



Committee and date

South Planning Committee

10 March 2015

## Development Management Report

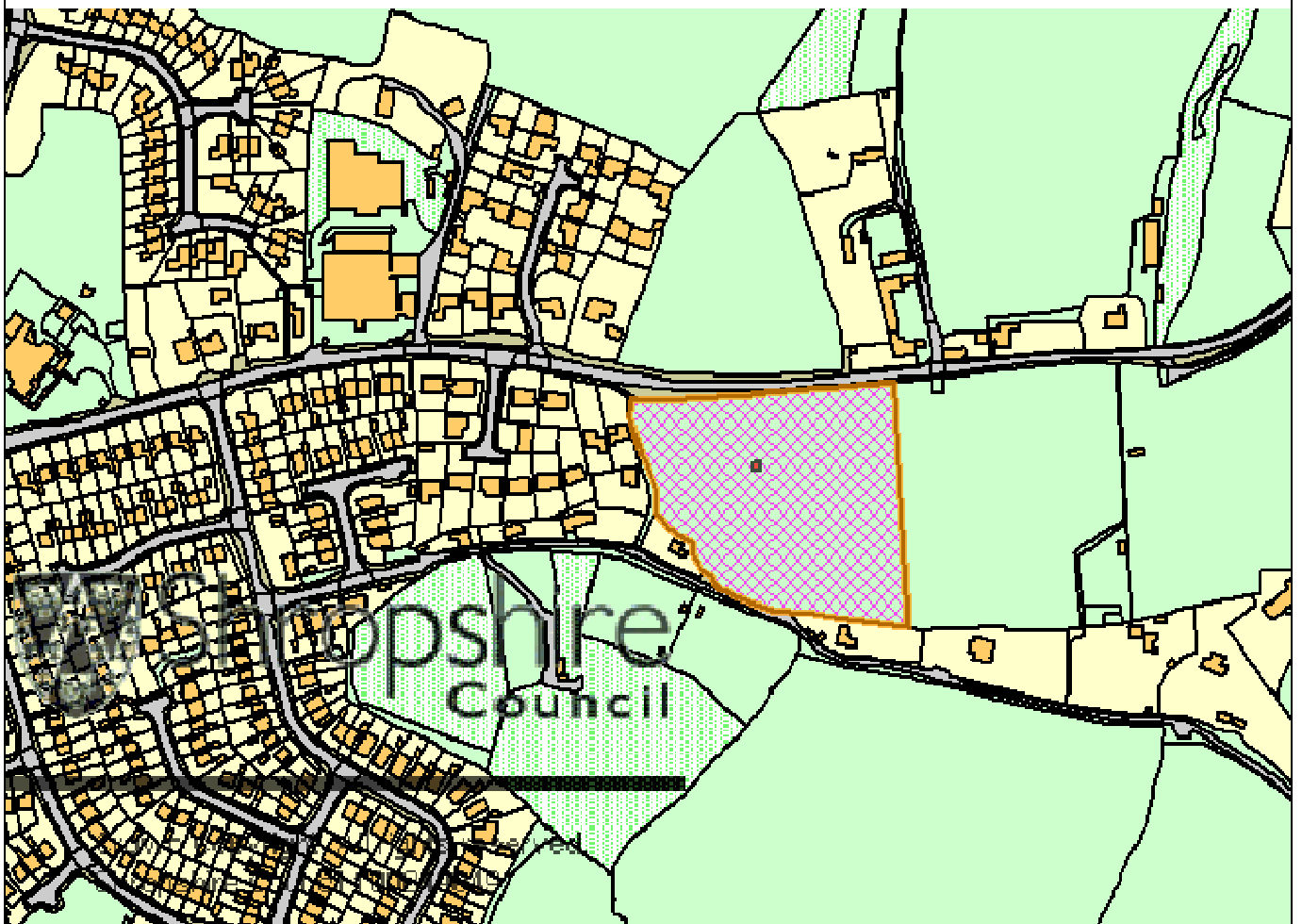
Responsible Officer: Tim Rogers

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### Summary of Application

<b><u>Application Number:</u></b> 14/04018/OUT	<b><u>Parish:</u></b>	Broseley
<b><u>Proposal:</u></b> Outline planning application for residential development (including access, all other matters reserved)		
<b><u>Site Address:</u></b> Land South Of Coalport Road Broseley Shropshire		
<b><u>Applicant:</u></b> Ms Selina Graham		
<b><u>Case Officer:</u></b> Thomas Cannaby	<b><u>email:</u></b> <a href="mailto:planningdmse@shropshire.gov.uk">planningdmse@shropshire.gov.uk</a>	

**Grid Ref:** 368495 - 301402



**Recommendation:- Grant Permission subject to the conditions set out in Appendix 1 and the applicant entering into a legal agreement to secure an affordable housing provision on site and a contribution towards highways improvements.**

## REPORT

### 1.0 THE PROPOSAL

- 1.1 The proposal relates to some 1.39 hectares of adjoining the current development boundary for Broseley.. The proposal is an outline application for residential development, the application indicated 21 dwellings although this would be finalised at reserved matters stage, with all matters reserved for later approval with the exception of the access into the site off Coalport Road.
- 1.2 The agent has confirmed that the proposal would deliver affordable housing at the current prevailing rate for the area (20%). Foul sewage would be disposed of to the mains sewer, with surface water from roofs, roads and paved surfaces directed to soak aways. The site falls within Flood zone 1 (Not at risk from flooding).
- 1.3 An indicative layout plan has been submitted with the application, however the only detail which is applied for under this application is the location of the access, all other matters are illustrative only and if this application is permitted, would be subject to modification through the submission and consideration of reserved matters application. The access would be located at the western end of the site road frontage, with minimum visibility splays of 2.4m x 43m in each direction.

### 2.0 SITE LOCATION/DESCRIPTION

- 2.1 The site is situated outside of the Broseley development boundary shown in the Bridgnorth District Local Plan. The site is currently in agricultural use, located between Coalport Road to the north and Rough Lane to the south, with residential development on the western boundary and open fields to the east. The site is roughly rectangular in shape. The current field access is at the western end of the site road frontage. The application states that all mature trees and hedges around the edge of the site will be retained, and a new hedgerow will be planted along the fence line on the site's western edge.
- 2.2 The site opposite, on the north side of Coalport Road and to the west of Folly Farm, was granted outline planning consent for 30 dwellings on 14th July 2014 (planning reference 13/04157/OUT). A reserved matters scheme for that site (ref 15/00225/REM) is currently under consideration.

### 3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION

- 3.1 The Town Council has submitted a view contrary to the Officer recommendation

and the Area Planning Manager in consultation with the Chairman agree that the Town Council has raised material planning issues and that the application should be determined by Committee.

#### 4.0 Community Representations

- Consultee Comments

#### 4.1 Broseley Town Council – Object:

This application is outside the Development Boundary. This is an unsuitable area for further development, especially as planning permission has already been granted for the land on the other side of the road. Traffic from the proposed development would overburden Coalport Road (suitable only for light traffic east to and over the Coalport Bridge) and exacerbate the traffic problems outside John Wilkinson School. The cumulative effect of the approved plans for Broseley is putting the town considerably over the current plan for 2006-2026 for a total of 170 new homes and is putting unsustainable pressure on local facilities and services.

#### 4.2 SC Highway Authority - no objection in principle to a residential development at the above mentioned location.

### **Policy Considerations**

The NPPF, at section 4, seeks to promote sustainable transport. At paragraph 32 it states that decisions should take account of whether safe and suitable access to the site can be achieved for all people and whether:

“- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

Core Strategy policy CS6 seeks to ensure that proposals likely to generate significant levels of traffic be located in accessible locations, where opportunities for walking, cycling and use of public transport can be maximised and the need for car based travel reduced. It seeks to achieve safe development and saved Bridgnorth District Local Plan policy D6 states that development will only be permitted where the local road network and access to the site is capable of safely accommodating the type and scale of traffic likely to be generated.

This proposal must be assessed in the context of the above national guidance and Development Plan policies.

### **Access**

The submitted application seeks to include the access location of this proposal in the outline permission sort for this development. Shropshire Council as Highway Authority considers the access of this proposal to be a key aspect of the development. Therefore the access to this development is considered to be a matter to that can be agreed in principle, however will be matter that will need to be reconsidered in the event a reserve matters application is submitted.

Outline planning permission for up to 30 dwellings (Application ref: 13/04157/OUT) was granted in July 2014, all matters reserved except for access. The access to the land to the east of Coalport Close is located within approximately 20 metres to the

east of the proposed access to the development under consideration. Concerns have been raised with regard to the proximity of the proposed access to the development and the approved development to the east of Coalport Close. Department for Transport guidance, Manual for Streets and Manual for Streets 2 does not specify desirable distances between junctions, however goes indicate that previous guidance on minimum junction spacing has often been based on recommended stopping sight distances for 85<sup>th</sup> percentile speeds, but there is little evidence that spacing criteria based on Stopping Sight Distances are justified on safety or other grounds. Manual for Street 2 recommends the need for provision of junctions on new highways and additional junctions on existing routes should be assessed in the round, considering a wide range of factors such as the need to access at particular locations, and the impact on the size of the developments, potential interaction between adjacent junctions and the consequent effect on user delay and road safety.

In the context of Coalport Road, it is considered that there is sufficient distance between junctions without conflict occurring. Developments to the west of the proposed development, Coalport Close and Fielding Close already have a staggered junction arrangement approximately 20 metres apart, whilst they are smaller scale developments the interaction between junctions is established and no personal injury accidents are recorded .

Submitted Drawing no. SA.15966-01-02 provides details of the proposed access to the development site and demonstrates that a visibility splay of 2.4 metres by 43 metres can be provide in both directions, in accordance with Manual for Streets guidance for 30mph speed limit. The development site is located on the boundary of the existing 30mph speed limit. Vehicle speed data collected in association with the development to the east of Coalport Close in May 2013 indicates that 85<sup>th</sup> percentile speeds within the vicinity of the site are within the region of 35 to 38mph. It is considered that visibility standards set out in Manual for Streets 2 should therefore be applied. Based on recommended visibility splays and the location of the proposed access it is recommended that visibility splays should be a minimum of 59 metres (westbound) 79 metres (eastbound)\* based on 40mph 85th percentile.

It is recommended that the 30mph speed limit should be extended to an appropriate location. The extension of any speed limit would be subject to separate statutory consultation, therefore it would not be appropriate to condition the relocation of the speed limit within the planning conditions. It is therefore recommended that a Highway Contribution of £5000 is sort as part of the Section 106 Agreement, to reduce the existing 30mph speed limit and introduce additional speed reducing measures as appropriate.

### **Impact on Highway network**

The proposed development is located within close proximity to the local primary school. It is likely that the majority of vehicles entering and exiting the proposed development site will pass John Wilkinson Primary School.

Despite the above, assessment of vehicle flows typically only concentrate on flows within the peak hours (8am-9am and 5pm-6pm), therefore it is anticipated that any additional Trips generated by the proposed development will only have an impact on the network within the vicinity of the Primary School within the morning peak.

Recorded traffic data indicated that the average daily flow of vehicles along Coalport Road is approximately 1850 vehicles per day. Whilst it is anticipated that the proposed development will increase the number of vehicles within the vicinity of school and surrounding network but it is considered that the Trips generated by the proposed development will not have a significant impact on the Highway when taking into account the number of vehicles currently travelling along Coalport Road, therefore a Highway objection could not be sustained.

### **Pedestrian and cycle facilities**

It is recommended that if the applicant is in agreement, a suitably worded condition is attached to any permission granted to ensure a pedestrian footway is provided along the frontage of the site along Coalport Road to improve pedestrian facilities within the vicinity of the development site.

Details of the proposed construction of the access and proposed footway along Coalport Road should be submitted for approval prior to the commencement of works.

### **Reserve Matters Application**

The submitted application documents does not take in to consideration the full feasibility of this access location or its impact to the wider area nor pedestrians, cycle and all other road user's safety. It is recommended that in the event planning permission is granted the applicant give further consideration to the likely impact on the highway network for all road users.

In the event outline planning permission is granted and a reserve matters application is submitted, any reserve matters application should evaluate the location and suitability of the proposed access to the development.

It is recommended that the following conditions are attached to any permission granted and a highway contribution of £5000 is secured through a Section 106 Agreement to reduce vehicle speeds on the approach to the development;

No development shall take place until full construction details of the single access point onto Coalport Road including visibility splay sightlines, have been submitted to and approved in writing by the Local Planning Authority. The agreed details shall be fully implemented before any dwelling within the development is first occupied and the approved visibility splays shall thereafter be kept free of obstruction.

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

A Travel Plan for the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction of the first residential dwelling. The approved Travel Plan shall be implemented within one month of the first occupation of any part of the residential development. The Travel Plan measures shall relate to the entirety of the development, and reflect the phasing of occupation as appropriate.

Reason: In order to minimise the use of the private car and promote the uses of sustainable modes of transport, in accordance with section 4 of the NPPF.

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works

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

4.3 SC Ecology (5/12/13) – No Objection:

Suggests conditions relating to bats, nesting bird and badgers be attached to any approval issued.

4.4 SC Planning Policy – Comment:

The 'presumption in favour' would apply. Although the SAMDev Plan is at an advanced stage it has to be treated with caution pending the outcome of the examination. As a market town/key centre under CS3, Broseley is clearly a sustainable settlement in the round so it is very much whether the proposal and site is 'sustainable'. The location is outside the existing and proposed development boundary but limited weight can be given to the SAMDev Plan at the moment pending the outcome of the examination, and although the existing development boundary would form part of the starting point for consideration of the application other material considerations (including the presumption which applies in any event) come into play. The application is not significant enough to significantly impact the emerging housing requirement and the requirement is very much a guideline rather than a cap.

The Broseley Town Plan has been endorsed and adopted as a material consideration (the development boundary in the Town Plan was not adopted). This is also given weight through the emerging S4 policy. This guidance supplements the CS/SAMDev policy for the town but it is not a formal Neighbourhood Plan.

In light of the status of the Council's emerging policy, at this stage this proposal has to be looked at on its merits even with a 5 year supply. Although the site opposite should not be seen as setting a precedent for this application, the overall

considerations would remain the same for a proposal here. The SAMDev preparation has moved on since that was approved but we cannot give it full weight as yet. The presumption in favour would apply.

#### 4.5 SC Drainage – No Objection:

The drainage details, plan and calculations could be conditioned as set out below, and submitted for approval at the reserved matters stage if outline planning permission will to be granted.

1. The use of soakaways should be investigated in the first instance for surface water disposal. Percolation tests and the sizing of the soakaways should be designed in accordance with BRE Digest 365 to cater for a 1 in 100 year return storm event plus an allowance of 30% for climate change. Flood water should not be affecting other buildings or infrastructure. Full details, calculations and location of the percolation tests and the proposed soakaways should be submitted for approval.

If soakaways are not feasible, drainage calculations to limit the discharge rate from the site equivalent to a greenfield runoff rate should be submitted for approval. The attenuation drainage system should be designed so that storm events of up to 1 in 100 year + 30% for climate change will not cause flooding of any property either within the proposed development or any other in the vicinity. To ensure that soakaways, for the disposal of surface water drainage, are suitable for the development site and to ensure their design is to a robust standard to minimise the risk of surface water flooding.

2. Confirmation is required that the design has fulfilled the requirements of Shropshire Councils Surface Water Management: Interim Guidance for Developers paragraphs 7.10 to 7.12, where exceedance flows up to the 1 in 100 years plus climate change should not result in the surface water flooding of more vulnerable areas within the development site or contribute to surface water flooding of any area outside of the development site. To ensure that any such flows are managed on site. The discharge of any such flows across the adjacent land would not be permitted and would mean that the surface water drainage system is not being used.
3. On the Pluvial Flood Map, the southern edge of the site is at risk of surface water flooding. The applicant should provide details on how the surface water runoff will be managed and to ensure that the finished floor level is set above any known flood level and must not be lower than the floor level of the existing building. To minimise the risk of surface water flooding.
4. As the scheme is greater than 1 hectare, a Flood Risk Assessment (FRA) should be produced where the developer should:  
Complete a FRA using Shropshire Councils Strategic Flood Risk Assessment (SFRA) documents for guidance. The SFRA's are available on the Shropshire Council website. The criteria for a FRA are set out in National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework. Reference should also be made to the Environment Agency West



- a. Area (Midlands) Flood Risk Assessment Guidance notes.
- b. A FRA should include, as a minimum:
- c. Assessment of the Fluvial flooding (from watercourses)
- d. Surface water flooding (from overland flows originating from both inside and outside the development site)
- e. Groundwater flooding
- f. Flooding from artificial drainage systems (from a public sewerage system, for example)
- g. Flooding due to infrastructure failure (from a blocked culvert, for example)

To ensure that all potential flood risk to the development has been addressed.

5. If non permeable surfacing is used on the driveways and parking areas and/or the driveways slope towards the highway, the applicant should submit for approval a drainage system to intercept water prior to flowing on to the public highway. To ensure that no surface water runoff from the new driveway runs onto the highway.
6. The proposed method of foul water sewage disposal should be identified and submitted for approval, along with details of any agreements with the local water authority and the foul water drainage system should comply with the Building Regulations H2.
7. If main foul sewer is not available for connection, full details and sizing of the proposed septic tank/ package sewage treatment plant including percolation tests for the drainage field soakaways should be submitted for approval including the Foul Drainage Assessment Form (FDA1 Form). British Water Flows and Loads: 4 should be used to determine the number of persons for the proposed development and the sizing of the septic tank/ package sewage treatment plant and drainage fields should be designed to cater for correct number of persons and in accordance with the Building Regulations H2. These documents should also be used if other form of treatment on site is proposed. To ensure that the proposed foul water drainage complies with the Building Regulations 2000(as amended) and Sewers for Adoption 6th Edition

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

- ☐ Water Butts
- ☐ Rainwater harvesting system
- ☐ Permeable surfacing on any new driveway, parking area/ paved area
- ☐ Greywater recycling system

Reason: To ensure that, for the disposal of surface water drainage, the development is undertaken in a sustainable manner.

- 4.6 SC Affordable housing - If this site is deemed suitable for residential development, then there would be a requirement for a contribution towards the provision of

affordable housing in accordance with Policy CS11 of the adopted Core Strategy. The level of contribution would need to accord with the requirements of the SPD Type and Affordability of Housing and at the prevailing housing target rate at the time of a full or Reserved Matters application. The assumed tenure split of the affordable homes would be 70% for affordable rent and 30% for low cost home ownership and would be transferred to a housing association for allocation from the housing waiting list in accordance with the Councils prevailing Allocation Policy and Scheme. If this site is deemed suitable for residential development, then the number, size, type and tenure of the on-site affordable units must be discussed and agreed with the Housing Enabling Team before an application is submitted.

#### 4.7 SC Rights of way:

Public footpath Broseley UN18 runs along the western boundary of the development site but does not appear to be affected by the proposal. However the developer must be aware of the following.

- ☐ The right of way must remain open and available at all times and the public must be allowed to use the way without hindrance both during development and afterwards.
- ☐ Vehicular movements (i.e. works vehicles and private vehicles) must be arranged to ensure the safety of the public on the right of way at all times.
- ☐ Building materials, debris, etc must not be stored or deposited on the right of way.
- ☐ There must be no reduction of the width of the right of way.
- ☐ The alignment of the right of way must not be altered.
- ☐ The surface of the right of way must not be altered without prior consultation with this office; nor must it be damaged.
- ☐ No additional barriers such as gates or stiles may be added to any part of the right of way without authorisation.

4.8 SC Learning and Skills – Due to the scale of the proposed development this application is not expected to produce any school capacity issues, even cumulatively along with other developments in the area.

4.9 Coal Authority - The application site does not fall with the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted.

#### Public Comments

#### 4.10 46 Objections:

- Contrary to Broseley Town Plan policies H1a, H1b and H7
- Contrary to Core Strategy policies CS3; CS5
- Site is greenfield, and should not be developed.
- Should comply with CS10 and CS11 Affordable housing does not form part of application
- Outside development boundary
- Little point Councillors spending huge amounts of time drawing up a town plan which includes building line if developers/County Council ignore it
- Enough building land allocated, taking account of local services
- Green belt land when there are many brown fields sites available

- All requests seem to be able to rely on lack of UK Government direction on how many houses are actually needed in every location. Oversupply is as bad as under supply
- Adverse impact on wildlife using the site.
- Outside easy walking distance to services and transport options. Minimal pavements along road.
- already sufficient approved planning applications to meet requirements in the town plan.
- Increased pressure on local services, schools, doctors, etc
- Cause potential dangers on Coalport Road, which is busy and congested at school times.
- Coalport bridge is single track and would be placed in extreme structural jeopardy by any increase in cars.
- Would create staggered cross roads at top of rise in road
- Road becomes very narrow beyond speed limit sign and winding with no footpaths; dips and has a narrow pinch point just past the site
- Road restricted by hedgerows on either side at bend; approaching drivers from east would not see new access and emerging vehicles would not be able to see vehicles approaching from east
- Lack of democratic pre-consultation
- Would place increased pressure on limited car parking in town
- Local schools at capacity
- Field is historic part of Broseley's countryside (Aimees Field) and development must not harm historic setting; trees on eastern boundary should be maintained
- Any modification of boundary with Folly Cottage needs to be agreed with owner
- This application should be refused on the basis that the application is premature as described in Annex 1 Paragraph 14 of the National Planning Policy Framework as: The emerging county plan is at an advanced stage. Shropshire has had extensive consultation with local communities whose views have been incorporated in the SAMDev plan which was submitted by Shropshire Council to the Secretary of State for Communities and Local Government on 1 August 2014.
- Local businesses are unlikely to benefit from this additional housing. The distance to the shops in Broseley is such that the new residents would not walk to them

## 5.0 THE MAIN ISSUES

Principle of development  
Affordable Housing  
Visual impact and character  
Drainage  
Highway Safety and Accessibility  
Residential Amenity  
Ecology  
Archaeology  
Open Space  
Land stability

## 6.0 OFFICER APPRAISAL

## 6.1 Principle of development

6.1.1 The application site is on land outside the current Development boundary for Broseley shown in the Bridgnorth District Local Plan. The erection of open market housing on this site would be contrary to current adopted Development Plan housing policies. However the National Planning Policy Framework, published in March 2012, must be taken into account and is a material consideration of significant weight in determining planning applications.

6.1.2 At paragraph 12 the National Planning Policy Framework (NPPF) states that proposed development that accords with an up-to-date Local Plan should be approved, and development that conflicts should be refused unless other material considerations indicate otherwise. Paragraph 14 of the NPPF states that at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

6.1.3 Paragraph 47 of the NPPF sets out a number of steps that local planning authorities should take to boost significantly the supply of housing. These include a requirement to:-

“identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moving forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;”

It continues at paragraph 49 that:-

“Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.”

Shropshire Council, whilst in the past has not been able to demonstrate a 5year supply of housing land, is now confident that it can do so and so the housing policies in the Core Strategy should be given full weight. Nevertheless the effect of the NPPF has been to change the balance of the material considerations in favour of boosting housing supply and the relative weight which can be attached to the Core Strategy, saved Local Plan policies and the emerging SAMDev policies.

6.1.4 It is clear from a recent parliamentary debate (Parliamentary Debate on housing supply and the role of Local Plans, Hansard 24/10/13) and a review of recent appeal decisions across the country, that an emerging Local Plan is afforded minimal weight by the Planning Inspectorate or Secretary of State until submission stage (for non-contentious proposals) or publication of the Inspector’s report (for contentious proposals) respectively. Therefore the emerging SAMDev Plan does

not as yet have full weight at this time.

6.1.5 Whilst the Core Strategy policies are the starting point for any decision, and the Broseley Town Plan and location of the current development boundary are material considerations, the application should be considered in the context of the presumption in favour of sustainable development that runs through the NPPF and the NPPF aim to boost significantly the supply of housing.

## 6.2 Affordable Housing

6.2.1 Core Strategy policy CS9 (Infrastructure Contributions) highlights the importance of affordable housing as 'infrastructure' and indicates the priority to be attached to contributions towards provision from all residential development. With regard to provision linked to open market housing development, Core Strategy policy CS11 (Type and Affordability of Housing) sets out an approach that is realistic, with regard to economic viability, but flexible to variations between sites and changes in market conditions over the plan period. The agent has advised that the proposal will deliver affordable housing at the prevailing rate to comply with Core Strategy policy CS11 and the associated Type and Affordability of Housing SPD. The delivery of the affordable housing contribution would be secured through a section 106 Agreement, with the amount being determined at the reserved matters stage in the event of outline planning permission being granted.

## 6.3 Visual impact and character

6.3.1 Core Strategy policy CS6 seeks to ensure that all development is appropriate in scale, density, pattern and design taking into account the local context and character. Policy CS17 also seeks to protect and enhance the diversity, high quality and local character of Shropshire's natural, built and historic environment. All matters other than the access onto Coalport Road are reserved for later approval in this case and it would be in these submissions, in the event of outline planning permission being given, that detailed design issues would be assessed. However, in terms of landscape impact it is considered that development of the form indicated in the supporting documents would not detract from the landscape setting of the town. The landscaping reserved matters would give full details of existing trees and hedges proposed for retention, along with new additional planting proposed. Measures for tree protection during site works and the submission of an arboricultural method statement in relation to the proposed access works can be covered by condition on any outline planning permission that is issued.

6.3.2 The density of development which the indicated 21 dwellings would create would allow for the efficient use of land and would not be out of keeping with that of other housing developments in the vicinity.

## 6.4 Drainage

6.4.1 Core Strategy policy CS18 relates to sustainable water management and seeks to ensure that surface water will be managed in a sustainable and coordinated way, with the aim to achieve a reduction in existing runoff rate and not to result in an increase in runoff. The site is located in Flood Zone 1 where land is least prone to flooding and where new development should be directed in preference to more vulnerable sites in Flood Zones 2 and 3. The design and access statement accompanying the application states that the proposed development will be

designed for surface water run-off from hard surfaces such as roofs and drives to be discharged to soakaways. This will ensure that run-off rates do not exceed current greenfield levels and that the development will therefore have no greater impact on surface water drainage in the locality than the current landuse.

6.4.2 The application is for outline consent and defers details of the proposed drainage of the site until the reserved matters stage as the required drainage measures will depend on the form, amount and layout which is submitted at that stage. The Council's Flood and Water Management Team have advised that details of the proposed surface water drainage can be conditioned and submitted for approval at the reserved matters stage in the event of outline planning permission being given. They do not envisage any unresolvable technical issues to achieving satisfactory drainage here for the number of residential units proposed. The possibilities for installing sustainable urban drainage measures would be explored through the details submitted to meet the drainage condition.

#### 6.5 Highway Safety and Accessibility

6.5.1 The NPPF, at section 4, seeks to promote sustainable transport. At paragraph 32 it states that decisions should take account of whether safe and suitable access to the site can be achieved for all people and whether:  
“- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

Core Strategy policy CS6 seeks to ensure that proposals likely to generate significant levels of traffic be located in accessible locations, where opportunities for walking, cycling and use of public transport can be maximised and the need for car based travel reduced. It seeks to achieve safe development and saved Bridgnorth District Local Plan policy D6 states that development will only be permitted where the local road network and access to the site is capable of safely accommodating the type and scale of traffic likely to be generated.

6.5.2 The Council's Highways Development Control Team is content that the local highway network has sufficient capacity to accommodate the traffic likely to be generated. The Council's Highways Development Control Team have considered the application with regards to the scheme already granted permission on the land opposite and the impact on highway safety should both of these sites be developed and have concluded that In the context of Coalport Road, it is consider that there is sufficient distance between junctions without conflict occurring. In addition to this the Council's Highways Development Control Team have considered the impact of the development with regards to the nearby school, and whilst it is anticipated that the proposed development will increase the number of vehicles within the vicinity of school and surrounding network, it is considered that the Trips generated by the proposed development will not have a significant impact on the Highway when taking into account the number of vehicles currently travelling along Coalport Road, therefore a Highway objection could not be sustained.

6.5.3 The provision of the visibility splays would be secured through condition on any approval issued. They recommend that the 30mph speed limit should be extended

eastwards to an appropriate location. The extension of any speed limit would be subject to separate statutory consultation and it is not possible therefore to condition the relocation of the speed limit within planning conditions. Highways Development Control recommends that a highway contribution is sought through a Section 106 Agreement to reduce the existing speed limit and introduce additional speed reducing measures as appropriate.

6.5.4 With regard to the accessibility of the site for other modes of travel, the site is some 1.5km from the High Street, with local shops some 500m away, school 400m away and a bus stop 350m. These distances are within those recognised as being acceptable for walking (2km) and cycling (5km) in experience from good practice in Travel Planning. It is considered therefore that the site can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance for a rural location of this nature.

## 6.6 Residential Amenity

6.6.1 Core Strategy policy CS6 seeks to safeguard residential and local amenity. It would be at the reserved matters stage following any grant of outline planning permission, when details of the layout, scale and appearance of the development are available, that the impact of the proposed development upon the residential amenities of existing properties in the vicinity can be fully considered and to ensure that no undue harm would arise. The positioning of the existing dwellings on Fielding Close to the western site boundary and the dwellings on Rough Lane to the south are factors that would be taken into account at the detailed planning stage and would not be a reason to refuse the principle of residential development.

6.6.2 It is almost inevitable that building works anywhere will cause some disturbance to adjoining residents. This issue could be addressed by conditioning hours of working (07.30 to 18.00 hours Monday to Friday; 08.00 to 13.00 hours Saturdays and not on Sundays, Public or Bank Holidays); to mitigate the temporary impact. This matter could be conditioned on any approval issued. The noise from vehicle movements associated with the dwellings after completion would not impact upon the amenity of the area to an extent that would justify a refusal of planning permission.

## 6.7 Ecology

6.7.1 Core Strategy policies CS6 and CS17 seek to ensure that developments do not have an adverse impact upon ecology. An ecological survey was carried out by Turnstone Ecology on 19<sup>th</sup> September 2014 for the proposed development land off Coalport Road, Broseley. The land consists mostly of sheep grazed grassland with hedgerow boundaries, including several semi-mature trees and a single mature oak tree overhanging the eastern edge of the site.

6.7.2 Turnstone Ecology (2014) surveyed the trees at the proposed development site for their potential to support a bat roost. None of the semi-mature trees within the hedgerow boundary had features that could be used by roosting bats. The mature oak tree was determined by Turnstone to have possible potential to support a bat roost. However, as the mature oak is outside the site boundary and being retained for the duration of the development no further surveys are considered necessary. The loss of some of the hedgerow and the development may have detrimental

effects on the foraging and commuting pathways of bats though the extent of works, as according to Turnstone Ecology, makes the impact negligible. To minimise the impact the development will have and enhance the site for the provision of bat species, the Council's ecologist has suggested conditions requiring approval of external lighting schemes and the provision of bat roosting boxes in the development.

6.7.3 The hedgerows and trees surrounding the proposed development site provide potential habitat for nesting birds. Effort should be made to minimise the impact the development will have on the location and to enhance the area for the provision of nesting birds. The Council's ecologist has suggested conditions requiring that the development of the site and site clearance be carried out in accordance with details submitted in the ecology report, and that provision for bird nesting boxes be made on site to provide nesting opportunities for wild birds.

6.7.4 Turnstone Ecology found no definite evidence of badgers during their survey. The Council's ecologist has advised that there is some potential for badgers to have setts within the grassland or adjacent hedgerows, however the lack of evidence suggests the potential for setts to be dug within or adjacent to the site unlikely.

6.7.5 Hedgerow loss should be mitigated against by planting a hedgerow on the eastern boundary of the proposed development. The Council's ecologist welcomes the proposed hedgerow planting recommended in the report by Turnstone Ecology (2014). A species rich hedge of local provenance where possible is recommended; for example a mix of hawthorn (50%), blackthorn (20%), holly (10%), hazel (5%), field maple (5%), crab apple (5%) and dog rose (5%). An appropriate landscaping condition can be included on any decision to approve this application to secure this.

## 6.8 Archaeology

6.8.1 Core Strategy policies CS6 and CS17 seek to protect the historic environment, including areas of archaeological interest. In considering the site opposite, the Council's Archaeology Team have advised that there are no designated historic assets at this location, but there are some undesignated heritage assets in the locality which may mean the site has a low archaeological potential. This development is considered to raise similar issues and the same approach as taken on the site opposite would be appropriate should this application be permitted. The potential archaeological interests can be safeguarded by a condition which allows for the inspection and recording of any archaeological evidence found during the course of ground works.

## 6.9 Open Space

6.9.1 The development would be required to provide an area of public open space, proportional to the scale of the site, with the precise form of the open space being a matter for consideration at the reserved matters stage, should outline planning permission be given, and regard would be paid to the Council's Open Space Interim Planning Guidance adopted in January 2012.

## 6.10 Land Stability

6.10.1 Core Strategy policy CS6 seeks to secure safe development. The NPPF, at



paragraph 120 advises that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. It continues at paragraph 121 that planning decisions should ensure that account is taken of these matters and that adequate site investigation information, prepared by a competent person, is presented. The Coal Authority has been consulted on this application and has raised no objection or identified any specific issues with regards to land stability on this site.

## **7.0 CONCLUSION**

7.1 The proposed housing development on this land would be contrary to current Development Plan policies relating to residential development. However under paragraph 49 of the NPPF the Local Planning Authority must determine applications with regards to the presumption in favour of sustainable development as a material consideration and weigh this against the policies set out in the development plan. Even were SAMDev to be adopted at this time, and so could be attached full weight, there remains a presumption in favour of granting housing development on very sustainable sites to boost housing supply. Whilst the Council now has a 5 year land supply, the margin is at present small and so the Council should be giving consideration to boosting supply on sustainable sites where these become available and are deliverable.

7.2 This site is a sustainable location, adjacent to existing housing immediately adjoining the built up area of Broseley and would satisfy the economic, social and environmental dimensions of sustainable development set out in the NPPF. The site is deliverable within the immediate 5 year timescale.

7.3 There are considered to be no material considerations of sufficient weight relating to technical issues which would indicate that the site cannot be developed for residential development, and as such the factors weighing against this proposal relate solely to the site being a green field site, located outside the development boundary. Given the sustainable location of the site, and the Committee's relatively recent decision to consider the site on the opposite side of Coalport Road a sustainable location for new housing development, the merits of permitting this scheme are considered to outweigh the overall limit of dwellings to be permitted over the plan period in Broseley as set out in the Broseley Town Plan, which whilst a material consideration is not a formally adopted statutory neighbourhood plan, and the location of the development immediately outside the development boundary of the town.

7.4 The development of this land would not detract from the wider landscape setting of Broseley or the immediate locality. Neighbour amenity would be safeguarded in the consideration of the reserved matters submission. There are no ecological, archaeological, or drainage reasons that would justify a refusal of outline planning permission. The scheme would deliver a proportion of affordable housing in accordance with Core Strategy Policy and a contribution to reduce the speed limit by the site through the Section 106 Agreement. Detailed technical aspects of the scheme (apart from the access works affecting the public highway provided and which are acceptable in highway safety terms) would be fully assessed in relation to the development scheme submitted at the reserved matters stage.

7.5 On balance the sustainability criteria in favour of this site are considered to outweigh the policy objection to development on green field sites outside the development boundary, and as such it is recommended that the Committee approve this application subject to a section 106 agreement being entered into to secure a payment towards affordable housing contributions and a highways contribution to extend the 30mph speed limit zone.

## 8.0 Risk Assessment and Opportunities Appraisal

### 8.1 Risk Management

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

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

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

### 8.2 Human Rights

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

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

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

### 8.3 Equalities

The concern of planning law is to regulate the use of land in the interests of the public at large, rather than those of any particular group. Equality will be one of a

number of 'relevant considerations' that need to be weighed in Planning Committee members' minds under section 70(2) of the Town and Country Planning Act 1970.

## 9.0 Financial Implications

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

## 10. Background

### Relevant Planning Policies

Central Government Guidance:  
National Planning Policy Framework  
National Planning Practice Guidance

Shropshire Core Strategy and Saved Bridgnorth District Local Plan Policies:

CS1 Strategic Approach  
CS3 The Market Towns and other Key Centres  
CS5 Countryside and Green Belt  
CS6 Sustainable Design and Development Principles  
CS9 Infrastructure Contributions  
CS10 Managed Release of Housing Land  
CS11 Type and Affordability of Housing  
CS17 Environmental Networks  
CS18 Sustainable Water Management  
S1 Development Boundaries  
D6 Access and Car Parking  
H3 Residential Development in Main Settlements

SPD on the Type and Affordability of Housing  
Open Space Interim Planning Guidance

Broseley Town Council Town Plan 2013 - 2026

## 11. Additional Information

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

Planning, Design and Access Statement

Tree Survey

Ecology Report

Cabinet Member (Portfolio Holder)

Cllr M. Price

Local Member

Cllr Dr Jean Jones

Appendices

APPENDIX 1 - Conditions

## APPENDIX 1

### Conditions

#### STANDARD CONDITION(S)

1. Approval of the details of the siting, design and external appearance of the development and the landscaping of the site the means of access thereto (other than the junction into the site off Coalport Road) hereinafter called "the reserved matters" shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: The application is an outline application under the provisions of Article 4 of the Development Management Procedure Order 2010 and no particulars have been submitted with respect to the matters reserved in this permission.

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

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

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

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

4. Nothing in this permission shall be construed as giving approval to the details shown on the plans accompanying this application, other than in respect of the access point direct off Coalport Road and the related highway works. (As such details indicated on the plans accompanying the application are for illustration purposes only),

Reason: To define the permission and to retain planning control over the details of the development.

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

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

6. The application(s) for reserved matters relating to the layout of the development shall specify the location of the proposed affordable housing units (Provision being in accordance with the associated Section 106 Agreement) to be provided on that part of the site covered by that application. No works shall commence on the part of the site covered by that particular application until the location of affordable housing within it has been approved in writing by the local planning authority.

Reason: To ensure the provision of affordable housing, in accordance with Development Plan housing policy.

7. No development shall take place until full construction details of the single access point onto Coalport Road including visibility splay sightlines, have been submitted to and approved in writing by the Local Planning Authority. The agreed details shall be fully implemented before any dwelling within the development is first occupied and the approved visibility splays shall thereafter be kept free of obstruction.

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

8. A Travel Plan for the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction of the first residential dwelling. The approved Travel Plan shall be implemented within one month of the first occupation of any part of the residential development. The Travel Plan measures shall relate to the entirety of the development, and reflect the phasing of occupation as appropriate.

Reason: In order to minimise the use of the private car and promote the uses of sustainable modes of transport, in accordance with section 4 of the NPPF.

9. Demolition or construction works shall not take place outside the following times:  
- Monday to Friday 07:30hrs to 18:00hrs  
- Saturday 08:00hrs to 13.00hrs  
- Nor at any time on Sundays, bank or public holidays.

Reason: In the interest of the amenity of the occupants of surrounding residential properties.

10. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i. the parking of vehicles of site operatives and visitors
  - ii. loading and unloading of plant and materials
  - iii. storage of plant and materials used in constructing the development
  - iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
  - v. wheel washing facilities
  - vi. measures to control the emission of dust and dirt during construction
  - vii. a scheme for recycling/disposing of waste resulting from demolition and construction works

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

11. Prior to the erection of any external lighting on the site a lighting plan shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and thereafter retained for the

lifetime of the development. The submitted scheme shall be designed to take into account the advice on lighting set out in the Bat Conservation Trust Booklet Bats and Lighting in the UK.

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

12. No development approved by this permission shall commence until the developer/owner has notified Shropshire Council's Historic Environment Team not less than three weeks prior to the commencement of ground works, and to provide reasonable access to that team in order to monitor ground works and to record any archaeological evidence as appropriate.

Reason: The site has archaeological potential and it is important that any archaeological features or deposits are properly recorded.

13. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: In the interests of the visual amenities of the area and to ensure the maintenance of open space areas in perpetuity.

14. Prior to any demolition, site clearance, levelling or access facilitation works in association with the development hereby approved being carried out, a Tree Protection Plan and Arboricultural Method Statement detailing how works within or that could affect the root protection area of retained trees and hedges will be designed and implemented to avoid causing damage to those trees and hedges to be retained shall be submitted to and approved in writing by the Local Planning Authority. The work shall be carried out in accordance with the approved details for the duration of the construction period.

Reason: To avoid damage to retained trees and hedges, in the interests of the visual amenities of the area.

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

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

16. As part of the reserved matters details of the location and design of 6 bat boxes or bat bricks suitable for nursery or summer roosting for small crevice dwelling bat species shall be submitted to and approved in writing by the local planning authority. The

approved details shall be implemented in full prior to the occupation of the dwelling/building.

Reason: To ensure the provision of roosting opportunities for bats which are European Protected Species

17. All development, demolition or site clearance procedures on the site to which this consent applies shall be undertaken in line with the recommendations found within the report by turnstone Ecology (2014).

Reason: To ensure the protection of nesting birds

18. A total of 6 woodcrete artificial nests suitable for small birds such as robin, blackbird, tit species, sparrow and swallow shall be erected on the site as recommended in the report by Turnstone Ecology (2014) prior to first occupation of the buildings hereby permitted.

Reason: To ensure the provision of nesting opportunities for wild birds

19. No development shall take place until details of a pedestrian footway to be provided across to frontage of the development adjacent to the carriageway of Coalport Road, have been submitted to and approved by the Local Planning Authority. The agreed details shall be fully implemented before any of the dwelling(s) hereby approved are occupied.

Reason: To ensure a satisfactory means of pedestrian access to the site and in the interests of improving pedestrian facilities within the vicinity of the development site.

### **Informatives**

1. In arriving at this decision the Council has used its best endeavours to work with the applicant in a positive and proactive manner to secure an appropriate outcome as required in the National Planning Policy Framework, paragraph 187.
2. In determining this application the Local Planning Authority gave consideration to the following policies:

Central Government Guidance:  
National Planning Policy Framework  
Technical Guidance to the National Planning Policy Framework

Shropshire Core Strategy and Saved Bridgnorth District Local Plan Policies:  
CS1 Strategic Approach  
CS3 The Market Towns and other Key Centres  
CS5 Countryside and Green Belt  
CS6 Sustainable Design and Development Principles  
CS9 Infrastructure Contributions  
CS10 Managed Release of Housing Land  
CS11 Type and Affordability of Housing  
CS17 Environmental Networks



CS18 Sustainable Water Management  
S1 Development Boundaries  
D6 Access and Car Parking  
H3 Residential Development in Main Settlements

SPD on the Type and Affordability of Housing  
Open Space Interim Planning Guidance

Broseley Town Council Town Plan 2013 - 2026

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

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

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

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

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

5. Badgers, the setts and the access to the sett are expressly protected from killing, injury, taking, disturbance of the sett, obstruction of the sett etc. by the Protection of Badgers Act 1992.

No works should occur within 30m of a badger sett without a Badger Disturbance Licence from Natural England in order to ensure the protection of badgers which are legally protected under the Protection of Badgers Act (1992).

All known Badger setts must be subject to an inspection by an experienced ecologist immediately prior to the commencement of works on the site.

6. Where possible trenches should be excavated and closed in the same day to prevent any wildlife becoming trapped. If it is necessary to leave a trench open overnight then it should be sealed with a closefitting plywood cover or a means of escape should be provided in the form of a shallow sloping earth ramp, sloped board or plank. Any open pipework should be capped overnight. All open trenches and pipework should be inspected at the start of each working day to ensure no animal is trapped.

7. Your attention is specifically drawn to the conditions above that require the Local Planning Authority's approval of materials, details, information, drawings etc. In accordance with Article 21 of the Town & Country Planning (Development Management Procedure) Order 2010 a fee is required to be paid to the Local Planning Authority for requests to discharge conditions. Requests are to be made on forms available from [www.planningportal.gov.uk](http://www.planningportal.gov.uk) or from the Local Planning Authority. The fee required is £97 per request, and £28 for existing residential properties.

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

8. The land and premises referred to in this planning permission are the subject of an Agreement under Section 106 of the Town and Country Planning Act 1990.

9. You are obliged to contact the Street Naming and Numbering Team with a view to securing a satisfactory system of naming and numbering for the unit(s) hereby approved. At the earliest possible opportunity you are requested to submit two suggested street names and a layout plan, to a scale of 1:500, showing the proposed street names and location of street nameplates when required by Shropshire Council. Only this authority is empowered to give a name and number to streets and properties, and it is in your interest to make an application at the earliest possible opportunity. If you would like any further advice, please contact the Street Naming and Numbering Team at Shirehall, Abbey Foregate, Shrewsbury, SY2 6ND, or email: [snn@shropshire.gov.uk](mailto:snn@shropshire.gov.uk). Further information can be found on the Council's website at: <http://new.shropshire.gov.uk/planning/property-and-land/name-a-new-street-or-development/>, including a link to the Council's Street Naming and Numbering Policy document that contains information regarding the necessary procedures to be undertaken and what types of names and numbers are considered acceptable to the authority.

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

- Water Butts
- Rainwater harvesting system
- Permeable surfacing on any new driveway, parking area/ paved area
- Greywater recycling system

Reason: To ensure that, for the disposal of surface water drainage, the development is undertaken in a sustainable manner.

11. The scheme for foul and surface water drainage submitted under condition 5 should include the following information:

- 1) The use of soakaways should be investigated in the first instance for surface water disposal. Percolation tests and the sizing of the soakaways should be designed in accordance with BRE Digest 365 to cater for a 1 in 100 year return storm event plus an allowance of 30% for climate change. Flood water should not be affecting other buildings or infrastructure. Full details, calculations and location of the percolation tests and the proposed soakaways should be submitted for approval.

If soakaways are not feasible, drainage calculations to limit the discharge rate from the site equivalent to a greenfield runoff rate should be submitted for approval. The attenuation drainage system should be designed so that storm events of up to 1 in 100 year + 30% for climate change will not cause flooding of any property either within the proposed development or any other in the vicinity. To ensure that soakaways, for the disposal of surface water drainage, are suitable for the development site and to ensure their design is to a robust standard to minimise the risk of surface water flooding.

- 2) Confirmation is required that the design has fulfilled the requirements of Shropshire Councils Surface Water Management: Interim Guidance for Developers paragraphs 7.10 to 7.12, where exceedance flows up to the 1 in 100 years plus climate change should not result in the surface water flooding of more vulnerable areas within the development site or contribute to surface water flooding of any area outside of the development site. To ensure that any such flows are managed on site. The discharge of any such flows across the adjacent land would not be permitted and would mean that the surface water drainage system is not being used.
- 3) On the Pluvial Flood Map, the southern edge of the site is at risk of surface water flooding. The applicant should provide details on how the surface water runoff will be managed and to ensure that the finished floor level is set above any known flood level and must not be lower than the floor level of the existing building. To minimise the risk of surface water flooding.
- 4) As the scheme is greater than 1 hectare, a Flood Risk Assessment (FRA) should be produced where the developer should:
  - a. Complete a FRA using Shropshire Councils Strategic Flood Risk Assessment (SFRA) documents for guidance. The SFRA's are available on the Shropshire Council website. The criteria for a FRA are set out in National Planning Policy Framework and the Technical Guidance to the National Planning Policy Framework. Reference should also be made to the Environment Agency West
  - b. Area (Midlands) Flood Risk Assessment Guidance notes.
  - c. A FRA should include, as a minimum:
  - d. Assessment of the Fluvial flooding (from watercourses)
  - e. Surface water flooding (from overland flows originating from both inside and outside the development site)
  - f. Groundwater flooding
  - g. Flooding from artificial drainage systems (from a public sewerage system, for example)
  - h. Flooding due to infrastructure failure (from a blocked culvert, for example)To ensure that all potential flood risk to the development has been addressed.
- 5) If non permeable surfacing is used on the driveways and parking areas and/or the driveways slope towards the highway, the applicant should submit for approval a drainage system to intercept water prior to flowing on to the public highway. To ensure that no surface water runoff from the new driveway runs onto the highway.
- 6) The proposed method of foul water sewage disposal should be identified and submitted for approval, along with details of any agreements with the local water

authority and the foul water drainage system should comply with the Building Regulations H2.

- 7) If main foul sewer is not available for connection, full details and sizing of the proposed septic tank/ package sewage treatment plant including percolation tests for the drainage field soakaways should be submitted for approval including the Foul Drainage Assessment Form (FDA1 Form). British Water Flows and Loads: 4 should be used to determine the number of persons for the proposed development and the sizing of the septic tank/ package sewage treatment plant and drainage fields should be designed to cater for correct number of persons and in accordance with the Building Regulations H2. These documents should also be used if other form of treatment on site is proposed. To ensure that the proposed foul water drainage complies with the Building Regulations 2000(as amended) and Sewers for Adoption 6th Edition