

Development Management Report

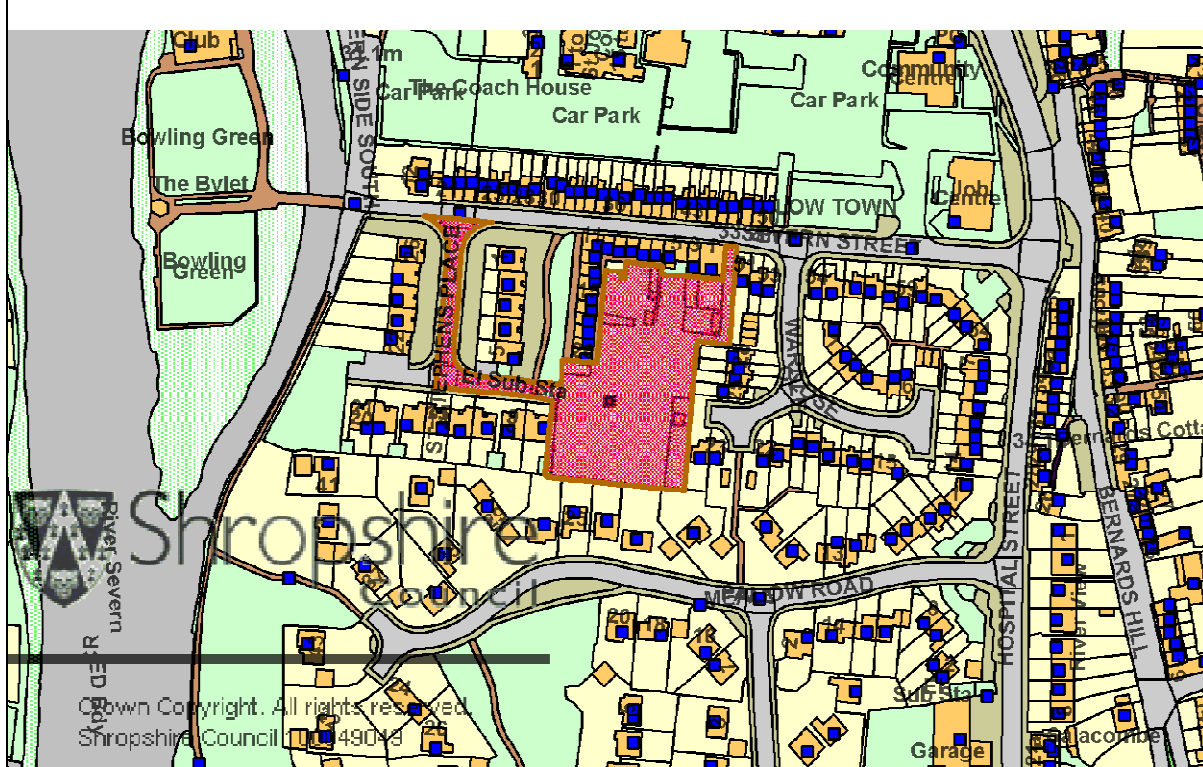
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Summary of Application

Application Number: 14/01690/FUL	Parish:	Bridgnorth Town Council
Proposal: Residential development of 22 dwellings; erection of estates office; formation of communal garden areas and open space (revised scheme)		
Site Address: Proposed Residential Development Land Off St Stephens Place Bridgnorth Shropshire		
Applicant: Bridgnorth Housing Trust		
Case Officer: Richard Fortune	email: planningdmse@shropshire.gov.uk	

Grid Ref: 372023 - 292815



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Recommendation:- Grant Permission subject to a Section 106 Agreement to control the occupation of the residential units and to the conditions set out in Appendix 1.

REPORT

1.0 THE PROPOSAL

1.1 At the February 2014 meeting of the South Planning Committee an application for a development of 27 dwellings; associated estates office; open public space; additional parking and vehicular access on this approximately 0.33ha site was considered. (ref. 13/03708/FUL). The application was refused for the following reasons:

1 The proposed development, by reason of the scale, height and massing of the 'L' shaped gateway entrance block, would have an overbearing impact upon the immediately adjacent existing dwellings, detracting from the character and appearance of the Bridgnorth Conservation Area and its setting. The development would fail to promote or reinforce the local distinctiveness of the area through the proposed built form not reflecting the scale and proportions of the adjacent Victorian terraced housing. The proposed development is therefore contrary to Shropshire Core Strategy policies CS6 and CS17 and the guidance set out in Section 7 of the National Planning Policy Framework.

2 The proposed development, through the siting of the proposed dwellings close to the eastern and southern site boundaries and the terraced properties to the west, and the provision of parking spaces immediately adjacent to the front and rear elevations of existing terraced properties (12-20 Severn Street) would detract from the outlook and living conditions of the existing properties, to the detriment of their residential amenities and contrary to Shropshire Core Strategy policy CS6.

1.2 This revised application for 22 dwellings; erection of an estates office; formation of communal garden area and open space seeks to address the above refusal reasons. The revised scheme does not contain any three storey development and would be a mix of single and two storey buildings. The architectural scale, detailing and proportions of the buildings would be similar to those of the adjacent Victorian terraced housing within the Conservation Area and the two storey dwellings and bungalows outside of that area. The separation of the proposed built development to the eastern and southern site boundaries has been increased, with the space between the buildings (of a reduced height and massing compared to the refused scheme) being private garden areas. The parking which was shown to the west of the existing terraced housing has been removed, with that to the east of these dwellings re-designed.

1.3 The entrance to the site from St Stephens Place would be framed by the side gable of a two storey pair of semi detached properties on its northern side and the corresponding gable of a terrace of five properties on its southern side. The eaves and ridge heights to these dwellings would be a close match to those of the existing Victorian terrace and their west elevations would be in line with those of the terrace. The width of this private access would be sufficient for a service vehicle to enter the

site along with a footpath, and would act as a traffic calming feature. Once through this entrance the internal road would turn through 90° and head north and would have a 'grasscrete' type surface. There would be a landscape buffer zone along its western side (to the rear of the existing housing) with parking on the eastern side of this road section. The road would then turn through another 90° and head eastwards with a similar boundary treatment to the Severn Street properties, with parking on the southern side of this road section. There would be a vehicle turning area in the north western corner of the site

- 1.4 There would be a terrace of six two storey properties on the northern part of the site, to the south of the access road and running parallel to the Severn Street properties. There would be a slight stagger to the alignment of the two central units in the terrace to give visual interest to the internal street scene. A communal garden space on the eastern side of the access road would separate these dwellings from a pair of semi detached dwellings, to a similar architectural style which would be orientated on a north –south access and be approximately central to the site. To the south and east respectively of these building groups, and running parallel to the eastern site boundary, there would be a 1.5 storey terrace of three units. These units would have the appearance bungalows with low set eaves: The first floor of these units would be contained wholly within their roof space and lit by rooflights on their west facing roof slopes to safeguard neighbour privacy. Each would have a small garden area between their east facing rear elevations and the site boundary.
- 1.5 The southern portion of the site would be laid out as a courtyard around a communal garden area. This space would be a mix of permeable hardstanding and planting area and would include a vehicle turning space. Following discussions with the agent the northern part of the courtyard would be laid out to parking spaces. A gap in the proposed buildings would give a visual link from Wardle Close to the views of High Town to the west, but no pedestrian or vehicular access is proposed at this point in this application. The buildings to the south of this gap would follow the form of those on the northern side, providing two dwelling units with the first floor accommodation in the roof space lit by rooflights on the west elevation. They would be linked to the building in the south east corner of the site, which would have a narrower footprint, with no accommodation in the roof space and a lower ridge height, that would provide the proposed estate office and meeting room. To the west of office area there would be two units that would revert to the 1.5 storey style of dwelling, with small private gardens, bordering the eastern site boundary: The first floor accommodation in the roof of these units would be lit by rooflights in their north elevation to safeguard neighbour privacy. These buildings would link onto the terrace of five dwellings described in paragraph 1.3 above which would form the western side of the courtyard area.
- 1.6 The dwellings and office would feature dual pitched roofs of small plain dark brown tiles. The walls would be of a multi red facing brick with rendered panel areas adjacent to some windows. There would be a mix of mono pitched and dual pitched canopy porches over front doors. The dwelling mix would provide 15 two bed, three person houses in two different styles and 7 two bed, four person bungalows (with one bedroom in roof space). There would be a total of 25 formal car parking spaces in the proposed scheme, along with two areas identified for cycle parking. Bin storage and clothes drying areas are also identified on the proposed site plan.

1.7 The agent has explained that the Bridgnorth Housing Trust is a charity which provides low cost housing in Bridgnorth for the elderly and other defined groups within the trust's housing waiting list. Their offices are currently at Palmers Hospital, St Leonards Close, Bridgnorth and they wish to relocate to new estate offices in the proposed development to be more readily available to serve the majority of their residents. The applicants have been a provider of low cost accommodation in the adjoining area for over 35 years, and within Bridgnorth town for 400 years, and intend to continue this service delivery under the established criteria of the Trust's policies and constitution. The report on the previous application contained this expanded expansion of the role they perform:

"The applicant states that the target market for this development would be as stated in the Trust Deed of the Charity which specifies:

"Persons in need who are inhabitants of the area covered by the former Bridgnorth District Council as at the date it was abolished and replaced by Shropshire Council (1st April 2009) Preference shall be given to women."

With residents chosen by the trustees based on eligibility criteria. People in need who

live in Bridgnorth. That need can be temporary or permanent brought about by
| unforeseen changes in personal circumstances.

| For example:

| Bereavement

| Financial

| Disability

| Infirmary

| Housing crisis

| Family breakdown

| Domestic violence

The Charity prioritises allocations to those in the greatest need first, and states that whilst their main area of benefit is for the elderly, they currently have residents ranging in age from 21 to 97. The Charity also places a local connection criteria on applicants, limiting the residents to those from the Bridgnorth area."

2.0 SITE LOCATION/DESCRIPTION

2.1 The 0.33ha plot of land is roughly rectangular in shape, with the terrace of dwellings along the Severn Street forming the northern boundary and a smaller terrace of dwellings running off this which forms the western boundary of the northern section of the site. The east of the site is marked by a brick boundary wall which forms the rear boundary of the gardens of Wardle Close, and the southern end of the site shares a boundary with the rear gardens of the properties on Pale Meadow Road.

2.2 The site is currently open and used for general recreation use by the residents of surrounding properties and is kept and maintained in a managed state with the grass being mown and kept open. Access to the site is via a pedestrian entrance in

the northeast corner onto Severn Street and also via a currently fenced off gated access on the western side which leads to a turning head on St. Stephens Place.

2.3 The site is located within the town development boundary, and also partially within the Bridgnorth Conservation Area which bisects the site.

3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION

3.1 The application is referred to committee under the Council's adopted scheme of delegation, as whilst the Town Council has expressed support and the application has not been called in by a Local Ward Member, the previous application was refused by the South Planning Committee on design and neighbour impact grounds. The application raises issues of substantial local importance, and the revisions made to the scheme in seeking to address the previous refusal reasons are significant enough to warrant consideration by Committee.

4.0 Community Representations

4.1 - Consultee Comments

4.1.1 Bridgnorth Town Council – Recommend Approval

4.1.2 SC Highways Development Control – no objection

Access to the site

All vehicles entering and exiting the site will do so via a single point of access off St Stephens Place, via Severn Street. The carriageway width along Severn Street is restricted by the level of on-street parking between the junctions with Wardle Close and St Stephens Place. Whilst parking restrictions have been introduced within the vicinity of the site to regulate parking and reduce congestion, the level of existing on-street parking reduces the carriageway width to one-way flow. Proposals to introduce Residents Parking along Severn Street have been unsuccessful and it is unlikely that a Traffic Regulation Order to reduce parking along this section of carriageway would be successful in view of the lack of off-street parking for residents of Severn Street.

It would be desirable from a Highways perspective if a proportion of the dwellings vehicle access to the site is via Wardle Close to reduce traffic flow along Severn Street. Discussions with the applicant's agent have concluded that the area of land between 24 and 25 Wardle Close is in third party ownership and therefore the creation of a vehicle access via Wardle Close is currently not feasible.

Parking

Concerns have been raised with regard to the level of parking within the development boundary and the impact on the surrounding highway network. Parking on the Highway network within the vicinity of the site is at a premium and parking restrictions have already been introduced on the majority of roads within the vicinity of the site suggesting that parking congestion is already an issue. Sufficient parking should be provided within the site boundary and not rely on the

surrounding highway network or public car parking within the area.

It has been documented within the application and subsequent discussion with the applicant's agent that residents of the proposed property will be in priority need and are unlikely to have the financial assets to afford a motor vehicle. However, it is likely that residents will require the regular visits of carers and social workers; therefore parking provision for visitors needs to be considered.

The current saved policy for parking guidance for the Bridgnorth area, recommends that 1 parking space is provided per 3 units for sheltered housing where the occupants are infirm or need of care. Whilst it is acknowledged that the proposed type of housing may not attract high car-ownership

levels it is understood the majority of residents would not be considered infirm, so this level of parking would not be applicable.

It is recommended for new dwellings that when parking is unallocated i.e communal parking as per the proposed, then 1.5 spaces per unit should be provided. The location of the development in relation to local amenities and access to sustainable modes of transport need to be taken into account when accessing an acceptable level of parking provision;

The application has now been revised and the proposed level of car parking has now been increased to 25 parking spaces which exceed 1 parking space per unit. Whilst it would be desirable to maximise the level of parking within the development, in view of the type of housing and location of the proposed development in relation to Bridgnorth Town Centre it could be argued that the residents are unlikely to have motor vehicles of their own, otherwise they would not qualify for assistance off the applicant. As a consequence any additional parking will not be fully utilised and the current proposed level of parking could be considered acceptable.

Despite the above, it is recommended that sustainable modes of transport are promoted and a Residential Travel Plan is submitted prior to occupation of the dwellings, to encourage sustainable travel and discourage the use of motor vehicles.

Proposed Layout

The proposed layout of the development is not considered to be designed to adoptable standards therefore would not be considered for adoption as Highway maintainable at the public expense. The revised site layout submitted indicates that the majority of the development will be shared surface; however consideration will be required to be given to ensure all parking areas are kept clear of obstruction and does not impede the movement of other road users within the development. It is understood that parking within the proposed development will be controlled by the estate office and errant parking will be monitored and discouraged.

Impact on the surrounding Highway Network.

The proposed number of dwellings has been reduced from 27 dwelling to 22 dwellings as per the previously submitted application (13/03708/FUL); therefore it could be argued that the impact on the highway network has been reduced.

Despite the above, concerns have been raised with regard to Highway safety within the vicinity of the site and the additional congestion that will be generated by the proposed development. In determining the impact on the Highway network consideration needs to be given to the type of housing and the likely number of movements that the site will generate and if the number of movements within the peak hour will have a significant impact on Highway Safety.

Severn Street provides access to existing residential properties and The Bylet Club. If it is accepted that the type of housing and the residents will only occupy the dwellings if they are in priority need then they are unlikely to have the financial assets to fund a motor vehicle and rely on more sustainable transport. In the event Planning Permission is granted, it is recommended that consideration is given to restricting the future occupancy of the proposed dwellings and that in the longevity of the development the dwelling should only be occupied by residents that meet the criteria for assistance by the Bridgnorth Housing Trust.

Construction Management Plan

Due to the restricted carriageway width along Severn Street, it is anticipated that the movement of construction traffic needs to be carefully managed and may require the temporary suspension of parking along Severn Street. It is therefore recommended that prior to start of works a Construction Management Plan is submitted which includes provision for alternative parking for residents along Severn Street. The full cost of any mitigation measures must be met by the applicant.

Summary

If it is accepted that the car-ownership level of residents will be relatively low, and the majority of vehicle movements generated by the site will be visitors, it is felt that in an appeal situation it would be difficult to demonstrate that the proposed development will generate a significant number of movements within the peak hour periods and have a detrimental impact on Highway safety . Therefore a Highway objection could not be sustained at planning appeal.

In view of the above, Shropshire Council as Highway Authority raises no objection in principle to a residential development at the proposed location.

Conditions

It is recommended that the following conditions are attached to any permission granted.

NS01

No development shall take place until a residential travel plan shall be submitted to and approved by the Local Planning Authority. The submitted plan should be implemented within one month of the first occupation of the residential development. The travel plan measures shall relate to the entirety of the residential development, and reflect the phasing of occupation as appropriate.

Reason: In order to minimise the use of the private car and promote the use of sustainable modes of transport.

E1. New Access

No development shall take place until details of the means of access, including the layout, construction and sightlines have been submitted to and approved by the Local Planning Authority. The agreed details shall be fully implemented before the use hereby approved buildings occupied.

Reason: To ensure a satisfactory means of access to the highway.

E5. On-site Construction

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

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

4.1.3 SC Drainage – No Objection: The drainage details, plan and calculations could be conditioned if planning permission were to be granted.

1. 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. SUDs applicability for the site is Infiltration. 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 30% for climate change. Flood water should not be affecting other buildings or infrastructure. Full details, calculations and location of the percolation tests and the proposed soakaways should be submitted for approval.

If soakaways are not feasible, drainage calculations to limit the proposed discharge, for a range of 1 in 100 year plus 30% storm durations, to an equivalent existing run-off rate based on a rainfall intensity of 50mm/hr, plus 50% betterment, should be submitted for approval. The attenuation drainage system should be designed so that there will be no flooding of any property either within the proposed development or any other in the vicinity. There should be no discharge to a surface water body or sewer that results from the first 5mm of any rainfall event.

Reason: To ensure that soakaways, for the disposal of surface water drainage, are suitable for the development site and to ensure their design is to a robust standard to minimise the risk of surface water flooding.

2. On the Pluvial Flood Map, the site is at risk of surface water flooding. The applicant should provide details on how the surface water runoff will be managed and to ensure that the finished floor level is set above any known flood level and must not be lower than the floor level of the existing building.

Reason: To minimise the risk of surface water flooding.

3. Please provide a contoured plan of the finished road level to ensure that the proposed gullies are located correctly. Confirmation is required that the design has fulfilled the requirements of Shropshire Councils Surface Water Management: Interim Guidance for Developers paragraphs 7.10 to 7.12 where exceedance flows up to the 1 in 100 years plus climate change should not result in the surface water flooding of more vulnerable areas within the development site or contribute to surface water flooding of any area outside of the development site.

Reason: To ensure that any such flows are managed on site. The discharge of any such flows across the adjacent land would not be permitted and would mean that the surface water drainage system is not being used.

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

Reason: To ensure that no surface water runoff from the new driveway runs onto the highway.

5. The site is identified as being at risk of groundwater flooding. The applicant should provide details of how groundwater will be managed. The level of water table should be determined if the use of infiltration techniques are being proposed.

Reason: To minimise the risk of groundwater flooding.

6. Informative: The applicant should consider employing measures such as the following:

Water Butts

Rainwater harvesting system

Permeable surfacing on any new driveway, parking area/ paved area

Greywater recycling system

7. Informative Consent is required from the service provider to connect into the foul main sewer.

4.1.4 SC Affordable Housing – Comment:

The previous application referred to these as Almshouses and the current proposal notes the tenure as social rented dwellings, nevertheless the dwellings are deemed to be exempt from affordable housing contributions as detailed in the SPD Type and Affordability of Housing 2012.

4.1.5 SC Ecology – Guidance Note setting out when an ecological survey may be required in response to consultation on this application. Comments submitted in respect of application 13/03708/FUL set out below:

I have read the above application and the supporting documents including the Preliminary Protected Species Survey Report by BC Ecology dated July 2013. Recommendation: The following conditions and informatives should be attached to any consent

The Protected Species Survey Report found no evidence of protected species at the site however it is likely that birds nest in the hedgerows and trees on the boundaries. These may also be used for bat foraging. The following condition and informative are recommended:

1. Prior to the erection of any external lighting on the site a lighting plan shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and thereafter retained for the lifetime of the development. The submitted scheme shall be designed to take into account the advice on lighting set out in the Bat Conservation Trust booklet

Bats and Lighting in the UK

Reason: To minimise disturbance to bats, a European Protected Species.

If the single storey garage is to be removed, it is recommended that the wooden slats are removed under the supervision of an ecologist as it is possible that a small number of bats could be present. The following informative is recommended:

Informative

All species of bats found in the UK are European Protected Species under the Habitats Directive 1992, the Conservation of Species and Habitats Regulations 2010 and the Wildlife & Countryside Act 1981 (as amended).

If a live bat should be discovered on site at any point during the development then work must halt and Natural England should be contacted for advice.

The Protected Species report recommends that precautions should be taken to avoid disturbance to nesting birds. The following informative should be added to any consent:

Informative

The active nests of all wild birds are protected under the Wildlife & Countryside Act 1981 (As amended). An active nest is one being built, containing eggs or chicks, or on which fledged chicks are still dependent.

All clearance, conversion and demolition work in association with the approved scheme shall be carried out outside of the bird nesting season which runs from March to September inclusive

Note: If it is necessary for work to commence in the nesting season then a pre-commencement inspection of the vegetation and buildings for active bird nests should be carried out. If vegetation cannot be clearly seen to be clear of bird's nests then an experienced ecologist should be called in to carry out the check. Only if there are no active nests present should work be allowed to commence.

4.1.6 SC Trees – No Objection in principle:

Due to the proximity of proposed development, there is the realistic potential for damage to be caused to two existing trees to be retained the purple-leaved cherry to the front of number 20, Severn Street and the conifer in the rear garden of 27, Pale Meadow Road.

I consider the former tree could be adequately protected from construction damage by the implementation of a Tree Protection Plan. The Plan should show the location and specification for a protective barrier to be erected prior to commencement of development, in accordance with British Standard 5837: 2012 Trees in Relation to Design, Demolition & Construction. The area within the barrier would be considered sacrosanct and treated as a construction exclusion zone throughout the duration of construction.

The conifer tree is located in a private garden, close to the south-east corner of the development. I am concerned that the corner of the nearest proposed dwelling and the communal bin storage area, which is presumably to be hard surfaced, fall within the Root Protection Area (RPA) of the offsite tree. Any excavations or ground compaction within the RPA could damage that tree. (The Root Protection Area is the minimum area around a tree deemed to contain sufficient soil volume to maintain the trees viability. It is defined in the afore-mentioned British Standard as an area equivalent to a circle with a radius of 12 times the stem diameter of the tree).

In order to properly assess the impact of development upon the conifer tree it is necessary to accurately plot the tree and its RPA, in relation to the proposed layout. Any works within the RPA should either be shown by a competent arborist to be insignificant in terms of their potential impact upon the tree, or else a method statement should be prepared to show how the works will be specially designed and implemented so as to avoid causing damage to the offsite tree and its roots.

Given that the issue of potential damage to the offsite conifer tree is a matter of principle, I would like to see this addressed prior to determination of the application. The Tree Protection Plan, however, is a matter of detail that I would be happy to see as a condition to any approval.

4.1.7 SC Conservation – No Objection:

The whole of the application site lies partially within and partially adjacent to the Conservation Area. A previous application on the site for 27 dwellings was refused, detailed comments were provided at this time in relation to the impact of the development on the Conservation Area.

Principles of Scheme:

The proposal needs to be in accordance with policies CS6 Sustainable Design and Development and CS17 Environmental Networks, and with national policies and guidance, including PPS5 Historic Environment Planning Practice Guide published by English Heritage in March 2010 and National Planning Policy Framework (NPPF) published March 2012.

Details:

This application is for the erection of 22 dwellings, associated estates office and landscaping on this site.

The new proposal is an improvement from the previous refused application. The scale and form of the proposed dwellings better relates to surrounding built form and many of the previous concerns raised from a conservation perspective have been addressed.

The design of the proposed dwellings is fairly simplistic and relates to the modern development surrounding the site. Whilst community garden space is provided to the centre of the site it is considered that the layout of the buildings provides very limited private amenity space for the dwellings.

Recommend conditions requiring details of all external materials and of doors and windows to be submitted for approval.

4.1.8 SC Archaeology – No Objection:

The proposed development site lies within the extent of Pale Meadow Mills later Works (HER PRN 06932) a 19th century woollen mill (later textile printers) and Carpet factory, Hospital St, Bridgnorth (HER PRN 06010) both now demolished. It is not known if any remains survive below ground level. The proposed development site can therefore be deemed to have some archaeological potential and any below ground archaeological remains are likely to be affected by the construction of the proposed new dwellings and associated services. In view of the above and in line with National Planning Policy Framework (NPPF), I recommend that a programme of archaeological work be made a condition of any planning permission for the proposed development. An appropriate condition of any such consent would be:

Suggested Conditions:

No development approved by this permission shall commence until the applicant, or their agent or successors in title, have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation (WSI). The written scheme shall be approved in writing by the Planning Authority prior to the commencement of works.

4.1.9 West Mercia Constabulary – No Objections:

I comment on this proposal as Crime Prevention Design Advisor for West Mercia Police. I do not wish to formally object to the proposal at this time. However there are opportunities to design out crime and /or the fear of crime and to promote community safety.

Therefore should this proposal gain planning approval, I request that the following planning condition be placed upon the said approval.

The applicant should aim to achieve the Secured by Design (SBD) award status for this development. SBD is a nationally recognised award aimed at achieving a minimum set of standards in crime prevention for the built environment, the scheme has a proven track record in crime prevention and reduction. The opportunity for crime to occur can be reduced by up to 75% if Secured By Design is implemented.

The principles and standards of the initiative give excellent guidance on crime prevention through the environmental design and also on the physical measures. Details can be found at www.securedbydesign.com

Finally may I draw your attention to Section 17 of the Crime and Disorder Act 1998 which clearly states:

It shall be the duty of each authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions of, and the need to do all that it reasonably can to prevent crime and disorder in its area.

4.2 - Public Comments

4.2.1 8 Objections received, which are summarised below. The full text of the letters may be viewed on the planning file:

-Plans an improvement on those refused but still have concerns.

-Loss of parking on road during construction period.

-Question how construction materials would be delivered to the site; need Health and Safety Risk Assessment

-Damage to roads from construction traffic.

-Danger to pedestrians from increased parking and HGVs..

-Would be entitled to reduction in Council Tax if deliveries taken from Wardle Close.

-22 properties would add traffic to Severn Street on narrowest part and in vicinity of elderly persons properties.

-Makes more sense to access site from Wardle Close, but both routes ridiculous in such a confined residential area.

-Concerned there may be an option for access from Wardle Close.

-No on street parking capacity.

-13 on site spaces inadequate.

-Disagree with Highways Report submitted with previous application.

-Town has larger open spaces with easier and safer accesses than this one.

-Still concept of developing cramped site from outer boundaries to the centre;

should develop from the centre outwards with more space between the new dwellings and the boundaries.

-Area too small for development.

-Does not respect scale and proportions of surrounding buildings.

-Out of character with area.

-Unneighbourly development.

-Overbearing impacts.

-Harm neighbour amenity.

-Cars would be too close to the backs of 13- 20 Severn Street.

-Land has always been allotments and gardens.

-Should not take away gardens from people in Severn Street.

-Percentage of non pensioner residents would be far too high; should be made a pensioners only development where they can live in quiet harmony; should not be forced to mix with younger people who have different problems to their own.

5.0 THE MAIN ISSUES

Principle of development

Siting, scale, design and impact on the conservation area

Impact on neighbour amenity

Landscaping

Highway Impacts

Drainage

Ecology

Housing mix

Archaeology

6.0 OFFICER APPRAISAL

6.1 Principle of development

6.1.1 Bridgnorth is a settlement which is identified as a Key Market Town for Eastern Shropshire in Core Strategy policy CS3. The application site falls within the current Development boundary for Bridgnorth in the Bridgnorth District Local Plan (Saved policy S1), and Bridgnorth is a principle town identified in the Bridgnorth District Local Plan as being a settlement where new housing should be allowed on appropriate sites (Saved policy H3). Core Strategy policy CS3 states that for Eastern Shropshire, Bridgnorth will provide a focus for developments within the constraints of the green belt to the east and the River Severn.

6.1.2 Planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. In addition to the considerations described above, this proposal therefore has to be considered on its own merits in relation to the material considerations set out in the following sections, and the balance of adverse impacts and benefits.

6.1.3 The Council currently cannot at this time demonstrate that it has a 5 year supply of housing land as required by the National Planning Policy Framework (NPPF). This means that the Council's housing policies cannot be considered up to date and the NPPF states that in such circumstances a Local Planning Authority should grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, or if specific policies in the Framework indicate development should be restricted. Whilst not a significant consideration in this case, as the site is located within a settlement where the provision of new housing is acceptable under policies CS3 of the Core Strategy and saved policy H3 of the Bridgnorth Local Plan, the contribution of the development towards meeting the shortfall in housing provision across the County is a material consideration.

6.2 Siting, scale, design and impact on the conservation area

- 6.2.1 The NPPF at section 7 places an emphasis on achieving good design in development schemes. Its themes are reflected in Core Strategy policy CS6 which seeks to ensure that all development is appropriate in scale, density, pattern and design taking into account the local context and character, and those features which contribute to local character. Policy CS17 also seeks to protect and enhance the diversity, high quality and local character of Shropshire's natural, built and historic environment. This site is bisected by the Bridgnorth Conservation Area, which includes the northern half of the site as well as the two terraces on the northern and western boundaries. Account therefore needs to be taken of the impact of the proposed development upon the setting of the Conservation Area.
- 6.2.2 The Conservation Area boundary runs along the front of the terrace forming the western side of the site, and then cuts across the middle of the open area of grassed open space to the rear, effectively bisecting the site with the northern half being inside the conservation area and the southern half being located outside of it.
- 6.2.3 The surrounding development is of varied quality and significance. The terraces of dwellings along Severn Street and running south off this have strong contribution to the character of the conservation area, and are probably linked to former industrial use of the site. The bungalows to the west are however of limited architectural or historic merit, and the eastern and southern sides of the site are made up of more recent development of relatively modern housing on Wardle Close and Pale Meadow Road, although care has been taken, particularly with regards to Wardle Close, in the use of materials to ensure the development does not stand out from the conservation area, and blends in with the townscape when viewed from above from vantages on Castle Walk in High Town.
- 6.2.4 It is considered that the amended form of development, described in paragraphs 1.2 to 1.6 above would result in a development of a scale, density, pattern and design that would be in keeping with the locality, and which would not detract from the character or appearance of the Bridgnorth Conservation Area or its setting. The 'L' shaped 3 storey gateway entrance block of the previous scheme and was judged to have an overbearing impact no longer features in the proposed scheme and the scale and proportions of all the buildings would be complementary to those of the adjacent Victorian housing. A traditional palette of materials is now proposed, comprising of brick, render and small plain roof tiles, the precise details of which

would be the subject of a condition on any approval issued. The design considerations set out in Core Strategy policies CS6 and CS17 are considered to be satisfied by these proposals.

6.3 Impact upon neighbour amenity

6.3.1 Core Strategy policy CS6 seeks to safeguard residential amenity. A number of comments received by third parties in respect of the previous application raised concerns over the impact of the development on surrounding properties, due to the proximity of the development to the site boundaries and the height of the blocks. Refusal reason 2 set out at paragraph 1.1 above relates to this issue. Similar concerns have been raised by some neighbours in relation to the current proposal. The current application has sought to address this issue by reducing the height of the buildings adjacent to the eastern and southern site boundaries and positioning the proposed buildings some 2 metres further away from these boundaries. With the exception of one two storey gable end which would be due north of part of the garden to a property off Pale Meadow Road (and set back some metres from the boundary), it would only be the roofs of these buildings which would be visible above the existing boundary fencing/walls, due to the buildings eaves levels equating with the height of the boundary fences/walls. These roof areas would slope away from the boundaries at a pitch of some 40° and would contain no rooflights/windows in the elevations facing neighbouring properties. The parking spaces immediately to the west and east of the Victorian terrace, with the exception of one space, have been removed in the current proposal. The proposed site layout would also have less impact upon light reaching the rear of the Victorian Terrace in the mornings. It is considered that these revisions are sufficient to overcome the harm to outlook and living conditions refusal reason of the previous scheme, with the current proposals causing no undue harm to neighbour amenity.

6.3.2 It is almost inevitable that building works in connection with a development of this scale will cause some disturbance to adjoining residents. In this particular case, due to the proximity to the surrounding residential properties and the access to the site, it is considered appropriate to impose conditions on any permission which may be issued to control hours of working (07.30 to 18.00 hours Monday to Friday; 08.00 to 13.00 hours Saturdays); measures to minimise airborne dust and no burning of waste would mitigate the temporary impact.

6.4 Landscaping

6.4.1 The proposed development would involve the removal one tree, a silver birch located in the closed off area of open space in the southeast corner of the site. The Council's arborist has advised that this small weeping silver birch has little public amenity value and would not object to its removal. The loss of this tree was accepted by the Committee in relation to the previous scheme and it was not a reason for refusal of that application. There has been no material change in planning circumstances to now warrant a different conclusion being reached on this matter.

6.4.2 With regard to the off site conifer tree mentioned by the County Arborist, there would be scope to adjust the position of the bin storage area to reduce the potential impact upon the root protection area. The present proposal would position development further away from the off site trees than the refused scheme where

impact on trees was not a reason for refusal. It is considered therefore that this matter can be addressed satisfactorily by condition on any planning permission that is issued.

- 6.4.3 Details of the proposed landscape buffer planting to the rear of the Severn Street properties and to the community garden areas can be the subject of conditions requiring the submission of details for approval on any planning permission that is issued.

6.5 Highway Impacts

- 6.5.1 Saved Local Plan policy D6 states that development will only be permitted where the local road network and access to the site is capable of safely accommodating the type and scale of traffic likely to be generated. Saved Local Plan policy D6 also requires there to be adequate servicing arrangements within developments and for car parking to have regard to the Council's recommended maximum car parking standards. The former Bridgnorth District Council standards remain in force in south east Shropshire, which currently aim to provide 1.5 parking spaces per dwelling where parking is unallocated, although the recommended provision falls to 1 space per 3 dwellings for sheltered housing accommodation. It should be noted that these standards are general guidelines and not minimums, and that the location of the development in relation to local amenities and access to sustainable modes of transport, as well as the type of accommodation provided, need to be taken into account in assessing whether the parking provision is acceptable.
- 6.5.2 Access to the site would be via a single point of access of St. Stephens Place, via Severn Street, which is a narrow street between two historic terraces with on street parking situated parallel to the carriageway which effectively reduces the width of the carriageway to one-way flow. The area is not subject to parking permits, but is subject to limited stay restrictions. Severn Street also provides access to Wardle Close, and the public car park located adjacent to the Job Centre, and also to the bowling Club at the Bylet at the western end of the street. The Committee accepted in the consideration of the refused 27 unit scheme (ref 13/03708/FUL) that the local road network was adequate to accommodate the traffic likely to be generated by the development in the peak hour periods and there were no highway safety refusal reasons. With the current proposal reducing the number of units to 22 the impact would be less and it is considered that a refusal reason on the grounds that the local road network could not accommodate safely the type and nature of traffic likely to be generated could not be sustained at appeal.
- 6.5.3 In terms of parking need, the Housing Trust has stated that the properties within the Trust's ownership currently have an overall car ownership rate of 36%. In Severn Street this is 38% and in St Stephens Place this rises to 46%. The Housing Trust has stated that the residents of the proposed dwellings would be in priority need and are unlikely to have the financial assets to afford a motor vehicle. However it is likely that residents will require a greater number of regular visits from carers and social workers than normal, therefore parking provision for visitors needs to be considered.

- 6.5.4 With regard to the amount of on-site parking which would be provided, the agent has advised that it is intended that car parking would be incidental in a 'Home Zone' approach, to the site to reinforce the sense of courtyard public realm. The standard of parking achieved in the design, with the amendments negotiated, would provide 25 spaces for 22 dwellings, which slightly exceeds the 1 to 1 ratio of parking spaces to dwellings in the previous 27 unit scheme. The Committee accepted the advice of the Highways Officer in that previous application that a reduction in the normal parking standards for unallocated parking to this level could be accepted given the location of the site, the Trust's target occupancy market and the Trust's management of the site. The level of car parking provision was not therefore a reason for refusal of the previous scheme and there has been no material change in circumstances on which to now come to a different conclusion on this issue.
- 6.5.5 It was accepted by Committee in the consideration of the previous application that the car-ownership level of residents would be likely to be relatively low, and the majority of vehicle movements generated by the site will be visitors. In the event Planning Permission is granted, the Council's Highways Department have recommended that consideration is given to restricting the future occupancy of the proposed dwellings and that the dwellings should only be occupied by residents that meet the criteria for assistance by the Bridgnorth Housing Trust: This restriction would be achieved through a legal agreement.
- 6.5.6 Due to the restricted carriageway width along Severn Street, it is anticipated that the movement of construction traffic needs to be carefully managed and may require the temporary suspension of parking along Severn Street. It is therefore recommended that prior to start of works a Construction Management Plan is submitted which includes provision for alternative parking for residents along Severn Street.
- 6.6 Drainage**
- 6.6.1 Core Strategy policy CS18 relates to sustainable water management and seeks to ensure that surface water will be managed in a sustainable and coordinated way, with the aim to achieve a reduction in existing runoff rate and not to result in an increase in runoff.
- 6.6.2 The Environment Agency flood risk maps show the site is located within Flood Zone 1, which means the site has the lowest category of flood risk attributable with an estimated annual probability of river flooding of less than 1 in 1000 years (i.e. a less than 0.1% chance in any given year).
- 6.6.3 The site is classified as brownfield land where the Council would expect developers to achieve a 50% betterment to the current surface water flows from the site, which in the first instance should be achieved by use of soakaways, the capacity of which should be based on percolation tests in accordance with BRE Digest 365, and account for a 1 in 100 year storm event plus a 30% allowance for climate change. Alternatively attenuation measures may be employed if soakaways are not feasible.

6.7 Ecology

6.7.1 Core Strategy policies CS6 and CS17 seek to ensure that developments do not have an adverse impact upon ecology. An ecological appraisal has been submitted with the application and assessed by the Council's Planning Ecologist. No evidence was found of protected species on the site and the site does not contain any priority habitats, however the Council's ecologist has advised that there is a likelihood of that birds nest in the trees and hedgerows surrounding the site, and the site may also be used for bat foraging. The Council's ecologist raises no objections to the proposal and is content that ecological interests can be safeguarded on any planning permission issued by a condition requiring approval of any external lighting scheme and an informative advising the developer of their legal observations towards nesting wild birds and other protected species.

6.8 Housing mix

6.8.1 Core Strategy policy CS9 (Infrastructure Contributions) highlights the importance of affordable housing as 'infrastructure' and indicates the priority to be attached to contributions towards provision from all residential development, with the exception of certain categories of housing. The proposed development provides a range of two bedroomed accommodation, with the applicant in their amended submission indicating they would cater for an older residential market, rather than a mixed age range as originally stated in the application documentation with the previous scheme.

6.8.2 The Council's affordable housing officers have confirmed that the development, being for alms house type accommodation and managed by a charitable trust, would not be required to contribute towards affordable housing. Control over the type of accommodation provided, and measures to ensure it retains this status can be enforced by legal agreement.

6.9 Archaeology

6.9.1 The proposed development site lies within the extent of Pale Meadow Mills later Works a 19th century woollen mill (later textile printers) and Carpet factory, Hospital St, Bridgnorth both now demolished. It is not known if any remains survive below ground level. The proposed development site can therefore be deemed to have some archaeological potential and any below ground archaeological remains are likely to be affected by the construction of the proposed new dwellings and associated services.

6.9.2 The Council's archaeologist has recommended that any permission which may be issued be subject to a condition requiring a programme of archaeological works be submitted, approved and adhered to in the implementation of this development.

7.0 CONCLUSION

7.1 In determining this application the committee will have to weigh the impacts of the development against the benefits offered by the proposal. The proposed development would provide additional housing within the town centre which would address a shortfall in the Council's provision of housing, and would provide accommodation for those in vulnerable situations. The proposal is considered to have addressed satisfactorily the design and neighbour impact refusal reasons of the previous scheme (ref 13/03708/FUL) and would be appropriate in scale,

density, pattern and design taking into account the local context and character. The proposed development would not detract from the character or appearance of the Bridgnorth Conservation Area, or its setting.

- 7.2 The Council's highways department have raised no objection to the development. The issues of the impact of the additional vehicle movements on the capacity of the local highway network are acknowledged, however this falls short of being a danger to highway safety, and the vehicle movements relating to the site would be spread out beyond the peak traffic periods due to the nature of the accommodation. Given the nature of the housing provided, and the likely residents, the car parking provision is considered to be adequate.
- 7.3 In terms of neighbour impact, the current proposal in comparison to the refused scheme would have a reduced and acceptable impact on the properties surrounding the site, particularly on the southern and eastern site boundaries. There would be no significant issues of overlooking, and the heights of the buildings, particularly along the bulk of the southern and the eastern site boundary, have been reduced to ensure no overbearing impacts.
- 7.4 It is recommended that the proposed development should be granted planning permission subject to the conditions set out later in this report, and subject to the applicant entering into a Section 106 legal agreement to control the occupation of the dwellings to residents who meet the criteria set out by the Housing Trust.

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 three months after the grounds to make the claim first arose.

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

8.2 Human Rights

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

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

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

8.3 Equalities

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

9.0 Financial Implications

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

10. Background

Relevant Planning Policies

Central Government Guidance:

National Planning Policy Framework

Technical Guidance to the National Planning Policy Framework

Shropshire Core Strategy and saved Bridgnorth District Local Plan Policies:

CS1 Strategic Approach

CS3 The Market Towns and Other Key Centres

CS6 Sustainable Design and Development Principles

CS9 Infrastructure Contributions

CS11 Type and Affordability of Housing

CS17 Environmental Networks

CS18 Sustainable Water Management

S1 Development Boundaries

D6 Access and Car Parking

H3 Residential Development in Main Settlements

SPD on the Type and Affordability of Housing

RELEVANT PLANNING HISTORY:

13/03708/FUL Erection of 27 dwellings; associated estates office; open public space; additional parking; vehicular access REFUSE 5th February 2014

11. Additional Information

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)

Design and Access Statement

Cabinet Member (Portfolio Holder)

Cllr M. Price

Local Member(s)

Cllr Christian Lea

Cllr William Parr

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 deposited plan numbers

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

Reason: To ensure that the external appearance of the development is satisfactory. in the interests of the visual amenities of the area.

4. Prior to the erection of any external lighting on the site a lighting plan shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and thereafter retained for the lifetime of the development. The submitted scheme shall be designed to take into account the advice on lighting set out in the Bat Conservation Trust booklet Bats and Lighting in the UK.

Reason: To minimise disturbance to bats, a European Protected Species.

5. No development shall take place, including any works of demolition, until a Construction Method Statement and Traffic Management Plan 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/Plan shall provide for:

- i. the parking of vehicles of site operatives and visitors and compensatory arrangements for any temporary loss of on street parking during construction phase.
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate

- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works
- viii. coordination and management of all deliveries, HGV routing proposals and offsite holding areas
- ix. phasing of any temporary and/or permanent vehicular/pedestrian accesses and management thereof within the construction period of the development

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

6. No development approved by this permission shall commence until the applicant, or their agent or successors in title, have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation (WSI) which shall be submitted to the Local Planning Authority prior to the commencement of any works. The development shall be carried out in accordance with the details approved in writing by the Local Planning Authority.

Reason: The site is known to be in an area of archaeological importance.

7. No development approved by this permission shall commence until there has been submitted to and approved by the local planning authority a scheme of landscaping and these works shall be carried out as approved. The submitted scheme shall include:

Means of enclosure

Hard surfacing materials

Minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting)

Planting plans

Written specifications (including cultivation and other operations associated with plant and grass establishment)

Schedules of plants, noting species, planting sizes and proposed numbers/densities where appropriate

Implementation timetables

Reason: To ensure the provision of amenity afforded by appropriate landscape design.

8. No development shall take place until a scheme of foul drainage, and surface water drainage has been submitted to, and approved in writing by the Local Planning Authority. The approved scheme shall be completed before the development is occupied.

If the proposed drainage scheme involves the provision of soakaways, no development shall take place until a soakaway test(s) has been carried out in accordance with BRE Digest 365, or such other guidance as may be agreed in writing by the Local Planning Authority and the agreed recommendations shall be implemented in full prior to the first occupation of the development.

Reason: To ensure satisfactory drainage of the site and to avoid flooding.

9. No development shall take place until details of the means of access, including the layout, construction and sightlines have been submitted to and approved in writing by the Local Planning Authority. The agreed details shall be fully implemented before the approved buildings are first occupied.

Reason: To ensure a satisfactory means of access to the highway, in the interests of highway safety.

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

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

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

11. No occupation of the dwellings hereby approved shall take place until a residential travel plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented within one month of the first occupation of the residential development. The travel plan measures shall relate to the entirety of the residential development, and reflect the phasing of occupation as appropriate.

Reason: In order to minimise the use of the private car and promote the use of sustainable modes of transport.

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

12. All hard and soft landscape works shall be carried out in accordance with the approved details and in accordance with the relevant recommendations of appropriate British Standard 4428:1989. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall 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.

13. No waste materials generated as a result of the construction operations shall be burnt on site and airborne dust from the construction operations on the site shall be minimised by spraying water or by carrying out works that may be necessary to suppress dust.

Reason; To safeguard the amenities of the locality.

14. Demolition or construction works shall not take place outside the hours of 07.30 to 18.00 Monday to Friday; 08.00 to 13.00 Saturdays and at no time on Sundays, Bank Holidays or Public Holidays.

Reason: In order to maintain the amenities of the area.

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that order with or without modification), the following development shall not be undertaken without express planning permission first being obtained from the Local Planning Authority:-

- extension to the dwellings
- addition or alteration to the roofs
- any windows or dormer windows

Reason: To enable the Local Planning Authority to control the development and so safeguard the character and visual amenities of the area, and to safeguard neighbour amenity.

Informatives

1. In determining this application the Local Planning Authority gave consideration to the following policies:

Central Government Guidance:

National Planning Policy Framework

Technical Guidance to the National Planning Policy Framework

Shropshire Core Strategy and saved Bridgnorth District Local Plan Policies:

CS1 Strategic Approach

CS3 The Market Towns and Other Key Centres

CS6 Sustainable Design and Development Principles

CS9 Infrastructure Contributions

CS11 Type and Affordability of Housing

CS17 Environmental Networks

CS18 Sustainable Water Management

S1 Development Boundaries

D6 Access and Car Parking

H3 Residential Development in Main Settlements

SPD on the Type and Affordability of Housing

2. In arriving at this decision the 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 187.
3. The land and premises referred to in this planning permission are the subject of an Agreement under Section 106 of the Town and Country Planning Act 1990.

4. All species of bats found in the UK are European Protected Species under the Habitats Directive 1992, the Conservation of Species and Habitats Regulations 2010 and the Wildlife & Countryside Act 1981 (as amended).

If a live bat should be discovered on site at any point during the development then work must halt and Natural England should be contacted for advice.

5. The active nests of all wild birds are protected under the Wildlife & Countryside Act 1981 (As amended). An active nest is one being built, containing eggs or chicks, or on which fledged chicks are still dependent.

All clearance, conversion and demolition work in association with the approved scheme shall be carried out outside of the bird nesting season which runs from March to September inclusive.

Note: If it is necessary for work to commence in the nesting season then a precommencement inspection of the vegetation and buildings for active bird nests should be carried out. If vegetation cannot be clearly seen to be clear of bird's nests then an experienced ecologist should be called in to carry out the check. Only if there are no active nests present should work be allowed to commence.

6. The applicant should consider employing measures such as the following:
Water Butts
Rainwater harvesting system
Permeable surfacing on any new driveway, parking area/ paved area
Greywater recycling system
7. Consent is required from the service provider to connect into the foul main sewer.
8. 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.
9. This planning permission does not authorise the applicant to carry out works within the publicly maintained highway. The applicant should apply to the Coordination Manager at - Bridgnorth.highways@Shropshire.gov.uk
Who shall be given at least 3 months notice of the applicant's intention to commence any works affecting the public highway so that the applicant can be provided with an appropriate licence, approved specification for the works together and a list of approved contractors, if required
<http://www.shropshire.gov.uk/hwmaint.nsf/open/D8DAF1CB579FD61380256E2A004908E5>
10. The attention of the applicant is drawn to Section 59 of the Highways Act 1980 which allows the Highway Authority to recover additional costs of road maintenance due to damage by extraordinary traffic.
11. Your attention is specifically drawn to the conditions above that require the Local Planning Authority's approval of materials, details, information, drawings etc. In accordance with Article 21 of the Town & Country Planning (Development Management

Procedure) Order 2010 a fee is required to be paid to the Local Planning Authority for requests to discharge conditions. Requests are to be made on forms available from www.planningportal.gov.uk or from the Local Planning Authority. The fee required is £97 per request, and £28 for existing residential properties.

Failure to discharge pre-start conditions will result in a contravention of the terms of this permission; any commencement may be unlawful and the Local Planning Authority may consequently take enforcement action.

12. THIS PERMISSION DOES NOT CONVEY A BUILDING REGULATIONS APPROVAL under the Building Regulations 2010. The works may also require Building Regulations approval. If you have not already done so, you should contact the Council's Building Control Section on 01743 252430 or 01743 252440.
13. You are obliged to contact Shropshire Council's Street Naming and Numbering Team with a view to securing a satisfactory system of naming and numbering for the residential unit(s) hereby approved. At the earliest possible opportunity you are requested to submit two suggested street names and a layout plan, to a scale of 1:500, showing the proposed street names and location of street nameplates when required by Shropshire Council. Only this authority is empowered to give a name and number to streets and properties, and it is in your interest to make an application at the earliest possible opportunity. If you would like any further advice, please contact the Street Naming and Numbering Team at Shirehall, Abbey Foregate, Shrewsbury, SY2 6ND, or email: snn@shropshire.gov.uk. Further information can be found on the Council's website at: <http://www.shropshire.gov.uk/streetnamingandnumbering>, including a link to the Council's Street Naming and Numbering Policy document that contains information regarding the necessary procedures to be undertaken and what types of names and numbers are considered acceptable to the authority.