

## Summary of Application Documents

### London Road, Shrewsbury

This Summary of Application Documents is produced to support the Hybrid planning application for land at London Road, Shrewsbury for the erection of 136 dwellings. 104 dwellings, vehicular access, internal roads, footpaths/cycleways, public open space, landscaping and associated infrastructure (full) and 32 dwellings (outline).

The purpose of the Summary is to provide an overview of any identified impacts as detailed in technical reports submitted in support of the planning application.

### Proposal

Cornovii seek a hybrid planning permission for the erection of 136 dwellings. Full planning permission is sought for 104 dwellings, vehicular access, internal roads, footpaths/cycleways, public open space, landscaping and associated infrastructure in full with outline planning permission for 32 dwellings. The proposal also includes 27 affordable dwellings which will form part of the initial 104 dwellings. Self and custom build dwellings will not contribute to the affordable provision.

The description of development contained on the application forms is as follows:

*“Hybrid application for the development of 136 Dwellings (Comprising of FULL Application for 104 dwellings, 27 Affordable Dwellings including shared ownership, 12 apartments and 65 Market Dwellings), Vehicular Access from Weir Hill Road, Internal Roads, Footpaths/Cycleways, Public Open Space, remediation, Landscaping, Associated Infrastructure and foundations for the self and custom build dwellings; and OUTLINE submission for 32 Self-Build and Custom-Build Dwellings”.*

Cornovii propose a development that comprises a mix of low energy, custom and self-build properties. Included within the mix of build types will be 15 carbon neutral homes. To deliver the dwellings, Cornovii proposes that the low energy and carbon neutral homes are determined by way of a full planning application which includes other elements of the proposal detailed further below.

The custom and self-build elements will be determined via an outline application for the principle of development and with all other matters being reserved for later determination. Along-side the reserved matter application, a Plot Passport is submitted which will be provided to purchasers of the self-build plots and can be conditioned to fix certain elements of the proposed self-building dwellings including height, position, routes of services and the location of car parking.

The proposed site layout is shown on drawing Site Layout D01 Rev C has been developed following an assessment of the site opportunities and constraints, and has the following key aspects:

- Maintained the established building line to London Road (with private access drives).
- Main access from Weir Hill Road.
- Setback with private drives adjacent to the Crematorium.
- Pedestrian/cycle links to London Road.
- Public Open Space to north and east of the site, adjacent Weir Hill Road, including LEAP.
- Strong frontage development to POS.
- Scale and Massing with three storey gateway entrance buildings, reducing adjacent the Crematorium.
- Provision of carbon neutral, custom build and self build dwellings.
- All other dwellings to be low energy homes, constructed to Future Homes Standards.
- All dwellings meet Nationally Described Space Standards.
- character areas, including POS Fronting, London Road, Northern Edge and inner streets.
- SuDS, including swale.

It is intended that the main vehicular access will be provided into the site from the newly constructed Weir Road. Three further vehicle access points are proposed from London Road providing direct access by way of a cul-de-sac, to 10 dwellings (two access points providing access to 4 dwellings each and one point of access to 3 dwellings). A further four pedestrian access points are also proposed directly off London Road. The first is combined with one of the cul-de-sac access points described above. The final access point is shown towards the north east of the site on the layout plan providing access to Weir Road. The plan also shows a future pedestrian access point to the north west of the site and it is envisaged that this access can come forward should a parcel of land, currently outside of the ownership of the applicant, be considered for development in the future.

The proposed site layout drawings show the proposed layout for the entire scheme, including the areas for self and custom build. The layout also shows an apartment building sited on the south east corner of the site at the junction with Weir Road and London Road with walk up flats to the south west of the site. The self and custom build plots are situated to the north of the site bookended by low energy homes and carbon neutral dwellings at each side and in the centre of the site arranged in a residential block formation. Immediately adjacent to the access from Weir Road and to the east of the custom and self build plots is a second area of carbon neutral dwellings with the remainder of the dwellings proposed on the site being low energy build. Affordable dwellings are 'pepper-potted' throughout the low energy build element of the site layout.

Open space is dispersed throughout the site so that each dwelling has close access. However, the largest area of continuous open space is located along the peripheries of the site along side Weir Road and the crematorium. The largest expanse of open space is located towards the

north east of the site and contains the LEAP and drainage basin. The total area of proposed open space is 12,895sqm.

With regard to car parking spaces, 190 spaces excluding garages are proposed. The self build and custom build are, at this stage, shown in the plot passport as having two spaces per dwelling. Parking provision is therefore, considered to be 2 spaces per 2, 3 & 4, 1 space. Two bed apartments and walk-up flats have one space each. Four visitors parking spaces are also provided. Residential parking spaces will be provided in an arrangement of styles including in front of dwellings and adjacent to the side elevation.

Full details in respect of the proposed design of the dwellings, materials, access and servicing arrangements and heights are provided within the supporting Design & Access Statement. However, the dwellings, have been sympathetically designed to fit in with the existing residential character of this part of Shrewsbury, taking its cues from dwellings nearby and its countryside outlook, whilst creating a modern aesthetic. Dwellings, save for the custom and self build are proposed to be finished in brick with pitched roofs. Elements of metal standing seam cladding, timber and fibre cement panels are also proposed. The majority of the dwellings will be two storeys, save for the apartment building which will be three storeys in height and a small number of the carbon neutral dwellings which will be 2.5 storey in height. The self and custom build dwellings are proposed to be a maximum of 2.5 storey in height.

The dwellings are proposed to be semi-detached or detached. Some dwellings will be linked together by garages. A row of three dwellings will be terraced.

The proposed space standards would be:-

- 1 bed of at least 50sqm extending to 64sqm.
- 2 bed of at least 65sqm extending to 75.2sqm.
- 3 bed of at least 99.2sqm extending to 121sqm.
- 4 bed of at least 114sqm extending to 136.4sqm.

Approximately 70% the of units will conform to Part M(4)2 of building regulations.

Self build and custom build dwellings will have a total area of 175 and 154 sqm respectively comprising a maximum of 4 bedrooms.

Garages will have an area of 18sqm.

The following residential mix and tenure is proposed:

	<b>Affordable</b>	<b>Market</b>	<b>Total</b>	<b>%</b>
<b>1 bed</b>	9	5	14	10.29
<b>2 bed</b>	18	13	31	22.79
<b>3 bed</b>	0	29	29	21.32
<b>4 bed</b>	0	30	30	22.05

Unknown (self/custom- build)	0	32	32	23.52
<b>Total</b>	27	109	136	100(rounded)
<b>%</b>	19.85	80.14		100 (rounded)

Below we set out the elements of each application to be considered.

#### Phase 1 - Full Planning Permission

Within the full application, Cornovii seek the determination of all elements of the proposal other than self and custom build dwellings.

Planning permission for Open space, access from Weir Road, the internal road layout, cycle and pedestrian paths and associated infrastructure is sought in full. Remediation will be completed across the entire site as part of the full application and these details are included within the application. Foundations and slabs for the self and custom build plots will also be constructed.

#### Phase 2 - Outline Planning Permission

The outline planning permission reserves the following elements for later determination for 32 individual dwellings plots only:

- Scale
- Appearance
- Landscaping
- Layout

The application is supported with Plot Passports which sets parameters for development on the self-and custom build plots and a Design Guide which sets out the desired character of the area stipulating rules to achieve a high quality and cohesive neighbourhood.

Foundations and slabs will be built under the supervision of Cornovii, ready for self and custom builders as part of the detailed planning permission.

#### Preliminary Ecological Appraisal (and eDNA GCN Survey)

The survey confirms the site is predominantly arable land with areas of scrub, and dense hedgerows to the site boundaries.

Ponds suitable for Great Crested Newts were identified, and then subject to an eDNA survey, one pond was positive, however is separated from the site by a major road barrier. No other protected species were identified on or adjacent to the site.

Proposed mitigation includes compensatory planting for the loss of hedgerows, bird and bat boxes, and seed mixes and mowing regimes to favour pollinating insects and permeability of any proposed boundary treatments.

#### Combined Desk Study and Ground Conditions Report (Desk Study)

Shallow made ground was identified across the site, with no identified contamination and a low risk of ground gasses. During pre-application discussions, Shropshire Council Environmental Protection mention concerns raised by local residents about asbestos contamination.

The intrusive site investigation by Groundfirst confirmed the presence of asbestos containing materials (ACM's) mainly in the southern part of the site. The type of asbestos is asbestos cement, primarily chrysotile but crocidolite was identified in one of the three samples tested.

Thomas Consulting recommended the options for dealing with the asbestos containing materials (ACM) were as follows:

1. Remove vegetation and hand pick ACMs to the southern area of the site (this is the larger fragments at the surface and buried). Remove near surface soils in selected areas with higher ACM concentrations.
2. The removed near surface soils can be disposed off site and replaced with certified clean inert soils (no future maintenance issues)  
OR
3. The removed near surface soil can then be either placed under hardstanding areas such as the road or driveways.
4. Place a capping layer or cover system over the area.
5. There are further treatments that can be used to screen the ACM but the cost of this is likely to be high.

Therefore, the most practicable solution is to use a combination of 1 and 2 to give the most flexibility to the layout of the site and freedom for individual development plots.

Further intrusive investigations were undertaken, and the findings accompany this application. In considering the planning balance, the following conclusions are relevant.

Onsite testing was carried out and found contamination. The report recommends that remediation is undertaken either in the form of excavation and removal or the application of a clean cover system to areas of domestic garden and landscaping of between 600mm and 300mm depending upon the area.

In the west of the site, gas protection measures would be required within the construction details to the properties totalling at least 3.5 points in accordance with BS8485. Elsewhere upon the site, gas precautions may not be required within the construction details to the properties.

The report recommends that when progressing the design and construction works, the developer should consider the following:

- Maintaining the integrity of the underlying aquifer by not creating open pathways for the potential downward migration of contamination within the site.
- Preventing spillages of harmful solutions / chemical within the site which could affect the underlying aquifer or enter the River Severn.
- Sustainable drainage solutions (if locally found to be pragmatic and viable) cannot be fed by contaminated materials/solutions chemicals.

### Tree Survey

The tree survey identified the boundary trees and hedgerows, with the trees to the southwest corner being Category C, and the hedgerows, including those fronting London Road and adjacent the Crematorium being Category B. The majority of trees and hedgerows to the site are to be retained with the exception of openings to provide new vehicular access points from London Road.

### Archaeological

The desk-based assessment did not identify any site records, however there is a potential Roman Road between London Road and Belle Vue to be located within the site, alongside some medieval ridge and furrow to the east of the site.

The potential for buried remains is identified as high given the plethora of known sites within one kilometre of the site. Further investigation through a geophysical survey is recommended. This was completed during December 2021.

The survey has not produced sufficient evidence for a Roman Road; however, the proposed route crosses an area that has been significantly impacted by modern activity including services, boundaries, and debris from the nearby housing.

Three notable features with archaeological potential have been identified in this survey; the first is a curvilinear anomaly that adjoins the north eastern boundary with the cemetery and is likely to be part of a field system or enclosure. Features of this kind are typically attributed to Prehistoric activity and given that similar Prehistoric curvilinear boundaries have been identified within the vicinity of the survey area, this feature could be considered of archaeological interest.

The second is a large rectangular enclosure connecting to field boundaries present on 19th and 20th century OS maps. The enclosure itself does not appear in any OS mapping and is unlikely to relate to temporary paddocks shown on 1940's aerial photographs. As the data suggests, constructed ditches and activity that has left significant concentrations of magnetic noise is unlikely to be associated with temporary boundaries. The enclosure aligns with a notable straight section of the adjoining field boundary, which could indicate that the boundaries post date or emanate from this enclosure. The internal metallic noise, concentrated at the northeast end may indicate some form of structural debris and appears as small plateau in the LiDAR model. Therefore the feature could present an earlier small agricultural enclosure or farmstead that predates the 1846 tithe map.

The third feature is the former field boundaries that are present in the 19th and 20th century OS maps. These anomalies are wide, with scatters of noise that are likely associated with an

adjoining track way, present in the 1927 and 1962 OS map (County Series 1:2,500). In addition, the survey also identified a large metallic spike on the north east boundary that is likely to be the result of a sizable near surface ferrous object. However, large anomalies of this kind can also be attributed to industrial activity such as ovens or kilns. There is no suggestion of surrounding structural elements or noise associated with industrial activity.

### Transport Assessment

The transport assessment was undertaken by apT. It notes that the site is currently Greenfield that has been used for agricultural purposes. Access to the site is restricted as there is no vehicular access to the site either from London Road or the Weir Hill Spine Road that has been recently built.

A new vehicular access will be created from the Weir Hill Spine Road. This access point will be the only vehicular access to the main development. A small number of properties will be served by new accesses that will be created on London Road. However, there will be no through route from these accesses to the main development, they will solely provide access to the properties located on London Road.

The primary access off the Weir Hill Spine Road conforms to the traditional geometric requirements specified by Shropshire Council to serve up to 200 dwellings

The minor accesses, serving the three pockets of grouped dwellings directly off London Road, will take the form of footway vehicular crossovers. These will be installed to Shropshire Council S.184 specification and with the requisite vegetation removal/maintenance across the application site frontage, visibility splays of 2.4m x 120m can be achieved. It is also to be noted that each of the private courts, served by these crossover accesses, have ample turning space to ensure forward gear exits onto London Road for vehicles exiting from these properties. These arrangements are consistent with the existing properties served off London Road in this location.

As part of the access works that have been carried out for the Weir Hill development (SAMDev027), a new ghost island right turn junction has been created on the A5064 that allows traffic wishing to access Weir Hill from the Emstrey Roundabout direction to wait outside of the east to west running lane when gap seeking for the turn. The junction is located approximately 230m away from Emstrey Roundabout and has a visibility splay of 2.4m x 120m in accordance with 40mph standards as set out in Design Manual for Roads and Bridges. The junction works have received full technical approval from SC and were constructed by McPhillips Civil Engineering in 2019.

The report also notes that the site is well connected with lit footways and bus stops. However, heading towards Shrewsbury on London Road away from the business park, there is no street lighting on either side. Most of the amenities in Shrewsbury town centre are a relative walking distance from the development site. The town centre is approximately 3km from the site, there is a small supermarket/grocery store within 1km of the development with the nearest large supermarket being 3km away. The closest primary school to serve the site is located 1000m walking distance from the site with the nearest train station being a 3.7km walk. Shrewsbury has an extensive network of footpaths and cycleways that connect the town centre to various

residential, commercial, and industrial, thus promoting sustainable journeys whilst commuting or travelling in and around the town.

Accident data has been gathered from Crashmap.co.uk in reference to the proposed development. Whilst some accidents nearby accident data from the locale shows that there are no extant matters of particular concern or existing issues that could be exacerbated by this development.

With regard to impact, the report suggests the traffic impact analysis makes considerations up to 2026 and has fully accounted for the committed development at Weir Hill. The assessments are as robust as they can be, considering that the impact of the COVID pandemic has limited the opportunities for data collection. It has been demonstrated that the highway network adjacent to the site will not be impacted to any level that could be considered severe under the NPPF tests.

Based on the findings of this Transport Assessment, it can be concluded that the proposed development will not have an overall detrimental impact on the highway network in regards to road safety, traffic and highway terms. In accordance with the NPPF, sustainable modes of transport can be actively encouraged through the existing pedestrian and cycle network in partnership with regular bus services. Residents would also be well served in regards to local amenities that can be reached through sustainable travel modes.

During pre-application discussions the applicants and County Highways have had discussions regarding providing street-lighting to London Road, and measures aimed at reducing the London Road speed limit to 30mph from Emestry cemetery to the Emstrey roundabout.

### Noise

NoiseAir were instructed to undertake the noise assessment on the site. An unattended noise survey to measure the existing sound levels identified the primary noise sources assessed are:

- Road traffic noise from London Road;
- Road traffic noise from the A5 road; and,
- Road traffic noise from the internal roads of the development site.

The results of the Pro-PG Stage 1: Initial Site Noise Risk Assessment show that receptors at the proposed development are likely to be at 'Low' risk of experiencing an adverse noise impact, with no mitigation in place. Therefore, an assessment against the criteria in WHO, BS8233:2014 has been undertaken with reference to the general sound levels at the site. A Pro-PG Assessment is underway and will be submitted as an addendum.

A 3D sound model has been constructed in SoundPLANTM to calculate the predicted sound pressure levels at selected potential receiver facades. The analysis of the calculated levels indicates:

- The external amenity areas of 2no. plots are likely to exceed the recommended 55 dB LAeq WHO guidance value for people being seriously annoyed.
- The external amenity areas of 79no. plots are likely to exceed the recommended 50 dB LAeq WHO guidance value for people being moderately annoyed.

- The external amenity areas of 47no. plots are likely to be below the recommended 50 dB LAeq WHO guidance value for people being moderately annoyed.

The levels around the amenity areas are predominantly affected by the surrounding roads. The erection of a 2 m acoustic barrier around some of the plots at the boundaries of the development have been investigated and shows a reduction of the levels within the amenity areas.

For the daytime, the worst-case noise level at all the facades and the level of attenuation required to achieve 35 dB(A) LAeq in living rooms and bedrooms are presented in Table 9 of the report. For the night-time, the worst-case noise level at all the facades and the level of attenuation required to achieve 30 dB(A) LAeq and 45 dB(A) L<sub>Amax</sub> in bedrooms are presented in Table 10.

Facades where rooms are likely to achieve acceptable internal noise levels with windows partially open are presented in Section 6.2 and in Appendix D. On occasions, exceeding the levels with windows open may be acceptable to a resident, but when quiet conditions are required, the resident should be able to close the windows whilst maintaining adequate ventilation. Some form of acoustic ventilation would therefore need to be installed in the dwellings, e.g., trickle vents/ mechanical ventilation.

With regard to mitigation, in both cases, daytime and night-time, the level of attenuation needed to achieve the target internal noise levels for the daytime and night-time is 33 dB. Therefore, the recommended glazing for this development should achieve an  $R_w+C_{tr}$  of at least 33 Db of reduction.

Building Envelope Performance requirements to all rooms is detailed in the report. It is recommended that the acoustic ventilation proposed at the site should, as a minimum, comply with Building Regulations 2000 Approved Document F1 Means of Ventilation and British Standard BS5925 1991: "Code of Practice for Ventilation Principles and Designing for Natural Ventilation". Acoustic ventilation is only recommended for noise sensitive rooms, which are bedrooms and living/dining rooms.

Where a passive ventilation system is incorporated into the design, ventilators should be acoustically treated for rooms at all facades. Ventilation openings to these rooms should match or exceed the minimum values set out for the level of attenuation provided by the glazing in its open position.

### Flood Risk and Drainage

A Flood Risk Assessment was produced by apT. The Environment Agency Indicative Flood Map shows that the site is located within the NPPF Flood Zone 1. 'Low Probability' which comprises of land as having less than a 1 in 1000 year probability of fluvial or tidal flooding (i.e. an event more severe than a 1 in 100 year event). NPPF states that all uses of land are appropriate in this zone.

The Environment Agency Indicative Surface Water Flood Map shows that the site is not at risk from flooding from surface water. The Environment Agency Indicative Reservoir Flood Map shows that the site is not at risk of flooding from reservoirs.

The Severn Trent Asset Plans show that there are no surface water sewers within the boundary of the site, however there is a surface water sewer to the south west of the site in London Road.

The Severn Trent Asset Plans show that there are no foul sewers within the boundary of the site, however there is a foul sewer to the south west of the site in London Road. This can be seen on the Severn Trent Asset Plans in Appendix D.

The closest water course to the site is in the form of the River Severn approximately 270m to the North East of the site and two known ponds within 500m of the site.

The site is underlain by clay with some gravel and sands. Therefore the use of soakaways may be suitable for this development subject to results of soakage tests currently being undertaken as part of an addendum to the exiting Geotechnical Phase 1 and 2 Site Investigation.

The proposed surface water strategy does not increase runoff rates in comparison to existing. Any increase in runoff volume will be mitigated through local infiltration and/or SuDS levels of a treatment train. Runoff quality will also be maintained or improved through SuDS levels of a treatment train.

The proposed foul drainage strategy for the development will drain via a gravity system to a new pumping station within the site and then via a pumped main to the existing Severn Trent foul sewer in London Road. Surface water runoff will drain via below ground attenuation and balancing pond, to an outfall situated adjacent to that of the Wier Hill spine road, discharging via a hydro-brake chamber, at a rate of 18.7l/s. Flow rates from the proposed development will incorporate a 40% increase in rainfall intensity to account for climate change.

All roof drainage will drain to water butts which, once full, will overflow onto the existing hardstanding areas and then drain into the same means as hardstanding. All private hard standings (driveways) will be of porous construction to reduce run-off. An additional underground crate system storage tank is also provided.

To ensure that surface water runoff does not pose a risk to the proposed development, or increase the risk of flooding elsewhere, surface water attenuation will be provided on site.

There will be no significant increase in flood risk due to the construction of the proposed development and there should be no reason to refuse the planning application on the grounds of flood risk.

## **Planning Statement**

The Planning Statement provides a description of the site and its surroundings before summarising the planning history of the site. It also contains a summary of the statement of community involvement and highlights the relevant policies.

The Planning Statement assesses the proposal against both local and national planning policies identifying the harm that the proposal will cause. In this case, the only harms identified relate to land beyond the allocation being included within the redline and the subsequent increase in housing numbers and density beyond the guidelines in the policy.

The Planning Statement sets out a number of material considerations that ought to be weighed in favour of the proposal when assessing the impact identified. It concludes that when taken together, the application benefits and material considerations outweigh the harm identified and that the proposal ought to be approved.