

19th August 2025

<u>Application Number:</u> 24/00765/FUL		<u>Parish:</u>	Bayston Hill
<u>Proposal:</u> Hybrid planning application seeking (a) full planning permission for the creation of 114 dwellings, open space and infrastructure with access from Lyth Hill Road and (b) outline planning permission for up to 4no. serviced self-build plots			
<u>Site Address:</u> Land West Lyth Hill Road Bayston Hill Shrewsbury Shropshire			
<u>Applicant:</u> Redrow Homes Midlands			
<u>Case Officer:</u> Kelvin Hall		<u>email:</u> kelvin.hall@shropshire.gov.uk	

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REPORT

Recommendation: That delegated authority is given to the Planning Services Manager to grant planning permission subject to the completion of a Section 106 agreement and conditions, to cover the matters set out in Appendix 1.

1.0 THE PROPOSAL

- 1.1 The application seeks planning permission for residential development on land off Lyth Hill Road, Bayston Hill. It has been submitted in 'hybrid' form, i.e. with one element for full planning permission and the other for outline planning permission. The 'full' element proposes the construction of 114 dwellings. The 'outline' element is for four self-build plots. This outline element seeks permission for the principle of the development only, with detailed matters such as appearance and layout being reserved for future approval.
- 1.2 Full application
The proposed houses would be a mix of detached, semi-detached and short terraces. They would be a range of sizes between 1- and 5-bedroom dwellings. A range of different house designs are proposed. External materials would include red multi-brick with brown and/or grey roof tiles, with render on some properties. Architectural detailing would vary across the units and would include: brick headers; porch canopies; bay windows; 'heritage'-style variants to standard designs. There would be a mix of attached and detached garages. Four of the units would be bungalows. These would be positioned at the northern part of the site, adjacent to existing properties along Amblecote Drive. The layout includes mixed housing densities across the site.
- 1.3 The site would be accessed from Lyth Hill Road to the east. This would lead to a tree-lined primary street, which would link to secondary and tertiary streets. Vehicle cul-de-sacs would generally link into pedestrian pathways which would provide connectivity throughout the site to areas of landscaped open space and play facilities.
- 1.4 The proposed layout is shown below:



1.5 Outline application

The application also seeks outline permission for four serviced self-build plots. These would be located at the eastern side of the site. Permission for the principle of this element of the development is being sought at this stage. Full design details of these would need to be submitted for approval at the reserved matters stage.

1.6 Pre-application consultation

The submitted Statement of Community Engagement sets out the steps that were taken by the applicant to consult on the proposals prior to formal submission. These included pre-application discussions with selected stakeholders including National Highways and the local highways authority; publicity with residents; pre-application advice from the planning authority; and consultation with the Parish Council.

1.7 The planning application is accompanied by a series of detailed technical reports, including: Landscape and Visual Impact Assessment; Ecological Assessment; Noise Assessment; Air Quality Assessment; Transport Assessment; Arboricultural Impact Assessment; Flood Risk Assessment; and Ground Investigation report.

2.0 **SITE LOCATION/DESCRIPTION**

2.1 The site is located at the southern side of Bayston Hill, a large village to the south of Shrewsbury. The site extends to approximately 6.2 hectares, and is currently agricultural land. Trees and hedgerow border the site to the north-west and north-east. The houses forming the southern extent of the village lie immediately to the north and east. Other land surrounding the site is undeveloped and principally in agricultural use. Vehicle access to the site would be gained from Lyth Hill Road to the east.

3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION

- 3.1 The application was discussed at an agenda-setting meeting, as the officer recommendation is contrary to the views of the Parish Council. It was agreed that the Parish Council have raised material reasons for their views and that it would be appropriate for the application to be determined by Planning Committee.

4.0 COMMUNITY REPRESENTATIONS

4.1 Consultee Comments (full comments are available online)

4.1.1 *Bayston Hill Parish Council* Objects.

- Within the adopted Local Plan, policy S16.2 provides the development strategy for the settlement. It specifies that Bayston Hill has a residential development guideline of 50-60 dwellings to 2026 and that “development by infilling, groups of houses and conversion of buildings may be acceptable on suitable sites within the development boundary identified on the Policies Map”. No sites are allocated for development at Bayston Hill within the adopted Local Plan.

Within Bayston Hill, over the period from 2011/12 to 2021/22, 65 dwellings have been completed. As of 31st March 2022, 7 dwellings were committed on sites with Planning Permission or Prior Approval. In addition, 22/02517/FUL bring forward a further 23 dwellings. As completions already achieved exceed the residential development guideline of 50-60 dwellings within the adopted Local Plan, this residential development guideline has been achieved.

- This area is a greenfield site and next to a well-used and loved country park, with the current climate and food crisis it should remain green and available for agricultural use. In addition to this Shropshire Council has ambitious plans for nature recovery and this plan is in contradiction of these proposals.

- Serious traffic concerns for Lyth Hill, already exacerbated by on street parking making it a single lane in a number of areas and it services a 90-place nursery which makes it very busy morning and afternoon. Little Lyth junction will be even more unsafe with vastly increased traffic. Frequent closures on the A49 already cause Little Lyth Hill to become a dangerous “rat run”. The main junction at A49/Lyth Hill is already over capacity and has tail backs daily and requires traffic light control.

- Overdevelopment – it is clear from the plans that the density is not in keeping with the village and is out of character.

- Infrastructure – the village does not have a Secondary School and the Primary School is already at capacity. The GPs surgery is at capacity, evidenced by the failed recent push to have it relocated out of the village. The bus service has been cut to an “on demand” service that is sparse.

- *There has been no public consultation. The Statement of Community Engagement that was uploaded to the Planning Portal on April 8th is the same document that was used for a previous speculative application. Given the time that has elapsed between the applications, large portions of the report are invalid. The Parish Council requests that a full public consultation is undertaken.*

- *Drainage and flooding. The area is well known for flooding and has done so several times this winter. Just this last weekend (April – 5-7th 2024) water was cascading down both Lyth Hill and Yew Tree Drive. There is no adequate mitigation for this in the new design.*

Comments 15/5/24: *Additional comment in response to comments made by the National Highways Authority as a statutory Consultee for this application.*

Bayston Hill Parish Council declared a Climate Emergency in 2021 and has established a Carbon Neutral Working Group to develop plans and actions to help the Parish meet this aspiration. This application does not in any way help the parish to achieve this goal but increases the likelihood of failure considerably by introducing estimated 1493.4 CO₂e per year based upon the Impact Climate Tool. There is little evidence that this is going to be offset in any significant way and this is further supported by the comment below in the National Highways Authority Consultation comments for this application.

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport. National Highways Planning Response (NHPR 24-02) February 2024 modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

- *Walking distances for this development are at the preferred maximum or in excess of this.*

- *PROW should not be assumed to be suitable all year round for routine public use.*

- *On-road cycling is already precarious due to the already very busy nature of Lyth Hill Road and the amount of on street parking that is undertaken*

- *We do not currently have a regular and reliable bus service for the village.*

For the above reasons and the concerns tabled by the National Highways Authority we cannot agree with the statement below as the summary for the Travel plan submitted by the developer.

Summary 3.27 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with the guiding principles of the NPPF

4.1.2 **SC Planning Policy** Supports the principle of the development.

Background

These additional Planning Policy comments are intended to set out the changes to the policy context as a result of the amended NPPF, December 2024 and withdrawal of the Draft Shropshire Local Plan (2016-2038).

The Adopted Plan

The starting point for decision making remains the adopted local plan, which currently consists of the Core Strategy (2011) and Site Allocations and Management of Development Plan (SAMDev Plan) (2015).

The relevant planning policies of the adopted local plan which were highlighted in the original planning policy comments and won't be repeated in detail within this response, it is important to note they remain of relevance for the consideration of this planning application.

Local Plan Review (2016-2038)

When the original Policy comments were submitted the Draft Shropshire Local Plan (2016-2038) had been submitted for examination with the Planning Inspectorate and stage one public hearing sessions had been carried out. In October 2024 the second stage of public hearing sessions began. Following receipt of Inspectors letters in January 2025 (ID47) and March 2025 (ID48) which raised soundness and timetabling concerns, it is now recommended that this plan be withdrawn and no further work is being undertaken. At the full Council meeting held 17th July 2025 it was formally agreed to withdraw the draft local plan (2016-2038) in accordance with Section 27 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The Cabinet decision of 12th February 2025 resolved to allow material weight be given to the evidence base supporting the 'withdrawn' draft local plan. It is important to note this decision does not introduce new planning policy, rather seeks to provide a positive and pragmatic approach for the delivery of sustainable development in Shropshire in the period before the Council has a newly adopted Local Plan. All planning decisions will continue to be made in accordance with national planning legislation and guidance.

In this instance Bayston Hill was intended to remain a Community hub (draft policy SP2, S16.2) with the evidence base re-enforcing the case that Bayston Hill is a sustainable location.

The site subject to this application was proposed to be included within the development boundary for Bayston Hill and allocated for residential development within the draft Shropshire Local Plan (allocation reference BAY039). Consideration should be given to the draft site guidelines (Schedule 16.2(i)) and relevant draft policies highlighted within the previous policy comments which would assist with the creation of a sustainable development.

National Planning Policy Framework and Housing Land Supply

The National Planning Policy Framework (NPPF) and 'standard methodology' for assessing Local Housing Need were amended on 12th December 2024. The amended NPPF and new standard methodology result in an increased Local Housing Need for Shropshire of 1,994 dwellings per year (compared to 1,070 dwellings previously). This has an immediate and direct implication for Shropshire's housing supply which in turn has implications for decision making.

The most recent Five-Year Housing Land Supply Statement using the new 'standard methodology' was published 13th February 2025 with a base date of 31st March 2024. This assessment concludes that whilst a very significant supply of deliverable housing land exists in Shropshire of 9,902 dwellings, this falls around 567 dwellings short of a five year housing land supply, based on the new Local Housing Need, constituting a 4.73 years' supply of deliverable housing land. As such the Council considers it is currently unable to demonstrate a five year housing land supply.

Implications for decision making:

Footnote 8 and Paragraph 11(d) of the NPPF detail the implications of not having a five year housing land supply for decision making, in the context of the application of the presumption in favour of sustainable development.

Footnote 8 of the NPPF indicates that where a Council cannot demonstrate a five year supply of deliverable housing sites, it means its planning policies most important to the decision will be considered out of date.

Paragraph 11(d) of the NPPF states: "where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination."

This does not change the legal principle, set out in section 38(6) of the Planning and Compulsory Purchase Act 2004, that decisions on planning applications are governed by the adopted Development Plan read as a whole, unless other material considerations indicate otherwise. Rather paragraph 11(d) requires the decision maker to apply less weight to policies in the adopted Development Plan, and more weight to the presumption in favour of sustainable development as a significant material consideration, when reaching a decision. It is for this reason that it is commonly referred to as the 'tilted' balance.

Importantly, the 'tilted' balance approach maintains the general principles of good planning, in that development should be genuinely sustainable in order to be approved. Indeed, paragraph 11(d) of the NPPF specifically highlights several

important considerations for the Council before concluding whether a proposal is genuinely sustainable. Notably it directs development to:

- *sustainable locations;*
- *ensures it makes efficient use of land;*
- *secures well designed places; and*
- *provides affordable housing.*

Other policies of the NPPF will also be relevant in determining the sustainability of proposals.

The extent of the shortfall of the five year housing land supply is a further material consideration that should be considered by the decision maker. In Shropshire, whilst a shortfall is acknowledged, this is relatively small in the context of the total required supply (567 dwellings of a required 10,469; with the five year supply some 0.27 years short).

In applying paragraph 11(d) of the NPPF Planning policy would make the below observations:

- *Sustainable location: Bayston Hill is a designated hub within the adopted development plan and has a range of services and facilities including a nursery, primary school, regular public transport connections, shops, play area, medical centre. The site is as such located on the edge of a sustainable settlement considered capable of accommodating residential development.*
- *Efficient use of land: The site was proposed to be allocated to provide around 100 dwellings (BAY039). The evidence base for the withdrawn draft location plan concluded that this was a suitable location to contribute towards the growth of Bayston Hill in a sustainable manner. It is acknowledged the scheme would result in 18 dwellings more than the proposed site guidelines, which would result in a slightly higher density development than that set out within the draft site guidelines for this proposed allocated site. However the sites development guideline of 100 dwellings is not an upper limit. In circumstances such as this where proposals result in the site provision figures being exceeded, focus should be on whether the development constitutes high quality design, informed by consideration of compliance with the relevant adopted development plan policies, draft site guidelines and policies within the draft Local Plan.*
- *Secures well-designed places: This is specific to the scheme and will depend on the detail of the proposals, attention is drawn to plan policy CS6 and MD2 which encourages proposals to contribute to and respect local distinctiveness, valued character and existing amenity value.*
- *Provision of affordable housing: The expected affordable housing contribution in this location is 20% which would equate to a contribution of 23.6. The proposals indicate the provision of 28 affordable dwellings which is a slight over provision.*

Previous comments:

The above comments update the Planning Policy team's previous comments. Those previous comments were made prior to changes to the NPPF which resulted in the Council no longer being able to demonstrate a five year housing land supply; and

prior to the proposed withdrawal of the draft Local Plan. The comments continue to have some relevance, and those relevant parts can be summarised as follows:

- *The site was proposed to be allocated for residential development in the Draft Shropshire Local Plan*
- *A previous application for residential development on this site was refused in 2017, with the reasons being that the provision of housing outside of the Development Boundary contrary to the Development Plan and was unjustified in the context of there being a 5 year housing land supply [at that time] and that the site was not in a sustainable location; that the development exceeded the settlement guidelines and would result in the loss of higher quality agricultural land*
- *Notwithstanding adopted Development Plan policies, Bayston Hill is considered to be a suitable location for sustainable development, given that it is identified as a Community Hub in the Local Plan*
- *The settlement guideline for new housing in Bayston Hill, as set out in the Development Plan, is for 50-60 dwellings to 2026; the guideline relies on windfall development within the identified Development Boundary and any affordable housing on appropriate exception sites; the proposed development does not conform with the adopted Development Plan*
- *Housing completions in Bayston Hill already exceed the above guideline*
- *In relation to housing development which was granted at Meole Brace on appeal in 2021; the weight that the inspector gave to the fact that the site was a draft allocation was limited; the Inspector found that the proposals made provision of material considerations which resulted in significant economic, social and other benefits which when considered cumulatively were concluded to weigh in the balance in favour of approval despite the development being contrary to the adopted development plan*
- *In the draft Local Plan [now being withdrawn], it was proposed that Bayston Hill would continue as a Community Hub and would provide around 200 houses; the draft allocation indicated around 100 dwellings for this site, alongside the following site-specific factors:*
 - *'The development will incorporate an appropriate access and make any necessary improvements to the local and strategic road network, informed by consultation with Highways England and an appropriate Transport Assessment (including consideration of cumulative impact).*
 - *A review of traffic speeds along Lyth Hill Road will be undertaken and any necessary interventions implemented.*
 - *A footpath will be provided along the sites eastern road frontage and continue up to Grove Lane.*
 - *Strong and significant natural site boundaries will be provided and green infrastructure corridors, including effective native planting, will form an intrinsic component of this development. The watercourse running along the sites northern boundary will be appropriately buffered and form a green infrastructure east-west corridor. The main hedgerow within the site will form the focus for a north-south green infrastructure corridor.*
 - *Trees and hedgerows on the site will be retained and enhanced and if possible, the watercourse will be deculverted. A central green space/pocket park suitable for recreational use by residents and connected to the green*

links will be provided.

- *The site will incorporate appropriate sustainable drainage and attenuation ponds, informed by a sustainable drainage strategy. Any residual surface water flood risk will be managed by excluding development from the affected areas of the site, which will form part of the Green Infrastructure network. Flood and water management measures must not displace water elsewhere.'*
- *Commentary on policies that were being proposed as part of the draft Local Plan [which is to be withdrawn]:*
- *The proposed housing mix accords with [previously proposed] draft policy DP1(2)*
- *The proposal accords with part 3 of [previously proposed] draft policy DP1 in that all of the affordable dwellings would achieve the nationally described space standards. In addition, with the exception of one house type, all of the open market dwellings would also comply with the space standards*
- *The proposal accords with part 5 of [previously proposed] draft policy DP1 in exceeding the requirement that at least 5% of the dwellings would be built to M4(3) (Wheelchair user dwellings) standard and a further 70% of the dwellings to be built to M4(2) (accessible and adaptable dwellings). The current proposal provides for 5% and 83.3% respectively.*
- *The dwellings would be built to Future Homes Standard, with homes fitted with air source heat pumps. An option to incorporate solar PV panels into the design of the dwellings will also be available. Low embodied carbon materials are proposed to be used within the construction*
- *The review of BNG provision as requested by the Council's Ecology team is acknowledged*
- *This draft policy seeks the delivery of good quality, accessible and well-maintained open space as an essential part of new development. Paragraph 5 of the draft policy confirms there is a preference for open space provision to form an integral part of opportunities to improve green infrastructure networks in line with draft policy DP14 (green infrastructure). It is proposed that open space provision be located appropriately within the site to offer best opportunity for access to all residents. Fragmented parcels of open space are proposed to not be acceptable.*
- *There would be an over-provision of open space in relation to the expectation of the [previously proposed] draft Local Plan policy DP15, and this would be a welcome and positive material consideration in favour of the proposal*
- *The Planning Policy team stress that the application would need to be considered in relation to the draft Local Plan as a whole.*

4.1.3 **SC Affordable Housing** No objection.

The proposal seeks full planning permission for 114 dwellings of which 28 are proposed to be affordable and thereby proposing 24.56% of the total provision. Adopted planning policy currently requires 20% affordable housing for the site area. The proposed tenure split is indicated as 70% affordable rented (20 dwellings) and 30% shared ownership (8 dwellings). This tenure split reflects the requirements set out in the Supplementary Planning Document and responds to evidence which supports this tenure split.

The affordable dwellings meet Nationally Described Space Standards and either M4(2) or M4(3). A schedule of affordable housing dwellings should be provided and indicating on a plot by plot basis the number bedroom number and affordable tenure. Such a schedule should be annexed to a S106 agreement if the development is supported. There will be an expectation that the affordable dwellings are transferred to a Registered Provider and allocated in accordance with Council Policy. The affordable dwellings should be transferred to a Registered Provider before 50% of the open market dwellings are occupied.

The Affordable Housing team's comments below were made prior to changes to the NPPF which resulted in the Council no longer being able to demonstrate a five year housing land supply; and prior to the proposed withdrawal of the draft Local Plan. The comments continue to have some relevance, and those relevant parts can be summarised as follows:

In relation to the draft Local Plan [which is now to be withdrawn]:

- *Previously-proposed draft Local Plan policy DP2 Self Build & Custom Build Housing encourages 10% of dwellings on larger sites to be made available as serviced self-build plots*
- *Previously-proposed draft Local Plan policy DP3 sought to increase the affordable housing rate in this area from 15% to 20%. The proposal would over-provide on both of these rates*
- *The affordable housing mix provides for 1,2,3 and 4 bed provision, the balance of which is considered acceptable*
- *The proposed market housing mix is compliant with that which was to be required under draft Local Plan policy DP1 re size, and meeting M4(3) (wheelchair user dwellings) and M4(2) (accessible and adaptable dwellings) standard*

4.1.4 **SC Archaeology** No objection.

The results of a pre-determination trial trench evaluation has been provided in support of the application. Officers confirm approval of the report by Headland Archaeology. No further archaeological mitigation is required.

Recommendation: With regards to the requirements of Policy MD13 of the Local Plan and Paragraph 200 of the NPPF (December 2023), a Heritage Statement by RPS has been submitted with the planning application. This summarises the results of the previous archaeological assessments of the site as outlined above and is considered to provide sufficient information about the archaeological interest of the proposed development site to enable an informed planning decision to be made.

4.1.5 **SC Conservation** No objection.

The updated Heritage Statement concludes there are no designated heritage assets within the site or near to the site. There is reference to a former Parish boundary and marker stone found along the north-western boundary, ref. HER Number (PRN): 35339. This non-designated heritage asset should be protected fully during any

associated works arising from this application.

4.1.6 SC Landscape No objection.

Following previous comments the LVIA has been amended satisfactorily to include amendments to assessments of landscape and visual sensitivity. Our recommendations have been reasonably addressed.

4.1.7 SC Green Infrastructure Advisor No objection.

Details of the LEAP play area are still required and can be dealt with by condition. Consideration needs to be made to the boundary treatment around the LEAP as the current Enclosures Plan shows a large opening onto this space. The LEAP should provide a range of play experiences and include inclusive and accessible play equipment.

4.1.8 SC Ecologist No objection.

Conditions and informatives have been recommended to ensure the protection of wildlife and to provide ecological enhancements under NPPF, MD12 and CS17. These cover the following matters: pre-commencement badger survey; submission of a Construction Environmental Management Plan for approval; submission of a Habitat Management Plan for approval; submission of Reasonable Avoidance Measures Method Statement for great crested newt; submission of details of wildlife boxes for approval; and details of any external lighting; requirement for working in accordance with mitigation and enhancement measures.

The Breeding Bird Report, Bat Survey Report, and Ecological Impact Assessment provide an appropriate level of survey work. The Ecological Impact Assessment determined the site to be of negligible ecological importance, with regards to habitats present (primarily consisting of arable crop and modified grassland). Precautionary method statements have been provided with respect to amphibians, badgers and reptiles.

The Breeding Bird Report determined that the breeding bird assemblage of the site is typical of the present habitats and consists of common and widespread generalist species, and that the assemblage associated with the arable fields was considered of negligible nature conservation importance while that associated with the bramble scrub, woodland, and hedgerows was considered of Site nature conservation importance.

The Bat Survey Report (FPCR, October 2024) determined that none of the trees to be removed contained potential roosting features and therefore no further consideration with respect to bats is necessary during the felling process. The foraging and commuting surveys found a mix of unidentified Myotis species, noctules, brown long-eared bats and barbastelle foraging, with the most common species being common and soprano pipistrelle. Lesser horseshoe bats and Nathusius's pipistrelles were also infrequently recorded. It states that the anticipated habitat losses, that will

predominantly be of arable land of negligible value commuting/foraging habitat, will have no more than a minor impact upon foraging and commuting bats and therefore such loss is not considered to be significant.

The completed Biodiversity Net Gain Assessment and Statutory Metric (FPCR, August 2024) demonstrates a net gain on site of 1.85 (14.14%) hedgerow units. This will be achieved via the planting of species-rich native hedgerow with trees and enhancement of the existing native hedgerow with trees.

The site currently set a net loss of -1.65 (-10.98%) habitat units. The Biodiversity Net Gain Assessment (FPCR, August 2024) states; 'Based on proposing habitats that are readily achievable and common place in residential development of this type, the assessment has demonstrated proposals will lead to a net LOSS of -1.65 habitat units. This is largely due to the inevitable loss of cultivated grassland, woodland and trees to facilitate the development has limited the net gain due to the habitat not being fully compensated/offset within the scheme.' The development proposes off-site measures for securing the mandatory 10% biodiversity gain. Given the scope the development I am satisfied that this meets the BNG hierarchy, as a net gain on-site would not be feasible for the proposed development.

Because the BNG will be provided off-site, this will need to be secured via a S106 agreement.

Any external lighting to be installed on the buildings should be kept to a low level to allow wildlife to continue to forage and commute around the surrounding area.

4.1.9 **SC Trees** Recommends a condition.

The submitted Arboricultural Impact Assessment concludes that 2 individual trees (1 Category B, 1 Category C); 2 internal groups (comprising 10 Category B trees and 13 Category U trees); and 3 small group segments of G12 (equating to ~10% of its total area) are proposed for removal to facilitate the development layout. In addition, approximately 80 linear metres of hedgerow, across 5 site segments, are proposed for removal to enable road, pedestrian routes, and swale construction.

While this will result in a temporary reduction in canopy cover, the AIA anticipates this will be re-established and improved over time through newplanting integrated into the development's street scene and open spaces. Retention of the majority of boundary trees, alongside replacement planting, will ensure the site retains a well-treed character and maintains visual amenity and arboricultural value.

The AIA reasonably concludes that the impact of these removals can be mitigated through a comprehensive landscaping scheme. However, concerns are raised regarding the landscape masterplan, which places a significant number of new trees within private front gardens. These locations may not provide sufficient space for the successful long-term establishment of structural landscape trees. Furthermore, the proposed species are predominantly smaller, short-lived varieties.

Importantly, there is adequate separation between retained trees and proposed dwellings to ensure a sustainable and positive relationship between future occupiers and existing trees. The AIA also notes that some tree and hedgerow pruning will be required to facilitate garden construction along the north-eastern boundary. This is acceptable provided all works comply with BS 3998:2010 (Tree Work – Recommendations).

Recommendation:

The landscaping scheme should be revised to provide additional space for the planting of structural trees. Street tree planting must be supported by evidence of sufficient soil volume and growing conditions to ensure long-term viability.

In several locations, construction will encroach into Root Protection Areas (RPAs). The AIA states these will be managed through no-dig construction methods and an Arboricultural Method Statement (AMS). Full details of no-dig construction and RPA protection measures to safeguard the retained trees during development.

4.1.10 SC Regulatory Services No objection.

Amenity

Given the scale of development and close proximity of existing housing to the site there is some potential for noise and dust impact upon local residents during construction phase. It is recommended that a condition is imposed to require the submission of a construction management plan for approval which includes measures to control noise and dust impact.

Land Contamination

The Desk Study report has concluded that the risk of the site being considered contaminated with regards to human health is considered low to moderate. The sensitivity of the proposed use with regards to contamination is considered high based on the proposed residential end use. While no significant potential sources of contamination have been identified within the Site Conceptual Model it is recommended that site investigation works are undertaken to confirm the potential risk to the identified receptors are at an acceptable level.

A Coal Authority Report indicates that the site lies within an area which may have been affected by coal mining. In such areas, the Local Planning Authority will require a Mine Gas Risk Assessment (MGRA) to be undertaken.

All test results for the potential contaminants of concern in soils are below the relevant assessment criteria, and therefore no remedial action in respect of risk to human health is considered necessary.

Further ground gas monitoring is required having regard to current standards, to support the conclusions of the risk assessment that is based on insufficient monitoring data, and a mine gas risk assessment is required in accordance with the CL:AIRE 2021 Guidance. Therefore, if planning permission is granted, a condition must be added to require the submission of a Site Investigation Report and Mine Gas Risk

Assessment for approval, and the implementation of a Remediation Strategy if required.

Air Quality

Environmental Protection has reviewed the air quality report dated February 2024 ref 21754-ENV-402 Rev A and has the following comments:

The Air Quality assessment provided with the application carried out a simplified screening assessment in accordance with the Design Manual for Roads and Bridges (DMRB) this assessment provides a prediction of air quality levels for the year of completion both with and without the proposed development. Data from existing diffusion tube monitoring on the A49 was used to verify the results of the assessment which concluded that, with additional traffic as a result of the proposed development, the NO₂ and PM₁₀ concentrations would remain below the national air quality objectives and the level of change would be small (0.4ug/m³ or less to the annual mean concentrations).

The ambient concentrations of local traffic emissions were predicted to be less than 93% of the Air Quality Assessment Level (AQAL), and the % change in concentration relative to the AQAL due to development traffic was calculated to be no more than 1%. On this basis, the development's impact on local air quality is predicted to be 'negligible' when assessed in accordance with the Land-Use Planning & Development Control: Planning for Air Quality 2017 guidance.

Although the proposed development is not predicted to have a significant impact on local air quality to prevent a cumulative creep in pollutant emission levels a Travel Plan has been provided to promote sustainable travel measures. It is important that this travel plan improves accessibility to Bus services to minimise additional traffic around the junction with the A49.

The air quality report also assesses the potential risk of dust generated during the construction phase of the development. Due to the proximity of residential properties there is a high risk of a dust impact during some construction phases if appropriate mitigation measures are not taken. Therefore, it is important that a dust management plan is a condition of any consent granted. This can be incorporated into the Construction Environmental Management Plan (CEMP).

4.1.11 National Highways Recommends conditions.

Transport

Junction Capacity Assessments: National Highways has reviewed the development impact in line with guidance provided by Circular 01/22 and therefore has no requirement for mitigation at the junction of Lyth Hill and the A49. The evidence provided and reviewed by National Highways shows that the traffic impact on the SRN will not be severe.

Construction

Due to the scale of the development, National Highways will require further

information regarding construction impacts. This can be dealt with through a suitably worded planning condition.

- 4.1.12 **Active Travel England** No objections. Has offered standing advice and encourages the consideration of this as part of the assessment of the application.

The standing advice includes advice on what matters are appropriate to consider as part of new developments, including: opportunities for active travel; pedestrian and cycling forecasts within Transport Assessments; analysis of local pedestrian, cycling and public transport infrastructure; pedestrian and cyclist access to local amenities; access to public transport; off-site transport contributions; site permeability; placemaking; cycle parking; travel planning.

- 4.1.13 **SC Highways Development Control** No objections.

It was identified that matters previously raised remained outstanding these were as follows:

1) Concern with regard to the likely impact on Lyth Hill Road, and would seek confirmation from the applicant they would be willing to carry out further works than currently detailed on Drawing no. T22550-001-Rev E. or make a local highway contribution towards the implementation of the works.

In response to concerns raised, specifically safety on Lyth Hill Road and concerns with regard vehicle speeds, various options and mitigation measures have been considered. The introduction of formal traffic calming measures such as raised junction plateaus, between the site entrance and A49 has been considered. However, this would be subject to a feasibility study and would require the introduction of a system of street lighting. It is not considered that in view of the likely impact as a result of the development that the introduction of physical traffic calming measures would be proportionate to the scale and likely impact of the development. The option to take forward formal traffic calming measure was not considered viable.

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.

In view of the above, it is requested that a further Section 106 contribution of £30,000 is secured in addition to other Section 106 contributions outlined within comments submitted.

2) The request to undertake a walking audit from the site identifying any pedestrian infrastructure improvements from the site to local facilities and bus stops within Bayston Hill (including ProWs.)

In relation to the walking audit, Shropshire Council as Local Highway Authority do not have any further comments, other than 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 that these works are subject to a planning condition attached to any permission granted.

Layout

The principle of the proposed layout of the development is acceptable from a local highway authority perspective. It is considered that the areas identified to be put forward for future adoption are acceptable in principle subject to Section 38 technical details being submitted being submitted and approved.

Any proposed trees within the highway boundary will be subject to a commuted sum payment, along with any other non-standard materials, subject to Shropshire Council's commuted sum at the time of application. The service strip adjacent to Plot 36, should be retained for highway purposes and not transferred to a management company. Consideration should be given to how the visitor spaces are going to be maintained so can be used by all, they do not appear to have been included in the areas to be transferred to the management company.

Proposed site access

Details of the proposed access to the site are acceptable in principle. It is recommended that prior to commencement details are submitted for approval and works completed prior to the occupation of the first dwelling.

Section 106 contributions

Passenger Transport contribution of £136,800 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.

Recommended conditions to cover the following matters to be submitted for approval: engineering details of access; estate street phasing and completion plan; engineering details of drainage, street lighting and construction; construction management plan; Travel Plan.

4.1.14 **SC Rights of Way** No objections.

Public footpath 11/11A has been accurately identified and considered within the planning application.

- 4.1.15 **SC Drainage** No objections. Recommends a condition to require the submission of a scheme of surface and foul water drainage for approval.

The inclusion of the flood alleviation area in the west of the site is acknowledged and considered betterment, with regards to the collapsed downstream culvert. However, the plans show that area to the north, closer to the existing culvert, has been allocated for self-build plots. The applicant will need to indicate what infrastructure provision has been included, to enable these plots to discharge surface and foul water flows without causing flood risk. The applicant should confirm that appropriate provision has been accounted for within the site wide drainage calculations or indicate an appropriate drainage strategy for these plots.

- 4.1.16 **SC Waste Management** No objection.

Standard comments provided which are summarised as follows:

- *Adequate storage space is required for fortnightly collections; space of three wheelie bins could be required*
- *Highway should be suitable to facilitate safe and efficient collection of waste*
- *Vehicle tracking is preferred to demonstrate that vehicles can access and turn on the estate*
- *Particular concern regarding any plots which are on private drives that vehicles would not access*
- *Bin collection points need to be identified*

- 4.1.17 **SC Learning and Skills** No objection.

Current forecasts indicate the need for additional school place capacity for both primary and secondary level. This development along with future housing in the area is highly likely to create a requirement for additional school places to support the educational needs of children in the area. It is therefore essential that the developers of this and any new housing in this area contribute towards the consequential cost of any additional places or facilities considered necessary to meet pupil requirements in the area. Due to the large scale of development and the number of pupils it will generate it is recommended that contributions for both primary and secondary education provision are secured via a CIL agreement.

4.2 **Public comments**

- 4.2.1 The application has been advertised by site notice and in the local press as a major development.

- 4.2.2 Approximately 485 public objections have been received. The matters raised are summarised below.

Infrastructure and Services

- Local GP surgery and dental practice already at/beyond capacity.

- Primary school full; no local secondary school; concerns about school transport and capacity.
- Shops and amenities: parking already limited; concerns about further strain.
- Public transport: regular bus service discontinued; on-demand service seen as inadequate; car dependency expected to increase.

Traffic, Access, and Road Safety

- Lyth Hill Road described as narrow, with significant on-street parking.
- Road already busy due to country park, nursery, and residents.
- Junction with A49 considered dangerous and over capacity; long queues, poor visibility.
- Concerns about increased congestion, pollution, and risk of accidents.
- Pedestrian and cyclist safety: lack of pavements, narrow footpaths, hazardous for children, walkers, cyclists, horse riders.
- Anticipated disruption and hazards from construction traffic.

Drainage, Flooding, and Environmental Impact

- Existing problems with surface water flooding, overwhelmed drains, and field runoff.
- Scepticism about adequacy of proposed drainage solutions.
- Site is valued as agricultural land and greenfield; loss seen as detrimental to biodiversity and village character.
- Concerns about destruction of habitats, loss of mature trees/hedgerows, negative impact on wildlife (including protected species).
- Doubts about biodiversity net gain calculations and mitigation.
- Development seen as contrary to climate emergency declarations and nature recovery strategies.

Overdevelopment and Planning Policy

- Proposed number of dwellings considered excessive and out of character.
- Density seen as more appropriate for urban settings than a semi-rural village.
- Development exceeds local plan housing numbers; outside designated development boundary.
- Village has already met/exceeded housing allocation.
- Fears of setting a precedent for further greenfield development and urban sprawl.

Consultation and Process

- Consultation with residents and parish council was insufficient or inadequate.
- Consultation materials were misleading or not widely distributed.
- Concerns about transparency: use of online forms to generate support, lack of up-to-date/complete documentation on planning portal.

Social and Community Impact

- Fears of eroding village sense of community, increased noise/pollution, reduced access to green spaces.
- Concerns about negative impact on property values.
- Loss of green space and increased urbanisation seen as detrimental to mental

health and wellbeing.

Specific Technical and Design Concerns

- Criticism of proposed housing density, proximity to existing properties, lack of green buffers.
- Concerns about suitability of walking routes, especially for disabled residents; lack of safe pedestrian infrastructure.
- Questions about capacity of existing water, sewage, and electricity infrastructure.

4.2.3 Approximately 20 public representations of support have been received, on the following grounds:

Supportive Comments

- Development could help meet local housing needs, provide larger family homes, support economic growth.

4.2.4 **Councillor Bernie Bentick (Local Member for adjacent Division of Meole)** Objects.

- Only material difference from the application that was refused in 2017 is the access road to the A49; should be refused for the same reasons
- Vehicular entry to and from Bayston Hill via the A49 is difficult and dramatically worse at peak times, plus long tailbacks to A49/A5 bypass junction
- Impact on flooding in area
- Impact local infrastructure including school and GP surgery which are at capacity
- Shopping arcade is poorly maintained by its owners and in need of renovation
- Public transport is already insufficient for Bayston Hill residents (Route 27) and the new Connect On-Demand service does not have the capacity to serve all of Bayston Hill and Lyth Hill
- Air quality is already poor at existing entry/exit points to Bayston Hill and any further developments are likely to worsen this
- Shrewsbury's drains and sewage system has been subjected to recent dramatic increase in demands, with possible reaching of capacity
- The housing density of the proposed development is completely incongruous with existing housing stock and is clearly a sprawl at the edge of a traditional village into open countryside. There is no need for an expansion of this size in Bayston Hill.

If Shropshire Council were minded to grant Planning Consent, there should be the following Section 106 requirements:

- new traffic control infrastructure at all entrances/exits from Bayston Hill and Lyth Hill to A49 for pedestrians, cyclists and vehicles, with cycling infrastructure at least to LTN 1/20 standards
- Constant air quality monitoring must be installed at all junctions of Bayston Hill and Lyth Hill with the A5, with commitment to achieving the 2021 WHO Air Quality standards

- An underpass/overpass of the A49 under/over the A5 must have been constructed before any new housing development is commenced
- The Bayston Hill Medical Practice must be enlarged and improved to be able to operate as a local hub, offering all the services that can be provided by a Primary Care facility. A local Primary Care and Pharmacy Service must be guaranteed for at least 10 years
- The Route 27 bus service must be subsidised (as with some other routes), with a guarantee of being maintained for at least 10 years and extended to cover all of Bayston Hill and Lyth Hill, with improved reliability and punctuality
- Shropshire Council must commission and agree to be bound by an independent report into the water supply and drainage system of Bayston Hill and Lyth Hill, to include recommendations which guarantee adequate supply and effective drainage for at least 10 years

4.2.5 Cllr Alex Wagner (Local Member for Bowbrook Division) Objects.

- drainage issues present a huge risk to the village
- local infrastructure is at capacity, including Oakmeadow School, dentist, pharmacy and the local GP Surgery. Learning and Skills have also indicated that additional school places will be required
- already insufficient public transport and new Connect On-Demand service does not have the capacity to serve all of Bayston Hill and Lyth Hill; would be hundreds of additional car journeys daily due to the lack of a genuine alternative. This will also impact the wish of the village to achieve Net Zero Carbon
- Air quality is already poor at existing entry/exit points to Bayston Hill and any further developments are likely to worsen this. This seriously impacts the health and wellbeing of residents in this area
- impact on Shrewsbury's drains and sewage system
- incongruous housing density; unnecessary expansion of this size
- good quality agricultural land
- impact on A49 safety

4.2.6 Cllr Roger Evans (Cllr for Longden Division) Objects.

- Site is outside of the agreed development boundary so is in what at present is designated as open countryside
- Lack of infrastructure within the village including doctor, school and dentist capacity which are now operating with no spare capacity to meet the additional needs of the potential new residents
- Significant over development in the village in relation to Local Plan guidelines
- Internal area within the one bedded accommodation does not meet the agreed space requirements
- Density is above that of surrounding areas
- Council has sufficient identified land to satisfy 5 year housing land supply; unnecessary development
- Drainage issues due to clay over solid rock
- Increased water flow downstream has not been properly considered
- Issues with whether transport plan is up to date

4.2.7 Shrewsbury Ramblers

- Further information required as to how the public rights of way would be respected, preserved and maintained
- Concern over whether the proposed drainage swale would cut across the public footpath
- Need to ensure that any subsurface works do not affect the surface of the paths

4.2.8 Shrewsbury Civic Society (SCS) Objects.

- Concern over use of greenfield site
- May be a precursor to further development on adjacent fields
- Application may be pre-judging a change to the Local Plan
- Overdevelopment and urban creep
- Cramped design which does not reflect local character
- No facilities being provided
- Remote from the village infrastructure
- Would exacerbate existing sewerage problems in Lyth Hill Road
- Would worsen existing traffic problems on Lyth Hill Road
- Area is very poorly served by public transport
- Impact on wildlife due to proximity to Lyth Hill Local Nature Reserve and on light pollution
- Ecological surveys need to be updated
- Clarification required on BNG matters
- Adverse impact on landscape character
- Contribution to the upkeep and management of Lyth Hill Country Park is required

4.2.9 Shrewsbury Friends of the Earth Objects.

- Situation unchanged since development was refused in 2017 on grounds of countryside location and higher quality agricultural land
- Re-design of site may be necessary to achieve BNG
- Removal of T40 tree is unacceptable
- Ecological surveys need to be updated
- Not sustainable development; bus service has been withdrawn; residents would be car dependant; significant number of additional cars along Lyth Hill Road; additional traffic issued at junction with A49
- Need to investigate effect on air quality; area was an Air Quality Management Area (AQMA) until 2018; reason for revoking this was wrong; no consideration for effect of extra traffic on nearby roads; precautionary approach is required
- Drainage system may not deal with problem of areas that would be gardens being waterlogged; need to take climate change into account in modelling

4.2.10 CPRE Shrewsbury District Objects.

- Situation unchanged since previous refusal in 2017 on grounds of countryside location and loss of higher quality agricultural land
- Loss of valued amenity and wildlife habitats from loss of higher quality agricultural land
- Detrimental impact on character of the area; requirement for greater amenities in terms of medical and school services
- Overdevelopment and air quality impacts; bus service has recently been

- withdrawn; severe impact from additional delays and air quality from additional vehicle movements, including at A49 junction which would be hazardous
- size of the development is large in proportion to current local housing density
- loss of trees and nature conservation
- proposal to remove tree T40 is unacceptable. The bat survey is outstanding

4.2.11 **Shropshire Swift Group**

- Swift bricks need to be included at the recommended level of 1 brick per residential unit
- Insufficient mitigation for the loss of wildlife and destruction of trees

5.0 **THE MAIN ISSUES**

5.1

- Environmental Impact Assessment screening
- Planning policy context; principle of development
- Siting, scale and design; landscape considerations
- Residential and local amenity considerations
- Historic environment considerations
- Highways and travel considerations
- Ecological considerations
- Flood risk, drainage and ground contamination considerations
- Other considerations

6.0 **OFFICER APPRAISAL**

6.1 **Environmental Impact Assessment (EIA) screening**

6.1.1

The proposed development is 'Schedule 2 development' as defined in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, being an urban development project where the overall area of the development exceeds 5 hectares. The selection criteria for screening Schedule 2 developments are set out in Schedule 3 of the 2017 Regulations. Planning Practice Guidance on Environmental Impact Assessment provides further advice in relation to screening. The proposed development has been considered in relation to these. The proposed development does raise land-use impacts and these have been considered as part of the planning process. However, in terms of EIA, it is not considered that the proposed development would be likely to have significant effects on the environment by virtue of its characteristics; its location; and the type and characteristics of the potential impact. On this basis, the Council adopts a Screening Opinion that EIA is not required.

6.2 **Planning policy context; principle of development**

6.2.1

Planning applications are to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is a material planning consideration and sets out a presumption in favour of sustainable development and there are three overarching objectives to achieving this: economic; social; and environmental.

6.2.2 Adopted Development Plan

The site lies adjacent to, but outside of, the development boundary for Shrewsbury as defined in the adopted Local Plan policies map, and therefore falls into 'countryside' in

policy terms. Both Core Strategy policy CS5 and SAMDev policy MD7a strictly control residential development in the countryside such that only limited types of residential development, such as conversion of buildings of architectural or heritage merit or accommodation for essential countryside workers and other affordable housing, is permitted. Development of this site for residential purposes would be contrary to the adopted local policies which seek to direct new market housing to identified settlements.

6.2.3 NPPF

The NPPF sets out policies to support the Government's objective of significantly boosting the supply of homes. It states that the overall aim should be to meet an area's identified housing need, including an appropriate mix of housing types.

6.2.4 Current planning policy position – five year housing land supply position

Following the publication of the revised NPPF in December 2024, a new standard method for calculating housing need has been adopted, the purpose of which is to significantly boost housing delivery across England. Paragraph 11(d) of the NPPF detail the implications of not having a five year housing land supply for decision making, in the context of the application of the presumption in favour of sustainable development.

6.2.5 Paragraph 11(d) states that, where planning policies that are the most important for determining the application are out-of-date, planning permission should be granted unless:

- (i) there is a strong reason for refusing the development due to its effect on assets of particular importance, or
- (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

6.2.6 Further discussion on this is provided in subsequent sections of this report.

6.2.7 Draft Local Plan

The draft Local Plan was submitted for Examination in 2021. Following a number of public hearing sessions which were held following this, the Examination Inspectors advised that they had a number of concerns over the soundness of the draft Plan. In response to this, at its meeting on 17th July 2025, the Council agreed to withdraw the draft Local Plan. Cabinet agreed on 12th February 2025 that the evidence base supporting the draft Local Plan is a material consideration in decision making on relevant planning applications, to support the implementation of the presumption in favour of sustainable development. This will include planning applications for new development on sites proposed to be allocated in the draft Local Plan. This resolution applies to the current proposal in that the site is included in the soon-to-be withdrawn draft Local Plan as one which is proposed to be allocated for residential development.

6.2.8 Proposed site allocation

The draft Local Plan had proposed that the application site is allocated for residential development of around 100 houses. The draft allocation set out the following expectations:

- Appropriate access and any necessary improvements to the local and strategic road network, informed by consultation with Highways England and an appropriate Transport Assessment (including consideration of cumulative impact)
- A review of traffic speeds along Lyth Hill Road and any necessary interventions implemented
- A footpath to be provided along the sites eastern road frontage and continue up to Grove Lane
- Strong and significant natural site boundaries to be provided and green infrastructure corridors, including effective native planting, will form an intrinsic component of this development. The watercourse running along the sites northern boundary will be appropriately buffered and form a green infrastructure east-west corridor
- The main hedgerow within the site will form the focus for a north-south green infrastructure corridor
- Trees and hedgerows on the site will be retained and enhanced and if possible, the watercourse will be deculverted
- A central green space/pocket park suitable for recreational use by residents and connected to the green links will be provided
- The site will incorporate appropriate sustainable drainage and attenuation ponds, informed by a sustainable drainage strategy. Any residual surface water flood risk will be managed by excluding development from the affected areas of the site, which will form part of the Green Infrastructure network. Flood and water management measures must not displace water elsewhere.

6.2.9 The proposed development has sought to include the above features, as detailed further below.

6.2.10 Self-build plots

The proposal to provide four serviced self-build plots is acceptable in principle and reflects the policy that was intended to form part of the draft Local Plan which encourages such plots on larger residential developments. The self-build element can be secured through a Section 106 agreement.

6.2.11 Planning history:

Outline planning permission for residential development at this site was refused in 2017 (ref. 17/02561/OUT). The reasons for refusal were as follows:

It is considered that the Council can demonstrate a 5 year housing land supply (5YHLS) which is supported by a full and objective assessment of housing need in Shropshire. The adopted Core Strategy and adopted SAMDev Plan are therefore considered up to date and relevant policies are given full weight. The application site lies in a countryside location outside the development boundary of Bayston Hill where open market residential development is strictly controlled. There is sufficient prospect of housing guideline numbers being met in Bayston Hill such that the development of additional sites outside of its boundary is unjustified according to MD3. The

development is therefore in an unsustainable location and contrary to the requirements of CS3, CS4, CS5 of the Core Strategy and MD1, MD3, MD7a of the SAMDev Plan. The development substantially exceeds the guidelines of S16.2(ii) and would also result in the loss of higher quality agricultural land, contrary to the NPPF and CS6. There are no other material considerations, including the enhanced proposal of 25% affordable housing which would outweigh the conflict with the development plan.

- 6.2.12 The current planning policy position is significantly different to what it was in 2017. The Council can no longer demonstrate a 5 year housing land supply, and as such the adopted Development Plan policies for housing can no longer be considered to be up-to-date. In addition, since 2017, the Council has submitted its draft Local Plan for examination which has included the application as a proposed allocation for housing development. Whilst the current position does not alter the starting point for decision making which is the adopted Development Plan, paragraph 11(d) of the NPPF is now relevant, and this is discussed further in the planning balance section below.

6.3 Siting, scale and design; landscape considerations

- 6.3.1 Core Strategy policy CS6 seeks to ensure that development is appropriate in scale and design taking into account local context and character, having regard to landscape character assessments and ecological strategies where appropriate. It states that development will be designed to a high quality using sustainable design principles. Policy CS17 also seeks to protect and enhance the diversity, high quality and local character of Shropshire's natural environment and to ensure no adverse impacts upon visual amenity, heritage and ecological assets. SAMDev Plan policy MD2 requires that development contributes to and respects locally distinctive or valued character and existing amenity value and demonstrates how good standards of sustainable design and construction have been employed.

6.3.2 Landscape impacts and trees

The submitted Landscape and Visual Impact Assessment (LVIA) has been reviewed by the Council's landscape consultant. Following revisions to this, no significant concerns have been raised by the consultant. The retention of site boundary vegetation would help to assimilate the development into the existing settlement fringe, and the additional landscape planting that is being proposed would soften the overall appearance of the development. The LVIA assesses the likely impacts on landscape character as Moderate to Minor Adverse upon completion of construction, reducing to Minor Adverse at year 15 once the landscape planting has become established. The extension of the village settlement would result in adverse visual impacts on users of public rights of way, albeit that these would be localised. The LVIA states that the visual effects on adjacent housing would be Moderate to Major Adverse at year 15. However Officers consider that the buffer distances between existing housing and proposed dwellings are appropriate. Taking account the advice of the Council's landscape consultant, Officers consider that adverse landscape and visual effects are likely to be limited in geographical extent and not unacceptable, and that the mitigation put forward is appropriate.

- 6.3.3 The proposal does provide for the removal of some trees from the site, and also a

section of hedgerow to facilitate the construction of the site access. The majority of the existing hedgerow along the north-eastern boundary of the site closest to existing dwellings would be retained. The application as originally submitted proposed the removal of a Category B (moderate quality) oak tree (T40) from the north-eastern boundary of the site. The plans have been amended which show that this would now be retained. As noted by the Council's Tree Officer there would be temporary loss of tree cover due to the proposed tree removals. However, the overall longer term impact would be beneficial due to the amount of additional tree and hedgerow planting proposed throughout the site. The Officer has confirmed that, importantly, adequate separation has been proposed between retained trees and proposed dwellings. A detailed landscaping scheme can be agreed as part of a planning condition, and this would ensure that plants are managed and maintained.

6.3.4 Design and layout

The mix and range of housing is reflective of the Local Housing Need Survey for Bayston Hill and aligns with the direction of proposed policy, as noted by the Council's Planning Policy team. The plot designs include garaging and a mix of frontal and side parking. The plot sizes and levels of private amenity space are appropriate. The variety of house designs would provide visual interest in terms of materials and features whilst retaining a sufficiently cohesive streetscene. Modifications to specific elements of the layout have been made in order to address specific issues that have arisen as part of the planning process, and it is considered that the layout is now acceptable.

6.3.5 Allocated parking would be provided at a minimum rate of 1 space per 1- and 2-bed house; 2 spaces for other units. There would also be visitor spaces provided across the site. The units would have space for waste and recycling bins, and a cycle storage shed. Bin collection points have been identified on the plans. The layout would provide connectivity throughout the development to maximise opportunities to use public open spaces. It would also provide a connection to a path into the adjacent estate to provide an alternative sustainable route into the village.

6.3.6 Affordable housing: Policy CS11 of the adopted Core Strategy requires that all new open market housing development makes appropriate contributions to the provision of local needs affordable housing. The prevailing rate for this area would have been 15%. The draft Local Plan, which is being withdrawn, proposed that this rate is increased to 20%, based upon updated viability evidence. As noted in paragraph 6.2.7 above, Cabinet agreed in February 2025 that material weight be given to the evidence base supporting the draft Local Plan. It is therefore appropriate that a rate of 20% is applied to the current application. The application proposes that 28 of the 114 dwellings would be affordable, which amounts to 24.6%. In summary, the proposed development provides a 4.6% overprovision in affordable housing. This represents a significant benefit of the scheme and should be given significant weight in the planning balance.

6.3.7 Open space

National and local planning policies seek to provide well-designed development. Paragraph 96 of the NPPF states that this includes high quality public space which

encourages the active and continual use of public areas. SAMDev Plan policy MD2 requires that development should provide adequate open space of at least 30m² per person and that where there are 20 dwellings or more this should comprise an area of functional space. It states that landscaping and open space should provide safe, useable and well-connected outdoor spaces.

6.3.8 Based upon the number of bedspaces, policy MD2 would indicate that the development should provide approximately 1 hectare of open space. The proposed development would provide approximately 1.3 hectares, i.e. an overprovision of 0.3 hectare. This open space does not include the attenuation pond or the drainage swale. It is considered that this represents a benefit of the proposal which should be given moderate weight in the planning balance. In addition to the area overprovision, the public open space being provided is of an appropriate type and design, providing linkages through the site for the benefit of residents. The play areas would be well-located in relation to housing which would provide natural surveillance for security and safety purposes. Based on discussions with the Council's Green Infrastructure Advisor it would be appropriate to impose a condition to require that precise details of open space are submitted for approval, to ensure that minor design detail can be agreed.

6.3.10 Agricultural land quality considerations

The NPPF advises that the economic and other benefits of the best and most versatile agricultural land should be recognised when making planning decisions. In addition, the NPPF also states that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. Core Strategy policy CS6 requires that development makes the most effective use of land and safeguards natural resources including high quality agricultural land.

6.3.11 The submitted Agricultural Land Classification report confirms that 40% of the application site comprises Grade 3a agricultural land, with the remainder being Grade 3b. The 'best and most versatile' (BMV) agricultural land is that which falls within Grades 1, 2 and 3a. The current application would result in the loss of approximately 2.3 hectares of BMV agricultural land. This loss is a negative element of the current proposal.

6.3.12 A previous application for residential development on this site was refused in 2017 (ref. 17/02561/OUT). The decision notice cited the loss of higher quality agricultural land, contrary to the NPPF and policy CS6 as being one of the reasons for refusal. The officer report stated that 'overall this weighs against the economic benefits'. The current application is being considered in the context of a significantly changed planning policy situation, particularly in relation to the lack of a five year housing land supply and the requirement that applications are considered under a 'tilted balance'. This is considered further in the planning balance section below.

6.3.13 Sustainable design matters:

The sustainable design features of the proposed development include the following:

- The use of air source heat pumps rather than gas; this would be expected to

- reduce the CO₂ emissions from heating and hot water by around 84%
- The provision of electric car charging points to all properties
- The provision of noise insulation to windows which exceed Building Regulation requirements by 3dB
- the addition of larger than standard patio doors to improve daylight and solar gain
- the use of concrete roof tiles which have a significantly lower embodied energy value than clay tiles
- the use of aircrete concrete blocks which use recycled materials such as pulverised fuel ash
- the use of sustainable drainage solutions such as attenuation to reduce the impact on watercourse
- the provision of cycle sheds to all properties.

6.3.14 The above sustainable design and construction principles are acceptable in relation to the requirements of planning policy.

6.4 Residential and local amenity considerations

6.4.1 Core Strategy policy CS6 requires that developments safeguard residential and local amenity. SAMDev Plan policy MD2 requires that development is appropriate in form and layout.

6.4.2 Layout in relation to adjacent residential properties

Existing hedgerow would be retained along the north-eastern boundary of the site and additional trees and hedgerow planting in selected locations. Clearly the development would be visible from some properties adjacent and close to the site. However the buffer distances along with the existing and proposed vegetation would ensure that there would be no unacceptable impacts on residential outlook.

6.4.3 Noise and dust

The construction of the development has the potential to result in adverse levels of amenity due to noise and dust. It would be appropriate for a construction management plan to be agreed in order to ensure that such impacts can be minimised. This is in line with the recommendations of the Council's Environmental Protection Officer. The submitted noise assessment does not identify any particular issues in respect of amenity of new occupants based upon the existing noise climate in the area. Further consideration of this in relation to the self-build plots can be undertaken at reserved matters stage.

6.4.4 Air quality

The Air Quality Assessment (AQA) predicts that the impact of the development on local air quality would be 'negligible' and this conclusion is accepted by the Council's Environmental Protection Officer. The Travel Plan would work towards the promotion of sustainable travel measures and this, in combination with the financial contribution towards passenger transport improvements, would help to reduce the level of pollutant increases.

6.5 Historic environment considerations

6.5.1 Core Strategy policies CS6 and CS17 and SAMDev Plan policies MD2 and MD13

require that development protects, restores, conserves and enhances the built and historic environment and is appropriate in scale, density, pattern and design, and that harm or loss is avoided.

- 6.5.2 The Council's Archaeology team have advised that the trial trench work that has been undertaken on the site is satisfactory and that no further archaeological investigations are necessary. The Heritage Statement confirms that there are no designated heritage assets in the area. The proposal would not impact on any designated heritage assets and a condition can be imposed to required that measures are implemented to protect a marker stone which is on the boundary of the site and which is deemed to be a non-designated heritage asset.

6.6 Highways and travel considerations

- 6.6.1 Core Strategy policy CS6 requires that all development is designed to be safe and accessible. SAMDev Plan policy MD8 states that development should only take place where there is sufficient existing infrastructure capacity. Detailed discussions have taken place between National Highways and the Council's highways team and the applicant regarding the potential highways implications of the proposed development.

6.6.2 Proposed access

The proposed two-way site access would have satisfactory visibility splays and is of an acceptable design and geometry. It would have a footway which would link to the proposed footway along Lyth Hill Road.

6.6.3 Highways network and capacity

The site can be accessed either from the north or from the south. The route to the south of the site connects with the A49 via minor roads of approximately 1 mile in length and would not be the preferred route for day-to-day vehicle movements due to the limited highway width and its alignment and surface. The principal route to and from the site would be to/from the north via Lyth Hill Road.

- 6.6.4 Lyth Hill Road/A49 junction: The analysis presented in the submitted Transport Assessment states that the proposed development would generate less than one additional vehicle trip on the local highway network every minute in any peak hour (0800-0900; 1700-1800). The Assessment has looked at capacity in future years when all of the houses would be fully occupied, and in combination with other committed development. It recognises that there are existing delays at the Lyth Hill Road/A49 junction, but does not categorise these as 'severe'. National Highways (in their role as highways authority for the A49 trunk road) have assessed possible options and have concluded that mitigation at the junction is not required.

- 6.6.5 Lyth Hill Road: The Council's Highways team acknowledge the impact that the proposal would have on Lyth Hill Road due to the additional vehicle movements. They have concluded that a requirement for the applicant to provide physical traffic calming measures would not be proportionate to this impact. However, a number of alternative mitigation measures have been agreed. These include a requirement for the applicant to contribute to an additional Vehicle Activated Sign to help reduce speeds; and a contribution towards the provision of parking restrictions along the highway. It is

considered that these contributions are necessary to make the development acceptable and subject to these,

6.6.6 Active and sustainable travel considerations

The site is located within walking and cycling distance of a range of services and facilities within Bayston Hill, including shops, takeaways, public houses and a school. The planning application proposes to construct a footway along Lyth Hill Road from the site access point to the existing footway, approximately 100 metres away. This would provide safe pedestrian connectivity for future occupants and also those of Beddoes Drive adjacent to the site. In addition the proposed development includes a connection from the site to the existing footpath network through the village. This would provide an alternative, shorter route to village facilities. The development would also provide a link to the wider public right of way network to the south-west. The proposal provides appropriate pedestrian connectivity to the local area which includes services and facilities. In addition to the above, it is considered appropriate for the applicant to contribute towards promoting the use of the Connect On Demand bus service which is a bookable service.

6.6.7 Travel Plan: A Travel Plan has been submitted and this sets out the measures proposed to encourage sustainable travel choices and reduce the reliance on the private car. The proposals are acceptable in principle and it is considered that a detailed Plan should be submitted for approval to agree targets, and set out what information would be conveyed to residents such as the use of the Connect on Demand bus service. In order to ensure that the effectiveness of the Travel Plan can be monitored, it is appropriate to require a Monitoring Contribution to be made, and this can be agreed as part of a Section 106 agreement.

6.6.8 The NPPF is clear that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account future scenarios. The concerns raised by local residents over the capacity of the area to accommodate additional traffic have been taken fully into account. The proposed mitigation measures are appropriate and proportionate for the additional traffic and, based upon the advice of the local highways authority and National Highways, it is not considered that a refusal on highways grounds could be sustained.

6.7 **Ecological consideration**

6.7.1 Core Strategy policy CS17 seeks to protect and enhance the diversity, high quality and local character of Shropshire's natural environment and to ensure no adverse impacts upon visual amenity, heritage and ecological assets. SAMDev Plan policies MD2 and MD12 require that developments enhance, incorporate or recreate natural assets.

6.7.2 As confirmed by the Council's Ecologist, the ecological surveys that have been undertaken are appropriate. No significant concerns have been raised as part of these and the conditions recommended can be added to the decision notice to ensure satisfactory protection during the construction period and to maintain wildlife

enhancements.

6.7.3 Biodiversity net gain (BNG)

The proposal will be subject to the statutory requirement to provide 10% biodiversity net gain. It is intended that this would be provided off-site and the Council's Ecologist has confirmed that this is acceptable. The applicant intends that this would be secured by reserving BNG units from the Environment Bank, a registered provider, who would be responsible for the maintenance of the land for 30 years. Confirmation has been provided that the Environment Bank has reserved an area of land to provide the required BNG.

6.8 Flood risk, drainage and ground contamination considerations

6.8.1 Core Strategy policy CS18 seeks to reduce flood risk and avoid adverse impact on water quality and quantity. Policy CS6 requires that development safeguards natural resources, including soil and water.

6.8.2 Flood risk and drainage

The whole of the site is located within Flood Zone 1 which denotes land with the lowest risk of flooding. The submitted Flood Risk Assessment (FRA) identifies that most of the site drains to the north-west via a watercourse which then enters a culvert which continues into the village. A smaller section drains to the east via a field ditch which then enters a culvert under Lyth Hill Road. The proposed development would significantly increase the area of impermeable surfacing at the site, and the drainage strategy for the site focusses on managing this runoff. The overall strategy is for drainage to be attenuated. Surface water from the development would be directed to an attenuation basin to be located at the northern side of the site. This would allow for drainage to a swale which would be located along the field boundary behind Yewtree Drive. It is considered that this is preferable to drainage directly into existing watercourses. The drainage strategy allows for drainage flows to be controlled to greenfield rates.

6.8.3 It is acknowledged that drainage issues are a significant concern to local residents, as is reflected in comments made on this application, particularly as a result of incidents of flooding that have occurred. Detailed discussions have been had with the Council's Drainage team to ensure that the strategy put forward is appropriate. The Drainage Officer has confirmed that the strategy is appropriate and considers that the part of the drainage scheme that relates to the full application would result in betterment over the existing position.

6.8.4 In terms of the outline element of the proposal for the self-build plots, indicative plans have demonstrated that there is sufficient space in this designated area to provide these units without encroaching into the watercourse at this part of the site. Detailed designs for drainage of these properties can be dealt with at reserved matters stage.

6.8.5 Foul drainage would connect to an existing Severn Trent Water sewer which is located on Lyth Hill Road. An on-site pumping station is being proposed to assist with gravity flows where necessary. This is appropriate.

6.8.6 Ground conditions

The submitted Ground Investigation reports have not identified any significant potential sources of contamination at the site. However, the Council's Environmental Protection Officer has advised that further monitoring should be undertaken and that this can be required by a planning condition. In addition, a Mine Gas Risk Assessment will be required given that the site is located in an area which may have been affected by coal mining. An appropriate condition can be imposed to require this.

6.9 **Other considerations**

6.9.1 The proposed development would be liable for Community Infrastructure Levy (CIL) payments, as it relates to residential development. The amount of CIL applicable is based upon the total floorspace of the dwellings and is likely to be around £1.44 million for the benefit of local infrastructure. In addition to this, it is considered that financial contributions to specific matters are necessary in order to make the development acceptable. These are as referred to above, and as summarised below.

6.9.2 S106 agreement:

Passenger Transport £136,800

Highway improvements £30,000

Travel Plan monitoring contribution £10,000

7.0 **PLANNING BALANCE AND CONCLUSION**

7.1 It is acknowledged that residential development of this site is contrary to the adopted Development Plan. The draft Local Plan is being withdrawn but includes the site as a proposed allocation for housing. The current proposal is generally in line with the development guidelines set out in the draft Plan. The evidence base which supports the draft Plan is a material consideration. The proposed allocation can therefore be given weight in favour of the current application. In addition, as a result of the Council being unable to currently demonstrate a five year housing land supply the NPPF states that a 'tilted balance' applies to the consideration of residential development. This means, as set out in the NPPF, that planning permission for residential development should be granted unless "any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination."

7.2 As is noted by the Council's Planning Policy team, Bayston Hill is a designated hub within the adopted Development Plan and has a range of services and facilities. The site is located on the edge of a sustainable settlement and is capable of accommodating residential development. This was the basis on which it was proposed to allocate the site for housing. The site would provide an acceptable layout and design. It is acknowledged that the proposal would provide more housing than was stated within the draft allocation. Nevertheless it would provide appropriate public open space of an overall size which exceeds the expectations of adopted policy. Officers consider that the proposal would make effective use of the site and would be well-designed. In addition, the proposal would provide a significant overprovision of

affordable housing compared to adopted policy. The level of overprovision of public open space and affordable housing should be given significant weight in the planning balance.

7.3 The loss of 2.3 hectares of BMV agricultural land, whilst not constituting a significant area of land, is a negative element of the proposed development. The economic and other benefits of such land is acknowledged. However, it is not considered that this loss is of such significance as to outweigh the benefits of the proposal when assessing it under the requirements of NPPF paragraph 11d. The impact of the proposal on the local highway network is acknowledged. The proposed mitigation is appropriate and the residual impact is not considered to be at a level that would justify a refusal.

7.4 The benefits of the proposal include:

- the provision of a significant number of houses in the area, in line with Government's objective of 'significantly boosting the supply of homes', and its contribution to increase Shropshire's supply of housing, particularly in the context of the lack of a five year housing land supply
- the provision of a range of housing types and sizes, from starter homes to larger family homes
- the provision of affordable housing at a level which is 4.6% above the policy requirement
- homes designed to support disabled and wheelchair access, and to maximise energy efficiency
- open space of approximately 30% above the policy expectation
- job creation – direct and indirect during the construction phase

7.5 Officers conclude that the proposed development represents sustainable development and that there are material considerations of sufficient weight to warrant a decision being made which is contrary to the adopted Development Plan. The issues raised through the planning process have been addressed through modifications to the design and other improvements and agreement on necessary financial contributions to make the development acceptable. Officers therefore recommend that planning permission for the proposal is granted subject to the completion of a Section 106 agreement and the imposition of planning conditions, to include those set out in Appendix 1.

8.0 Risk Assessment and Opportunities Appraisal

8.1 Risk Management

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

- As with any planning decision the applicant has a right of appeal if they disagree with the decision and/or the imposition of conditions. Costs can be awarded irrespective of the mechanism for hearing the appeal, i.e. written representations, hearing or inquiry.
- The decision may be challenged by way of a Judicial Review by a third party.

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

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

8.2 Human Rights

Article 8 give 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 of the decision and/or imposition of conditions if challenged by a planning appeal or judicial review. The costs of defending any decision will be met by the authority and will vary dependant on the scale and nature of the proposal. Local financial considerations are capable of being taken into account when determining this planning application – in so far as they are material to the application. The weight given to this issue is a matter for the decision maker.

10.0 Artificial Intelligence (AI)

AI can be used to support our work and to create content by bringing together or summarising responses to consultation. The report writer remains responsible for ensuring that the content of the report is factually accurate and that the use of AI is responsible and lawful. All original documents remain unaltered on the planning register

should you wish to view them in full.

11. Background

Relevant Planning Policies

Central Government Guidance:
National Planning Policy Framework

Core Strategy and Saved Policies:

CS5 - Countryside and Greenbelt

CS6 - Sustainable Design and Development Principles

CS8 - Facilities, Services and Infrastructure Provision

CS11 - Type and Affordability of housing

CS17 - Environmental Networks

CS18 - Sustainable Water Management

MD2 - Sustainable Design

MD7A - Managing Housing Development in the Countryside

MD8 - Infrastructure Provision

MD12 - Natural Environment

MD13 - Historic Environment

Relevant planning history:

17/02561/OUT Outline application for residential development and associated infrastructure with new access REFUSE 10th October 2017

12. Additional Information

View details online: <http://pa.shropshire.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=S9BPJQTDFXW00>

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 David Walker
Local Member Cllr Teri Trickett
Appendices APPENDIX 1 – Section 106 provisions and conditions

APPENDIX 1 – Section 106 agreement provisions and planning conditions**Section 106 agreement to secure the following matters:**

Affordable housing
Management and maintenance of public open space
Travel Plan and monitoring contribution
Highways improvements contribution
Passenger transport contribution
Self-build development

Proposed conditions

Full element to be commencement within three years
Application for approval of reserved matters within three years
Commencement of outline element within two years of approval of last of the reserved matters
Reserved matters to be approved prior to development in that element of the development
Full planning permission to be undertaken in accordance with the approved plans
Outline planning permission to be undertaken in accordance with the approved plans
Submission of scheme of surface and foul water for outline part of permission for approval
Submission of engineering details of proposed site access junction for approval
Submission of details of estate street phasing and completion plan for approval
Submission of details of engineering, drainage, street lighting and construction detail of streets proposed for adoption for approval
Submission of Construction Traffic Management Plan for approval
Submission of engineering details of proposed wayfinding signage for approval
Submission of Arboricultural Method Assessment for approval
Submission of Site Investigation Report for approval, with Remediation Strategy if required
Submission of Mine Gas Risk Assessment for approval
Submission of Travel Plan for approval prior to occupation of the first dwelling
Submission of Construction Environmental Management Plan for approval
Submission of habitat management plan for approval
Submission of wildlife boxes for approval
Badger inspection to be undertaken
Submission of report demonstrating implementation of the Great Crested Newt Reasonable Avoidance Measures Method Statement
Prior approval of any external lighting
Working to be undertaken in accordance with the mitigation and enhancement measures set out in the Ecological Impact Assessment
Submission of landscaping scheme for approval
Submission of precise details of proposed equipped and informal play areas for approval
Protection of trees other than as specifically approved for removal

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