

TWC/2015/0157

Former Dairy Crest Ltd, Crudgington, Telford, Shropshire

Outline application for the demolition of existing commercial buildings and erection of 111no. dwellings with associated amenity space and car parking and erection of commercial units, creation of public open space with attenuation ponds, play space, landscaping and highway improvements

**APPLICANT**

Dairy Crest Limited,

**RECEIVED**

24/02/2015

**PARISH**

Waters Upton

**WARD**

Edgmond and Ercall Magna

**OFFICER**

Steven Drury

**Objections Received: Yes**

**1.0 PROPOSAL**

- 1.1 This application seeks outline permission for a mixed use development comprising the erection of 111 dwellings and rural commercial units following the demolition of existing commercial buildings at the former Crudgington Creamery, Crudgington, Telford. The proposal will also include the provision of associated amenity space, car parking, public open space with attenuation ponds, play space, landscaping and highway improvements including revisions to access onto the B5062.
- 1.2 The application includes a consideration of access and layout with all other matters reserved for later approval.
- 1.3 The proposed layout indicates 111 dwellings to be provided around a central village green. The development will be provided at a density of 18 units per hectare. The proposed commercial units will be provided at the front, south east corner of the site and will comprise a total of 735 sq metres of commercial floorspace to be provided with open B1 and B2 use classes. A total of 39 dedicated car parking spaces will be provided for use by the commercial units.
- 1.4 The proposed vehicular access to the site will be repositioned 15 metres further east than presently occurs, with a new priority junction provided and pedestrian footway provided along the north side of the B5062 and the west side of the A442, together with a signalised Toucan crossing facility on the A442, in order to provide an enhanced pedestrian and cycle link to Crudgington Primary School.
- 1.5 The proposal is accompanied by a Planning Statement, Design and Access Statement, Transport Assessment, Flood Risk Assessment, Ecological Surveys, Arboricultural Surveys, Noise and Air Quality Reports, Geotechnical

Reports and a Travel Plan. A confidential viability assessment has also been provided.

## **2.0 SITE AND SURROUNDINGS**

- 2.1 The site is located to the west of Crudgington village and approximately 5 miles north of the Telford urban boundary. It comprises the former Crudgington Creamery and covers approximately 6.08 hectares of commercial brownfield land. The site contains a mixture of vacant commercial buildings rising in some cases to five storeys high in addition to substantial structures including a silo and chimney. The buildings and structures on site are substantial in scale and are clearly visible within the surrounding countryside.
- 2.2 The site is located to the north side of the B5062 and to the west of the A442 which is a busy arterial route linking north Telford with the A53 trunk road to the north. Approximately 70 metres to the south east of the site is a busy crossroads junction of the B5062 and the A442. The site is separate from the village of Crudgington which is located beyond the crossroads to the east and south east. Crudgington Primary School is located approximately 500 metres to the north alongside the A442. The nearest residential properties to the site consist of Station House, approximately 80 metres to the south, Manor House located 100 metres to the south east and Crudgington Manor located 125 metres to the east of the site.
- 2.3 The site has a fairly rural character given its location away from the settlement and being adjacent fields on 3 sides. The River Tern flows along the west side boundary and part of the site therefore falls within Flood Zones 2 and 3. The north boundary contains a dense row of trees with a number protected by Tree Preservation Orders. The west boundary also contains intermittent clusters of trees. The south of the site is bound by the B5062 from which it is separated by a mature hedgerow with intermittent trees. A dismantled railway line previously travelled through the west side of the site and a disused railway bridge is located to the south west of the site which carries the B5062 over the former line.
- 2.4 The applicants also own land to the south of the B5062 which has not been incorporated within this scheme.

## **3.0 RELEVANT HISTORY**

- 3.1 PE/2013/1172 - EIA Screening opinion for the development provided in.... this concluded whilst the development was Schedule 2 development, the results were negative and an EIA was not required to support the development

## **4.0 PLANNING POLICY CONTEXT**

- 4.1 National Guidance:  
National Planning Policy Framework (NPPF)

- 4.2 Wrekin Local Plan:  
UD2: Design Criteria  
UD4: Landscape Design  
H6: Windfall Sites in Telford and Newport  
H22: Community Facilities  
H23: Affordable Housing  
OL6: Open Land  
OL12: Open land and landscape contributions from new development  
OL13: Maintenance of Open Space  
T4: Development Principles  
T22: Planning Obligations  
LR6: Developers contributions to outdoor recreational open space within new developments
- 4.3 Telford and Wrekin Core Strategy:  
CS1: Homes  
CS2: Jobs  
CS7: Rural Area  
CS8: Regeneration  
CS9: Accessibility and Social Inclusion  
CS11: Open Space  
CS12: Natural Environment  
CS13: Environmental Resources  
CS15 Urban Design

## **5.0 SUMMARISED CONSULTATION RESPONSES**

### **5.1 Standard consultation responses**

#### **5.1.1 Waters Upton Parish Council: Support**

Request confirmation that Crudgington crossroads has been considered for improvements to cope with additional traffic and school capacities can accommodate primary and secondary school children. Notes strong feeling amongst local residents that a suitable housing development on this brownfield site should be supported. The proposed mix use development brings employment opportunities and will be sympathetic to the rural area. The parish council also supports the inclusion of single storey properties.

#### **5.1.2 Parks and Open Spaces: Comment**

Confirms the development will create the need for a Neighbourhood Equipped Area of Play (NEAP) and confirms that the developer has been in consultation with Parks & Open Spaces and agreed the in principle agreement of meeting this need through onsite equipped play and outdoor gym facilities subject to detail. Requests specific conditions relating to the provision of the children's play area. Also identifies that open space will be provided and the requirement for a long term landscape management plan which identifies how this is to be funded. This ongoing future management needs to be conditioned as part of any approval to ensure the long term sustainable management of this POS is secured.

- 5.1.3 Drainage: Support subject to conditions  
Raises no objections to the development subject to the detail as set out within the outline Flood Risk Assessment, however, request the addition of conditions requiring details of foul and surface water provisions together with any Sustainable Drainage Systems to be provided.
- 5.1.4 Education: No objection  
Request financial contributions of £250,066 towards primary school provision, £183,508 towards secondary schools and £127,148 towards cost of transporting pupils to secondary schools.
- 5.1.5 Public Protection (Pollution Control): Support subject to conditions  
Satisfied that the air quality impacts associated with the construction and increased vehicular activity will be insignificant. With regard to noise, there will be some exposure towards the A442, and as such considered necessary to impose noise mitigation for properties that will be exposed to the noise, protecting both internal and external living accommodation.
- 5.1.6 Public Protection (Contaminated Land): Support subject to conditions  
A suitable condition should be applied to ensure that a further risk assessment via an intrusive ground investigation, a more detailed quantitative risk assessment and the development of a remediation strategy if required. Also the eventuality of any further as yet undiscovered contamination on site.
- 5.1.7 Arboricultural: Support subject to conditions  
Requests conditions controlling protective fencing, a landscaping scheme, soil levels and tree felling.
- 5.1.8 Ecology: Comment  
Recommends conditions relating to works in accordance with protected species survey, construction environmental management plan, habitat management plan, artificial nests/roosts, lighting plan and a requirement for updated surveys.
- 5.1.9 Urban Design: Comment  
No objections in design terms, it is acknowledged there are wider policy issues that need to be assessed before this application can be determined.
- 5.1.10 Highways: Support subject to conditions  
Makes no objection subject to conditions requiring details of the design and construction of all access roads, visibility splays, parking provision and off-site highways works and a S106 contribution of £52,402 towards a junction improvement scheme to Shawbirch Roundabout (however, the Local Highway Authority wishes to also retain the option to spend the money on improvement works to Crudginton Crossroads if these are considered a higher priority as a result of other development coming forward in the local area).
- 5.1.11 Environment Agency: Comment  
Comment on flood risk, environmental permitting, groundwater and contaminated land, surface water, foul drainage, pollution prevention and

waste importing. Request conditions restricting the erection of structures in the floodplain, drainage and land contamination.

5.1.12 Severn Trent: No objection

Requests condition requiring details of foul and surface water drainage.

5.1.13 Natural England: No comment

5.1.14 Shropshire Council Policy & Environment: No comment

5.1.15 Shropshire Fire Service: No comment

5.1.16 Shropshire Wildlife Trust: No objection

5.2 **Local Group Representations:**

5.2.1 Waters Upton Neighbourhood Plan Steering Group: Support subject to conditions

Legally the WUNP now carries significant weight in planning decisions in the Parish. Of 16 SHLAA sites identified in the parish, the Dairy Crest site was the clear preference. The Strategic Housing Market Assessment (SHMA) produced by TWC in 2014, identified the need for a Borough wide increase in house numbers of 28% during this period. With 370 current houses Waters Upton Parish would need a further 103 new houses to achieve this target. 40 houses have already been approved, in the parish, and with a total of 130 expected from this brown field site the Parish would grow by 170 houses or 46%. With this large increase in the resident numbers school capacity and the Crudgington cross roads need careful consideration. On the plus side traffic should not increase in the existing villages, using this location, and the character of the existing villages will be not be compromised. To approve the application would be in accord with the Governments intentions when introducing Neighbourhood Planning to let local communities have a say in their future development.

5.2.2 Update: Since our earlier comments, TWC has announced that it now has a 5 Year Housing Land Supply. In addition the figures detailed in the report, when totalled, show that TWC have already approved sufficient planning applications to meet the Borough-wide housing need beyond the Shaping Places plan period 2011-2031. The reduction by 50%, of the volume of housing needed in the Borough, now removes the need for any further development in the Plan area over and above that allowed in the Core Strategy as detailed in WUH1 and WUH2. There is, however, a strong feeling amongst residents that a housing development on the brown field Dairy Crest site would be preferable to a derelict factory complex, providing assurances can be given that any houses built are likely to be occupied. In addition this large number of houses, above that required to meet the local rural demand, will reduce the need for any further development and any applications in the system, not yet fully approved, will need to be reviewed

5.2.3 Crudgington School Board of Governors: Comment

Board of Governors take a neutral position. Crudgington Primary School currently has 110 pupils and is near to capacity owing to physical constraints. It has a cherished village school ethos where all the children know each other and teachers know all the children. There is a strong sense of community at the school which is greatly valued and which we would seek to preserve. The development plans are for a very significant increase in housing which will increase the numbers seeking places at the school. The Governors therefore, request that the Authority and potential developers take into account in their plans the impact on schooling in the two villages and request that the school is consulted directly in respect of any future planning applications for housing in Waters Upton and/or Crudgington.

### **5.3 Public Consultation Responses:**

5.3.1 Fifteen comments have been received from members of the public, comprising 13 support and 2 objections. The contents are available in full on the planning file but key points have been summarised as follows: -

#### **5.3.2 Support:**

- will address local housing need
- preferable to see brownfield redevelopment than loss of agricultural land
- limited impact upon local wildlife
- road safety and school management needs to be addressed
- application does not negatively affect large numbers of householders

#### **5.3.3 Objections:**

- Loss of employment land – loss of vital local employment resource
- Would expect to see a 12 month marketing exercise
- Existing buildings should be reused where possible.
- Unsustainable approach to development and location of development in relation to Waters Upton and Crudgington
- Crudgington is not identified in Core Strategy as a growth point
- Lack of education provision.
- Density and Design – 18 dwellings per hectare is too dense
- Viability & Affordable Housing Allocation

## **6.0 PLANNING CONSIDERATIONS**

6.1 Having regard to the development plan policy and other material considerations including comments received during the consultation process, the planning application raises the following main issues:

- Principle of Development
- Highways Issues
- Layout
- Highways
- Ground Contamination and Land Stability
- Flood Risk and Drainage
- Trees, Landscaping and Open Space
- Ecology

- Impacts Upon Local Infrastructure
- Planning Obligations/S106 Obligations
- Other Issues

## 6.2 **Principle of Development:**

- 6.2.1 Under section 38(6) of the Planning and Compulsory Purchase Act 2004, all planning applications must be determined in accordance with the adopted development plan unless material considerations indicate otherwise. In this instance, the development plan consists of the Telford and Wrekin Core Strategy together with saved policies contained within the Wrekin Local Plan. At a national level, the National Planning Policy Framework (NPPF) is a material consideration that needs to be given weight.
- 6.2.2 Telford and Wrekin Council announced in a statement on 19th March 2015 that it has identified a housing supply of 8.2 years which is sufficient to address the NPPF 5 year housing land supply requirements. Therefore, existing planning policies for the supply of housing are no longer out-of-date by virtue of NPPF paragraph 49 and these provide the starting point for considering planning applications.
- 6.2.3 The proposal seeks permission for a mixed use development which predominantly contains residential development. In Telford and Wrekin, Core Strategy Policies CS1 and CS7 are the relevant policies concerning the development principle. Policy CS1 (Homes) sets out the strategic approach to delivery of new homes in the borough over the plan period. Policy CS7 (Rural Area) concerns the delivery of all development in the rural area and advises that development will be focussed on the settlements of High Ercall, Tibberton and Waters Upton with a requirement to deliver affordable housing at 40%. Outside of these settlements, development will be limited and within the open countryside strictly controlled. Given that Crudgington is not one of the named settlements within CS7, it is acknowledged that the redevelopment of the site is a departure from the local development plan.
- 6.2.4 The Core Strategy makes no allocations for employment in the rural area, nor does it include a policy statement encouraging rural business, and thus regard to any change of use of any employment nature at this locality would in any event conflict with the Core Strategy. This was recognised through the Public Examination of the Core Strategy with reference to the nearby British Sugar site at Allscott where the Inspectorate made the following comments:

3.68 *“The Core Strategy was submitted before the announcement that the British Sugar site at Allscott would close. This site is located in the rural area outside any large settlement or village designated for rural growth. Its future use represents a problem at the strategic level, compounded by its position on a railway line where the evidence suggests that a station halt could be engineered; and complicated by the presence, on site, of a SSSI which has been dependent for its ecology on warm water emissions from the sugar factory. As it stands, the Core Strategy contains no policy statement which could relax the restrictive policy of CS7 if that were*

*necessary to allow alternative development. In respect of development falling outside Policy CS7 and outside the tolerances of the Use Classes Order and the General Permitted Development Order, the future of the site would be decided through the application of national planning policy. Whilst this is not entirely satisfactory from a development plan point of view, no change could currently be made to the Core Strategy to encourage alternative uses (particularly housing) which would conflict with Core Strategy policy as it stands. Neither consultation nor sustainability appraisal of alternative uses has been carried out. The reduction in the timespan of the Core Strategy to 2016 would allow work to begin on a strategic policy approach to this important site.”*

Officers consider there are many similarities between the two cases and in this respect, officers consider that the above also provides helpful direction as we consider the proposed redevelopment of the Dairy Crest site at Crudgington, which is also a significant vacant former commercial site in the rural area.

- 6.2.5 At the heart of the NPPF lies a presumption in favour of sustainable development which places sustainability at the centre of development proposals. It identifies three dimensions to sustainable development: economic, social and environmental. In terms of social cohesion and inclusion, the Government is committed to developing strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being. The social role of the planning system should not be undertaken in isolation from its economic and environmental roles. Therefore, economic, social and environmental gains should be sought jointly and simultaneously through the planning system to achieve sustainable development.
- 6.2.6 The Framework highlights the need to promote sustainable development within rural areas; it supports the reuse of vacant and contaminated previously developed land and recognises that the housing can sometimes be best delivered through planning for larger scale development, such as new settlements or the extension to existing villages and towns, following the principles of garden cities
- 6.2.7 The framework contains the core principles of the planning system. The most relevant to this proposal are summarised as follows;
- Creatively enhancing and improving the places where people live;
  - Proactively driving and supporting sustainable economic development
  - Identifying and meeting the housing, business and other development needs of an area;
  - Seeking high quality design and good standards of amenity;
  - Recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities;
  - Conserving and enhancing the natural environment;

- Reusing previously developed land, provided it is not of high environmental value;
- Promoting mixed use developments;
- Recognising that some open land can perform multiple benefits;
- Focusing significant development in sustainable locations and making the fullest use of sustainable transport;
- Taking account of and supporting local strategies to improve health, social and cultural wellbeing for all, and;
- Delivering community and cultural facilities and services to meet local needs.

6.2.8 The proposals would deliver a valuable supply of 111 family residential houses with a range of unit sizes that would play an important role in boosting the housing supply in the borough. The site is currently vacant with it being anticipated that programmed cleaning and demolition works would see the site being developable from early 2016 (subject to relevant consents) and in the context of paragraph 47 of the NPPF (footnote 11) the site is considered to be deliverable. The proposal will also deliver a valuable supply of employment floor space as part of a mixed use scheme which will ensure that there are valuable local employment opportunities which will reduce the need to travel. The development offers the opportunity for significant visual improvements through the removal of commercial buildings up to five storeys high which at present are a visual intrusion on the landscape and is supported by paragraph 17 of the NPPF which sets out that one of the core land-use planning principles is to “*encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided it is not of high environmental value*”.

6.2.9 It is also considered that the proposal could be of benefit to the nearby communities of Crudgington and Waters Upton, particularly through the provision of the employment floor space together with open space and play area provision and the visual enhancements to the area. This is consistent with paragraph 55 of the NPPF which advocates that “*housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby*”. Such benefits will be further enhanced through improved pedestrian and cycle linkages to the site.

#### 6.2.10 Sustainable Development

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 and that they are mutually independent. The headings below consider each in turn

#### 6.2.11 Economic:

The NPPF defines that the economic role of development should contribute “*to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure*”. (Para 7)

These themes are expanded upon throughout the document identifying the need to assist job creation, the delivery of housing and infrastructure in addition to delivering economic rural growth. Paragraph 55 of the NPPF also states that housing in rural areas should be located where it will enhance or maintain the vitality of rural communities. This site presents one of the best opportunities to do this in the rural area of the Borough, with potential for new residents to support existing services in nearby villages whilst providing the opportunity to redevelop a significant vacant commercial site. Furthermore paragraph 69 states that planning decisions should aim to achieve places that promote mixed-use developments, strong neighbourhood centres and active street frontages to bring people together. They should also create safe and accessible environments and developments.

6.2.12 The proposal will provide a mixed use development comprising both residential and commercial units. It will provide a number of workshop units for small businesses and will benefit from high speed broadband across the whole site, thus making home working possible and reducing the necessity to commute to work. The proposal will provide jobs directly on the site during the construction period and through the provision of the commercial units and will promote growth of local industry and trade from those supplying building materials, architectural and legal services and estate agents. This is further supported by the provision of high speed broadband across the site, supporting both the dedicated employment units, but also the ancillary home working within the residential units. The proposal will also provide financial revenues through Council tax income, the new Homes Bonus and increased business rates, which will support the delivery of housing and new infrastructure. Thus the proposal will assist the economic growth and job creation within the borough.

6.2.13 Social:

As a social role, the NPPF encourages development to support *“strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s need and support its health, social and cultural well-being”*.  
(Para 7)

6.2.14 The proposal will provide 111 homes that will positively contribute towards the borough’s housing supply, including the provision of affordable housing, thus helping to meet the needs of present and future generations within the Borough. It will incorporate a suitable mix of family housing that will be compliant with the aspirations of paragraph 50 of the NPPF, with the inclusion of smaller units widening the opportunities for home ownership and in turn helping to create a sustainable, inclusive and mixed community. It will also include the provision of enhanced areas of open space including a central village green containing a childrens play area (LEAP) and an outdoor gym facility. The proposal also incorporates the provision of financial contributions towards off-site highways improvements including the provision of footpaths and a pedestrian crossing of the A442, in order to improve pedestrian links with the primary school. The provision of high speed broadband plays an

important role in enhancing the provision of local community facilities and services, which is recognised by the NPPF in its support for high quality communications.

#### 6.2.15 Environmental:

The NPPF states that development fulfilling the environmental role should contribute *“to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”* (Para 7)

6.2.16 Paragraph 111 of the NPPF states that planning decisions should encourage the effective use of land by re-using previously developed land, provided that it is not of high environmental value. The proposed development will reuse approximately 6ha of previously developed land, removing substantial industrial buildings, structures and paraphernalia from the site and thus providing significant opportunity for visual enhancement within the rural landscape. The proposal will involve remediation measures to address contaminated land issues and has been accompanied by ecological surveys which demonstrate that subject to suitable mitigation measures being delivered as proposed, there would be no detrimental impact to existing habitats. The proposals would also deliver significant new open space, greenspace and tree planting within the scheme, which offer the opportunity to incorporate increased levels of biodiversity.

#### 6.2.17 Loss of Existing Commercial Floor space:

The proposal consists of a large, commercial site with substantial bespoke buildings laid out specifically for a dairy/creamery use and as such, the applicant suggests that the site would not easily lend itself to another B2 use. Furthermore, it would not be viable, sustainable or suitable to remain in a single employment use. Given that the site is now vacant and could otherwise be left to fall into ruin, officers consider that the proposal does provide the opportunity to facilitate a form of development that will be of significant benefit to the local area and economy and in the redevelopment of a brownfield site, the proposal is supported by the NPPF.

#### 6.2.18 Waters Upton Neighbourhood Plan:

Whilst it is noted that some public comments received make reference to the Waters Upton Neighbourhood Plan, it is considered that only limited weight can be given to this plan at this stage.

6.2.19 The NPPF states that, from the day of publication, decision-takers may give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the

emerging plan to the policies in the Framework, the greater the weight that may be given).

6.2.20 The plan proposal has been submitted to the Local Planning Authority, and duly subjected to a period of public consultation which ended on 6th March 2015; the requirements of Regulation 16 of the Neighbourhood Planning (General) Regulations 2012 have therefore been completed. The next stage identified within the Regulations relates to the examination process. Until an independent examiner has considered the Plan, reported to the Council (as LPA) and the Council has confirmed that a version of the Plan can proceed to referendum, the policies contained in the Plan are not formally part of the development plan for the area. The Independent Examiner and the Council as LPA are going to be considering whether the policies within the Waters Upton Neighbourhood Plan are in conformity with the Borough's development plan and there is a need for the policies to be considered against national policies and Secretary of State Guidance.

6.2.21 In spite of a number of exchanges, meetings and discussions, the Borough Council as local planning authority has continuing concerns and will be drawing certain issues to the attention of the Independent Examiner for him to consider and report upon before the Waters Upton Neighbourhood Plan can proceed to referendum and be made. Thus, whilst it is a material planning consideration, in all the circumstances, it is considered that limited weight can be attached to the Waters Upton Neighbourhood Plan at this stage of its creation.

6.2.22 Summary:

Having regard to the above considerations, whilst the proposal is a departure from the local plan, it is therefore concluded that the absence of any reference to the closure of significant employment sites in the rural area within that policy means that little weight should be allocated to Policy CS7 and the proposal should instead be considered in the context of the NPPF and the presumption in favour of sustainable development. It is considered that the principle of this mixed-use development would be consistent with the relevant policies and guidance of the NPPF, with the development proposals providing a highly sustainable development which will provide a valuable supply of housing within both the immediate area and borough and provide a range of other benefits including employment floor space, enhanced linkages to nearby villages, generous open space provision and significant visual enhancements to the appearance of the site.

**6.3 Layout:**

6.3.1 With regard to the layout of the site, the proposed scheme has been produced following detailed pre-application advice with the Council's Planning and Urban Design Officers. The layout of the site has been separated into 4 main character areas; the site entrance, riverside, rural edge and village green; which have been set out in an accompanying 'character area matrix'. This will then inform the more detailed design proposals to be submitted at the reserved matters stage.

- 6.3.2 The vehicular access to the site will be in the south east corner where a new access road and footway will be provided onto the B5062. The commercial units and workshops will be provided to the west of the access road where they will be laid out in a courtyard style arrangement, centred around an area of hardstanding/block paving which will contain car parking spaces. Further car parking and servicing areas will be provided to the north west side of the units. Whilst no details have been provided at this stage, it is suggested that the workshops will be similar in height to the dwellings around the site, and will range in sizes from 40sq metres to 160 sq metres.
- 6.3.3 Residential development will be provided across the remainder of the site, with the exception of the area along the west boundary which falls within Flood Zones 2 and 3 and the village green in the centre of the site. The proposed dwellings will be a mixture of 2, 3 and 4 bed dwellings comprising 2 or 2 ½ stories, however, scale and external appearance will be agreed at the reserved matters stage. At the heart of the layout is the village green which includes an equipped children's play area and an outdoor gym and will provide an area of green relief within the centre of the site. Routes towards the village green and the riverside area will incorporate planting to provide clear, green corridors through the development. The area alongside the River Tern will contain an informal landscaped area incorporating footpaths and ponds which will be accessible to all. The scheme has also been designed so that properties along the east side boundary face outwards, looking towards the A442 and the village of Crudginton to the east. This will give the development a positive frontage, helping to provide a visual link with the adjacent village but tree planting along the boundary will also help to ensure that an element of screening takes place to soften the impact of the development. The orientation of properties will also help with noise mitigation whereby rear gardens can be positioned further away from any external noise sources and will be shielded by the properties themselves.
- 6.3.4 The layout of the site is characterised by gentle, sweeping curves, both in terms of the road layout and building lines, with buildings set back from the highway edge. The proposal contains a generous amount of green space and landscaping and has been provided at a fairly low density (18 dwellings per hectare) to reinforce the development's more rural character. In accordance with the principles of Manual for Streets, priority is given to cyclists and pedestrians throughout the development through the use of shared surfaces and features such as on-street parking, parking zones and on-street landscaping will also be incorporated.
- 6.3.5 Officers consider that the proposed layout represents a high quality design, which responds well to the site context and will respect the character of the surrounding area. The proposal includes an appropriate mix of hard and soft surfaces and indicates a good degree of spacing, both in terms of individual plot sizes and more generally across the site. The proposal also includes clear legibility throughout the site with shared surfaces providing a pedestrian and cycle friendly environment. As such, it is considered that the proposal accords

with the requirements of Core Strategy Policy CS15, Saved Policy UD2 and the requirements of the NPPF in respect of 'requiring good design'.

#### 6.4 **Highways Issues:**

6.4.1 National guidance outlines the importance of transport in facilitating sustainable development; In addition the NPPF recognises that proposals can contribute to wider sustainability and health objectives. The NPPF also states "planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. At a local level the Core Strategy endorses the location of development that will promote sustainable forms of transport through policy CS9, this includes the use of public transport, cycling and walking. Paragraph 32 of NPPF also states that "development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe"

#### 6.4.2 Access:

The proposed development will be served by a new vehicular and pedestrian access onto the B5062 through provision of new priority T- junction. The existing access will be closed as part of the works and will effectively be relocated 15 metres to the east. Additional improvements will see a new pedestrian footway provided either side of the access road which will extend along the north side of the B5062 to the crossroads junction to the east of the site. A pedestrian footway will also be provided along the west side of the A442 linking with a new signalised Toucan pedestrian crossing in order to provide an enhanced pedestrian and cycle link to Crudgington Primary School, the amenities of Waters Upton and the bus stops located to the east of the Crudgington Crossroads.

6.4.3 The B5062 borders the southern site boundary and is an arterial route of a rural nature linking Shrewsbury in the west to Newport to the east, via the Crudgington crossroads. Within the vicinity of the site, traffic is subject to a 40 mph speed limit but currently has no footpaths on either side. The Crudgington crossroads is an unsignalised junction with the A442 which is also a key arterial route, linking Wellington and Telford to the south with the A53 to the north. The road also has a 40 mph speed limit and a shared footway/cycleway on the eastern side of the carriageway. The A442 also provides a link to the M54 via the B5223 which is accessed at the Shawbirch Roundabout junction, approximately 9 km south of the site. The Shawbirch junction is a key junction on the outskirts of north Telford.

6.4.4 The Council's Highways Officer has assessed the proposal in the respect of access provision and is satisfied that the provisions are acceptable and will not be harmful to highway or pedestrian safety. Officers are satisfied that sufficient provisions have been made to allow access and deliveries to the commercial units at the front of the site without obstructing traffic flows on the main access road. No objections are therefore raised in this respect, subject to conditions controlling design and construction of all new roads, footways and accesses and requiring their provision before the development is brought into use.

#### 6.4.5 Impact upon Local Highways Network:

One of the key issues associated with the proposal is the ability of the surrounding highway network to accommodate a development of the size proposed, particularly given the likely vehicle movements associated with the provision of 111 dwellings and additional 735sq metres of commercial floor space. However, in considering this issue, it should be noted that the site previously contained a large scale commercial use which would also have generated a high level of vehicle movements and this use, and any associated trips, could continue tomorrow, if another user wished to take over operations at the site. Therefore any impact from the development needs to be considered in the context of this fallback situation.

#### 6.4.6 Discussions with Highways officers have therefore centred on three key areas:-

- the likely number of trips to and from the site in comparison to the former use,
- the likely impact upon the Crudgington crossroads
- the impact upon traffic numbers using the A442 and surrounding road network

6.4.7 The application has been accompanied by a traffic surveys and modelling exercises which show existing traffic volumes and movements within the area together with an assessment of the likely impacts which will result from the proposed development.

6.4.8 Junction capacity modelling exercises, up to a future predicted year of 2025, have been carried out on the Crudgington Crossroads taking account of all new vehicular trips associated with the development, historic trips that were associated with the dairy, background traffic growth and vehicular trips associated with other committed sites in the local area. These exercises are considered robust by the Highway Officer and identify that the junction will operate well within its theoretical capacity, where queues and delays for vehicles on all arms are only predicted to increase marginally as a result of the development. It must also be noted that in the last five years there has only been two recorded accidents at the crossroads junction; both of these slight in nature and neither could be attributed to the staggered crossroads nature of the junction. Accordingly there are no defensible grounds to seek improvements to the junction solely as a result of this development.

6.4.9 The Highways Officer has assessed the proposal and is satisfied that the existing road network within the vicinity of the site could accommodate the likely net increase in trips proposed. Furthermore, it is considered that such an increase would not compromise the continued functioning of the Crudgington crossroads as an unsignalised junction.

6.4.10 With regard to the potential impact upon the wider road network, officers have also considered the likely impact upon the Shawbirch Roundabout junction, given that a significant proportion of traffic from the proposed development are likely to be travelling south towards Telford. Having regard to other

residential development currently taking place within north Telford, officers do have concerns regarding the potential increase in traffic at this junction and have therefore requested a financial contribution of £52,402, to be spent on a junction improvement at Shawbirch Roundabout.

6.4.11 Officers are, however, mindful of the existing situation regarding the recently refused Waters Upton scheme for the erection of 130 dwellings approximately 1 km north of the application site, which may be subject to an appeal to the Planning Inspectorate. Should this scheme come forward at any stage, with the number of units concerned, officers would have concerns regarding the potential cumulative impact upon the highway network including the Crudginton crossroads. In this case, officers would then look to pool contributions from both the Crudginton and Waters Upton developments to facilitate the provision of a signalised junction at Crudginton crossroads. The Local Highway Authority therefore wishes to retain the option to spend the requested sum on improvement works to Crudginton Crossroads if these are considered a higher priority as a result of other development coming forward.

6.4.12 Accessibility:

The provision of footways along the north side of the B5062 will allow pedestrian and cycle linkages to the site where none presently exist. The provision of a footway along the west side of the A442 and the provision of a signalised Toucan crossing will provide a connection to the shared footway and cycleway along the east side of the A442 which links Waters Upton to the north with Crudginton to the south and east. The footway and Toucan crossing will therefore provide enhanced, more pedestrian-friendly linkages to those settlements including and facilities including the Crudginton Primary School, Crudginton Bus Stops and local facilities and amenities in Waters Upton. Details of the proposed Toucan crossing have been provided within the submitted Transport Assessment and whilst the Highways Officer generally raises no objection to this aspect of the works, it is requested that a condition is added requiring a full scheme of off-site highways works to be submitted for approval and carried out prior to first occupation of the development.

6.4.13 Within the site, the internal layout will also provide pedestrian and cycle links through the site, as well as connections with the existing and proposed pedestrian infrastructure on the B5062. In accordance with a Manual for Streets approach, internal estates roads will have a priority for pedestrians and cyclists, however, have also been designed to accommodate an 11.5 tonne, four axle, large refuse vehicle. Swept Path Analysis has been carried out to demonstrate that sufficient space has been provided for the turning of refuse vehicles within the development.

6.4.14 Parking Provisions:

The submitted Transport Assessment confirms that computer modelling has been carried out to forecast likely traffic growth and parking requirements over the period to 2025. Following this process, the proposed development has incorporated 240 allocated car parking spaces together with a further 13 visitor spaces which is considered to be generally in line with the

requirements sets out in the Communities and Local Government, “Residential Car Parking Research” document (May 2007). The development also includes provisions to promote alternative, more sustainable transport methods to help reduce car use and ownership. Dwellings will include provisions for cycle storage and the application is accompanied by a Travel Plan which aims to reduce car use and ownership.

6.4.15 The proposal also includes a total of 39 spaces allocated for use by the workshops and commercial units which is consistent with historic parking standards set out in the Telford and Wrekin Local Plan 1995 – 2006 as the most recent local car parking guidance available (requirement for 1 space per 20 sq metres ground floor area). A minimum of 1 cycle parking space per unit will also be provided to discourage reliance on car travel.

6.4.16 Officers consider that the proposed parking arrangements are satisfactory, however, request a condition preventing the development from being occupied until parking, loading, unloading and turning areas have been provided as shown on the approved plans.

6.4.17 Travel Plan:

As noted earlier in this section, a Travel Plan document has been submitted with the application which sets out initiatives intended to influence travel behaviour and to minimise reliance on car travel and single occupancy car travel. Examples of the initiatives and measures concerned are summarised below:

- (i) Appointment of a Travel Plan Co-ordinator.
- (ii) Provision of appropriate number of cycle parking spaces in accordance with Telford and Wrekin requirements;
- (iii) Provision of a welcome information pack for residents;
- (iv) Promotion of local car share schemes;
- (v) set up of a community travel website;
- (vi) Provision of resident travel newsletters;
- (vii) Provision of community notice boards; and
- (viii) Broadband internet access.

Although it is difficult to predict the success of such initiatives, they do nevertheless contribute towards the aim of minimising carbon footprint and providing a more sustainable form of development.

6.4.18 Having regard to the above considerations, officers consider that the proposed development can be accommodated by the existing road network, without compromising highway safety, the proposal will incorporate and enhance existing pedestrian and cycle linkages to the surrounding area, includes measures designed to reduce reliance on car travel and any potential highways impacts can be satisfactorily mitigated against through the provision of a financial contribution towards off-site infrastructure improvements. Accordingly, the proposal is considered to comply with the requirements of Policy CS9 and the NPPF.

## 6.5 **Ground Contamination and Stability**

- 6.5.1 The application has been accompanied by a Preliminary Geo-Environmental report and a Geotechnical Risk Assessment which consider the ground conditions on site. The Geo-Environmental report confirms that the site poses a medium risk with respect to land contamination and the Geotechnical Risk Assessment identifies a low to medium risk with respect to potential geotechnical constraints resulting from ground conditions and the potential for shallow ground water on site. The reports set out a number of recommendations for further investigations in order to inform the provision of a contamination remediation strategy but clearly consider suitable remediation can be provided.
- 6.5.2 The proposal and above reports have been assessed by the Councils Public Protection Officer who raises no objection to the principle of the development on site subject to conditions requiring a further risk assessment via an intrusive ground investigation, a more detailed quantitative risk assessment and the development of a remediation strategy if required should be completed. A condition covering the eventuality of further as yet undiscovered contamination on site being identified during development is also requested.

## 6.6 **Flood Risk and Drainage**

### 6.6.1 Flood Risk:

The application has been accompanied by a Flood Risk Assessment (FRA) which has been assessed by the Environment Agency and the Councils Drainage Engineers. The majority of the site is located within Flood Zone 1, however, a small part of the west of the site, adjacent the River Tern does fall within Flood Zone 3. The FRA confirms that no dwellings will be provided within the 1 in 100 year flood risk area and as such, the EA and Drainage Authority raise no objection subject to conditions controlling finished floor levels and the siting of buildings or structures below 51.0m AOD or within 8 metres of the river bank. As noted earlier in this report, the area adjacent the river will be provided as an informally landscaped, publicly accessible area of open space.

### 6.6.2 Drainage provisions:

The proposal has been the subject of pre-application discussions between the applicants and the Drainage Authority with regard to the provisions for foul and surface water drainage and a sustainable drainage system. In terms of surface water drainage, the proposal will result in a drastic reduction in the amounts of hard surfacing on site following the removal of buildings and hardstandings and replacement with large areas of landscaping and open space. This will result in impermeable areas being reduced from 71% to 38% of the site. The proposal will incorporate 2 attenuation ponds which will store surface water runoff from the site which will then be discharged into the River Tern. Foul drainage will be provided via a connection to the mains sewer and it is advised that discussions have taken place with Severn Trent to agree this.

6.6.3 The Council's Drainage Engineer has assessed the proposal and raises no objection to the development proceeding in line with the general recommendations of the flood risk assessment. It is, however, requested that conditions are attached requiring a detailed scheme of foul and surface water drainage to be submitted for approval prior to the commencement of the development.

## 6.7 **Trees, Landscaping and Open Space:**

### 6.7.1 Trees:

The site contains significant tree coverage along the west and north sides together with intermittent tree coverage along the south and east boundaries. A number of trees along the west and north boundaries are protected by TPO's. An arboricultural report has been submitted with the proposal which includes an assessment of the condition and amenity value of trees on site, together with a consideration of the likely impact the proposed development will have upon those trees. The report concludes that a number of trees will need to be removed in order to accommodate the development. Noting the Council's Trees Officer raises no objection in principle, officers consider the requested conditions are attached requiring details of replacement planting to be provided, in order to ensure no net loss of trees on site is experienced. This issue would need to be addressed as part of the reserved matters stage.

### 6.7.2 Landscaping and Open Space:

Whilst landscaping has been reserved for later consideration, the submitted site layout plans do provide an indication of the levels of open space and hard and soft landscaping to be provided within the scheme. The proposal indicates that areas of public open space will be provided in the centre of the site in the form of a village green and the west of the site alongside the River Tern. In addition, the proposal will also incorporate a number of verges and landscaped areas alongside the roadways running through the development. The developers have confirmed that they wish for the public open space areas to be adopted and maintained by the Council and the developer has agreed to provide a financial contribution of £225,021, to be secured by S106 agreement, towards future maintenance of those areas. Any landscaping scheme submitted at the reserved matters stage will therefore need to be agreed with the Council's Parks and Open Spaces Officer, to ensure that the contribution made will cover the maintenance costs associated with the scheme.

### 6.7.3 Play area provision:

Given that the number of dwellings proposed exceeds 100, the proposal technically meets the requirement to provide a Neighbourhood Equipped Play Area (N.E.A.P.), however, spatial requirements in terms of required buffer zones around the perimeter of NEAP's meant that this would not be possible. Pre-application discussions with the Council's Parks and Open Spaces Officer agreed to the provision of a smaller Local Equipped Play Area (L.E.A.P.), on the basis that additional recreational facilities were provided within the site. As a result, the proposal also includes the provision of an outdoor gym facility, to

be provided in the centre of the site alongside the play area. Whilst details will be agreed as part of the reserved matters application, such facilities typically include equipment for all ages and abilities to use. These facilities will be prominently sited in the centre of the site and overlooked by dwellings in order to provide an element of natural surveillance. They will therefore provide a safe, easily accessible, recreational facility for residents to use, thus providing a valuable community facility. The provision of the L.E.A.P. and outdoor gym facility will be secured as part of the S106 agreement with the trigger for delivery connected to the completion of 50% of the development.

## **6.8 Ecology**

6.8.1 The application has been accompanied by an Extended Phase 1 Habitat Survey carried out in April 2014. This was followed by Great Crested Newt surveys in spring 2014, bat surveys between May and July 2014, and reptile surveys between May and July 2014.

6.8.2 The Bat survey provided recommended mitigation measures in respect of proposed demolition works to be carried out on site and also noted that the importance of the area at the west of the site for commuting and foraging bats. A 20m species rich landscaped buffer will therefore be provided adjacent the boundary to ensure that any long-term impacts on bat activity are avoided. No presence of Great Crested Newts were found within a 500m vicinity of the application site, following an assessment of all ponds within a 500 metre radius of the site using the Habitat Suitability Index (HSI).

6.8.3 The submitted reports have been assessed by the Councils Ecology team who are satisfied that the proposal can be carried out without harming local wildlife habitats or European Protected Species subject to suitable mitigation measures being delivered as proposed. No objection is therefore raised subject to conditions requiring the development to be carried out in accordance with recommendations of the Bat Survey Report, the submission of an environmental management plan, a habitat management plan, the erection of artificial nesting/roosting boxes and an external lighting plan.

## **6.9 Impacts upon Infrastructure**

6.9.1 The development will have a number of impacts on local infrastructure which are considered as follows: -

### **6.9.2 Education:**

Paragraph 72 of the NPPF states that great weight should be given to the need to create schools in order to ensure that a sufficient choice of school places are available to meet the needs of existing and new communities. This is supported by WLP policy H22 which recognises that major new housing development will generate additional demands upon existing levels of education provision.

6.9.3 It is noted that concerns have been raised by local residents and the Crudgington Primary School Board of Governors regarding the ability of the

primary school to accommodate the additional demand for school places likely to be generated by this development. The Schools Organisation Service Delivery Manager has assessed the proposal and advises that Crudgington School at present has 119 pupils and its formal capacity is 150 leaving 31 surplus places at present. The yield of primary pupils from the proposed development is expected to be 31 primary aged pupils, however, the primary school also takes a number of children from the northern fringe of Telford, however, over time children coming from further afield are likely to be displaced by children produced from development within the attendance area. Over time, demand for school places is likely to grow from within the catchment area and the local primary school needs to be able to expand accordingly. Provisions therefore need to be put in place as part of this application to enable the school to expand. The Board of Governors note that the school at present has a number of demountable classrooms and would seek to replace these. It has therefore been identified that S106 contributions are a source for funding this. A request for a contribution of £250,066 has therefore been requested to fund expansion at the primary school.

6.9.4 A secondary school contribution of £183,508 has also been requested from the Education team which would be put towards the expansion of the Charlton Secondary School. This sum has been requested following concerns regarding capacity at the school following recent applications for a number of developments in the north Telford area, most recently at the Maxell site (although this remains undetermined). Unfortunately, this request was not made at the pre-application stage but was considered necessary given that a number of developments have been granted or are coming forward since the initial contribution was granted. The applicant has also been asked to provide a contribution of £127,148 towards the cost of transporting secondary school age children to the Charlton School.

6.9.5 Highways:

Another concern raised by local residents and officers has been the ability of the local road network to accommodate additional traffic generated by the development. Supporting information submitted indicates that the development can be accessed safely from the B5062 and that traffic volumes can be accommodated by the Crudgington Crossroads. However, officers are concerned that a large number of trips generated will be in the direction of Telford, south along the A442. As such, officers are mindful that additional pressures placed upon the Shawbrich roundabout, as a result of additional developments recently approved in north Telford, may result in the need to upgrade or improve the roundabout junction. Officers have therefore requested the provision of £52,402 towards Shawbirch roundabout improvements, however do request to retain the option to spend the money on improvement works to Crudgington Crossroads if these are considered a higher priority as a result of other development coming forward in the local area.

6.9.6 The proposed development will also incorporate the provision of a signalised Toucan pedestrian crossing on the A442 in order to provide an enhanced footpath link between the development, the villages of Crudgington and Waters Upton and Crudgington Primary School.

6.9.7 Affordable Housing:

In the rural area, affordable housing is normally expected to be provided at 40% of the proposed development, however, in this instance the applicant has used the Vacant Building Credit (VBC) to demonstrate that no affordable housing will be required. The VBC was announced in the ministerial statement dated 28<sup>th</sup> November 2014 and allows developers to receive a financial credit equivalent to the existing gross floorspace of any relevant vacant buildings to be demolished when calculating the overall affordable housing calculations which will be sought as part of a proposed development.

6.9.8 In this instance, the developer has suggested that the existing floorspace to be removed (19,975.66 sq meters) would exceed the floor area of new development to be provided (10,938.87 sq metres) and would therefore result in a net decrease in floorspace to be provided on site. Given that no increase in floor area will result, the applicant has suggested that there is no requirement to provide affordable housing within the development.

6.9.9 In this instance, officers have raised concerns regarding the applicants interpretation of VBC regulations and sought further clarification on attempts to market and/or reuse the site given that VBC cannot be applied to buildings which have been made vacant solely for the purpose of redevelopment. Notwithstanding the above, officers have negotiated with the applicant to secure the provision of 9 affordable units on site in the interests of providing a sustainable form of development which meets the needs of the local community. The units to be provided will be split in terms of tenure with 5 affordable rent units and 4 shared ownership units.

6.9.10 Broadband Provision:

The development will also incorporate the provision of broadband which is considered necessary to support the commercial units/workshops and to allow home working across the site. Given that the site is located in the rural area, broadband provision will bring about significant benefits in terms of sustainability through a reduction in the need to travel in addition to supporting the existing infrastructure. The broadband service will be provided and funded by the developer.

6.10 **Planning Obligations/S106 Contributions**

6.10.1 The developer has proposed heads of terms for a Section 106 agreement which has been accepted by officers and technical consultees following negotiations with the applicant. The proposed heads of terms in some cases fall short of the contributions initially requested as the applicant has raised concerns regarding the viability of the scheme given the high costs associated with the development of the site, i.e. demolition and clearance, land contamination remediation and mitigation, etc.

6.10.2 The contents of the Section 106 agreement will therefore be as follows:

- (i) Affordable Housing = 9 units (tenure split 5 affordable rent units and 4 shared ownership units)

- (ii) Education Contribution = £560,722
  - Primary School contribution £250,066 (allocated towards expansion at Crudgington Primary School)
  - Secondary School contribution £183,508 (allocated towards expansion at Charlton Secondary School)
  - Transport costs £127,148 (used for the transportation of secondary school aged pupils to the Charlton Secondary School)
- (iii) Highways contribution = £52,402 (To be used by the Council as a contribution towards improvements to existing junctions on the A442 on the highway corridor between and including Crudgington Crossroads and Shawbirch Roundabout. However, Local Highway Authority wishes to also retain the option to spend the money on improvement works to Crudgington Crossroads if these are considered a higher priority as a result of other development coming forward in the local area).
- (iv) Public Open Space
  - Contribution of £225,021 (towards the adoption and maintenance of public open space within the development)
  - Provision of Local Equipped Play Area (LEAP) and outdoor gym
- (v) Broadband provision = to be provided by the developer

6.10.3 The heads of terms for this legal agreement are consistent with Regulation 122 of the Community Infrastructure Levy Regulations 2010. The provision of affordable housing is necessary and consistent with Core Strategy Policy CS1, Wrekin Local Plan Saved Policy H23 and the NPPF. The contributions towards highway improvements are necessary to improve the ability of Pool Hill Road to accommodate additional vehicle movements and to improve the junction with Doseley Road. The negotiation of these contributions is also consistent with Local Plan Policy T22.

## 6.11 **Other Issues**

6.11.1 **Noise**: A noise assessment has been submitted with the application which confirms that the proposed development is unlikely to be constrained by any noise issues, however, does recommend that some noise barriers approximately 2 metres high will need to be provided along the southern boundary to mitigate a small number of properties from noise from the highway. The Public Protection Officer has assessed the proposal and raises no objection subject to providing a condition in relation to noise mitigation.

6.11.2 **Air Quality**: An Air Quality Assessment has been submitted which confirms that the proposal should not give rise to a significant impact upon air quality. During the construction period, dust has the potential to cause impacts at nearby receptors, however, this can be mitigated through dust management techniques. During the operational phase, traffic generated also has the potential to impact upon air quality in the area, however, it is considered that such impacts would be negligible. The Public Protection Officer has assessed the reports and concurs with the findings.

6.11.3 All other objections raised in the consultation process have been considered but do not raise any issues that would warrant a review of the analysis of this proposal.

## **7.0 CONCLUSION**

7.1 The proposed development is located entirely within the rural area. Policy CS7 provides guidance as to where development should be focused, and outside of this limited and within the open countryside strictly controlled. The application site does not lie in or near to any of the three named settlements and is therefore a departure from the local development plan. However, the approach taken with regard to the proposed re-development of the nearby site at Allscott is considered to provide a helpful direction in terms of the consideration of this application. In that instance, the Planning Inspectorate recognised that the Core Strategy made no allocations for rural employment sites, nor did it contain any statements encouraging rural business therefore the redevelopment of that site represented a strategic problem given that any proposed change of use would have been contrary to policy. In that case, the Planning Inspectorate gave the direction for the future of the site during the current plan period to be determined through the application of national policy. In this instance, having regard to the similarities between the two sites, officers also consider that that decision also provides direction for this application to be determined in a similar manner, using the NPPF and the presumption in favour of sustainable development.

7.2 The proposal will provide a valuable opportunity for the redevelopment of a significant, vacant, brownfield site in the rural area which otherwise could be left to fall into ruin. The provision of a mixed-use development comprising residential and employment units and will provide a supply of housing to the area whilst bringing about a range of other benefits including employment floor space, enhanced pedestrian and cycle linkages to nearby villages and the local primary school, significant visual enhancements to the appearance of the site, generous open space provision and the provision of a children's play area and an outdoor gym. The proposal will therefore provide a range of economic, social and environmental benefits in accordance with the requirements of the NPPF. The proposal also includes a number of infrastructure enhancements including the provision of off-site highways improvements, education contributions and the provision of broadband.

7.3 In terms of the matters included for consideration, the proposed layout will be of a high quality, involving good spacing and housing provided at a relatively low density. It responds positively to the site constraints and will facilitate a more detailed design which is appropriate in context and will respect the character and appearance of the area. The proposed access arrangements to the site have been considered by the Local Highways Authority are considered acceptable.

7.4 Land contamination can be dealt with through appropriate remediation works and the site does not pose any stability or geo-technical issues. The development can be provided without risk from flooding and a detailed

drainage scheme can be requested as a condition of any approval granted. Replacement tree planting can be provided to offset the trees to be lost on site and the proposal will not be harmful to any local wildlife habitats or protected species. In summary, there are no technical issues that would prevent the development from proceeding and no issues that cannot be mitigated against through the use of conditions.

7.5 Accordingly it is considered that the proposal represents a sustainable form of development and a viable and plausible use of a redundant brownfield site. As such, it is considered that the proposal accords with guidance provided within the National Planning Policy Framework, together with Core Strategy Policies CS8, CS9, CS11, CS12, CS13, CS14, CS15, and Saved Policies UD2 and T22 of the Wrekin Local Plan and is recommended for approval.

## 8.0 RECOMMENDATION:

8.1 Based on the conclusions above, the recommendation to the Planning Committee on this application is that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to GRANT **PLANNING PERMISSION** subject to the following:

- A.) The applicant/landowners entering into a Section 106 agreement with the Local Planning Authority (terms to be agreed by the Development Management Service Delivery Manager) relating to:
- (i) Affordable Housing = 9 units (tenure split 5 affordable rent units and 4 shared ownership units)
  - (ii) Education Contribution = £560,722
    - Primary School contribution £250,066 (allocated towards expansion at Crudgington Primary School)
    - Secondary School contribution £183,508 (allocated towards expansion at Charlton Secondary School)
    - Transport costs £127,148 (used for the transportation of secondary school aged pupils to the Charlton Secondary School)
  - (iii) Highways contribution = £52,402 (To be used by the Council as a contribution towards improvements to existing junctions on the A442 on the highway corridor between and including Crudgington Crossroads and Shawbirch Roundabout. However, Local Highway Authority wishes to also retain the option to spend the money on improvement works to Crudgington Crossroads if these are considered a higher priority as a result of other development coming forward in the local area).
  - (iv) Public Open Space
    - Contribution of £225,021 (towards the adoption and maintenance of public open space within the development)
    - Provision of Local Equipped Play Area (LEAP) and outdoor gym
  - (v) Broadband provision = to be provided by the developer

B.) The following conditions (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):

1. A01 – Time limit Outline
2. A03 – Time limit – submission
3. B001 – Standard Outline
4. B007 – Reserved matters
5. B150 – Site Environmental Management Plan
6. B061 – Foul and Surface Water
7. B057 – Land Contamination
8. B031 – Access and Details
9. B036 – Off site highways
10. B041 – Visibility Splays
11. B042 – Parking/Turning/Loading
12. B084 – Noise Mitigation
13. B130 – Trees Protective Fencing
14. B121 – Landscaping Design
15. B136 – TPO Tree
16. B142 – Management Plan
17. B143 – Habitat Creation/Restoration
18. B149 – Artificial Nest/Roost Provision
19. B145 – Lighting Strategy
20. B155 – Details of LEAP
21. C38 – Approved plans
22. C091 – In accordance with Ecology Survey
23. C070 – Trees - no burning
24. C079 – Works to TPO trees
25. Dcust – no structures within 8m of boundary
26. Dcust – finished floor levels
27. Dcust – Use of employment units

#### Informatives

I06	S106 Agreement
I23	Bats
I25b	Nesting Birds
I25d	Update Survey
I35cust	Otters
I35cust	Removal of Schedule 9 Species
I40	Conditions
I41	Reasons for Grant of Permission
RANPPF1	Approval - NPPF