

| NORTH PLANNING COMMITTEE   |                 |                        |
|--|-----------------|------------------------|
| SCHEDULE OF ADDITIONAL LETTERS   |                 |                        |
| Date:  |                 |                        |
| <b>NOTE: This schedule reports only additional letters received before 5pm on the day before committee. Any items received on the day of Committee will be reported verbally to the meeting</b>  |                 |                        |
| Item No.   | Application No. | Originator:            |
| 5  | 24/04065/FUL    | Sara Robinson          |
| <p>New condition to secure appropriate LAP design.</p> <p>Prior to the first occupation of any dwelling hereby approved a detailed plan and a Management Plan of the LAP as indicated on the approved plans shall be submitted to and approved in writing by the LPA. The details shall include play features, surfacing, boundaries and furniture. The Management Plan shall include a future maintenance schedule and future management responsibilities and details of the financial and legal means through which the management will be implemented. The approved details shall be fully installed prior to the first occupation of any part of the development. The Management Plan shall be carried out as approved in perpetuity.</p> <p>Reason: To ensure the adequate future management and maintenance of the LAP and the approved play equipment situated within the open space.</p> |                 |                        |
| Item No.   | Application No. | Originator:            |
| 5  | 24/04065/FUL    | Member of the public   |
| <p>Additional representations have been made by a member of the public, including an annotated map showing the positions of neighbouring developments around 'the Pool', sited to the south-west of Rowan Close, and showing locations of flooding in the locality. This is supported by video and a photo showing a flood event.</p>  |                 |                        |
| Item No.   | Application No. | Originator:            |
| 6  | 24/00765/FUL    | West Mercia Police     |
| <p>Road Safety - To reduce the reliance on private car use and traffic movements to and from the proposed development and to encourage the use of alternative modes of transport such as cycling and also walking particularly on Lyth Hill Road, the provision of a suitable footpath from the site entrance to Grove Lane with crossing points is recommended. The link into existing footpaths on Lyth Hill Road will require maintenance. The width of some existing footpaths are severely reduced because of hedgerows encroaching onto the footway. This could pose a road safety risk to vulnerable road users and accessibility issues for those with mobility difficulties. West Mercia Police reserve the right in the future to make comment on any considered traffic calming measures in line with our statutory obligation.</p>   |                 |                        |
| Item No.   | Application No. | Originator:            |
| 6  | 24/00765/FUL    | Public representations |
| <p>- neither Shropshire Council Highways nor National Highways take into account the potential for increased traffic on Cross Roads, a short, quiet, one way residential street</p>  |                 |                        |

- proposal would result in increase in traffic on Cross Roads; no monitoring has been done to establish a baseline as has been the case on Lyth Hill Road itself
- would lead to an increase in traffic travelling the wrong way along Cross Roads, i.e. from Lyth Hill Road to the A49, either by accident or by design
- if granted, should be subject to condition to discourage extra traffic on Cross Roads and to make it far harder to ignore the two No Entry signs at the exit to Cross Roads; enforcement measures should be included, ideally ANPR cameras provided at the expense of the developer to mitigate 'wrong way' traffic
- average speeds of 35mph on Lyth Hill Road which is a 30mph road with no pavement and a well-used walking route is a damning indictment on both Shropshire Council as the authority responsible for setting speed limits and West Mercia Police as the authority responsible for enforcing them
- a planning condition should be added to require speed mitigation measures all along Lyth Hill Road to at least the junction with Cross Roads and Lyth Wood Road, and an enforced 20mph speed limit throughout. The developer should pay for all works through a Section 278 agreement.
- Active Travel England's standing advice states "Most buildings within the application site should be within 400m of a high-frequency bus stop"; submitted travel report incorrectly states there is a bus service within that distance, however this service has ceased; the nearest bus stops now are near Daisy and Tilly's shop, 1000m from the proposed development; this should be resolved, ideally by the reinstatement of a timetabled bus service
- hard to see how planning officers can recommend approval
- traffic plan is likely to be unviable
- unfair to expect the Council to upgrade the drainage; hydrobrakes will be required to limit water release to surrounding area
- proposal exceeds settlement guideline for Bayston Hill of 50-60 dwellings
- no local housing need as plenty of properties are on the market
- loss of greenfield land
- loss of on-site habitat units
- inadequate local infrastructure
- proposed houses are too near to existing ones
- a line of mature trees should be planted between the proposed and existing houses
- the path between the site and the existing houses should be maintained
- Active Travel England has not confirmed it has no objections
- Procedural irregularities in consultation in respect of dates of public consultation, date of Planning Performance Agreement, and date of majority of planning documents
- Traffic assessment data is out of date
- Biodiversity Net Gain metric overstates gains, and is contrary to Environment Act without enforceable measures
- Site design suggests future expansion, undermining proper phased planning
- Adverse impacts significantly outweigh the benefits
- Independent ecological verification of BNG metric and ecological proposals required; updated bat and species surveys required; light pollution impact assessment required
- Highly susceptible to judicial review

- Need for Council to publish its decision-making framework
- Withdrawn policies carry no statutory weight
- Harms are certain; “benefits” are speculative
- Layout has changed adjacent to Beddoes Drive from ‘Sustainable Urban Drainage’ to ‘Self Build Allocation for 4 dwellings; query whether there is no longer any need for drainage/wildlife area
- Housing proposed up to the boundary where residents have walked for years
- Concerns re plot 15 connectivity/boundary; scope for maintenance of hedgerow
- Plots 36-38 too close to northern boundary
- Largest of the houses would be 3 metres from the boundary hedge and 20 metres from the existing house, resulting in loss of light and skyline
- Based on our speed watch data, average vehicles rises from 80/hour to 157 at peak at upper Lyth Hill road; and the lower Lythwood Road which ups the numbers to average of 189 and 364 respectively

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| 6        | 24/00765/FUL    | Public representations |

- Planning website states that the consultation period expires on 26<sup>th</sup> August which is after the date of the committee meeting, therefore not appropriate to make a decision on the application until after consultation period expires
- A decision on the application is being rushed through during the summer holidays
- Application should be deferred

| Item No. | Application No. | Originator:  |
|----------|-----------------|--------------|
| 6        | 24/00765/FUL    | Case Officer |

The area proposed for the drainage swale at the north-western side of the site is currently owned by the Diocese. It is understood that the legal rights to the use of this land for the swale are being secured under a Deed of Easement. In order to ensure additional security, the Diocese should be a party to the Section 106 agreement which will include legal requirements that the area is retained for drainage purposes in perpetuity. Therefore, it is recommended that this is included as an additional matter to be covered under the Section 106 agreement, should Members resolve to grant planning permission.

| Item No. | Application No. | Originator:                 |
|----------|-----------------|-----------------------------|
| 6        | 24/00765/FUL    | Bayston Hill Parish Council |

- Procedurally incorrect for the application to be considered by the Northern Planning Committee on 19th August 2025 as the consultation for this application does not end until 26th August
- Have been advised that the consultation to 26<sup>th</sup> August was with Active Travel England however the public portal does not state this
- Application should be deferred to a later committee, after 26<sup>th</sup> August

| Item No. | Application No. | Originator: |
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| 6        | 24/00765/FUL    | SC Highways |

Further comments have been submitted by SC Highway, summarised as follows:

*In response to additional information submitted, Shropshire Council as Local Highway Authority continue to raise no objection to the application submitted, subject to the Section 106 contributions outlined below being secured and planning conditions attached to any permission granted.*

*In relation to the minor amendments to the layout, this is considered acceptable and subject to the submission of full Section 38 technical details, the proposed layout is suitable for future adoption. Amendments will be required to Drawing no. 1555-08-02-122 REV E- Highways Adoption Plan, to ensure that it meets Shropshire Council's requirements, carriageway, and footway widths, and visibility splays should be added throughout. In accordance with previous highways comments, Drawing no. 1555-08-02-144 REV F, Management Company Plan should not conflict with the Highways Adoption plan.*

*In response to concerns raised with regard to the walking audit submitted it is noted that subsequent to previous highway comments submitted in June 2025, Active Travel England have provided comments submitted 5<sup>th</sup> August 2025, raising no objection to the application submitted.*

*It is acknowledged that pedestrians and cyclists travelling towards the site do so on an uphill gradient, and it is fair and reasonable to take this into account in any assessment. In terms of walking and cycle times, these are average times and will depend on the individual. In view of the existing number of dwellings on Lyth Hill Road it is not considered that the gradient of Lyth Hill Road is severe enough for pedestrians and cyclists to use, but it is acknowledged may discourage some users.*

*In relation to the existing and likely increase in vehicle movements along Lyth Hill Road, and the potential impact on highway safety, this has been taken into account when determining the application. It is considered that the application seeks to mitigate the likely impact on Lyth Hill Road where possible by providing additional footway facilities and Section 106 contributions towards improvements to passenger transport and safety improvements.*

*In relation to the concerns raised with regard to the PROW and the usability, it is noted and the issue with regard to maintenance will be raised directly with the relevant Shropshire Council team.*

*In relation to the development, pedestrian and cyclists are likely to route along Lyth Hill Road but also Footpath 0406/11A/1 onto Grove Lane/Yew Tree Drive, the footpath is in a reasonable state of repair but consideration could be given to providing wayfinding signage within the development. It is recommended at these works are subject to a planning condition attached to any permission granted.*

## **Section 106 Contributions**

### Local Highway Improvements

*The following measures have been put forward and agreed with the applicant. The applicant has agreed to provide Section 106 contribution to fund an additional Vehicle Activated Sign (VAS) on Lyth Hill Road to help reduce vehicle speeds. It is considered that the introduction of localised parking restrictions along Lyth Hill Road would regularise the parking along Lyth Hill Road. These works would be subject to statutory consultation, and therefore also subject to a Section 106 contribution. The final measure put forward would be the possible introduction of a STOP Line at the junction with*

*Lythwood Road. These works would be subject to further consideration to establish if the criteria is met and would be subject to approval by West Mercia Police This would be subject to consultation so would also be subject to a Section 106 contribution.*

*A Section 106 contribution for Local Highway Improvements to surrounding highly network of £30,000 should be secured prior to commencement and spent within 10 years.*

*Passenger Transport contribution*

*Passenger Transport contribution of £136, 800.00 payable prior to first occupation and any unspent contribution returned within 10 years.*

*Framework Travel Plan*

*It is recommended that a condition is placed upon any permission granted that requires a Travel Plan to be submitted and approved prior to the occupation of the first dwelling and annual surveys submitted for 10 years following the first occupation. A travel plan monitoring contribution of £10,000 will be required to be secured through the Section 106 agreement.*

***Planning Conditions*** – *it is recommended that planning conditions are included to require the following details to be submitted for approval:*

- Wayfinding signage*
- Engineering details of site access junction improvements*
- Estate street phasing and completion plan*
- Adoptable streets*
- Management plan for on-site construction*