
- loss of light
- right of way
- use of existing garages
- value of properties

## **5.0 THE MAIN ISSUES**

Principle of development  
Siting, scale and design of structure  
Residential amenity  
Highway considerations

## **6.0 OFFICER APPRAISAL**

6.1 Principle of development

6.1.1 Under section 38(6) of the Planning and Compulsory Purchase Act 2004, all planning applications must be determined in accordance with the adopted development plan unless material considerations indicate otherwise. Proposed development that accords with an up-to-date Local Plan should be approved, and proposed

development that conflicts should be refused, unless other material considerations indicate otherwise.

- 6.1.2 The site is within the development boundary for Shrewsbury on the proposals map of the adopted SAMDev DPD. Residential development of this site would therefore be acceptable in principle as it would accord with Core Strategy Policy CS2 that identifies Shrewsbury as the main focus for all new residential development.
- 6.1.3 Shropshire Core Strategy policy CS6 requires all development to protect, restore, conserve and enhance the natural, built and historic environment and to be appropriate in scale, density, pattern and design taking into account the local context and character, and those features that contribute to local character. Policy CS17 which deals with environmental networks and is concerned with design in relation to the environment and places the context of a site at the forefront of consideration so that any development should protect and enhance the diversity, high quality and local character of Shropshire's built, natural and historic environment.
- 6.1.4 Policy MD2: Sustainable design of the adopted Site Allocations and Management of Development (SAMDev) Plan additionally seeks to achieve local aspirations for design where possible.
- 6.1.5 Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires when determining planning applications within Conservation Areas that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area. There is a statutory presumption, and according to the Courts, a strong one, against the grant of planning permission in instances where a scheme cannot be demonstrated to either preserve or enhance the character or appearance of the Conservation Area, unless these very strong considerations are outweighed by other material planning considerations. Case law has established that an authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering. Harm to a Conservation Area must be given considerable importance and weight in that balance even if that harm is less than substantial.

## 6.2 Siting, scale and design of structure

### **The dwellings**

- 6.2.1 This development seeks different elements in order to facilitate the creation of two separate independent dwellings albeit resulting to semi-detached. To achieve this the scheme would introduce two storey extensions to either side of the existing dwelling. The proposed extension serving dwelling no 8 is set down from the ridge height and set back from the principal elevation and would be in line with that of no 6. The semi-detached dwellings would be of a similar external appearance constructed of materials matching those of the existing dwelling. As suggested by the conservation team, in order to ensure the materials are of satisfactory quality and will preserve and enhance the setting of the building within the conservation area, materials it is recommended are conditioned accordingly.

- 6.2.2 In addition to erection of side extensions, it is not out of character to see semi-detached hipped roof dwellings along The Hawthorns. Furthermore, the proposed properties are symmetrical and visually balanced within the street scene thus, it is not considered that the scheme would arise to a negative impact in the part of the Conservation Area.
- 6.2.3 Comments relating to over development of the site have been noted, however, in comparison with neighbouring properties the site has a more generous curtilage which would comfortably serve the two properties. No. 8 would benefit from parking space to the front of the dwelling and to compensate for additional garden space to the rear, the existing detached outbuilding and rear extension would be demolished. No. 8A would benefit from front and rear garden and a separate detached outbuilding for garaging purposes.

### **The detached garage**

- 6.2.4 The scheme proposes the demolition of a block of four bay single storey flat roof garages to be replaced with a pitched roof double garage. The existing flat roof block that measures approximately 11.2m wide and 3m high is of poor construction and appearance and not considered to add any value to this part of the Conservation Area. Following concerns raised by officers over the scale of the proposed double garage revised plans have now been received to reduce its height. Based upon these officers now consider that it would be of a modest domestic scale and would have a design similar to those serving neighbouring properties. The proposed single storey double garage would be in line with neighbouring property's garage and measure approximately 7.2m wide, with eaves of approximately 2.2m high and a maximum ridge height of approximately 3.9m.
- 6.2.5 Whilst it is recognised that the detached garage is wider than those of neighbouring properties however, it is of relatively similar height and would be approximately 4m shorter in width of the existing block. Furthermore, with the removal of the existing unattractive and dilapidated garage block is considered to have a positive impact on the street scene consequently, its replacement with the proposed is considered to preserve and enhance the character of the Conservation Area.
- 6.2.6 It is noted that the conservation officer does not raises any objection to the scheme and following submission of amended plans, it is considered that the development would not have a detrimental impact on the street scene. With the utilisation of materials that are sympathetic to the area and the retention of soft landscaping, the scheme is judged to bear a resemblance to the host dwelling as well as neighbouring properties in terms of form, material and arrangement. Consequently, it is not considered that the scheme would be an uncomfortable addition on the street scene. As such the proposal is considered to preserve and enhance the appearance of the Conservation Area, and the requirements of Section 72(1) of the above Act are met.
- 6.3 Residential amenity
- 6.3.1 Core Strategy Policy CS6 seeks (amongst other criteria) to ensure that residential amenity is safeguarded for present and future occupiers. Representations have been

received objecting to the proposal over loss of light, overshadowing, over development, overlooking. Whilst the comments have been acknowledged, it is not considered that the scheme will give rise to a substantial neighbour amenity harm enough to warrant refusal of the scheme.

- 6.3.2 There are no windows on the side elevation of no 6 that would be impacted on by the proposed development. The first floor side elevation window serving no 8 would have a window serving a hallway. Whilst indicated in the planning statement that this window would be of obscure glazing, it is worth noting that it would be directly facing onto a brick wall of no 6. Evidently, this window is purely a source of light into the hallway. In addition, the proposed first floor windows to the rear of no 8 would be of obscure glazing as they would be serving as bathrooms. It is not considered this element of the scheme would result in an over looking impact more than the existing to warrant a refusal. Similarly, it is not considered that the first floor windows introduction 8A would result to an overlooking or loss privacy to residents of Besford Gardens. Bearing in mind that the building line of the proposed is not going to be extended any deeper than that of the existing dwelling, the separation distance (to nos 7, 8 Besford Gardens) of approximately 19m would be retained. Furthermore, the proposed detached outbuilding has been significantly reduced in height to clearly read a single storey garage, consequently, it is not considered that this element of the scheme would have a negative impact on amenity space of the neighbouring properties no 10 The Hawthorns and no 9 Besford Gardens.
- 6.3.3 Furthermore, comments relating to the impact of loss of privacy as a result of the removal of the existing detached outbuilding are noted. However, while its existence provides a level of screening, the same would be achieved through the erection of a 2m boundary fence. Additionally, the retention of existing landscaping to the rear boundary would continue to provide a level of screening to the site and neighbouring properties. To ensure this would be the case, a condition would be imposed.
- 6.3.4 Following Officer suggestions, there have been amendments to the plans and these have included setting back the extension to no 8, a reduction in the width which has enabled the main principal elevations of the properties to appear balanced and symmetrical and significant reduction in the height of the detached double garage. Given the mentioned reconfigurations and the separation distances from neighbouring properties to the rear, the siting and orientation of the proposed development is not considered to result in an unacceptable impact on residential amenity to warrant a refusal.
- 6.3.5 Whilst Officers recognise the comments from the public regarding the scale of the extensions to facilitate the creation of semi-detached dwellings, the harm arising as a result of scheme is considered to be sufficiently limited to not constitute a reason for refusal in its own right. The site is within Shrewsbury development boundary where it is judged that the principal of erecting a new dwelling, extensions and outbuildings on the curtilage of this site adequately complies with planning policies CS2, CS6, CS17, MD2 and MD13. Additionally, it is considered appropriate to remove permitted development rights for extensions to ensure that additional control is maintained over potential impacts on residential amenity.



#### 6.4 Highway consideration

6.4.1 Concerns have been raised about the impact on the highway that proposed development would have. The agent has provided the requested information providing visibility splays, retention of the lighting column and current users of the block of garages, and this is judged to be satisfactory. It is worth noting that the existing highway conditions would not considerably alter where currently there is access to the dwelling and garage block. The scheme proposes the removal of a small section of wall and hedging to the front of no 8. With the set back of the extension serving no 8, and removal wall and hedging, there would be sufficient parking and vehicle movement at the front of the property as indicated on the drawing CW-2021-08-08. Furthermore, property No 8A would utilise the double detached outbuilding for garaging. Bearing in mind that there is currently a block of garages available to the curtilage of the property, it is not considered that their demolition and replacement would result to lack of parking afforded to the properties.

6.4.2 There were concerns raised in relation to the proposed garage and its impact on access to no 10. Whilst comments have been noted, encroachment on to neighbour property or curtilage is not a material planning. Issues concerning neighbour boundary relate to The Party Wall Act 1996, which is separate from obtaining planning permission. The Act provides a framework for preventing or resolving disputes in relation to party walls, party structures, boundary walls and excavations near neighbouring buildings. In addition, the agent has provided information stating "The right of way is clearly defined in the deeds and the proposed garage position is outside of the area that they have a right of way over. No 10's right of way is over the forecourt in front of the proposed garages and their right of way is therefore completely unaffected by the proposal."

6.4.3 Furthermore, there is an existing block of garages which the agent advises were being rented out to different people not local to the area. Whilst there is no planning history confirming a change of use of the garages to commercial use, this implies that at any one given time there could have been a minimum of 4 people requiring access to the garage at any given time of the day. It is therefore considered that the ceasing of this enterprise and re-establishing of the proposed for domestic purposes incidental to the enjoyment of the dwelling no 8A would be more in keeping with the locality and the provision of two parking spaces for the new dwelling.

6.4.4 Concerns on drainage have been raised however, the drainage team raise no objection subject to informative.

#### 7.0 CONCLUSION

In light of the above it is not considered that the introduction of a pair of semi-detached dwellings would be out of character in this location where evidently the properties along this section of the cul de sac are predominately semi-detached. The site is within the development boundary for Shrewsbury on the proposals map of the adopted SAMDev DPD. Development of this site is therefore acceptable as it would accord with Core Strategy Policy CS2 that identifies Shrewsbury as the main focus for all new residential development. The revised plans have demonstrated that the scheme would not have an unacceptable visual impact, the proposal would preserve and enhance the character and appearance of the Conservation Area, thus the desirability of preserving and/or enhancing the character or appearance of the Conservation Area in the area of the application site is considered acceptable, the

scale and design is considered acceptable. It is also not considered that the scheme would have an adverse impact to residents of neighbouring properties or on highway and transportation issues. The scheme accords with policies CS6 and CS17 of the Shropshire Core Strategy, MD2, MD13 of the SAMDev as well as the National Planning Policy Framework (NPPF), Planning Practice Guidance and Sections and 72 of the Planning (Listed Building and Conservation Areas) Act 1990.

## **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:

CS2 - Shrewsbury Development Strategy  
 CS6 - Sustainable Design and Development Principles  
 CS17 - Environmental Networks  
 CS18 - Sustainable Water Management  
 MD2 - Sustainable Design  
 MD13 - Historic Environment

### RELEVANT PLANNING HISTORY:

21/03488/FUL Extension of an existing detached dwelling to create a pair of semi-detached dwellings and replacement of the adjacent dilapidated block of four garages with one detached double garage for use with the new dwelling; erection of side extension to the existing dwelling, existing ground floor rear extension and brick-built garden store to be demolished 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) Councillor Ed Potter
---

Local Member

Cllr Kate Halliday

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.

3. The double garage hereby permitted shall only be used for purposes in connection with and ancillary to the occupation of the dwelling 8A hereby approved. At no time shall it be used as a unit for commercial or business purposes or occupied as a separate independent dwelling.

Reason: To safeguard the residential amenities of the area and prevent the use of the development for purposes which may be inappropriate in this location, in accordance with Policies CS6 and CS11 of the Shropshire Local Development Framework Adopted Core Strategy

4. Demolition, construction works and associated deliveries shall not take place outside 7.30am - 6.00pm Monday to Friday, and 8.00am - 1pm Saturdays, with no work taking place on Sundays, Bank or Public holidays.

Reason: To protect the amenities of occupiers of nearby properties from potential nuisance.

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

5. 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.

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

6. The soft boundary treatment (hedging, trees) as shown on the block plan CW-2021-08-04 D shall be retained indefinitely.

Reason: To preserve the character of the street scene and to safeguard residential amenities

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development relating to Schedule 2, Part 1, Class A, AA, B, C, D, E shall be erected, constructed or carried out.

Reason: To maintain the scale, appearance and character of the development and to safeguard residential amenities.

### **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. A sustainable drainage scheme for the disposal of surface water from the development should be designed and constructed in accordance with the Council's Surface Water Management: Interim Guidance for Developers document. It is available on the council's website at: <https://www.shropshire.gov.uk/media/5929/surface-water-management-interim-guidance-for-developers.pdf>

The provisions of the Planning Practice Guidance, Flood Risk and Coastal Change, should be followed.

Preference should be given to drainage measures which allow rainwater to soakaway naturally. Soakaways should be designed in accordance with BRE Digest 365. Connection of new surface water drainage systems to existing drains / sewers should only be undertaken as a last resort, if it can be demonstrated that infiltration techniques are not achievable.

3. To avoid obstructing the highway, the turning area must be kept clear at all times and used for turning only

Location: 8 The Hawthorns, Shrewsbury, SY3 7NA, ,

DELETE THIS EMAIL - DOC ADDED TO DMS;