

TWC/2021/1208

Lion Inn, 1 Newport Road, Edgmond, Newport, Shropshire, TF10 8HH

Extension of car parking area and associated access works***Amended Description and Plans***

APPLICANT

Upper Langley Homes

RECEIVED

21/12/2021

PARISH

Edgmond

WARD

Edgmond and Ercall Magna

THIS APPLICATION HAS BEEN CALLED IN BY EDGMOND PARISH COUNCIL AND IS TO BE DETERMINED BY MEMBERS OF THE PLANNING COMMITTEE

Online planning file:

<https://secure.telford.gov.uk/planning/pa-applicationssummary.aspx?Applicationnumber=TWC/2021/1208>

1. SUMMARY RECOMMENDATION

- 1.1 It is recommended that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to **GRANT FULL PLANNING PERMISSION** subject to a Section 106 Agreement, Condition(s) and Informative(s).

2. APPLICATION SITE

- 2.1 The application site comprises the Lion Inn Public House and its associated Public House garden and car park. The site is located on the junction of Newport Road and Chetwynd Road, within the village of Edgmond. The Lion Inn is designated as an Asset of Community Value (ACV).
- 2.2 The surrounding area is largely residential in character with existing properties surrounding the site to the north, south and east. Open fields bound the site to the east. An application (ref.: TWC/2021/1220) has been submitted, concurrently with this application, on the land to the east of the application site for 24 no. entry-level affordable dwellings and associated works. The proposed works within this application are as a consequence of the works required to facilitate application TWC/2021/1220.
- 2.3 No. 2 Newport Road (known as the Priory) is a Grade II Listed property and located to the south, beyond Newport Road. The site is located outside of the Edgmond Conservation Area, which is located c. 70 metres to the south west of the application site.

3. APPLICATION DETAILS

- 3.1 This is a Full Planning Application for the extension of car parking area at the Lion Inn Public House and associated alterations to the existing access. The description of development was amended during the determination process to

remove the works to the Public House (which were consented under application ref.: TWC/2022/0801).

4. PLANNING HISTORY

4.1 The following applications are relevant to the application site:

W97/0699 - Change-of-Use to Beer Garden and associated equipment and Facilities - Granted 20 October 1997

W2002/0465 - Erection of a single-storey extension to provide additional Restaurant Area - Granted 17 June 2002

W2008/0889 - Change-of-Use to Include Hot Food Take-Away Use (A5) at Existing Restaurant/Pub (Retrospective) - Granted 16 March 2009

TWC/2022/0801 - Demolition of existing store with chimney and erection of new boundary wall and access gate***Amended Plans and Description*** - Granted 20 December 2022

TWC/2021/1220 - Erection of 24 entry-level affordable homes (6no. shared ownership and 18no. affordable rent) and associated access, landscaping and drainage works - Pending Determination

5. RELEVANT POLICY DOCUMENTS

5.1 *National Planning Policy Framework (NPPF)*

5.2 *Telford and Wrekin Local Plan (2011-2031):*

SP3 Rural Area
SP4 Presumption in Favour of Sustainable Development
NE1 Biodiversity and Geodiversity
NE2 Trees, Hedgerows and Woodlands
NE5 Management and Maintenance of Public Open Space
COM1 Community Facilities
C3 Impact of Development on Highways
C4 Design of Roads and Streets
C5 Design of Parking
BE1 Design Criteria
BE4 Listed Buildings
BE5 Conservation Areas
BE6 Buildings of Local Interest
ER2 Mineral Safeguarding
ER4 Sand and Gravel
ER6 Mineral Development
ER11 Flood Risk Management

5.3 *Edgmond Neighbourhood Development Plan:*

RES1 Residential Development within Edgmond Village

RES3 Design of New Housing

G2 Ecology and Landscape

G3 Linkages and Connections

COM1 Community Facilities

6. NEIGHBOUR REPRESENTATIONS

6.1 The application has been publicised through direct neighbour notifications. 91 no. public objections have been received by the LPA, 3 no. comments and 2 no. representations of support (subject to Condition(s)). The representations raise the following matters:

Principle:

- Car park is already of sufficient size (suggestions that it was only ever half full) and parking at the premise has not been a problem historically;
 - The pub's external area does not need to be altered;
 - Increasing the car park would result in more traffic/volume of cars;
 - Application is a rouse to construct an access road to the adjoining field to the rear;
 - Application is linked with TWC/2021/1220 and should be considered together/as one application;
 - No suitable justification for the works (other than to facilitate the proposals applied for TWC/2021/1220);
 - Green space should be retained as the pub garden;
 - Proposal is not in keeping with the rural village;
 - Pub is there for the village residents and we should not be encouraging drivers to a small village pub;
 - Proposal is not in accordance with the Neighbourhood Plan;
 - Value of the amenity of the pub will be lost when surrounded by houses and a large car park;
 - Proposal will result in the loss of the village pub setting;
 - Loss of a pub garden with views to the countryside;
 - Proposal could upgrade / enhance the site, making the pub more attractive for tenants;
 - Proposal is contrary to the Edgmond Neighbourhood Plan (RES3, RES5, G3);
 - No assessment of future needs of the public house to justify the expansion of the car park;
- Proposal should only be granted upon acceptance of TWC/2021/1220;
Application TWC/2021/1220 should be considered in advance of this application;
- Both applications should have been combined into one as they are linked.

Highways:

- Chetwynd Road is a busy road and school route with lots of pedestrians and cyclists – concerns over safety;
- Chetwynd Road is narrow with limited pavements therefore not suitable for a junction;
- Proposal will have inadequate visibility splays;
- Crossroads is dangerous for pedestrians and cyclists already so increasing the amount of vehicles in close proximity to this will be unsafe;
- Proposal will result in more vehicles and movements;
- The public house is where school children wait to be collected by school buses to Newport Secondary Schools;
- Placing an additional junction by creating this road would pen these children in between 2 busy junctions and create a hazard hotspot.

Other:

- Proposal would result an increase in hard standing and reduces the area of wildlife / wildlife corridors;
- Proposal would destroy the character of the village of Edgmond;
- Proposal would result in loss of pub garden;
- Proposal spoils natural views;
- Proposal will lower property prices bordering the site;
- Lighting to car park would penetrate and harm neighbouring properties;
- Proposal will cause disturbance to No. 8 Chetwynd End;
- No public notices of the plans;
- Timing of the application in a holiday period underhand.

6.2 Comments in respect to TWC/2021/1220 are addressed within the respective Committee Report.

7. STATUTORY REPRESENTATIONS

7.1 Edgmond Parish Council: **Objection and Call-in to Planning Committee** on the following grounds:

- This application is linked with application TWC/2021/1220. The Parish Council very much wants to see the re-opening of The Lion Inn as a Community Asset under the ACV scheme and therefore some support for this application is reasonable. However, there are concerns regarding the application for 24 Affordable Homes on the site to the rear of The Lion Inn and therefore the Parish Council has resolved to call-in both applications to ensure that all relevant points are brought to the attention of the Planning Committee;
- The overall proposals for the site of The Lion Inn, are contrary to the Edgmond Neighbourhood Plan and not in accordance with Policy H011 of

the Local Plan. However, the Parish Council continues to support the requirements under the ACV, which was granted through the Localism Act 2011.

7.2 Local Highway Authority: **Support, subject to Condition(s) and s.106 Agreement** in respect to off-site highway works and access proposals.

7.3 Heritage: **Comment**

7.4 Ecology: **Support, subject to Condition(s)**

7.5 Drainage: **Support, subject to Condition(s)**

7.6 Shropshire Fire Service: **Comment, referring to Guidance**

8. PLANNING APPRAISAL

8.1 Having regard to the Development Plan and other material considerations including comments received during the consultation process, the planning application raises the following main issues:

- Principle of Development
- Layout and Design
- Heritage
- Highways Impact
- Ecology
- Trees
- Other Matters (including Mineral Safeguarding)

8.2 Principle of Development

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications must be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. In this instance, the development plan consists of the Telford and Wrekin Local Plan (TWLP) and the Edgmond Neighbourhood Development Plan (January 2018). The National Planning Policy Framework (NPPF) sets out policy guidance at a national level and is a material consideration in planning decisions.

8.2.1 The application site is located within the rural area, within one of the five named settlements. Policy SP3 (Rural Area) addresses the needs of rural communities. It directs development to previously developed land and to settlements with good infrastructure. Where development is proposed on best and most versatile agricultural land (Grade 1, 2 and 3a) the economic and other benefits of the land would be taken into account.

8.2.2 Policy COM1 states that *'development will be expected to preserve existing community facilities and sustain, enhance and provide new social infrastructure to meet demand arising from new development. Development which detrimentally affects existing social infrastructure such as its removal or*

reduction will not be supported unless a lack of need is demonstrated or acceptable alternative provision exists or is proposed concurrently.'

- 8.2.3 The re-configuration of the car park would provide 27 no. car parking spaces (including 2 no. disabled bays), 3 no. motorcycle spaces and 25 no. cycle spaces. Whilst there would be a reduction in the pub garden area, it is considered that the remaining pub garden area is still significant enough to serve the public house (at 850 sq. metres in area). Minor works to the Public House have been consented separately under application ref.: TWC/2022/0801 and therefore have been removed from this application. The Public House building remains unaffected by the proposal and is currently being marketed (for lease) by the landowner. The LPA is satisfied that Policy COM1 is satisfied, subject to a Legal Agreement securing the delivery of the car park improvement works.
- 8.2.4 The Public House is an Asset of Community Value (ACV). This is a material consideration in the determination of the application. A number of the public representations raise the matter of the disposal of the ACV which is addressed below for clarity.
- 8.2.5 Where an owner of a listed ACV wishes to dispose of the listed land, the owner must serve a notice under section 95 of the Localism Act 2011 on Telford and Wrekin Council and a moratorium must be observed. Once the owner has given notice of their intention to make a disposal of the listed ACV the owner must wait until after the end of a moratorium period before disposal. The spirit behind this is to give community interest groups time to get into a position to be able to make the owner an offer to purchase the listed land. During the moratorium period, the owner may continue to market the property and enter into negotiations and the owner is not restricted to negotiating with community interest groups.
- 8.2.6 Certain types of disposals are exempt from moratorium by reason of section 95(5) Localism Act 2011 and regulation 13 and the Third Schedule to the 2012 Regulations. These exempt types of disposal will not be a 'relevant disposal' and so can proceed without breaching the moratorium rules, even if the subject matter is a listed ACV.
- 8.2.7 With respect to The Lion Inn, the owner gave notice of its intention to make a relevant disposal of the land on 26 February 2021. The Council followed the procedure under section 95 of the Localism Act 2011 in response to that notice by placing the required notice on site. A moratorium to 26 August 2021 was triggered following receipt of a request notice from a community interest group requesting to be treated as a potential bidder. Only a community interest group can submit a request to be treated as a potential bidder and trigger this 'full' moratorium. However, the owner of The Lion Inn remained free to market and negotiate the sale of his land with other interested parties.
- 8.2.8 The Applicant purchased the site on the 25 August 2021 under one of the exceptions as it would continue to use the land as a Public House. The Council as listing authority does not get involved in the negotiations for disposal of a

listed asset following a notice to dispose and the legislation does not provide the Council with enforcement powers relevant to the circumstances which have arisen in respect of the Lion Inn. If a person is aggrieved by the transfer and does not consider that it falls within the S.95(5)(f) exception, they could raise their concerns with the owner and purchaser and possibly the Land Registry.

8.3 Design and Residential Amenity

Policy BE1 of the adopted Local Plan is concerned with securing high quality design in new development. It is criteria based and expects new development to be influenced by and respond positively to its context, demonstrating an integrated approach to design and layout, respecting landscape and creating a sense of place. New development should be energy efficient and promote sustainable building techniques.

8.3.1 The proposals involve the reconfiguration of the existing car park to facilitate an internal access road through the site to serve planning application ref.: TWC/2021/1220. The existing car park is located to the side of the Public House (to the north of the building), whilst the existing pub garden is located to the east of the building. The spaces in the existing car park are not delineated.

8.3.2 As outlined above, the re-configuration of the car park would provide 27 no. car parking spaces (including 2 no. disabled bays), 3 no. motorcycle spaces and 25 no. cycle spaces. This would be located to the north/north-east of the public house. The internal estate road would therefore sever the public house from its car park, albeit the car park would still relate well with the public whilst an area of pub garden will be retained to the east of the Public House, directly accessed from the rear of the pub.

8.3.3 Details of boundary treatment and soft landscaping have not been submitted with the application and it is proposed that this element of the scheme is conditioned. The LPA would expect the details to incorporate low level railings as boundary treatment for the car park, whilst soft landscaping would be incorporated around the car park to soften the dominance of hardstanding.

8.4 Impact on Heritage Assets

The application site lies some 70 metres to the west of the boundary of the Edmond Conservation Area, around 50 metres to the west of a Local Interest Building at 3 Shrewsbury Road and diagonally opposite the Grade II The Priory, a timber framed house remodelled in the 19th century. The Lion itself is a building of some historic character, appearing to have originated in the late-18th century, in a vernacular brick-built style (now painted) with prominent chimney stacks and later Victorian two-storey gabled bay window projection and moulded timber gabled porch.

8.4.1 The current application is a response to the parallel proposals under TWC/2021/1220 for 24 entry-level affordable dwellings to the east of the Public House which would have its access road cutting across the existing site between the pub and car park. The proposals are largely connected with and dependent upon the approval of this application.

8.4.2 The proposed car park extension would be located to the north of the Public House with no intervisibility with No.3 Shrewsbury Road, and a very limited impact on the approach into the Edgmond Conservation Area. The car park is visible from The Priory across intervening open space, but there would be little change to its character from this location, whilst no significant views of the listed building would be affected. As such, the proposals are considered compliant with Policy BE4, BE5 and BE6 of the TWLP.

8.5 Highway Safety

Access to the site is currently obtained via Chetwynd Road to the west. It is proposed that the existing access, serving the Lion Inn Public House and associated car park, would be used and reconfigured to serve the development (ref.: TWC/2021/1200 for the re-configuration works to the car park). As part of the proposal, the existing boundary wall would be removed to improve visibility and a 2 metre footway is proposed across the site frontage for pedestrians. The proposed new access would lead into an internal road (dividing the public house and its car park). The red line of this application incorporates some of the internal access road leading to the development proposed to the east (ref.: TWC/2021/1220) and contains 2 no. visitor parking and a substation serving that development.

8.5.1 The existing car park measures an area of 760 sq. metres and is currently unmarked. Telford & Wrekin Local Plan set out the parking standards of 1 space per 10 sq. metres of GFA for public houses. The GFA of the public house (ground and first floor combined) measures c. 340 sq. metres. The re-configuration of the car park would provide 27 no. car parking spaces (including 2 no. dedicated disabled bays), 3 no. motorcycle spaces and 25 no. cycle spaces. Whilst the proposal would still result in a shortfall when assessing against TWLP Parking Standards, the existing fall-back position is a material consideration in this assessment. The proposed new car park would provide a similar level of car parking provision to the existing provision, whilst enhancing cycle, motorcycle and disabled bay provision. As such, the LPA are satisfied with the proposed parking provision.

8.5.2 Concerns were identified initially with the visibility splays of the access arrangement. The Transport Assessment submitted with this application details an assessment of the proposed visibility splay using data from a traffic survey carried out during the time period 30 September 2021 to 06 October 2021. The 85th Percentile speed is shown as 31mph Northbound and 30.2mph Southbound. The applicant has used this information to calculate the Sight Stopping Distance (SSD) using the formula from Manual for Streets and Manual for Streets 2. The applicant has calculated 41 metres to the North and 43 metres to the South the visibility splay drawing shows an achievable splay of 37.6 metres 1 metre offset from the kerb line which would be a shortfall of 3.4 metres.

8.5.3 This LPA identified that this calculation has not been adjusted for bonnet length as per 7.6.4 of Manual for Streets. This adjustment changes the SSD to 43.6 metres to the North and 45 metres to the South and takes account of the distance between the driver and the front of the vehicle. As such, the difference

between the achievable visibility splay shown on the drawings and that required is 6 metres and greater than set out in the Transport Assessment.

- 8.5.4 The Applicant's highway consultant disputes that this would not have a material impact on the safe operation of the junction and contend that the existing access has operated historically without any recorded highway safety issues. Whilst the proposal would result in a betterment from the current position, the LPA still had concerns in respect to highway safety grounds owing to the visibility splay and the context of the application (with the introduction of 24. No dwellings which is a material change in the use of the access from the current position).
- 8.5.5 During the determination period, the applicant presented an off-site mitigation scheme which was accompanied by an Independent Road Safety Audit of the junction design. The proposed highway mitigation scheme incorporates a dropped kerb tactile pedestrian crossing point on Chetwynd Road located to the north of the new site access junction, at a point identified where suitable pedestrian visibility splays can be achieved commensurate with recorded speeds and taking account of the location of existing private drives. The scheme also incorporates a vehicle activated sign (VAS), proposed to be located on the new WPD LV pole located adjacent to the pub building (albeit this could be located in a different position mounted on a standalone post if deemed more suitable).
- 8.5.6 The dropped kerb crossing will provide for pedestrians walking along Chetwynd Road and encourage pedestrians to cross the road at a safe location. Furthermore, the presence of the dropped kerb crossing itself should help reduce vehicle speeds generally in the vicinity, as drivers/riders will be alerted to the fact that pedestrians could be crossing the road here. The coloured tactile paving is proposed to alert drivers/riders to the presence of the crossing and the white bar markings parallel to the kerb on either side would further highlight its presence, as well as discouraging on-street parking from obstructing the crossing point.
- 8.5.7 The detail of the VAS is proposed to be conditioned. However, it is envisaged that it could display the approaching vehicle speed and an associated message, depending on whether the speed of the vehicle is below or above the 30mph speed limit. The presence of the VAS should encourage and remind drivers/riders to slow down, whether they are travelling above or within the speed limit.
- 8.5.8 In addition to the above, the introduction of the new site access junction would alter the highway in the vicinity, with the new junction formalised and the mitigation scheme proposed, which should together contribute to reducing vehicle speeds generally in the vicinity.
- 8.5.9 The scheme has been prepared to try and mitigate concerns raised with regards to the shortfall in the visibility of the proposed new access serving the public house and development proposals. The LPA consider that the mitigation scheme alleviates its concerns with the visibility of the new junction. The mitigation scheme shall be subject of a s.106 Agreement.

8.6 Drainage

No drainage information has been submitted with this application. However, the application is linked with TWC/2021/1220 where an infiltration tank is proposed. The Applicant has submitted monitoring evidence with TWC/2021/1220 which indicates that the groundwater level is unlikely to get within 1m of the base of the proposed soakaway by spring when recharge will slow/stop and the hardstanding areas on application TWC/2021/1208 have been taken into consideration in the calculations for the soakaway on TWC/2021/1220. The LPA would expect an impermeable plan at detailed design stage to inform the final approval. As such, the LPA are satisfied with the proposals, subject to a condition securing the detail (wording to be subject to the outcome of TWC/2021/1220).

8.7 Ecology

The application is accompanied by a Preliminary Ecological Appraisal (PEA) by Pearce Environment, dated July 2021, and has been reviewed by the Council's ecologist who are supportive, subject to Condition(s).

- 8.7.1 The site mainly comprises of hardstanding and maintained or grazed grassland of low ecological value. A number of hedgerows are found on site, varying in quality but mostly in a poor condition. Some mature trees, notably an apple and cherry tree are also present.
- 8.7.2 A Preliminary Roost Assessment (PRA) found high roosting potential for bats in the main pub building on site and negligible potential in another structure and trees on site. Further assessment found all potential roosting locations with no evidence of any bat presence. The wider site is likely to be of good value to bats for foraging and commuting. A condition for some bat boxes has been included to enhance this site for bats after development.
- 8.7.3 Two waterbodies exist within 500 metres of this site, no access was granted for the PEA but the site for development was found to be of low suitability as terrestrial habitat for Great Crested Newts (GCN). A hand search was conducted on some existing potential amphibian refuge on site however nothing was found. The Natural England Rapid Risk Assessment came out as 'Highly Unlikely' that any GCN would be present on site. An informative has been included for awareness of this protected species on site.
- 8.7.4 This site has a high potential for nesting wild birds, in the built structures as well as the 'natural' area. An informative has been included to raise awareness about these species, and some nesting boxes have been included as a condition to provide some nesting compensation on site post-development.

8.9 Arboriculture

The Application is accompanied by a Tree Constraints, Tree Impact and Tree Protection Method Statement (covering application TWC/2021/1220 and 1208).

The Report identifies a numbers of trees within the Public House garden which will be unaffected by the proposals as well as a hedgerow (H5). The development will however result in the loss of a Hedgerow (H6) which currently serves to separate the car park from the pub garden. The hedge is mixed-species and categorised as 'U.'

8.9.1 No details have been provided about replacement planting. As such, a Condition is proposed to deal with this matter.

8.10 Other

A number of public representations raise the matter of community consultation. The LPA notified immediate residents of the proposals by letter and two site notices were erected around the site for TWC/2021/1220 (as a major application). It is understood that the applicant has also presented their proposals to the Parish Council.

8.10.1 Representations also raise the issue of the segregation of the two applications. The applicant has chosen to segregate the proposals owing to the 1 hectare threshold set within para. 72 of the NPPF for entry-level exception sites. The proposal would exceed 1 hectare if it were to combine both applications. The access works to serve application TWC/2021/1220 are included within that application. However, this would result in the loss of the existing car park serving the public house. As such the applicant has submitted a separate planning application for the reconfiguration of the car park. A Condition and s.106 Agreement has been included as part of application TWC/2021/1220 to secure the works proposed as part of this application.

8.10.2 A number of residents raise queries around the current status of the Public House. It is understood from the Applicant that works were required to the building upon their possession of it (repairs to the roof and refurbishment works). Following these works (which did not require planning permission), they started advertising the Public House for lease with an agent in October 2022. Following this period of marketing it was identified by the Applicant that further refurbishment works were planned, including new electrical and heating installation, internal redecoration, new flooring, replacement bathrooms and kitchen fit-out. A contractor has also been appointed to deliver the works consented under TWC/2022/0801 in relation to the removal of the flat roof store and amendments to the boundary treatment. It is understood that these works will be completed by the end of March 2023.

8.10.3 The application site falls within the MSA on the proposals map and is safeguarded for sand and gravel. The designation defines the broad extent of MSAs. Policy ER2 states that the Council will support non-mineral development providing it does not threaten, lead to the loss of or damage to, the functioning of established planned or potential minerals related infrastructure unless:

- I. An alternative site within an acceptable distance can be provided, which is at least as appropriate for the use as the safeguarded site; and

- II. It can be demonstrated that the infrastructure no longer meets the current or anticipated future needs of the minerals, building and construction industry.

8.10.4 The supporting text of Policy ER4 (Sand and Gravel Resources) acknowledges that due to the ready availability of an adequate and steady supply of sand and gravel resources from existing proximate sites in other parts of the Shropshire sub-region it is considered there is no need for the plan to identify additional sites. Additionally, paragraph 10.2.3.3 of the TWLP identifies an alternative potential site, in the event that there is a need for additional extraction (which there isn't at this point in time).

8.10.5 In considering the requirements of Policy ER2, and the scope of any planning application, the LPA had due consideration to Policy ER6 (Mineral Development). The Policy recognises that mineral development, particularly mineral extraction, can have a considerable impact on its surroundings. The impacts on the quality of life of local people and on the environment are key considerations when deciding where to locate new minerals development. A wide range of potential adverse impacts can arise, depending on the site context.

8.10.6 The LPA do not consider it reasonable to request an assessment of the site for mineral extraction in this case, owing to the likely impact of any potential mineral extraction from this site on nearby residential receptors and the existing site condition of the site. Moreover, the LPA can also demonstrate that it is maintaining an adequate supply of sand and gravel resources from existing sites, and an additional potential site has been identified through the TWLP for future allocation should it be required.

8.11 Financial Contributions

Any planning consent would be conditional on the finalisation of a Section 106 Agreement to secure the following:

- I. Off-site highway improvement works;
- II. Monitoring Contributions at 2% of the value of the s.106

8.11.1 In determining the required Planning Obligations on this specific application the following three tests as set out in the CIL Regulations (2010), in particular Regulation 122, have been applied to ensure that the application is treated on its own merits:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development;
- c) Fairly and reasonably related in scale and kind to the development

9. CONCLUSION

9.1 The proposed development is located within the rural area, within a defined settlement. As the proposal relates to the reconfiguration of the car park only

(with the Public House unaffected by the proposals), the LPA consider that Policy COM1 is satisfied.

- 9.2 The proposal will reconfigure the car park and the existing access arrangements. As part of the proposal, the existing boundary wall would be removed and a 2 metre footway is proposed across the site frontage for pedestrians. The proposed new access would lead into an internal road (severing the Public House and its car park). Whilst the proposed new access arrangement and layout is inherently linked with planning application TWC/2021/1220, the LPA is satisfied that Policy COM1 is satisfied, subject to a Legal Agreement securing the delivery of the car park improvement works.
- 9.3 Due to the visibility splays that can be achieved from the proposed access, an off-site mitigation scheme which was accompanied by an Independent Road Safety Audit of the junction design. The proposed highway mitigation scheme incorporates a dropped kerb tactile pedestrian crossing point on Chetwynd Road located to the north of the new site access junction, at a point identified where suitable pedestrian visibility splays can be achieved commensurate with recorded speeds and taking account of the location of existing private drives. The scheme also incorporates a Vehicle Activated Sign (VAS), proposed to be located on the new WPD LV pole located adjacent to the pub building (albeit this could be located in a different position mounted on a standalone post if deemed more suitable).

10. RECOMMENDATION

- 10.1 Based on the conclusions above, the recommendation to the Planning Committee is that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to GRANT PLANNING PERMISSION subject to the following:
- 10.2 The Applicant/Landowners entering into a Section 106 Agreement with the Local Planning Authority (items (i to vi) subject to indexation from the date of Committee), relating to:
- I) Off-site highway improvement works,
 - II) Monitoring contributions at 1% of the value of the s.106
- 10.3 The following Condition(s) and Informative(s) (with authority to finalise Condition(s) to be delegated to Development Management Service Delivery Manager:

Condition(s)

Time Limit
Full Site Environmental Management Plan
Foul and Surface Water Drainage
Landscaping/Hardstanding Detail (incl. boundary treatment)
Landscape Management Plan
Ecology Report Compliance

Nesting/Roosting Boxes
Lighting Plan
Parking, Loading, Unloading and Turning
Off-site Highway Works (details to be approved)
Highway Details (roads, footways, accessing, street lighting)
Protection of Highway Land from Mud
Tree & Hedge Protection
Approved Plans

Informative(s)

s.278
Protective Species