

## Part B: Your Response

Please complete a separate **Part B form** for each response that you wish to make. One **Part A form** must be enclosed with your **Part B form(s)**.

To assist in making a response, separate **Guidance** is available on the Council's website. Responses should be returned by **5:00pm on Tuesday 11<sup>th</sup> June 2024**.

Name and Organisation:	Dickins Acre Partnership
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### Q1. To which document(s) does this response relate?

<b>a. Draft policy on Housing Provision for Older People and those with Disabilities and Special Needs and its explanation.</b>	<input type="checkbox"/>
<b>b. Updated Additional Sustainability Appraisal of the Draft Shropshire Local Plan Report.</b>	<input type="checkbox"/>
<b>c. Updated Housing and Employment Topic Paper.</b>	<input checked="" type="checkbox"/>
<b>d. Updated Green Belt Topic Paper.</b>	<input type="checkbox"/>

### Q2. To which paragraph(s) of the document(s) does this response relate?

Paragraph(s):	8.7 - Settlement guidelines and associated windfall allowances
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### Q3. Do you consider the document(s) are:

- A. Legally compliant      Yes:       No:
- B. Sound      Yes:       No:

### Q4. Please detail your comments on the specified document(s).

**Please be as precise as possible.**

The soundness of the plan is questioned in respect of the reliance on windfall housing.

Dickins Acre Partnership support the high growth option favoured by the council and it is acknowledged that a further 500 dwellings are targeted. It is queried however if the housing guidelines attached to settlements can be achieved with particular regard to the principle centre of Market Drayton.

The soundness of paragraph 8.7 of the housing topic paper is questioned; the evident under delivery of housing experienced during the current plan period in Market Drayton is not helped by the tightly draw settlement boundary.

Dickins Acre Partnership propose the settlement boundary is modified to incorporate their land to the north of the settlement and afford a logical rounding off, thus increasing the capacity for windfall development.

We have ticked the box below suggesting that we would like to appear at the hearing session, but do so only if this issue of capacity and the settlement boundary of Market Drayton is be discussed.

*(Please continue on a separate sheet if necessary)*

**Please succinctly provide all necessary evidence and information to support your response. After this stage, further submissions may only be made if invited by the Planning Inspectors, based on the matters and issues identified for examination.**

**Q5. Do you consider it necessary to participate in relevant examination hearing session(s)?**

*Please note: This response provides an initial indication of your wish to participate in relevant hearing session(s). You may be asked to confirm your request to participate.*

No, I do not wish to/consider it necessary to participate in hearing session(s)

Yes, I consider it is necessary/wish to participate in hearing session(s)

*The Inspectors will determine the most appropriate procedure to consider comments made during this consultation.*



**Peter Richards & Co.**

Crabtree Farm,  
Prees Heath, Whitchurch,  
Shropshire  
SY13 3JY

Planning Policy  
Shropshire Council  
PO Box 4826  
Shrewsbury  
SY1 9LJ

11<sup>th</sup> June 2024

BY EMAIL ONLY: [planningpolicy@shropshire.gov.uk](mailto:planningpolicy@shropshire.gov.uk)

Dear Sir/Madam

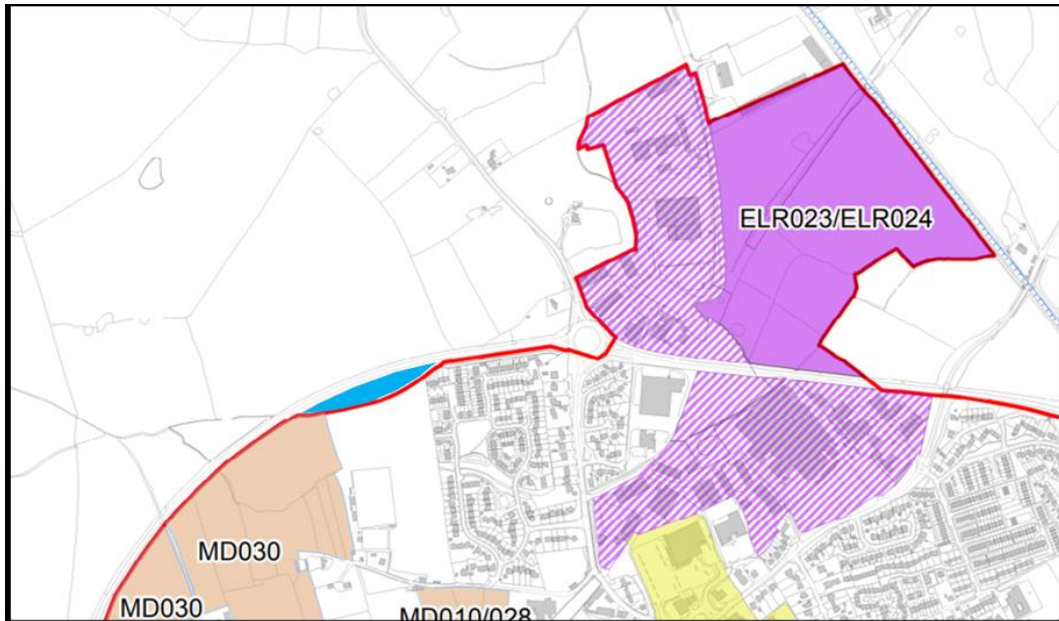
**Shropshire Local Plan Examination:  
Further Consultation Focusing on Additional Material Prepared in Response to the  
Planning Inspector's Interim Findings Response on Behalf of Dickens Acre  
Partnership**

Peter Richards & Co. Ltd is instructed by Dickens Acre Partnership (DAP) to submit representations to the additional material that Shropshire Council is currently consulting on following comments by the Planning Inspectors to the Shropshire Local Plan Examination.

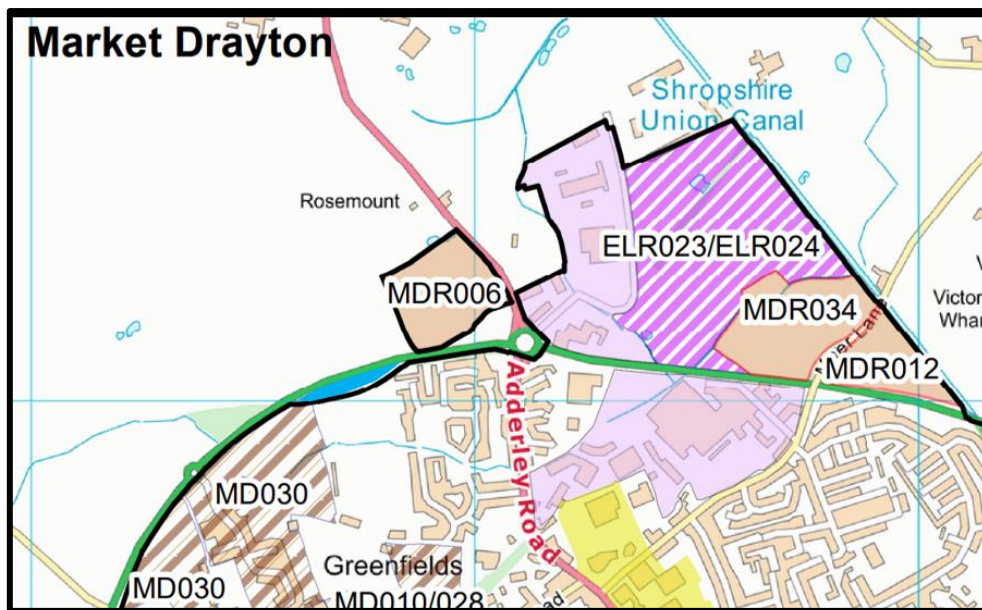
DAP own land to the north of Market Drayton, including a modest linear parcel of circa 1.7 acres on the south side of the A53. It is evident that this parcel of land would make a logical addition to the settlement boundary, and it is requested that it be included.

It is acknowledged that the Council see windfall development as an important part of delivering housing in the emerging plan, thus it is requested that consideration be given to modification of the settlement boundary to incorporate land owned by Dickens Acre Partnership.

The subject land is shown shaded light blue in context with surrounding land below and the existing and proposed settlement boundary for Market Drayton;

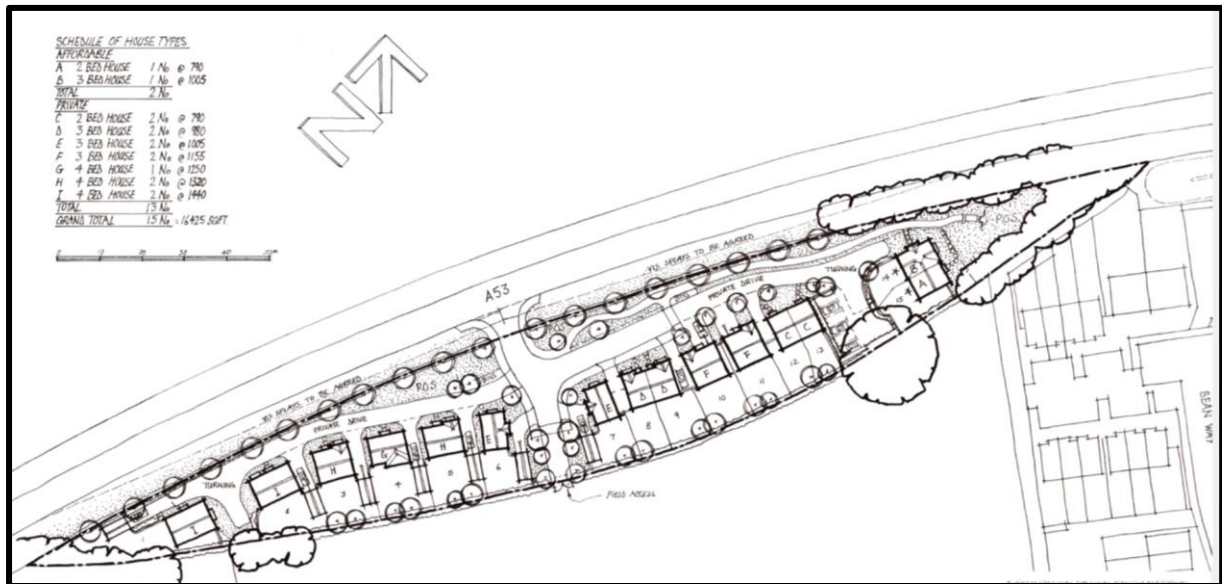


Extract of Settlement Boundary in SAMDev



Extract of Emerging Settlement Boundary

DAP are long standing owners and farmers of land to the north of Market Drayton. Aware of the residential development that has occurred to the south of the A53 in recent times, plus the objective of the sports clubs (to the immediate south) to relocate, pre-app advice (PREAPP/23/00938) was sought for development of 15 no. homes on this site.



**Indicative scheme of 15no. dwellings**

Pre-application advice was received in January 2024 which concluded that, development of the site would not be acceptable in principle as it is outside the settlement boundary of Market Drayton and is therefore not compliant with the settlement strategy policies of both the existing and emerging Local Plan.

It did go on to acknowledge that the site is adjacent the settlement boundary and there is an under supply of homes in Market Drayton which means that the target of 1,200 dwellings is unlikely to be met by 2026.

Whilst it is recognised that the pre-app raised concerns over likely noise impacts on future occupiers and the access onto the busy A53, DAP are confident of addressing these technical issues.

**Comments upon Housing and Employment Land Topic Paper (published April 2024) -**

It is acknowledged that the Council has updated its housing requirement, which was originally calculated in 2020, outlined in the Pre-submission version of the Plan. The re-worked housing requirement has used the same percentage uplifts (5%, 10% and 15%) as well as making a contribution of 1,500 dwellings to meet the unmet needs of the Black Country. The Council conclude that Option 3B: high growth plus a 1,500 dwelling contribution to the Black Country authority's unmet housing need is their preferred option.

DAP support the Council adopting a high growth option and it is recognised that a housing requirement of 31,300 dwellings over the proposed plan period from 2016 to 2038 equates to an annual average of around 1,423 dwellings.

Thus, it is understood an increase of 500 dwellings for the Council's housing requirement is proposed.

It is not the intention of this letter to reiterate all the points raised with the Topic Paper and all the options related to achieving the 500-dwelling uplift, but it is acknowledged however that 4 options have been considered in paragraph 8.3;

- a. Option 1: Increasing Settlement Guidelines and Windfall Allowances.
- b. Option 2: Densification of Proposed Site Allocations.
- c. Option 3: Increasing Site Allocations.
- d. Option 4: A Combination of Two or More of the Other Options.

Paragraph 8.7 advises that '*Settlement guidelines and associated windfall allowances in the draft Shropshire Local Plan were considered reasonable when proposed, and there is*



*flexibility within the draft Shropshire Local Plan for settlement guidelines to be exceeded. However, there is evidence that in some instances settlement guidelines and associated windfall allowances have been overly cautious.'*

In respect of Market Drayton, which is a principle centre, the soundness of the statement made in 8.7 is questioned. As part of the pre-app response the Council's Development Management Team acknowledge that the housing target for Market Drayton is unlikely to be met by 2026 but were not willing to support development of the site even when it was posed that adopted policy MD3 could be interpreted to support.

It is evident the guideline for housing delivery in this settlement remains high, with a significant proportion of windfall development anticipated. Thus, it is proposed that the settlement boundary for Market Drayton is modified include DAP land and afford an appropriate rounding off to reflect the presence of the A53 and the proposed residential allocation to the north (MDR006).

DAP are regularly contacted by housebuilders keen to develop their site and they are confident that if the settlement boundary of Market Drayton were to be adjusted homes can be delivered on the site early in the plan period.

We would welcome the opportunity to participate at a further hearing session in relation to the housing capacity for Market Drayton and the suitability of the settlement boundary.

Should you wish to discuss this site please do not hesitate to contact me.

Yours faithfully

*P.W. Richards*

**Peter Richards MRICS**  
**Chartered Surveyor**

Dickens Acre Partnership  
c/o Peter Richards and Holly Walker  
Crab Tree Farm  
Prees Heath  
Whitchurch  
SY13 3JY

Date: 31st January 2024

Our Ref: PREAPP/23/00938

Your Ref:

Dear Peter Richards & Holly Walker

## **TOWN AND COUNTRY PLANNING ACT 1990**

<b>PLANNING REFERENCE:</b>	PREAPP/23/00938
<b>PROPOSAL:</b>	Proposed residential development.
<b>LOCATION:</b>	Land At A53, Market Drayton, Shropshire

Thank you for your request for advice on the above proposal prior to submitting a planning application and can provide the following guidance in relation to a follow-on application. I have considered your proposal based on the plans submitted, the meeting we had on 19th January and the responses of relevant consultees.

### **PLANNING POLICY SUMMARY/NOTE FOLLOWING MEETING**

Under section 38(6) of the Planning and Compulsory Purchase Act 2004, all planning applications must be determined in accordance with the adopted development plan unless material considerations indicate otherwise. Since the adoption of the Councils Core Strategy the National Planning Policy Framework (NPPF) has been published and is a material consideration that needs to be given weight in the determination of planning applications. The NPPF advises that proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. The NPPF constitutes guidance for local planning authorities as a material consideration to be given significant weight in determining applications.

The council currently has 5.64 years supply of deliverable housing land against the housing requirement identified within the adopted Core Strategy (2011) and 7.2 years supply of deliverable housing land against the local housing need, calculated using the Government's standard methodology. Therefore, all relevant policies are up to date.

To confirm, the LPA would at the time of writing not be supportive of a proposal for 15 open market dwellings at this site as indicated in the submitted pre-application documents. The site is not an allocated site and is outside of the development boundary for both the existing and the emerging Local Plan. The site was considered as part of the Market Drayton Place Plan Area Site Assessment (August 2021) that informs the emerging Local Plan and was considered less than sustainable than other options within Market Drayton to support growth requirements. The site has clear constraints due to its limited depth, proximity to the busy A53 and the necessity of creating an additional junction onto the A53; these constraints raise noise and access concerns





and would limit the extent to which the site could make a meaningful contribution to local housing supply. Overall, though the site is adjacent to the settlement boundary and there is currently limited under delivery of homes within Market Drayton, it is considered due to the constraints of the site that the proposal would not fully meet the requirements of MD3 (current Local Plan) / SP7 (emerging plan). It was however stated during the meeting that if the under delivery of homes within Market Drayton increases or if evidence can be provided which demonstrates noise and access concerns can be successfully mitigated then the LPA may reconsider the principle of development at this site.

Other potential development options that would provide clear material benefits to overcome the in-principle non-compliance such as a cross-subsidy scheme (emerging plan policy DP6) were discussed and it was agreed that this approach would be worthy of further consideration by the applicant. Again, noise and access concerns would have to be successfully mitigated.

As part of the pre-application, technical consultees were contacted and their comments/summaries inform the below sections.

### **NOISE CONSIDERATIONS**

The proposed development borders A53 and hence traffic noise will have a significant adverse impact on the proposed dwellings. The applicant should be aware that a noise assessment, from a suitably qualified person, would be expected up front with any future application.

The noise assessment should include an assessment of the road traffic noise that may impact on the site, it must establish background noise levels both for day and night and maximum noise levels at night (LA<sub>max</sub>). In carrying out the noise assessment, regard should be given to the guidance provided in Professional Practice Guidance on Planning & Noise (ProPG) and the Acoustic Ventilation and Overheating Residential Design Guide (AVO).

Should the assessment conclude that noise mitigation is required to achieve acceptable amenity standards, the report must detail how acceptable internal and external amenity standards are going to be achieved. The recommended noise standards to be achieved are currently considered to be 35dBA LA<sub>eq</sub> in habitable rooms in the day, 30dB LA<sub>eq</sub> in bedrooms at night, 45dB LA<sub>max</sub> in bedrooms at night and 50dB LA<sub>eq</sub> in external amenity areas.

Good acoustic design solutions should be used to achieve acceptable noise levels and mitigation that requires windows to be kept shut to achieve recommended levels should only be considered where it is not possible to resolve the issues by other design measures (such as changing the internal or external layout or construction of noise barriers) and where there is a clear planning need for the development. All habitable rooms facing the A53 are likely to exceed the recommended criteria and hence the internal layout of the properties should be design so that habitable rooms are not located on facades facing the A53.

### **HIGHWAYS**

To understand the full impact on the highway it is considered a transport assessment should be submitted as part of any further formal submission.

General guidance on the transport assessment (TA), transport statement (TS) and travel plan (TP) is provided in the Government's 'Guidance on Travel Plans, Transport Assessments and Statements' (<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>).

Any future planning application will need to demonstrate that the proposed new development can be accessed safely by all appropriate vehicles, support and promote active travel modes (walking/cycling) to local amenities. Travel by sustainable modes should be demonstrated.

An existing site analysis should be undertaken. It is expected that most trips to the proposed site will be vehicular. However, a summary should be provided of any local public transport (buses), walking routes (including Public Rights of Way) and cycling routes and if they will be impacted upon by the proposed development.

Review of any existing infrastructure (bus stops, bus routes, ASL, cycle lanes, PRow) should be undertaken to identify if any localised improvements are required to sustain and encourage sustainability to the site. Emphasis should be placed on how to encourage these modes and this should include improvements to the built environment to provide this encouragement.

Highway safety comments:

Analysis should be undertaken in detail and not based on basic details from Crashmap. This information can be provided by SC (STATS 19) if required. It is considered that CRASHMap only gives an initial overview.

Details of access arrangement from A53 with dimensions of junction radii. A drawing should be provided demonstrating visibility splay according to relevant guidance and recorded speed survey with calculations provided to justify splay provided. This also should include provision of footways.

With regards to the access, it should be demonstrated that right turning vehicles will be able to enter the site access without impeding traffic and causing congestion and delay to vehicles along the A53. It is recommended up to date survey data is procured at or adjacent to the site access.

Any future planning application submitted should be accompanied by a Stage 1 Road Safety Audit with Designers response to issues identified for the proposed site access.

Justification should be provided for parking provision including residents and visitor parking. SC do not have any formal parking standards therefore the parking provision should be sufficient for each element of the development proposal. SC LHA has concern regarding overspill parking onto the local highway network.

Dimensions for parking should be based on SC standards (2.5m x 5m). Additionally sufficient width should be provided to rear of each parking space to allow sufficient room for vehicles to egress. This should be demonstrated by swept path analysis. Guidance is provided via the SMART Technical Note 9 Car Parking Guide.

Confirmation of operation for large deliveries, servicing arrangement (refuse collection with refuse collection points) and emergency vehicles (fire appliance with access to suitably located fire hydrants). This should include both access and egress movements and within the internal site road. Swept path analysis for refuse vehicles along internal site road and within turning heads.

Vehicular impact on the A53/A529 roundabout should also be considered.

The following documents should also be considered as part of the submission.

- Residential Travel Plan. There should be a provision of a residential travel plan or as a minimum a framework for the proposed development. This should look at measures and initiatives at reducing single occupancy vehicle movements and encourage the use of sustainable modes of travel - in light of the close proximity of Market Drayton Town Centre. This should be aimed at mainly residents but also visitors. A Residential Travel Pack should also be provided to each new resident and sent to SC for review.

Construction Traffic Management Plan (CTMP). A Construction Management Plan can also be considered at the planning stage. A Construction Traffic Management Plan should include, but not be limited to, proposed trip generation, hours of working and HGV routing during the construction period.

## **ARBORICULTURE**

This pre-app has acknowledged that there is mature hedgerow and trees along the southern boundary of the site and states 'The suggested layout has been designed to respect this, but this can be amended should concerns arise over the impact on trees.'

Trees are a material consideration in the planning process and sufficient information must be provided to enable the local authority to assess the implications of a proposed development for trees and hedges within and adjacent to the site and the effect their retention may have upon the development.

To properly assess the existing tree cover, constraints, and opportunities that the trees pose, it will be necessary to undertake a tree survey in accordance with British Standard 5837: 2012 Trees in Relation to Design, Demolition and Construction.

The survey should include trees and hedges within and adjacent to the site and accurately describe and plot them and assess their suitability for retention in the proposed development.

The tree survey should assess the significance of the trees in the context of the site and its surroundings and their contribution to the character, appearance and amenity value of the location and the proposed development.

Once the layout has been decided, the arboricultural implications of the proposed development should be assessed, taking account of any trees and hedges to be removed, those to be retained and any new planting associated with the development.

## **ECOLOGY**

### **ECOLOGICAL IMPACT ASSESSMENT (ECIA)**

A planning application on this site must be accompanied by an Ecological Impact Assessment of the land in and surrounding the proposed development and a discussion of any potential impacts resulting from the development.

An Ecological Impact Assessment should consist of:

- A habitat survey, preferably utilising the UK Habitats Classification System, a habitat map, and an assessment of the suitability of the site to support protected/priority species.
- A desk study of historical species records and local, regional, or national wildlife designated sites.
- Supplementary detailed surveys (phase 2 habitat surveys, protected or priority species or geological features as appropriate to the site).
- Evaluation of the importance of biodiversity or geological features present at a local, regional, national, international level.
- Analysis of the direct and indirect impacts of the development (during construction, working area, additional infrastructure, and post construction).
- Proposed avoidance, mitigation, or compensation measures, including method statements where appropriate.
- Legal implications such as the need for European Protected Species Mitigation Licences or other licences (e.g. badgers).

- Proposed biodiversity or geodiversity enhancement measures to ensure a net gain for biodiversity as a result of the development.

The Ecological Impact Assessment should be carried out by a suitably qualified and experienced ecologist with the relevant protected species licenses. The Ecological Impact Assessment should be submitted to the Local Planning Authority prior to a planning decision being made.

## BIODIVERSITY NET GAIN

A planning application on this site should also be accompanied by information demonstrating biodiversity losses and gains, utilising the statutory metric, and with accompanying documentation in line with BS 8683:2021 Process for designing and implementing Biodiversity Net Gain and good practice guidance, i.e. Biodiversity Net Gain ' Good Practice Principles for development (CIEEM, 2016). The development must demonstrate at least a 10% net gain in biodiversity.

### Finding An Ecological Consultant

A list of ecological consultants who work in Shropshire is available on request. This list is by no means exhaustive and contains information on other ways of finding a consultant. Shropshire Council cannot recommend any consultant or guarantee their work.

You should always check that the ecologist you select has the relevant protected species survey licences issued by Natural England. Without a valid survey licence, the report provided by an ecologist may not be considered adequate by the Local Planning Authority.

It is always wise to seek several quotes since prices can vary.

It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision (Government Circular 06/2005).

For more information about ecological survey requirements, please refer to Shropshire Council's Guidance Note 1: When is an Ecological Assessment required?

<https://shropshire.gov.uk/media/1871/guidance-note-1-when-is-an-ecological-assessment-requiredapril-2014.pdf>

## **DRAINAGE**

In order to develop the surface and foul water designs to satisfy the LLFA's requirements, reference should be made to Shropshire Council's SuDS Handbook which can be found on the website at <https://shropshire.gov.uk/drainage-and-flooding/development-responsibility-and-maintenance/sustainable-drainage-systems-handbook/>

The Appendix A1 - Surface Water Drainage Proforma for Major Developments must also be completed and submitted with the application.

The following SUDS subject areas should be addresses for the planning application:

### 1. Risk of Surface Water Flooding:

On the Pluvial Flood Map, the western corner of the site is shown to be 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.

### 2. Risk of Groundwater Flooding

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

### 3. Soakaways:

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% AEP storm event plus an allowance of 40% 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% AEP storm event + 40% for climate change will not cause flooding of any property either within the proposed development or any other in the vicinity.

### 4. Urban Creep:

Urban creep is the conversion of permeable surfaces to impermeable over time e.g. surfacing of front gardens to provide additional parking spaces, extensions to existing buildings, creation of large patio areas.

The appropriate allowance for urban creep must be included in the design of the drainage system over the lifetime of the proposed development. The allowances set out below must be applied to the impermeable area within the property curtilage:

Residential Dwellings per hectare Change allowance % of impermeable area

Less than 25 ==10

30 ==8

35 ==6

45 ==4

More than 50==2

Flats & apartments ==0

Note: where the inclusion of the appropriate allowance would increase the total impermeable area to greater than 100%, 100% should be used as the maximum.

Curtilage' means area of land around a building or group of buildings which is for the private use of the occupants of the buildings.

### 5. Exceedance Flow:

Where gullies will be the only means of removing surface water from the highway, footpaths and paved areas falling towards the carriageway, spacing calculations will be based on a storm intensity of 50mm/hr with flow width of 0.75m, and be in accordance with DMRB CD526 Spacing of Road Gullies.

Gully spacing calculations must also be checked in vulnerable areas of the development for 1% AEP plus climate change 15 minute storm events. Storm water flows must be managed or attenuated on site, ensuring that terminal gullies remain 95% efficient with an increased flow width. The provision of a finished road level contoured plan showing the proposed management of any exceedance flows should be provided.

Vulnerable areas of the development are classed by Shropshire Council as areas where exceedance flows are likely to result in the flooding of property or contribute to flooding outside of the development site. For example, vulnerable areas may occur where a sag curve in the

carriageway vertical alignment coincides with lower property threshold levels or where ground within the development slopes beyond the development boundary.

Shropshire Council's Local Standard D of the SUDS Handbook requires that exceedance flows for events up to and including the 1% AEP plus CC should not result in the surface water flooding of more vulnerable areas (as defined above) within the development site or contribute to surface water flooding of any area outside of the development site. Exceedance flow path should be provided.

#### 6. SuDs Maintenance:

In accordance Shropshire Council's Local Standard L of the SUDS Handbook, a maintenance schedule to include activities and timings of the routine maintenance of the SuDs feature and details of who will carry out the works should be submitted for approval.

#### 7. Driveways

If non permeable surfacing is used on the driveways and parking areas and 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.

#### 8. Foul Drainage:

Due to the location of the development, a main connection is anticipated. Details of the S104 adoption / S106 connection agreement with the local water authority should be submitted for approval.

### **COMMUNITY INFRASTRUCTURE LEVY**

A Community Infrastructure Levy (CIL) introduced by the Council in 2012 aims for residential development (including conversion schemes, domestic extensions and outbuildings with floor space of 100m<sup>2</sup> or more, and permanent buildings used as holiday accommodation) to contribute proportionately to the cost of infrastructure upon which it would depend. Affordable housing is exempt from the levy. Further information about the payment of CIL can be found here:

<https://www.shropshire.gov.uk/planning-policy/community-infrastructure-levy-cil/>

### **CONCLUSION**

To conclude, the erection of 15x dwellings at the site would not be acceptable in principle as it is outside the settlement boundary of Market Drayton and is therefore not compliant with the settlement strategy policies of both the existing and emerging Local Plan. The relevant policies of the current Local Plan remain up to date. It is acknowledged that the site is adjacent the settlement boundary and there is a limited undersupply of homes in Market Drayton which means that the target of 1,200 dwellings is unlikely to be met by 2026. However, at the time of writing, the likely noise impacts on future occupiers and the need for an additional access onto the busy A53 to serve a small site would hinder the overall sustainability of the site in conflict with policy MD3 (current Local Plan) / SP7 (emerging plan). Accordingly, if a follow-on planning application was submitted then the LPA would likely recommend refusal. The main body of this report does indicate the level of further work which would need to be undertaken for the LPA to reconsider this position.

If you do intend to proceed with a planning application, then please note you must provide the information below:

#### **Local List Validation Requirements**

Providing that the information referenced in the above report is provided within the following list of documents, it will enable the application to be registered and validated against the Council's local list validation requirements:-



- Tree Survey
- Ecological Impact Assessment
- Appendix A1 - Surface Water Drainage Proforma for Major Developments
- Transport Assessment
- Travel Plan
- Noise Assessment
- Affordable housing proforma
- Community Infrastructure Levy Forms
- Part 1 Sustainability Checklist
- Waste Management Plan

### **National List Validation Requirements**

I can also confirm the application will need to comply with National submission requirements to be validated and for this particular proposal you must also submit the following:

#### ✓ **Completed Application Form**

Where possible please submit using the online Planning Portal however if you wish to download and submit a paper application, please submit a total of 2 sets of all documents. Please also ensure that the Ownership Certificate (A, B, C or D as applicable) and the Agricultural Land Declaration sections are completed in all instances

#### ✓ **Location Plan**

Based on an up-to-date map at an identifiable metric scale (1:1250 or 1:2500). The plan should identify sufficient roads, buildings, adjoining land etc. to ensure that location of the site is clear. The site should be edged clearly in red line and include all that is within the proposal; including any access from a highway, landscaping, parking, open areas around building etc. A blue line should be drawn around any other land owned or controlled by the applicant if close to or adjoining the site.

#### ✓ **Site Plan (existing and proposed)**

Applications should normally include existing and proposed plans at a standard metric scale (1:100 or 1:200 for householder applications and 1:500 otherwise). All site plans should be numbered and versioned if the drawing is subsequently amended. All site plans should accurately show:-

- Direction of North and an indication of scale
- The footprint of all existing buildings on site with written dimensions and distances to the site boundaries or a scale bar appropriate to the building scale. If using more than one scale on a drawing please clearly indicate so.
- The paper size that the drawing should be printed at
- Building, roads and footpaths on adjoining land to the site including access
- Any public Rights of Way
- The position of all existing trees on and adjacent to the site
- The extent and type of hard surfacing
- Boundary treatment including type and height of walls or fencing

#### Types of existing and proposed site plans include:-

- Block plan of site (e.g. at 1:100 or 1:200) showing site boundaries
- Existing and proposed elevations (e.g. at 1:50 or 1:100)
- Existing and proposed floor plans (e.g. at 1:50 or 1:100)
- Existing and proposed site sections and finished floor and site levels (e.g. at 1:50 or 1:100)
- Roof plans (e.g. at 1:50 or 1:100)

As all application are stored electronically and made available via the Shropshire Council website, applicants are asked to ensure that documents and drawings are of a sufficient

quality and that their clarity is such that the documents can be viewed accurately after being scanned.

✓ **Design and Access Statement**

✓ **The correct planning fee**

Most applications incur a fee. The on-line Planning Portal includes a fee calculator for applicants, however you can also contact Shropshire Council Planning Validation Team for clarification on the correct fee to submit:-

Email: [planning.validation@shropshire.gov.uk](mailto:planning.validation@shropshire.gov.uk)

I trust the above is helpful, but please note that it is an informal opinion based on the information you have provided at this stage. Any planning application submitted will be determined taking into account the details contained in the application; the policy of the Development Plan; Government planning policy; the outcome of any consultation with statutory or other consultees; any representations received and any other material consideration. Any expenditure incurred in preparing plans or making the application must be entirely at their own risk.

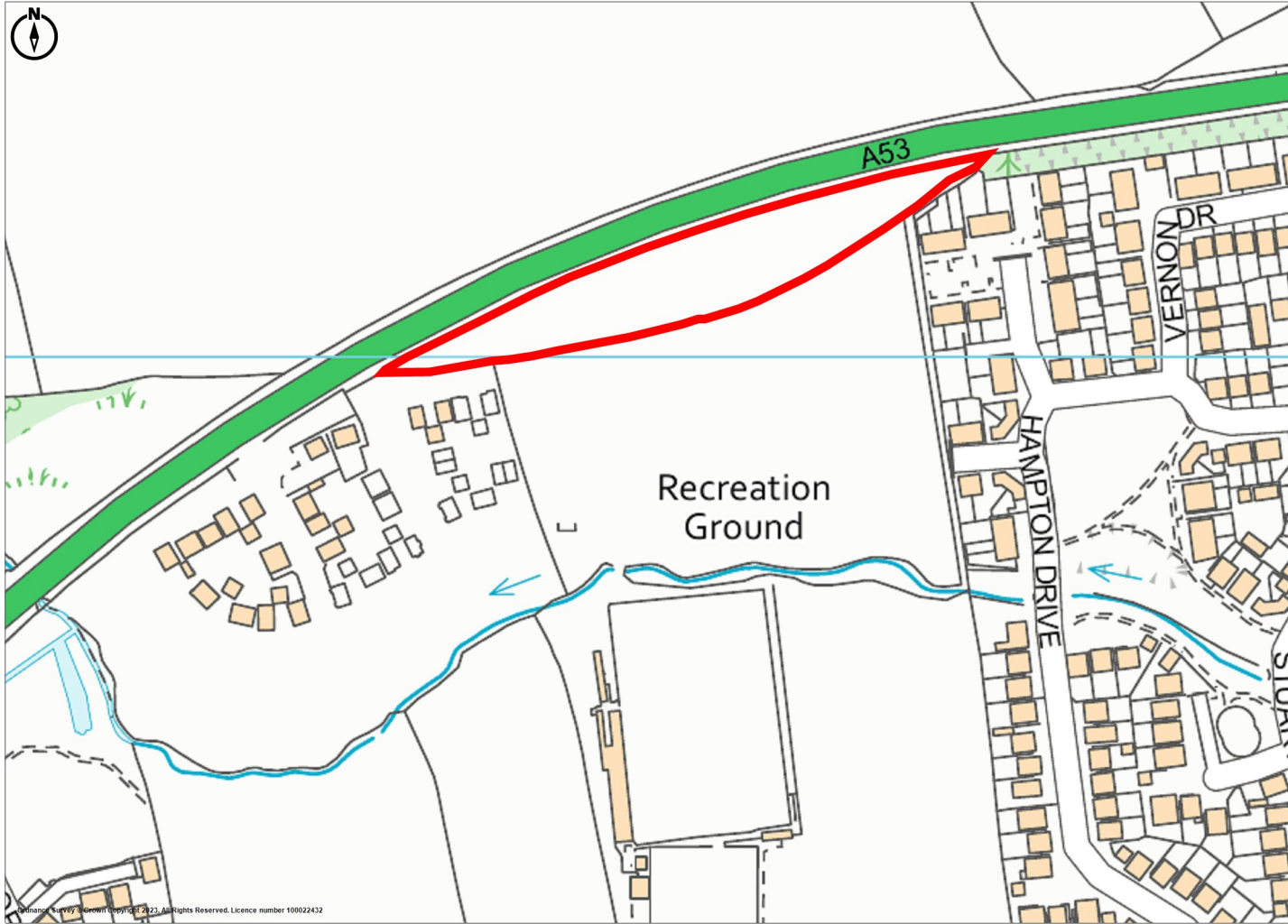
For further information regarding validation requirements for Planning applications, please visit the Shropshire Council website, Planning pages.

**If you decide to submit a follow-on application, please ensure that you clearly state the Pre-Application 'Planning Reference' number that is provided at the top of this letter.**

If your proposed project requires **Building Regulations Approval** or you are unsure whether it does please contact us on **01743 258710**, email [buildingcontrol@shropshire.gov.uk](mailto:buildingcontrol@shropshire.gov.uk) or visit our website <https://www.shropshire.gov.uk/building-control/> for pre-application advice and a competitive fee.

Yours sincerely,  
John Shaw  
Principal Planning Officer

Northern Team  
Shropshire Council, [planning.northern@shropshire.gov.uk](mailto:planning.northern@shropshire.gov.uk) - 01743 258940



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**Promap**

LANDMARK INFORMATION

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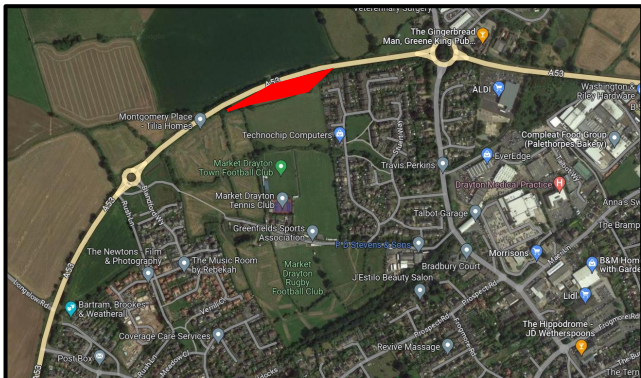
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# PRE-APPLICATION ADVICE REQUEST

DEVELOPMENT OF RESIDENTIAL DEVELOPMENT

LAND TO THE SOUTH SIDE OF THE A53, MARKET DRAYTON



# OVERVIEW

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## DETAILS

<b>APPLICANT</b>	Dickens Acre Partnership
<b>DATE</b>	November 2023
<b>SITE</b>	Land to the inside of the A53, Market Drayton
<b>PROJECT</b>	Proposed residential development
<b>PREPARED BY</b>	Holly Walker MRICS Chartered Surveyor at Peter Richards & Co.

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# I. INTRODUCTION

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## PURPOSE OF THIS STATEMENT

Peter Richards and Co. have been instructed by Dickens Acre Partnership to seek pre-application advice for the proposed residential development on a linear parcel of land on the northern edge of Market Drayton, adjacent the A53.

This statement provides background information on the applicant's proposal, and how it is considered in accordance with both national and local planning policies. This document should be read in conjunction with the indicative layout plans prepared which illustrate the location, scale and appearance of the development.

## BACKGROUND & JUSTIFICATION

The applicants originally farmed a much larger field as part of their holding to the north of Market Drayton. However, as result of the A53 being constructed this saw the subject parcel to be split away, causing the subject site to become less practical to farm and the site is now bounded on by residential and recreation development.

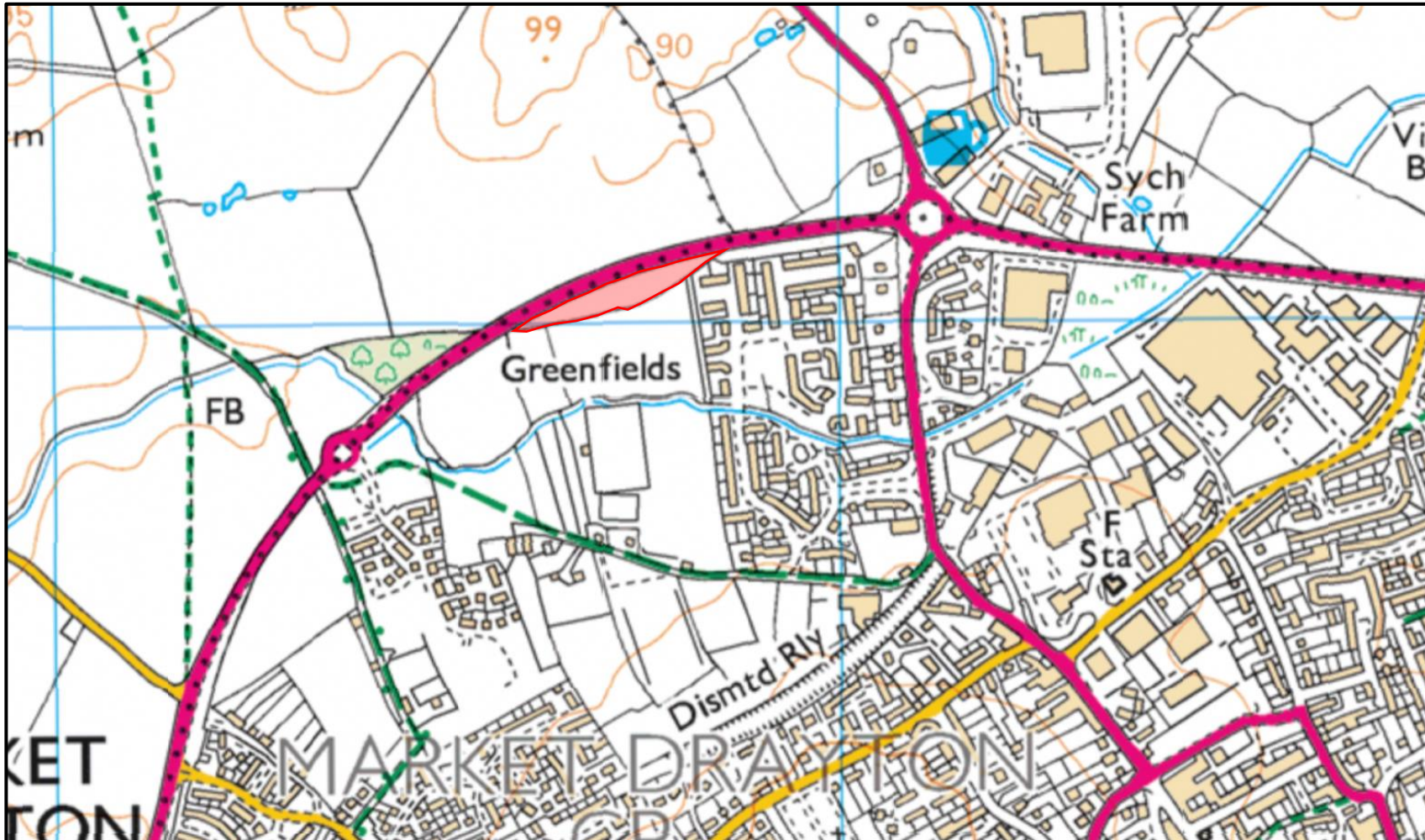
The current local plan has seen Market Drayton expand with allocations on the inside (southside) of the A53. It is acknowledged however that proposed housing allocations are now proposed for the north of the A53. Thus, the exclusion of the subject parcel of land from the town's current and proposed development boundaries appears illogical.

It is understood that the delivery of the housing numbers targeted for Market Drayton have been slow, thus pre-application advice is sought on the scope to progress an immediate planning application for a modest residential development which complements the surrounding land uses.

# 2.THE SITE & CONTEXT

## SITE LOCATION

The site measures 0.7ha (1.73 acres) and is on the northern edge of Market Drayton bounding the A53.





# 2. THE SITE & CONTEXT

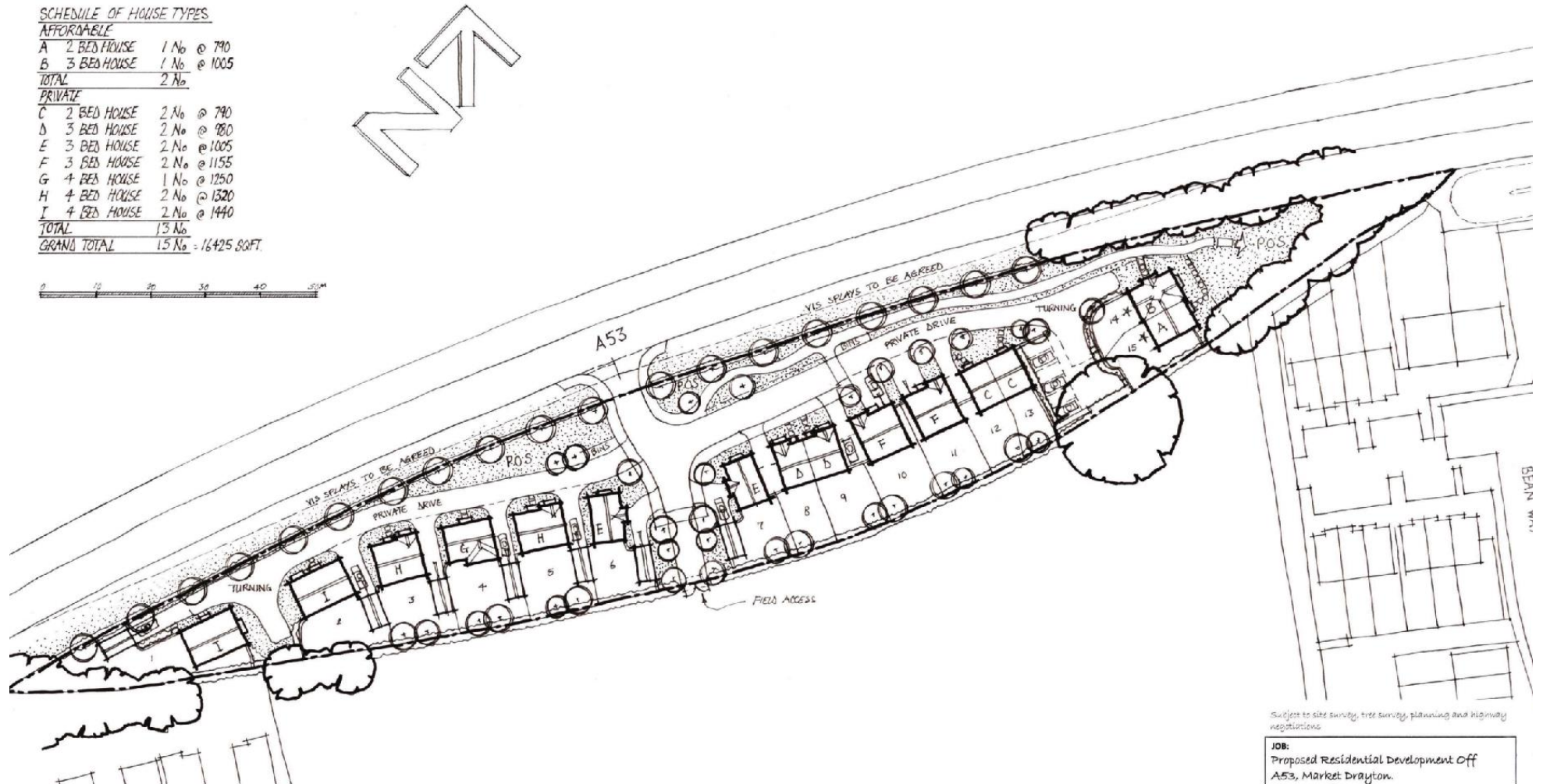


- Subject Site
- Existing developed Allocations
- Allocations to be development
- Emerging Local Plan Housing Allocation
- Community Facilities
- Residential Development (Gypsy and Traveller)



# 3. THE PROPOSED DEVELOPMENT

To illustrate the scope of the proposed development site an indicative layout has been prepared which advises that there is scope for 15no. Dwellings of varying sizes plus on-site open space and scope to afford future access to the land to the south.



# 4. PLANNING POLICY CONTEXT

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## CONTEXT

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that: “Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be determined in accordance with the plan, unless material considerations indicate otherwise”

## LOCAL PLAN

The Development Plan for the application site, which is located in Shropshire Council’s jurisdiction, incorporates two key documents; 1) *Core Strategy DPD* - adopted 24th February 2011 and 2) *Site Allocations and Management of Development Plan* - adopted 17th December 2015.

## OTHER GUIDANCE

Other material considerations would include the Government’s *National Planning Policy Framework (NPPF)* and *Planning Practice Guidance*, along with the Council’s Supplementary Planning Documents.

# 5. PLANNING APPRAISAL

It is acknowledged that the subject site currently sits outside the development boundary of the current adopted SAMDev Plan (2006 – 2026) and at this stage is not proposed to be incorporated into the emerging Local Plan (2026 – 2038) (the site is highlighted blue on the adjacent extracts).

It is considered illogical for the development boundary to exclude this area and for it to be classified as 'Open Countryside', thus the proposal will allow a rounding off of residential development within the A53.

Whilst it is acknowledged that residential development will be acceptable in principle under current and emerging policy for a range of affordable and cross subsidy developments as per the policies below;

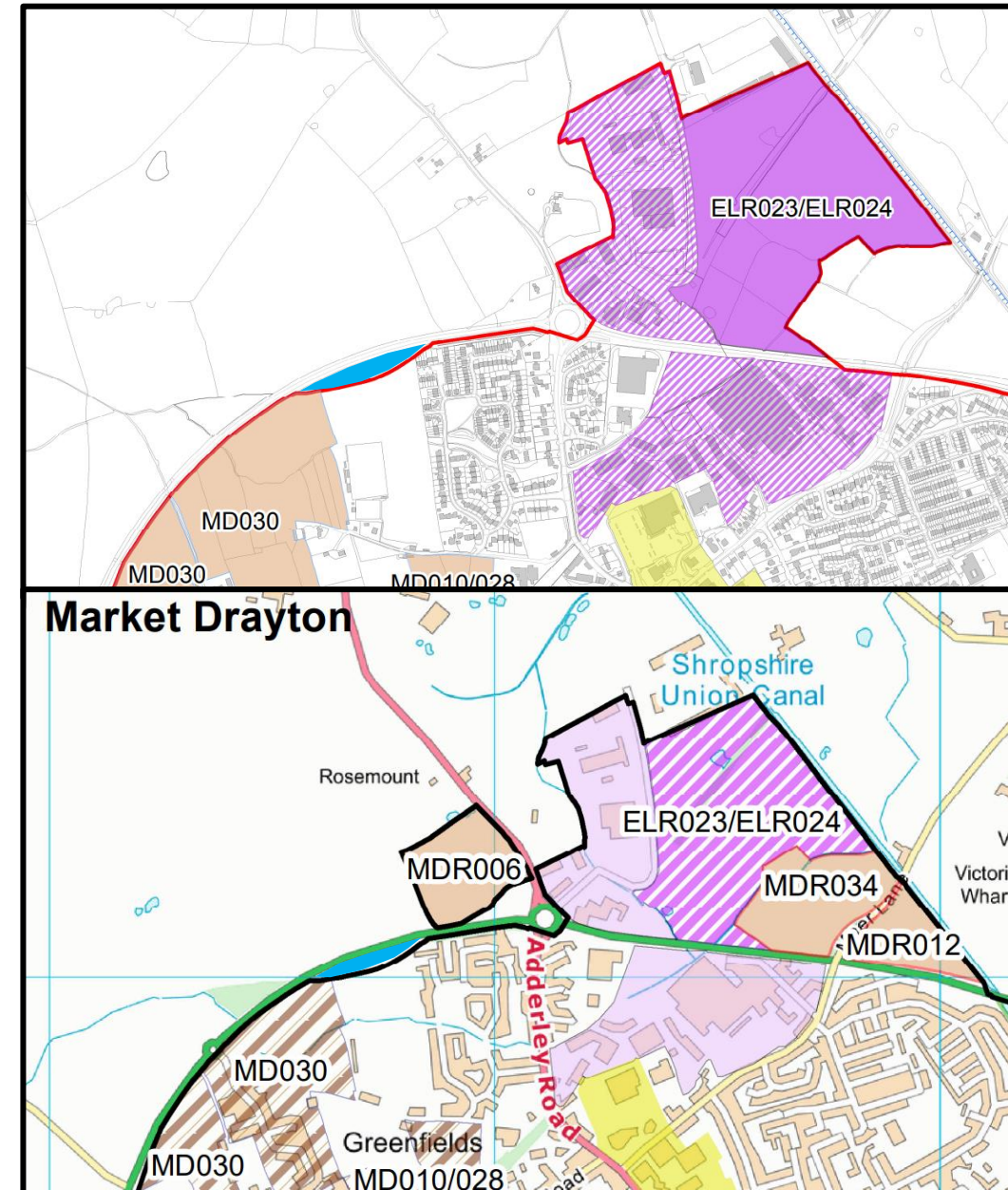
## ADOPTED POLICY

- CS5 – Countryside and Greenbelt
- MD7a – Management of Housing Development in the Countryside
- Type and Affordability of Housing SPD

## EMERGING POLICY

- SP10 – Managing Development in the Countryside (paragraph 4a)
- DP4 – Affordable Housing Exemption Sites
- DP5 – Entry Level Exemption Site
- DP7 – Cross Subsidy Exemption Schemes

Due to the slow delivery rates of housing being developed in Market Drayton and the stage of the current local plan, it is considered that a planning application could be determined positively under SAMDev Policy MD3.



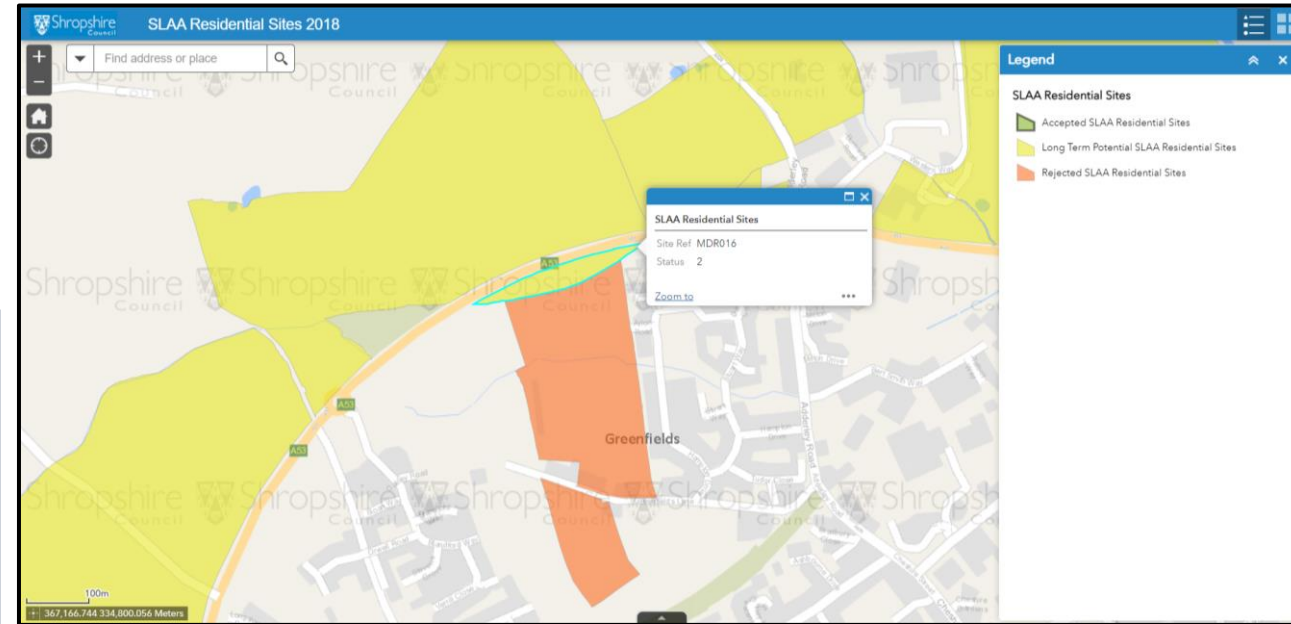


# 5. PLANNING APPRAISAL

Whilst it is acknowledged that the subject site is deemed to have a Long-Term Potential under the Strategic Land Availability Assessment (reference MDR016), see below extract. The landowners are willing to see this site developed and see it will afford a range of benefits.

*The site is considered **viable and achievable** (subject to any further necessary viability assessment). Its availability is unknown, where necessary, this will be informed by further discussions with landowners and/or their representatives. However, the site is not currently suitable for development as it is located in open countryside, consequently open market residential development is contrary to policy.*

*The site may have long term potential, subject to confirmation of its availability; appropriate changes to policies affecting this location; suitable management of the physical, heritage and environmental constraints present (informed by input from relevant service areas and infrastructure providers); and the outcome of a visual impact and landscape sensitivity assessment.*



# 5. PLANNING APPRAISAL

The Council's adopted SAMDev plan was adopted in 2015 and set to afford development policies up until 2026. As we are currently in late 2023, consideration needs to be given to the Council's housing delivery figures for Market Drayton and if additional sites could be considered positively to help support the targeted numbers, thus policy MD3 is relevant;

**MD3 'Delivery of Housing Development'** advises that regard should be given to the following where development would result in more dwellings than the guideline:

*i. The increase in number of dwellings relative to the guideline; and*

- **Current SAMDev plan informs that Market Drayton will provide a focus for development in the north-eastern part of the county with a housing guideline of around 1200 dwellings between 2006 – 2023, with 400no. to be allocated sites alongside windfall development. The proposed development of 15 dwellings represents a 1.25% increase on the allocation**
- **The emerging proposals for Market Drayton via the local plan review, extending the local plan to 2038 does not change the overall numbers required (1200 homes) but allocates land for another 435 homes and so the development of 15 would see a 3.44% increase on new allocations**

*ii. The likelihood of delivery of the outstanding permissions; and*

- **Whilst it is acknowledged that both Tilia Homes and David Wilson Homes have actively developed out allocated sites, it is understood delivery rates remain low and as we are 85% way through the current local plan period it appears a number of the homes targeted for this period will remain unbuilt.**

*iii. The benefits arising from the development; and*

- **The development would see a 'rounding-off' of development which is considered cohesive from a spatial planning stance before looking to develop beyond (to the north) of the A53**
- **Allows for connectivity to Market Drayton without pedestrians crossing the A53**
- **Affords additional affordable housing and CIL contributions**
- **Facilitate scope to access the towns sports grounds to the south, which has desires to relocate and thus be redeveloped at some point in the future.**

*iv. The impacts of the development, including the cumulative impacts of a number of developments in a settlement; and*

- **Please refer to Section 6 – further details are to be provided but it is evident that the modest scale of development proposed against the wider development proposed would not have a material cumulative impact.**

*v. The presumption in favour of sustainable development*

- **The development is located on the edge of a sustainable settlement adjacent to other permitted and allocated development so the principle is considered sustainable.**

# 5. PLANNING APPRAISAL

The 2022/2023 Five Year Housing Land Supply identifies that the Council can demonstrate a 5.64 year-supply currently.

It is recognised however that since that time the number of completions have increased as allocated sites continue to be built out which will affect the figures when the next Five-Year Land supply figures are published in March 2024.

In reviewing the Five-Year Housing Land Document, the calculations include deliverable sites within the area which includes SLAA sites highlighted as being deliverable within the next 5 years. However, sites MDR001, MDR002 and MDR003 (highlighted below right) states;

*“... the site is currently occupied (the user has not confirmed that they can/will vacate the site to allow its development, but their lease will expire at a specified point in the future or there is confidence that they will vacate the site) and/or it is limited to some form of other consent”.*

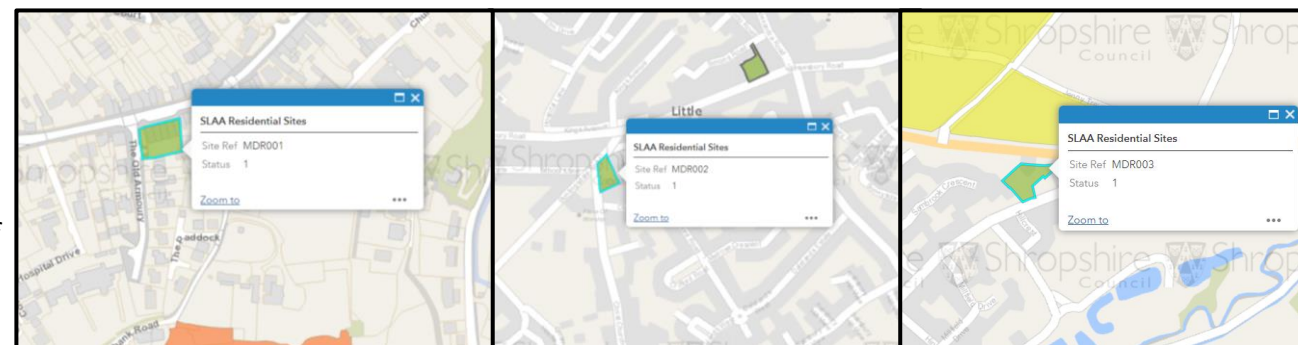
The subject site is not subject to a formal tenancy as it is managed by the applicants thus is immediately available compared to other identified windfall sites.

In totalling up the housing completions, sites with planning consent and undeveloped allocation, results in a shortfall of the targeted housing numbers for this plan period.

**Table 13: Housing Commitments and Completions in the Market Towns**

Settlement	Completions (2006/07 – 2021/22)	Commitments	
		Sites with Planning Permission or Prior Approval (as at the 31 <sup>st</sup> March 2022)	Allocations without Planning Permission (as at 31st March 2022)
Albrighton	144	102	83
Bishops Castle	123	28	40
Bridgnorth	822	42	550
Broseley	231	92	20
Church Stretton	226	59	0
Cleobury Mortimer	332	30	0
Craven Arms	133	45	325
Ellesmere	435	154	250
Highley	237	10	0
Ludlow	587	697	0
<b>Market Drayton</b>	<b>655</b>	<b>391</b>	<b>60</b>
Minsterley & Pontesbury	341	57	17
Much Wenlock*	146	36	0
Oswestry	1,102	834	343
Shifnal	1,654	50	0
Shrewsbury	6,027	2,124	602
Wem	480	110	0
Whitchurch	635	251	560

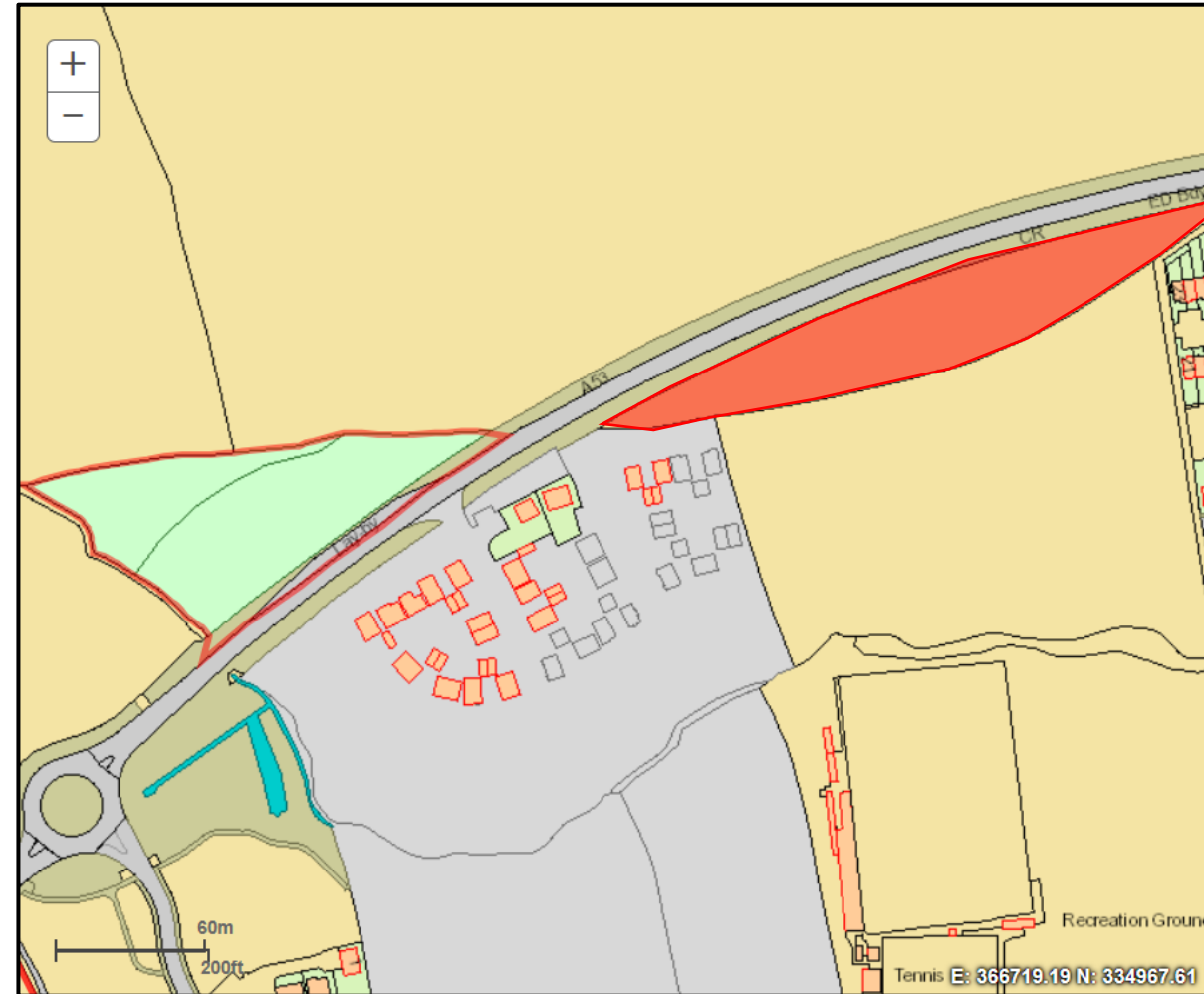
*\*The completions in each of the market towns include exception development which contributes to the housing requirement for the town. Please Note: The figures provided are net.*



# 5. PLANNING APPRAISAL

It is considered a material consideration that a site close by (to the north) on the opposite side of the A53 recently saw planning approval under the exemption policy for Gypsy and Travellers. Consideration of this application (22/05366/FUL) provides suitable comparable on technical considerations and connectivity;

- The highways team had no concern on accessing the A53 subject to no right turns into the layby area. Additional confirmation that the site would be subject to a section 278 agreement and relevant Road Safety Audits
- The site was considered sustainable location for development; *Policies CS5 and CS12 provide for positive consideration of suitable development proposals for windfall development. Core Strategy Policy CS12 currently provides the relevant local criteria for the consideration of applications. The policy seeks to direct most pitch provision to locations which are in reasonable proximity of sustainable settlements, such as Market Drayton, with services and facilities to facilitate access to education, health, welfare and employment opportunities. This site, which lies across the A53 from the development boundary, can be considered to be located close to Market Drayton as required by bullet point 2 of CS12.*
- Mitigation could be provided to ensure residential amenity from the A53 is provided





# 6. MATERIAL CONSIDERATIONS

## ACCESS

The proposed site is accessed via an existing access from the A53 which benefits from a dropped curb and a wide highway verge.

A detailed access design can be provided with a detailed application. It is acknowledged that the site benefits from an existing access for agricultural purposes and that there are existing accesses along the A53, so feedback is sought as to suitability of the access for the proposed development.



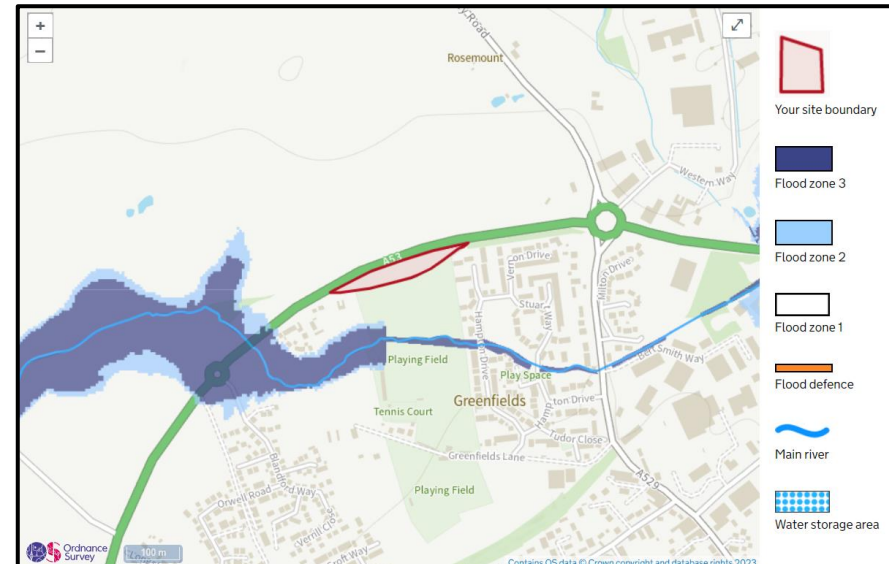
## DRAINAGE

It is considered that the development can be positively drained for both foul and surface water.

If required a full drainage design can be provided with the detailed application.

## FLOOD RISK

The site is less than 1 hectare and sits within Flood Zone 1 and so it is not considered that Flood Risk Assessment is required.



# 6. MATERIAL CONSIDERATIONS

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## ECOLOGY

A Phase 1 Ecology Survey can be provided if required, however, the site is not considered to have a significant ecological value or good connectivity given its proximity to the A53 and existing development.

## ARBORICULTURE

It is acknowledged that there is mature hedgerow and trees along the southern boundary of the site. The suggested layout has been designed to respect this, but this can be amended should concerns arise over the impact on Trees.

## IMPACT ON RESIDENTIAL AMENITY

The development proposed shows dwellings fronting the A53, suitably set back and affording private amenity space to the south (rear).

The site has recreational land to the south and it is not considered neighbouring uses will negatively impact the enjoyment of the homes proposed.





# 7. CONCLUSION

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Pre-application advice is sought on a proposal to seek planning consent for 15no. dwellings on the subject site which occupies a logical and sustainable location on the northern edge of Market Drayton.

Whilst it is recognised that the site sits outside of the development boundary, it abuts the boundary and affords a logical rounding off following the physical boundary of the A53.

Policy MD2 identifies the circumstances when additional sites could be considered positively, thus it is considered development of this site could be supported.

We trust that the information within this statement would allow constructive advice to be provided by Shropshire Council.

## PETER RICHARDS & CO. PROPERTY CONSULTING

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