

TWC/2014/0882 Land off Park Road/Royal Way, Malinslee, Telford, Shropshire
Erection of 93no. dwellings with associated access, parking and landscaping
AMENDED PLANS RECEIVED

APPLICANT

Wrekin Housing Trust/HCA/STRATA, Steve Swann

RECEIVED

03/10/2014

PARISH

Great Dawley, Lawley and Overdale

WARD

Lawley and Overdale, Malinslee

OFFICER

Matthew Thomas

OBJECTIONS RECEIVED: Yes

MAIN ISSUES:

Scale and design of proposed development, Highways, Woodland/Trees, Noise

PROPOSAL

This application seeks full planning permission for the residential development of a currently vacant site to the north of Park Road in the Malinslee area of Telford. The site ownership boundary covers an area of approximately 1.6ha. The proposal is for 93 residential dwellings which represent a density of approximately 56 dwellings per hectare. It is proposed to redevelop the site for entirely affordable housing use for the Wrekin Housing Trust with a mix of market rent, shared ownership and affordable rent. The scheme will provide an entirely residential development with a mix of semi-detached and rows of three houses, plus some apartments and bungalows.

The application has indicated that of the proposed ninety three dwellings, twenty will be 1 bedroom flats, sixteen will be 1 bedroom houses, forty five 2 bedroom houses, eight 3 bedroom houses, two 2 bedroom bungalows, one 3 bedroom bungalow and one 4 bed bungalow.

The applicant states that trees within the site and around its perimeter will be retained and enhanced with additional landscaping. The proposed development also includes provision of Sustainable Urban Drainage (SUDS), including two attenuation ponds at either end of the development.

Vehicular access to the site is proposed as a continuation off the existing vehicular access point off Park Road near the junction with Royal Way. This junction will be subject to improvement works and a new 5.5 metre wide access road will serve the development with most of the proposed dwellings located off this main spine. Parking standards will be one space for 1 bedroom houses/apartments and two spaces for 2/3 bedroom houses.

The largest public open space within the development is the gateway space, with another at the head of the site which will incorporate the proposed SUDS feature. These have been located at strategic points to enhance visual amenity and to utilise otherwise undevelopable spaces with mineshaft offsets. A pedestrian/cycle link is also proposed to the north western corner of the site leading on to West Centre Way.

The application has been submitted with the following documents in support of the proposals:

- Application Form;
- Planning Statement;
- Design and Access Statement;
- Transport Assessment ;
- Flood Risk Assessment;
- Ground Conditions Report and Remediation Strategy;
- Ecology Assessment;
- Tree Survey;
- Noise Assessment;
- Viability Assessment
- Landscaping Report

SITE AND SURROUNDINGS

The site has a total area of 1.64 hectares. It has an open, greenfield appearance and there is approximately 4 metre level difference across the site. The site once formed part of a colliery spoil mound, and now comprises “made ground”. One capped mineshaft is located within the site boundary. The site has recently been used as a paddock for grazing horses.

To the north, the site is bounded by an earth embankment and a large belt of woodland vegetation. Beyond this is the B5072 (West Centre Way) and Thomas Telford School. To the south and the east there is open space and residential properties. To the west is an industrial building, occupied by an engineering firm.

The site is located approximately 1 mile to the west of Telford town centre, and therefore benefits from very close proximity to the amenities that the centre provides.

The nearest bus stops to the site are located on Park Road and St Leonard’s Road, with further stops located slightly further away on Brunel Road. The stops are within 400 metres of the site and are therefore highly accessible. The stops are for high frequency bus services to the town centre, and other destinations such as Madeley and Dawley.

SUMMARISED CONSULTATIONS

Standard consultation responses

Great Dawley Parish Council: No Comment

Lawley & Overdale Parish Council: Object

- We fully concur with the comments made by TWC officers in Parks & open spaces, Arboricultural officer and the local access forum and the local neighbours and OBJECT to this development. It is too dense a development and the housing type does not fit with the local area. A development this size is going to need highway changes for access and egress in the form of an island at Royal Way/Park Road. We have concerns over the PROW that runs at Baptist Avenue and its accessibility. We have had lots of interest from local residents on both sides of the Parish Boundary that have all been negative despite presentations from the architects

Highways: Comment

- It appears a shared space principle has not been adopted in the design of the street and therefore if this is not for consideration I ask that a footway rather than verge is provided on the southern perimeter of the road.
- I ask that the tightness of the bend at Unit 29 is reduced and the parking for 29 and 30 rearranged to avoid a large vehicular crossover margin which would likely just be used for parking. A centre line radius no tighter than 20m should be used here.
- There is no margin provided around the southern perimeter of the terminating turning head. If no services are to be provided in here a 500mm margin of kerb protection is required at least.
- The footway/cycleway link to West Centre Way needs to be identified at a minimum width of 2.5m.
- The access road should be 5m in width rather than the 5.5m indicated.
- I consider there to be a general lack of visitor parking. Maybe this could be suitably incorporated into the street layout.
- What is the purpose of the footway link just east of units 9-14 ? This links to a section of highway which has no separate footway provision running along Park Road to the south.
- A general observation is that a number of driveways are not located perpendicular to the road line. I ask these are adjusted accordingly in order to aid their appropriate use by drivers.
- The access junction design off Royal Way would appear to have been scaled back somewhat on the submitted site layout from the outline application. Therefore for the avoidance of any doubt the applicant is reminded that the access design is subject to the discharge of an outline planning condition stating the design is to be in general accordance of the details previously submitted on WS Atkins drawing no. 5115812/TP/GA/005 Rev B.

Drainage: Support subject to conditions

- The drainage layout provided as part of this application is acceptable in principal however additional information is required on the detailed design of

the drainage network and proposed SUDS feature. Calculations showing that the site can be restricted to 5l/s/ha should be submitted along with information on the future ownership of each drainage feature. Condition: Development shall not take place until a detailed scheme for surface water drainage has been submitted to and approved in writing by the Local Planning Authority. The proposed scheme shall restrict surface water runoff to 5 litres per second per hectare and any attenuation feature should be designed to attenuate all flows up to and including the 1 in 100 year event +30% for climate change. The approved details shall be implemented in full prior to the first occupation of the development.

Affordable Housing: Comment

- This is a scheme for 93 dwellings. The Design, Access & Planning Statement (DAPS) (p 5) notes that the scheme '...offers 100% affordable housing... via a registered provider'. However the document also states in several places that scheme will include '...a mix of market rent, shared ownership and affordable rent'. The provision of a significant number of affordable homes is welcomed, although the actual tenure breakdown should be confirmed prior to consideration by Planning Committee. A mix of housing tenures (including market rent) would be supported in order to help to achieve a sustainable community, particularly if this will assist the overall viability of the development. The very high proportion of smaller dwelling types (38 one bed homes and 45 two bed homes) is welcomed. This responds to current local needs. The proposed dwelling sizes achieve or exceed the minimum specification of the Housing Quality Indicators of the Homes & Communities Agency (HCA). Similarly the provision of specialist housing including 4 homes for households with a disabled member (2 wheelchair standard and 2 to Lifetime Homes Standard) is also supported. The involvement of local authority Occupational Therapy colleagues and the achievement of the Lifetimes Homes Standard are both positive practice. There is no reference to whether the scheme will meet HCA Design & Quality Standards. However, it is stated that there is a commitment to achieve '...Code for Sustainable Homes Level 3...' and '...Secured By Design Certification...' (p 16). Car parking will be provided at the rate of 1 space for each one bed property and (generally) 2 spaces for two and three bedroom properties, mostly within the dwelling curtilage. A number of visitor parking spaces will also be provided. The DAPS states that the applicant will work '...in partnership with Telford & Wrekin Council to ensure that all allocations are not only fair and transparent but also make best use of the housing stock to help foster a balanced and substantial community'... A Local Lettings Plan (including arrangements for marketing the homes) should be agreed with Telford & Wrekin Council before the homes are advertised or allocated The scheme will be owned and managed by The Wrekin Housing Trust, which has a significant affordable housing stock in the borough and an established track record in the delivery of affordable housing.

Arboriculture: Object

- The topographical survey has plotted accurately the site within the red edge, the current ground levels and undulations, it appears however to have

completely ignored the elephant in the room. The tree belt to the North of the site is positioned atop a soil bunding that acts as a visual and sound barrier to a major in- road to Telford town centre. The bunding itself is approximately 5 metres tall and has established trees in excess of 10 metres tall (some approaching 15 to 20m). Irrespective of aspect, this tree belt will cast shading and darken the private garden areas to the 36 proposed dwellings.

- Another factor which appears to have been ignored is overhang. As is indicated on the plan the canopy edge of this tree belt overhangs a number of the rear gardens and in some cases parking areas to the flats, this creates an unacceptable situation which morphs itself into customer complaints and continual requests for tree works to abate overhang, leaf litter, shading, tv reception, sap and a plethora of inconveniences experienced by the residents of these new homes.
- The landscaping proposals are uninspired, appear to have been applied to this site from some other successful application the developer has achieved and do not work well in this instance.
- There is no tree pit detail, post planting management to establishment, stake detail or root barrier installation considerations. Trees appear to be planted directly to the South of some properties which will cast shading issues later, as they establish. Trees planted which will overhang parking areas are objected to.
- There is no tree protection detail regarding this application.
- Service runs are not complete and require further and full detail.

Ecology: No comments received

Parks & Open Spaces:

- Parks & Open Spaces believe it is essential that all new developments make full provision for the infrastructure/amenities and services which they create. New residents to the area will increase demand upon the existing play area / recreational resource. The development will contain a number of properties which will contribute to the need of recreational facilities for the area.
- The previous approved outline application for this land signed up to a S106 agreement for £600 per dwelling (index linked from May 2013 to payment) to meet the need arising from this development for play / recreation facilities and to be paid prior to the first occupation. There is no mention of this within the application. Please can you confirm that this legal agreement is to be adhered to by the applicant as there is no mention of it in the application?
- There is Public open space proposed within the development. The approved S106 also provides the opportunity for a number of options for future management of these spaces (including SUDS). Previous applications by Housing Trusts have indicated a preference for management by the trust rather than adoption by the council. Can this also be confirmed? There are some practical management issue queries which arise from the proposed design such as how is maintenance access to be gained to the suds feature to maintain (cut the meadow) the SUDS feature.
- A management plan identifying the principles, responsibilities and schedules are required in accordance with conditions 13 and 14 of the outline approval needs to be provided.

- A number of design queries need to be addressed.
- Why is the boundary fencing cutting across 2 areas of open space (to the left of the vehicle access point and to the right of the last house in the east) which then creates an unnatural boundary and separates POS?
- The boundary treatment on the frontage of the development proposes to use post and rail fencing. This area is identified as Public amenity space (presumably POS). Fencing off this area will effectively place a barrier to public use of this amenity as it will be assumed to be the property of others. As such if fencing is required a sign should be provided (to agreed wording) which identifies this is available to the public to use. If this is not available for the public this needs to be confirmed. Secondly, the use of Post and Rail fencing can be subject to high maintenance costs in prominent positions and as such I would recommend the use of an alternative more robust boundary. The same boundary treatment on the suds POS may also benefit from this change in boundary.
- The suds feature is not fenced and there is a public footpath located very close (2m?) to it. Whilst only 600mm deep, during wet weather the close proximity to this pool will be a significant hazard to children and securing this area from the potential risk in some way (fencing / shrub planting) should be considered.
- The footpath leading through the suds area does not lead anywhere. This path must link to the West Centre Way footpath and must be provided by the developer to an agreed design by the LPA. The provision of the proposed path will inevitably lead to a desire line through the councils land increasing the safety risk to users and liability to the council. Alternatively, if the developer is reluctant to provide the council would consider carrying out the works themselves for an appropriate additional capital sum to be agreed in an amended S106. This is in accordance with condition 18 of the approved outline permission.
- There is no mention of the number of other environmental conditions (e.g. bat boxes etc) secured under conditions of the outline approval. Can you confirm these are to be implemented?
- P & OS would concur with the tree officers comment regarding likely issues of complaints to the council in regards to the very close proximity of the existing trees along West Centre Way to the proposed dwellings adjacent to this woodland. The very close proximity of these maturing trees to property (some within the rootzone of the adjacent tree), and in particular rear garden areas (in some cases overhanging the proposed gardens) will significantly increase the risk of claim and cost to the council. Therefore, if the current proposal is minded for approval, consideration should be made to condition for agreed landscape management proposals for this woodland area to try and mitigate these concerns and also the provision of cable services as mitigation for the likely requests from the new residents for these trees to be removed.
- It is noted that rotary driers are being placed in these rear gardens some of which are beneath the canopy of the trees. It may sound petty but bird mess, leaf litter and the like will make these facilities unusable. An alternative solution to this issue needs to be found (perhaps these facilities can be covered?). It should also be noted that a number of these rear gardens may be shaded for a considerable amount of the day.

Education: S106 contribution of £94,597 towards education facilities

The Coal Authority: Comment

- The Coal Authority concurs with the recommendations of the Desk Study and Ground Conditions Report; that coal mining legacy potentially poses a risk to the proposed development and that further intrusive site investigation works should be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues on the site.
- The Coal Authority recommends that the LPA impose a planning condition should planning permission be granted for the proposed development requiring these intrusive site investigation works prior to commencement of development. In the event that the site investigations confirm the need for remedial works to treat the mine entries and/or areas of shallow mine workings to ensure the safety and stability of the proposed development, this should also be conditioned to ensure that any remedial works identified by the site investigation are undertaken prior to commencement of the development.

Pollution Control (Environmental Health): Support subject to conditions

- Detailed Noise Management Plan
- Contaminated Land condition requiring a full site investigation and remediation statement followed by a validation report

Development Plans: Comment

- The scheme comprises a full planning application proposal for 93 dwellings with associated uses including open space and landscaping and SUDS. The site is covered by site-specific policy (SA11) in the Central Telford Area Action Plan (CTAAP). Policy SA11 establishes the presumption in favour of residential development, subject to a range of policy issues being taken into account and applied to any development proposal on this site. CTAAP Policy CT5 and CT5a supports the provision of a range of new housing across the area, including affordable housing.
- Paragraph 47 of the National Planning Policy Framework (NPPF) requires all Councils to identify a supply of 'deliverable' sites sufficient to provide five years' worth of housing against their housing requirements. In addition, paragraph 50 of the NPPF states that LPAs should deliver a wide choice of high quality homes, widen the opportunities for home ownership and create sustainable, inclusive and mixed communities. It is noted that the proposal is for 93 affordable homes, comprising 100% of the site total, with 82 dwellings proposed as one or two bed properties and a small number of larger properties also proposed. Section 5 of the Design and Access Statement (p13), however, states that "...provision... through the Trust on a mixture of affordable and shared ownership tenure."
- Consequently, the proposals broadly accord with the adopted CTAAP policy covering the site in terms of housing mix, in particular meeting the needs of smaller households, and provision of new affordable home to meet identified local needs.
- In addition to the residential element, there are a number of other policy issues that need to be addressed as part of any proposals. These are; vehicle access; pedestrian connectivity; Flood Risk and SUDS measures; relationship

to the existing adjacent employment uses; and enhancement of natural features on the site.

- In terms of vehicle access, this accords with the indicative access point shown on Map 6 in CTAAP, as does the broad location of the SUDS measure, though this should be confirmed by the Council's Drainage officers. The intention under Policy SA11 was to also seek provision of a pedestrian link across West Centre Way in order to promote easy access to the town centre. Whilst this is referred to in the D&A statement, no specific proposals are identified in support of the scheme. The statement only refers to, "...further investigations and discussions." It is however recognised that any link would require an off-site contribution but this would not prejudice delivery of the scheme, or render it unacceptable in policy terms if it were not to happen at this point. Indeed, whilst pedestrian access would be longer without a more direct link, access is still possible via the established routes along Royal Way and Brunel Road, and would be approximately 800 metres to the Town Centre Core area.

Telford & Wrekin Local Access Forum: Object subject to conditions

- I believe that a Definitive Public Right of Way (RB) passes through the site (western edge) and, as yet, there is no indication as to how this is to be managed should the development go ahead. This is the route of the Old Park road (Baptist Avenue) and is currently a Restricted Byway (RB). This has been blocked for quite some time, which appears to be unlawful, and the public have been unable to enjoy the rights afforded to them in law to pass and repass along this route. I have tried on a number of occasions with no luck. If this route is to be extinguished then the developer should provide suitable recompense by providing safe public access through the site. This must be off-road, have no limitations that would affect the less mobile, and be of minimum Bridleway (BW) status to allow for lawful use by cyclists. I suggest that, at an early stage, the developer engages the Local Access Forum as well as the Telford and Wrekin Senior Rights of Way Officer concerning this issue. Points to note: It would be unlawful for the development to go ahead and restrict this PRow. The surface of the original route cannot be changed without permission of the Highway Authority. Any diversion must be placed on the Definitive Map to preserve it for posterity. A close check of the Definitive Map is needed to see if this route still retains RB status. The T+W Local Access Forum have a statutory duty to advise on the improvement of public access to land for the purposes of open-air recreation. Whilst the forum cannot directly oppose the development the following comments should be taken into consideration.

Shropshire Fire Service: Include Fire Authority informative

Neighbour consultation responses

Following neighbour consultation, 4 letters of objections were received and are summarised below:

- The road survey accompanying this application is over 2 years old and does not take in to account the extra traffic travelling to and from the Dawley

direction which uses Park Road and Royal Way as a short cut avoiding the Old Park Roundabout to get to the Shopping Centre, the new Asda, the new Southwater development and the motorway

- Concerns over infrastructure and impact the new development will have on traffic and highway safety
- Concerns over the impact on existing residential amenity of neighbouring properties in terms of loss of privacy, loss of light and noise
- Park Road and adjacent residential roads are of poor quality, no pavements in places so additional traffic and pedestrians would be dangerous
- Type and character of proposed development is out of keeping with surrounding area
- Likely detrimental impact on local wildlife

Following re-consultation additional responses were received and summarised below:

Highways: Comment

Clarification required over shared space table areas and maintenance of the footpath link. Both can be suitably conditioned

Arboricultural: Object – none of the previous observations appear to have been considered or adjusted

Lawley & Overdale Parish Council: Object - We do not feel that sufficient notice has been taken regarding objections made earlier and therefore we cannot withdraw our objection to this proposed development

An additional letter of objection was also received from a nearby neighbouring property however no new issues were raised.

RELEVANT HISTORY

TWC/2013/0034 – Residential development (up to 75no. dwellings) and associated infrastructure (Outline) – Outline Granted (30/05/2013)

RELEVANT POLICIES

National Planning Guidance

National Planning Policy Framework

Central Telford Area Action Plan (CTAAP)

SA11 Park Road

LDF Core Strategy

CS1 Homes

CS3 Telford

CS9 Accessibility and Social Inclusion

CS13 Environmental Resources

CS15 Urban Design

Saved Wrekin Local Plan Policies

UD2 Design Criteria

H22 Community Facilities

H23 Affordable Housing

OL11 Woodland and Trees

OL12 Open Land and Landscape – contributions from new development

OL13 Maintenance of Open Space

LR6 Developer contributions to outdoor recreation open space provision within new residential developments

PLANNING CONSIDERATIONS

This planning application raises the following main issues:

- The Principle of development including loss of part of the site as an employment site;
- Highway Impacts
- Design considerations
- Affordable Housing and Viability of development
- Open space provision
- Education
- Trees/woodland/landscape

1. Principle of development

The principle of residential development has already been established by virtue of planning permission ref TWC/2013/0034 granted in outline for 75 dwelling units. The principle is also supported in this location as it is within the built up area of Telford as defined by the Proposals Map of the Wrekin Local Plan. Core Strategy CS1 (Homes) indicates that Telford will be the location for the overwhelming majority of new homes identified to be built over the Plan period. Likewise Policy CS3 (Telford) states that Telford will be focus of the Borough's spatial development and will accommodate the majority of new homes jobs and services.

Policy SA11 "Park Road" of CTAAP relates specifically to this site and the map that accompanies the policy (Map 6) identifies several principles which should be incorporated into development proposals for the site. The policy states:

"development that accords with the principles in this policy will be supported:

- The site will be developed for residential use. Site capacity is approximately 75 dwellings;
- Vehicle access will be from Park Road, along with junction improvements into the site, as shown on Map 6;

- A new connection will be established to the existing cycleway on West Centre Way, as shown on Map 6;
- The site layout will incorporate specific flood attenuation measures as indicated on Map 6, in line with the Surface Water Area Action Plan for the site;
- Development will also address the relationship of the site to existing employment uses in adjacent areas, the enhancement of natural features on site, and geotechnical constraints.”

The outline permission acknowledged that whilst the principle of development was considered acceptable, any matters which were not clearly dealt with as part of the outline application would be expected to come forward as part of the details at reserved matter stage and appropriate conditions to achieve this were attached to the outline permission. This is an application for full permission but will need to reflect those conditions.

In addition, with regards to housing, the National Planning Policy Framework (NPPF) states that Local Planning Authorities should significantly boost their supply of housing. In paragraph 49, it states that applications for housing should be considered in the context of the presumption in favour of sustainable development. In this regard the site is well located not far from Telford town centre, on the edge of an existing residential area and is easily accessible for cyclists, pedestrians and public transport users. Bus stops are located very close to the site on Park Road and St Leonard’s Road, with further stops located slightly further away on Brunel Road and it is considered that travel by bus would be a viable alternative to the private car.

Whilst there is policy support for further residential development as outlined above, the Proposals Map from the Wrekin Local Plan designates part of the site as an ‘employment area committed for development over 1 hectare’. However, Local Plan Policy E1 (Employment Land Supply), which seeks to ensure a sufficient and suitable supply of employment land, has not been saved. Moreover, CTAAP must now be considered to represent the up-to-date policy approach. More recently Paragraph 22 of the National Planning Policy Framework states that applications for alternative uses of land or buildings on employment sites should be treated on their merits. The boosting of housing supply is a significant Government policy initiative. The outline permission is subject to a section 106 Agreement, with an agreed affordable housing requirement for 25%. This reduction in the amount of affordable housing followed submission and consideration of a viability assessment. This proposal however is intended for Wrekin Housing Trust and is therefore 100% affordable, as defined. A mix of house types is proposed including 20 one bedroom flats, 16 one bedroom houses, 45 two bedroom houses, 8 three bedroom houses and four bungalows. It is considered that the mix of houses will provide a useful addition to the housing supply of this area of the CTAAP area, close to the town centre.

2. Highway Considerations

The proposed highway works of access to the site involve the construction of a 5.0m wide carriageway leading off Royal Way. This carriageway branches off to a series of short cul de sac arrangement. A 2.5m pedestrian-cycle route connection through the open space at the end of the cul de sac onto West Centre Way is proposed. The Local highway Authority originally commented on the details of the layout and invited the applicants to clarify certain detailed aspects of highway design and matters relating to pedestrian-cycle access provision and number of visitor car parking spaces. Revised details have now been submitted that clarifies the position and subject to final audit by the LHA, the details are acceptable. In principle there are no objections to the proposal from the LHA. The scheme now submitted allows for the highway improvements and accessibility works that were required by the outline permission including the requirement for a pedestrian/cycle link through the northern boundary to the B5072 West Centre Way. This will help provide a sustainable link to the Town Centre, Thomas Telford School and Lawley Village. The proposal accords with policy requirements detailed in CTAAP Policy SA11 in terms of junction improvements and cycleway provision. In terms of car parking, provision at 200% for two and three bedroom units and 100% for one bedroom properties are proposed. This is consistent with CTAAP Policy CT10 (car parking in the town centre).

3. Design Considerations

CTAAP provides robust guidance on what will be expected in terms of design of development within the town centre cordon. In terms of density, it is anticipated that developments within the Malinslee area of the town centre should generally achieve 50 units/ha and be in keeping with the immediate surrounding areas of the site and consider the proximity and accessibility to open space areas, public transport and community facilities. The SHLAA process supporting the new Shaping Local Plan acknowledged that the site should have a capacity of 85 units. The proposal is for 93 units, which achieves 56 dwellings per hectare, in recognition of its sustainable location close to public transport, community facilities, open space and, importantly the town centre and the fact that there are flats included in the layout as well as traditional two storey dwellings and bungalows.

CTAAP also promotes developments that achieve safe and attractive streets and spaces with good public realm. They should be supported by thorough urban design appraisals. The application site benefits considerably by a backdrop of woodland planting along West Centre Way. This is an important landscape feature that separates the site from West Centre Way and the Thomas Telford School opposite. CTAAP provides the basis for the design of this site and states that "Development of this site will deliver better integration between the area and existing areas of Malinslee, and will improve non-vehicular access to the town centre and Old Park. Good public transport access is already provided via four routes to the town centre along Royal Way, Dawley Green Way and St Leonard's Road...Development will

also address the relationship of the site to...the enhancement of natural features on site...”

In response to the above policies, the proposed development set the following goals:

- To create an exemplar housing scheme to meet the needs and requirements of contemporary living.
- Built form to respond to the site and topography utilising the views from the site. The built form must respect and respond to the mass and scale of adjacent buildings.
- To create a strong ‘sense of place’ and a development which has strong connectivity and natural surveillance throughout to improve security and safety.
- To use a limited palette of materials that reflect the local vernacular and create Architectural interest and depth through the built form rather than ‘decoration’.

There a number of constraints to development including the presence of woodland to the north (also of positive benefit to the development of this site), the presence of two mineshafts (requiring a 13m stand-off) and the need to protect amenity of future residents from an engineering business to the east of the site. In certain respects, the elongated nature of the site dictates the layout with dwellings located either side of the principal highway running east west and terminating in a cul de sac, which branches off to a further three smaller cul de sac.

Although there was an opportunity to provide a contemporary character to this development, it was considered that due to the character of this area of Malinslee, a more traditional form of development would better integrate the proposed development into the local community. The site is essentially split into two character areas. The proposed units at the eastern end are designed to reference the existing dwellings to the south of Park Road, which are a mix of styles built at different times. Development at the eastern end of the site therefore takes this cue in terms of design with traditional features such as fenestration, chimneys and gable proportions. Moving away from the east, the scheme incorporates a more contemporary design with taller windows, change in colour of external materials and introduction of feature porches. Corner plots are given special attention throughout whilst the elongated street pattern is broken up by different building forms and projections.

Two areas of public open space are proposed, one at the site entrance and the second, at the far eastern part of the site. The first open space area contains the mineshaft and stand-off but provides an entrance feature that can be landscaped. The second open space feature contains a SuDS feature and pedestrian-cycle connection to West Centre Way. The flood attenuation measures at this end of the site, which is also the lowest part of the site, accords with the requirements of CTAAP and the development’s drainage requirements. It will also act as a buffer from the engineering works to the east of the site.

Officers have noted the concerns raised by local residents in particular the potential impact on neighbouring amenity. However, the Local Planning Authority is of the opinion that this site is relatively self-contained and is situated at a distance away from any neighbouring property and is satisfied that there will be no adverse impact on existing amenity by virtue of any significant loss of privacy, light or any overbearing impact. Whilst a development of this scale will inevitably result in an increase in traffic in the locality no objections have been raised to the amended scheme by the Council's Highways Engineers.

It is considered that the design accords with Wrekin Local Plan Policy UD2 Design Criteria and the more specific policies contained within Policy SA11 and CT17 of CTAAP.

4. Affordable Housing

The previous outline permission sought to provide 25% affordable housing, which was above the CTAAP expectation that sites within the CTAAP area would achieve 20%. However, this scheme is promoted by the Wrekin Housing Trust and will provide 100% affordable units. Consultation has taken place with the Council's housing officers to agree a tenure mix of shared ownership and affordable rent. However it is now proposed that the scheme will be 100% affordable rent.

The Housing Officer suggests that a Local Lettings Plan (including arrangements for marketing the homes) should be agreed with Telford & Wrekin Council before the homes are advertised or allocated. The scheme will be owned and managed by The Wrekin Housing Trust, which has a significant affordable housing stock in the borough and an established track record in the delivery of affordable housing.

5. Open Space Provision

The previous approved outline permission included financial contributions of £600 per dwelling to meet the need arising from this development for play / recreation facilities and to be paid prior to the first occupation. There is Public open space proposed within the development. The approved S106 also provides the opportunity for a number of options for future management of these spaces (including SUDS). Previous applications by Housing Trusts have indicated a preference for management by the trust rather than adoption by the council. Management issues will be addressed via a planning condition as part of the permission.

The Wrekin Housing Trust has provided a viability assessment that indicated that due to abnormal development costs associated with the development of this brownfield site together with the fact that this is now a 100% affordable rent housing scheme, there is no surplus that could provide any section 106 contributions for either education or open space. The Council's Development Delivery Group Specialist has considered the figures and concludes that a sum of £80,500 is achievable in terms of residual value. This has been discussed with Wrekin Housing Trust and it is this figure that is now being set aside for section 106 purposes. The Parks & Open Space Officer has agreed that a sum of £28,500 as a proportion of the section 106 fund would provide a sum sufficient for an off-site project.

6. Education

The Education Department has requested that the development would generate demand for a contribution of £94,597 for primary school places and £48,589 for secondary. However as noted above, the viability assessment provides a surplus of £52,000 for education in total. The viability assessment is sound and there is simply no further funding that could be made available. Clearly the proposal is for 100% affordable housing on a difficult brownfield site; the provision of such a large affordable housing scheme is highly desirable and this is acknowledged by the two service areas affected.

7. Trees/woodland considerations

The site benefits from the existence of a large tree belt to the North of the site which has been planted on an existing soil bunding to form a 30-40m wide linear woodland that runs parallel to the site's northern boundary with West Centre Way. The woodland is split into three distinct areas according to the planting mix within these areas. However each area has been categorised in the arboricultural report as BS Category B2 due to their collective screening and landscape value.

This acts as a visual and sound barrier to a major road to Telford town centre. The bunding itself is approximately 5 metres tall and has established trees in excess of 10 metres tall (some approaching 15 to 20m). Although this tree belt is located to the north of the development the Tree Officer is concerned that this tree belt will cast shading and darken the private garden areas to the 36 proposed dwellings located on the north side of the proposed access. He is also concerned that trees will overhang rear gardens and cause future problems and complaints.

The report accompanying the application concludes that whilst the trees are worthy of retention, it is also acknowledged that woodland management will be necessary. CTAAP Policy CT20 – Landscape will apply to this site. Inter alia, the criteria includes the requirement to conserve existing large and valuable landscaped features. This mature woodland has value as a screening device but can be modified and managed. A condition will be necessary to ensure that the woodland is managed.

Conclusions

Members will appreciate that at the national level, sustainable development is promoted through the NPPF, which defines three dimensions: economic, social and environmental, which cannot be considered in isolation. The proposed development will help provide the delivery of new affordable homes in a short time frame. The development proposal would deliver 100% affordable housing on the site and would therefore fulfil a social role by delivering housing for rent at affordable levels.

This is a highly sustainable location, one of CTAAP's preferred housing sites and close to bus services, leisure facilities, schools and the town centre. The development proposed will help deliver better integration between this area of

Malinslee and existing housing estates; it is ideally located to promote non-vehicular access to the town centre.

Outline planning permission exists for the development of up to 75 units. In capacity and design terms, the site can accommodate the increased numbers involved and represents an acceptable design and housing layout.

Each of the planning issues considered in respect of the current application has been carefully considered by officers and appropriate weight has been attached to each planning issue in reaching a planning balance. The proposed site is available and deliverable, the Council can ensure the delivery of a significant number of affordable dwellings. The site can be developed without detrimental impact to highway safety, nor any adverse impacts to ecology, drainage, and will not be adversely affected by previous land uses, noise or air quality. Furthermore the proposal is as suitable use which will not cause harm to the surrounding residential amenity.

In terms of landscape impact, the site benefits from the presence of a dense woodland, which with appropriate management can act as a screen to development and help assimilate the development into the wider townscape.

RECOMMENDATION

It is therefore RECOMMENDED that this proposal be granted full planning permission, subject to the imposition of appropriately worded conditions and the completion of a prior Section 106 Agreement. It is also recommended that delegated authority is given to the Development Management Service Delivery Manager to amend and add conditions as appropriate. The section 106 covenants to include the making of financial contributions including £28,500 for open space provision, £52,000 for education and 5% of the total figure (£4025) for monitoring contributions.

Conditions

1. Full Permission – 3 years
2. Sample of Materials
3. Highways – Shared Space Table
4. Land Contamination
5. SUDS Design
6. Noise Management Plan
7. Details of enclosure/boundary treatment
8. Landscape Management Plan/Woodland Management Plan
9. Trees – protection and replacement
10. Site Environmental Management Plan
11. Tree/Hedge Protection
12. Landscaping Implementation
13. Local Lettings Plan
14. Hours of Work/Lorry Movements
15. Removal of Permitted Development Rights
16. Development in accordance with Plans

Informatives

Fire Authority
Broadband
S106

