

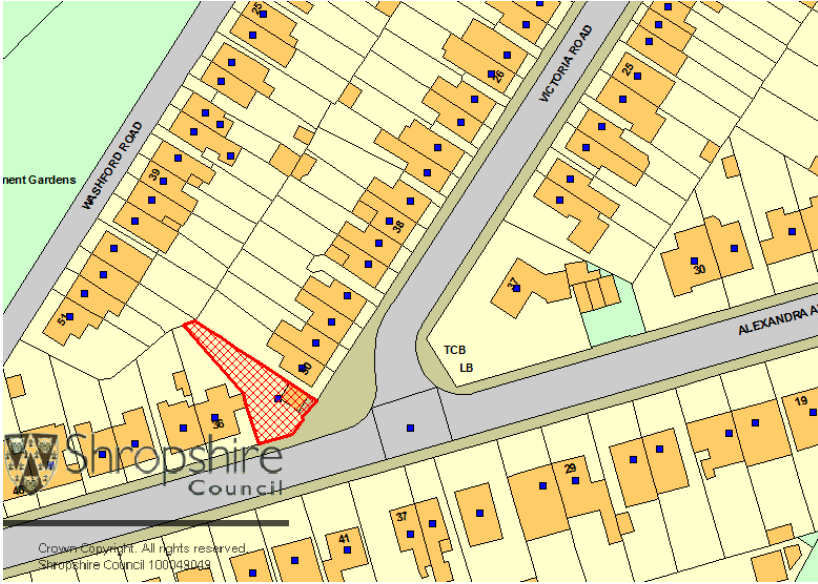
## Development Management Report

Responsible Officer: Tracy Darke, Assistant Director of Economy & Place

**Summary of Application**

<b>Application Number:</b> 21/04014/FUL	<b>Parish:</b>	Shrewsbury Town Council
<b>Proposal:</b> Erection of 1No dwelling and formation of vehicular access		
<b>Site Address:</b> Proposed Dwelling Adjacent 36 Alexandra Avenue Shrewsbury Shropshire		
<b>Applicant:</b> Mr And Mrs S And T Peck		
<b>Case Officer:</b> Didi Kizito	<b>email</b>	: didi.kizito@shropshire.gov.uk

**Grid Ref:** 348267 - 310533



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**Recommendation:- Approval subject to the conditions as set out in Appendix 1.**

**REPORT**

**1.0 THE PROPOSAL**

- 1.1 This application seeks planning permission for the erection of a single dwelling and formation of vehicular access.

## **2.0 SITE LOCATION/DESCRIPTION**

- 2.1 The application site is located within a corner plot intersecting at a junction along Victoria Road and Alexandra Avenue, Meole Brace. The site abuts the conservation area to the north eastern section along Victoria Road and western section toward Washford Road.

### **2.2 Site History**

SA/90/0962 - Construction of a detached two storey dwelling and construction of new vehicular access. REFUSED

SA/91/0651 - Erection of a 2 storey 2 bedroom detached dwelling house and construction of new vehicular and pedestrian accesses. REFUSED and Appeal DISMISSED

## **3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION**

- 3.1 The Town Council have provided views contrary to the Officers recommendation. The application was discussed with the Chair/Vice Chair of Planning Committee, in consultation with Principal Planning Officers, who concluded that a committee determination should be pursued.

## **4.0 Community Representations**

### **Consultee Comment**

#### **4.1 Shrewsbury Town Council Objects.**

The Town Council considers this an overdevelopment of the site attempting to fit a pint into a half pint pot, rendering both the existing and proposed dwellings cramped with little valuable private amenity space. The positioning of the property expands the terracing effect along the existing properties and impacts on the building line along the semi-detached properties around the bend. The Council is sympathetic to the existing comments on the portal from residents in terms of loss of light and the difference in vernacular and appearance to existing properties.

#### **4.2 SC Affordable Houses**

No objection. The proposed development falls below the threshold by which the Local Planning Authority are able to require a contribution towards affordable housing.

#### **4.3 SUDS**

The technical details submitted for this Planning Application have been appraised by WSP UK Ltd, on behalf of Shropshire Council as Local Drainage Authority. All correspondence/feedback must be directed through to Shropshire Council's Development Management Team.

Condition:

No development shall take place until a scheme of surface and foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is occupied/brought into use (whichever is the sooner).

Reason: The condition is a pre-commencement condition to ensure satisfactory drainage of the site and to avoid flooding.

Informative Notes are recommended for inclusion on the decision notice giving advice on details which will need to be included in the surface and foul water drainage scheme.

#### 4.4 **SC Highways**

The development site lies at the junction of Alexandra Avenue and Victoria Road. Both roads are governed by a 20mph speed limit. The site has been the subject of two previous planning applications for similar development. It is considered that the addition of a single dwelling would be unlikely to significantly impact on the surrounding highway network and a highway objection to the proposal could not be sustained.

Due to the constraints of the site, nature of the surrounding highway network and proximity to local schools, a Construction Method Statement and Construction Traffic Management Plan would be required for this development. Any deliveries to the site should be made outside of peak traffic times and school drop off and pick up times.

A lighting column is located adjacent to the corner of the area of land to be developed and may be affected by the development. The applicant should also contact Shropshire Councils Street Lighting Team prior to commencement of any development.

#### 4.5 **SC Conservation**

No 36 Alexandra Avenue forms the east half of a two storey semi-detached pair of brick and render houses where it is the last pair of several similar pairs of houses on the north side of Alexandra Avenue. The property is sited at the junction with Victoria Road which runs to the north-east, where Victoria Road is characterised by short brick two storey terraces and further north by brick semi-detached pairs of houses.

The Meole Brace Conservation Area boundary runs along the property line between No 36 Alexandra Avenue and No 50 Victoria Road as well as following the rear property line of No 36 where the dwellings along both Washford and Victoria Roads are included inside the Conservation Area boundary. The original 1972 Conservation Area was extended to include the dwellings along Washford and Victoria Roads in 2006.

Referring to sequential historic OS mapping, the semi-detached pairs of houses along the north side of Alexandra Avenue including the subject property and the short terrace rows along Victoria and Washford Avenues were constructed by 1927 (as they are indicated on the 1927 OS map), with the semi-detached pairs further north along these

streets being constructed earlier and in place by 1901 (as indicated on the OS map from that time).

The Meole Brace Conservation Area Appraisal document highlights this type of residential development as follows: 'The large number of terraced and semi-detached houses within and adjacent to much of the Conservation Area are excellent examples of domestic design from the turn of the 20<sup>th</sup> Century. These buildings contribute positively to the setting of the Conservation Area as well as providing valuable historic contrast to the older core of Meole Brace' and further states that 'it was deemed appropriate to extend the Conservation Area boundary in 2006 to include these well preserved residential areas'.

This application proposes the construction of a single detached dwelling between No 36 which is the end unit of the semi-detached pair noted above and No 50 which forms the end unit of the short brick terrace also noted above, where it would site parallel to the terrace group along Victoria Road and face the junction.

The Planning Statement notes that an application for a dwelling in this position was applied for and refused on two occasions in 1990 and 1991, with an appeal of the latter refusal subsequently dismissed. Those applications would pre-date the extension of the Conservation Area boundary to include the Victoria and Washford Road properties (bringing the boundary closer to the subject property), which as noted above was extended in 2006.

In considering this proposal due regard to the following local and national policies and guidance is applicable including policies CS6 Sustainable Design and Development Principles and CS17 Environmental Networks of the Shropshire Core Strategy, policies MD2 and MD13 of SAMDev as well as the relevant policies of the National Planning Policy Framework (NPPF) as recently revised. Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 (as amended) is relevant in considering the impact on the character and appearance of the immediately adjacent Conservation Area, and the guidance included in the above noted Meole Brace Conservation Area Appraisal document is also highlighted.

We would specifically draw attention to the requirements of CS6 and MD2 which require taking account of local character and context, responding appropriately to the form and layout of existing development including streetscape, scale and proportion. They also state that proposals should protect, conserve and enhance the historic context and character of heritage assets, their significance and setting, in accordance with MD13 which seeks to avoid harm to designated and non-designated heritage assets.

The small space between the buildings here comprises a natural gap between two sets of similarly aged early 20<sup>th</sup> Century built forms at a highway junction where within these streets there is a strong and established pattern and grain of development which the current proposal would likely diminish, with a new building being seemingly shoe-horned unnaturally into an irregularly-shaped site. The gap here fits naturally with the layout of the built forms sited along these streets, but additionally it allows for views between the buildings from the highway to dwellings along Washford Avenue which are all within the Conservation Area boundary.

It is noted that the Conservation Area Appraisal refers not only to the importance of the late 19<sup>th</sup> and early 20<sup>th</sup> Century dwellings in these streets but also to the spaces between buildings and how these gaps contribute to the character of the Conservation Area.

It is not considered that this application responds well to local character and context and a detached dwelling here would likely appear as an incongruous addition at this junction, where it would additionally not be considered to preserve the character and appearance of the adjacent Conservation Area, referring to the relevant policies and legislative requirements noted above, and referencing earlier reasons for refusal decisions affecting this property.

## **Public Comments**

4.6 7 representations have been received objecting to the scheme. The following concerns have been raised:

- out of keeping
- parking
- over development
- loss of light
- drainage
- highways

## **5.0 THE MAIN ISSUES**

- Principle of development
- Siting, scale and design of structure
- Visual impact
- Other matters

## **6.0 OFFICER APPRAISAL**

6.1 Principle of development

6.1.1 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. 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.

6.1.2 The site is within the development boundary for Shrewsbury on the proposals map of the adopted SAMDev DPD. Development of this site would therefore be acceptable in principle as it would accord with Core Strategy Policy CS2 that identifies Shrewsbury as the main focus for all new residential development.

6.1.3 Shropshire Core Strategy policy CS6 requires all development to protect, restore, conserve and enhance the natural, built and historic environment and to be

appropriate in scale, density, pattern and design taking into account the local context and character, and those features that contribute to local character. Policy CS17 which deals with environmental networks and is concerned with design in relation to the environment and places the context of a site at the forefront of consideration so that any development should protect and enhance the diversity, high quality and local character of Shropshire's built, natural and historic environment.

- 6.1.4 Policy MD2: Sustainable design of the adopted Site Allocations and Management of Development (SAMDev) Plan additionally seeks to achieve local aspirations for design where possible. Additionally the site lies adjacent to the Meole Brace Conservation Area. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special regard has to be given to the desirability of preserving or enhancing the character or appearance of the Conservation Area.
- 6.2 Siting, scale and design of structure; impact on Conservation Area
- 6.2.1 The scheme proposes the introduction of a detached dwelling at a junction between the dwellings 36 Alexandra Avenue and 50 Victoria Road. The proposed would sit more alongside a block of terraced properties along Victoria Road. The dwelling would be two storey to the frontage and a single storey flat roof is proposed to the rear. The proposed introduces a boundary wall that is set back approximately 5m from the highway and forward of this, there is provision of vehicle parking spaces that would serve the property.
- 6.2.2 Whilst it is acknowledged some time ago that a previous appeal decision was dismissed where the Inspector's main concerns were in relation to residential impact where at paragraphs 6 the Inspector sites that "the rear gardens of the dwellings on the street are of a particular valuable amenity for the quiet enjoyment of their residents" Also adding at paragraph 7 that the proposed would the potential loss of privacy and the proximity of the dwelling to number 50.
- 6.2.3 It is essential to highlight that there are significant material difference between the proposal that was subject to the appeal and that subject to this current planning application. Also, it worth pointed out that at paragraph 5 of the decision letter, the Inspector acknowledged that the design of the dwelling would not be alien to the general character and continued to state that "I do not believe the infilling of this narrow gap in the residential frontage would be as harmful to the general appearance of the area ..."
- 6.2.4 While the Inspector's decision is acknowledged, it is observed that the issues raised by the appeal proposal are considered by Officers not directly comparable with this planning application where the house design and scale are different.
- 6.2.5 The proposed dwelling is reflective of the prevailing character and appearance of dwellings along the intersecting streets Alexandra Avenue and Victoria Road. The scheme incorporates design features such as bay windows and brick materials common within the locality. It is not considered the principle elevation of the proposed dwelling is disproportions to those within the street scene. While the proposal would result to a detached dwelling on this section of the street, it is noted

that on the opposite side of Alexandra Avenue there is a combination of detached and semi-detached two storey dwellings and the occasional bungalow.

- 6.2.6 It is noted whilst the site isn't within the conservation area, it immediately abuts to it. Currently there is a single storey outbuilding and hedging fronting the highway and a gap of approximately 15m separating the dwellings 36 Alexandra Avenue and 50 Victoria Road. The Conservation team note that the gap clearly provides a distinction between the streets meeting at the highway junction. The proposal would leave a gap of approximately 7.5m wide thereby respecting the character of this area and the adjacent Conservation Area. The house would be constructed of materials sympathetic to neighbouring houses. The proposed scale and design of the proposed would be in keeping with the general character and appearance of dwellings in this locality and would ensure an acceptable streetscene, integrating within this locality. It is considered that the proposal would respect and preserve the character and appearance of the adjacent Conservation Area. Furthermore it is considered that any harm to it would be less than substantial. Para. 202 of the NPPF requires that in such circumstances this harm should be weighed against the public benefits of the proposal. In this particular case, it is considered that the less than substantial harm would be outweighed by the economic and social benefits of the proposal in terms of the provision of an additional dwelling in a sustainable location to the housing stock. The proposal is therefore considered to comply with planning policies CS6, CS7 and MD2 and the requirement of Section 72 of the above Act have been met.
- 6.2.7
- 6.3 Residential amenity
- 6.3.1 Core Strategy Policy CS6 seeks (amongst other criteria) to ensure that residential amenity is safeguarded for present and future occupiers. Representations have been received objecting to the proposal over loss of light, overshadowing, over development, overlooking, scale, impact on conservation area. Whilst the comments have been acknowledged, it is not considered that the scheme will give rise to a substantial neighbour amenity harm sufficient to warrant refusal
- 6.3.2 There are no windows proposed on the north eastern side elevation and those proposed to the first floor south western and western elevation would serve bathrooms and the hallway. The windows serving the bathroom would ordinarily be of obscure glazing and the one serving the hallways is purely as source of light. In terms of the main footprint of the two storey element of the scheme, this corresponds in unison with that of the neighbouring properties where it is noted there are no side elevation windows to no 50 that would be impacted on and dwelling would be angled away from no 36 thus, it is not anticipated the two storey build would have an impact on the loss of light or overbearing of loss of privacy. Additionally, by virtue of its single storey flat roof nature, it is not considered that this element of the scheme would have an impact on residents of neighbouring properties. Furthermore, there is a distance of approximately 25m away from the proposed to properties along Washford Road to the rear. To ensure no future residential impact arises, a condition is to be attached removing permitted developments rights.
- 6.4 Other matters

- 6.4.1 Objections have been received over concerns about the impact on the highway. The highway technicians have been consulted and raises no objection subject to conditions. In addition there is a road sign for 'Victoria Road' and lighting column terminating on the pedestrian access outside the boundary of the site. The applicant would be responsible for contacting the service provider to seek advice from Shropshire Council Highways Team on the process during construction that safely allows vehicles and pedestrians using the highway to drive over the services without interference of what is underneath the service covers.
- 6.4.2 Furthermore, concerns over drainage have also been raised and noted. The drainage technicians have also been consulted and raise no objection subject to conditions to require that a surface and foul water drainage scheme is submitted for approval.

## **7.0 CONCLUSION**

- 7.1 The site is within the development boundary for Shrewsbury on the proposals map of the adopted SAMDev DPD. Development of this site is therefore acceptable as it would accord with Core Strategy Policy CS2 that identifies Shrewsbury as the main focus for all new residential development.
- 7.2 On balance, the proposed plans have demonstrated that the scheme would not have an unacceptable visual impact on the highway and the adjacent Conservation Area. The application site is considered acceptable with the proposed dwelling being of a proportionate scale and design within the street scene. It is also not considered that the scheme would have an adverse impact to residents of neighbouring properties or on highway and transportation issues. The scheme accords with policies CS6 and CS17 of the Shropshire Core Strategy, MD2, MD13 of the SAMDev as well as the National Planning Policy Framework (NPPF). It is therefore recommended planning permission is granted.

## **8.0 Risk Assessment and Opportunities Appraisal**

### **8.1 Risk Management**

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

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



in any event not later than six weeks after the grounds to make the claim first arose.

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

## **8.2 Human Rights**

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

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

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

## **8.3 Equalities**

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

## **9.0 Financial Implications**

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

## **10. Background**

### Relevant Planning Policies

Central Government Guidance:

West Midlands Regional Spatial Strategy Policies:

Core Strategy and Saved Policies:

**RELEVANT PLANNING HISTORY:**

21/04014/FUL Erection of 1No dwelling and formation of vehicular access PCO

## 11. Additional Information

View details online:

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)
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Cabinet Member (Portfolio Holder) Councillor Ed Potter
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Local Member
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Cllr Bernie Bentick
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Appendices APPENDIX 1 - Conditions
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## APPENDIX 1

### Conditions

#### STANDARD CONDITION(S)

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act, 1990 (As amended).

2. The development shall be carried out strictly in accordance with the approved plans and drawings

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and details.

3. Demolition, construction works and associated deliveries shall not take place outside 7.30am - 6.00pm Monday to Friday, and 8.00am - 1pm Saturdays, with no work taking place on Sundays, Bank or Public holidays.

Reason: To protect the amenities of occupiers of nearby properties from potential nuisance.

#### CONDITION(S) THAT REQUIRE APPROVAL BEFORE THE DEVELOPMENT COMMENCES

4. No development shall take place until a scheme of surface and foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is occupied/brought into use (whichever is the sooner).

Reason: The condition is a pre-commencement condition to ensure satisfactory drainage of the site and to avoid flooding.

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

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

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

6. The development hereby permitted shall not be brought into use until the car parking shown on the approved plans has been provided, properly laid out, hard surfaced and drained, and the space shall be maintained thereafter free of any impediment to its designated use.  
Reason: To ensure the provision of adequate car parking, to avoid congestion on adjoining roads, and to protect the amenities of the area.

7. The access apron shall be constructed in accordance with the Council's specification currently in force and shall be fully implemented prior to the development being brought into use.  
Reason: To ensure the formation and construction of a satisfactory access in the interests of highway safety.

8. Prior to the commencement of the relevant work details of all external windows and doors and any other external joinery shall be submitted to and approved in writing by the Local Planning Authority. These shall include full size details, 1:20 sections and 1:20 elevations of each joinery item which shall then be indexed on elevations on the approved drawings. All doors and windows shall be carried out in complete accordance with the agreed details.  
Reason: To safeguard and preserve the character and appearance of the dwelling within the adjacent Conservation Area

9. Before the relevant part of works commence details of the proposed decorative finishes and colour scheme shall be submitted to and approved in writing by the Local Planning Authority before commencement of relevant works. The development shall be carried out in accordance with the approved details.  
Reason: To safeguard and preserve the character and appearance of the dwelling within the adjacent Conservation Area.

10. Details of the roof construction including details of eaves, undercloaks ridges, valleys and verges shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall be carried out in complete accordance with the approved details.  
Reason: To safeguard and preserve the character and appearance of the dwelling within the adjacent Conservation Area.

11. Before the relevant parts of the work are commenced, details of roofing materials, including ridge materials and detailing, together with the method of ventilating the roof voids and the method of fixing these items, shall be submitted and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the agreed details. Reason: To safeguard and preserve the character and appearance of the dwelling within the adjacent Conservation Area.

12. Details of exterior soil and vent pipes, waste pipes, rainwater goods, boiler flues and ventilation terminals, meter boxes, exterior cabling and electrical fittings shall be submitted to and approved in writing by the Local Planning Authority before the commencement of works. The development shall be carried out in accordance with the approved details. Reason: To safeguard and preserve the character and appearance of the dwelling within the adjacent Conservation Area.

13. Prior to the commencement of work, details of the brick bond and type, shall be submitted to and agreed in writing by the Local Planning Authority. Following this approval, a freestanding sample panel of brickwork of approximately 1m square shall be provided on site and the mortar mix, colour, texture and joint finish shall be inspected and approved in writing by the Local Planning Authority before the relevant works commence. Reason: To safeguard and preserve the character and appearance of the dwelling within the adjacent Conservation Area.

14. Prior to the above ground works commencing samples and/or details of the roofing materials and the materials to be used in the construction of the external walls and boundary wall shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in complete accordance with the approved details. Reason: To ensure that the external appearance of the development is satisfactory.

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

15. The first floor windows serving the bathrooms shall be of obscure glass and shall thereafter be retained as such. No further windows or other openings shall be formed on the first floor elevations. Reason: To preserve the amenity and privacy of adjoining properties.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development relating to schedule 2 part 1 class A, AA, B, C, D, E; shall be erected, constructed or carried out.

Reason: To maintain the scale, appearance and character of the development and to safeguard residential and visual amenities.

**Informatives**

1. The applicant will require a licence, issued by the Highway Authority, to carry out the necessary works to lower the footway and kerbing before they commence works to form the access. Details of how to obtain this licence, the charges made and the specification for the works are available by following the link attached to the informative note 'Works on within or abutting the public highway' below.

2. 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. Full details, calculations, dimensions and location plan of the percolation tests and the proposed soakaways should be submitted for approval.

Surface water should pass through a silt trap or catchpit prior to entering the soakaway to reduce sediment build up within the soakaway.

Should soakaways are not feasible, drainage calculations should limit the discharge rate from the site equivalent to 5.0 l/s 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 + 35% for climate change will not cause flooding of any property either within the proposed development or any other in the vicinity.

2. 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	

3. If non permeable surfacing is used on the new access, driveway and parking area or the new access slopes toward the highway, the applicant should submit for approval a drainage system to ensure that no surface water runoff from the new access run onto the highway.

4. 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.

### 3. Works on, within or abutting the public highway

This planning permission does not authorise the applicant to construct any means of access over the publicly maintained highway (footway or verge) or carry out any works within the publicly maintained highway, or authorise the laying of private apparatus within the confines of the public highway including any new utility connection, or undertaking the disturbance of ground or structures supporting or abutting the publicly maintained highway

The applicant should in the first instance contact Shropshire Councils Street works team. This link provides further details <https://www.shropshire.gov.uk/roads-and-highways/road-network-management/application-forms-and-charges/>

Please note: Shropshire Council require at least 3 months' notice of the applicant's intention to commence any such works affecting the public highway so that the applicant can be provided with an appropriate licence, permit and/or approved specification for the works together and a list of approved contractors, as required. No drainage to discharge to highway

Drainage arrangements shall be provided to ensure that surface water from the driveway and/or vehicular turning area does not discharge onto the public highway. No drainage or effluent from the proposed development shall be allowed to discharge into any highway drain or over any part of the public highway

#### Waste Collection

The applicant's attention is drawn to the need to ensure that appropriate facilities are provided, for the storage and collection of household waste, (i.e. wheelie bins & recycling boxes).

Specific consideration must be given to kerbside collection points, in order to ensure that all visibility splays, accesses, junctions, pedestrian crossings and all trafficked areas of highway (i.e. footways, cycleways & carriageways) are kept clear of any obstruction or impediment, at all times, in the interests of public and highway safety.

<https://shropshire.gov.uk/media/2241/supplementary-planning-guidance-domestic-waste-storage-and-collection.pdf>

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