

TWC/2016/0918

Site of Red Lion, 15 Holly Road, Little Dawley, Telford, Shropshire
Erection of 14no. flats (Use Class C2) and Resource Hub with new access arrangements and landscaping following demolition of existing public house

APPLICANT

Bromford Housing Association,

RECEIVED

04/10/2016

PARISH

Dawley Hamlets

WARD

Dawley and Aqueduct

OFFICER Libby Harper

1. THE PROPOSAL

- 1.1 This application seeks approval for a two storey building accommodating 14no. 1 bed supported living flats and a Resource Hub. The proposal relates to the Bromford Housing Association 'MyPlace' model designed as long term supported housing for residents to live independently, but require ongoing support and care. Residents would potentially include persons with learning difficulties, visual impairments or other such disabilities where additional support would be needed. It is anticipated that in general Bromford would provide a housing specialist on site for up to 18 hours a week.
- 1.2 The application material sets out that the ground floor Resource Hub is sought to build social interaction within the local community and provide facilities to deliver training, employment advice and activities to both Bromford customers and the wider community. Provision includes office accommodation with an open space lounge / meeting area and kitchen, bathroom with WC, storage areas and a bedroom to allow a care provider to be on site if the needs of specific customers require this approach.
- 1.3 The building would be cited towards the centre of the site, with its principal elevation fronting Holly Road to the north. Materials would include a red brick with areas of render. An amenity area providing seating, cycle hoops, clothes drying and garden storage shed would be cited to the eastern side of the building demarked by a new low level brick dwarf wall onto Holly Road. Further general amenity areas would be positioned around the western parking area and the frontage.
- 1.4 A new access is proposed to serve the development from Hafren Road to the south. This would be positioned towards the south west corner of the site offset from neighbouring No. 31 by an area of amenity space; a ramped access leads to an 8 space car park, one of which would be a disabled space, together with an enclosed refuse storage area. Closure of the existing two

accesses on Holly Road is proposed, these sit to the west and eastern sides of the existing Public House serving respective tarmacked car parking areas.

- 1.5 A Planning & Design Statement, Ecological Appraisal, Drainage Strategy and Preliminary Arboricultural Assessment accompany the application.

2. SITE AND SURROUNDINGS

- 2.1 The Red Lion is a combined one and a half and two storey vacant public house comprising a brick built structure with a yellow render finish and tiled roof. The building fronts Holly Road, principally in a setback position of around 2 metres. The form of the building is of varying heights including a number of single storey pitched and flat roof extensions and suggests the building has evolved considerably over time; this is also evident from the range of chimneys across the building.
- 2.2 The site extends to 0.16 hectares in area and is subject to a slope from Holly Road down towards Hafren Road of around 2 metres, with a retaining wall separating the site from Hafren Road which is approximately 0.5 metres lower. This stone wall continues at a higher level along the eastern boundary adjacent 14a Holly Road, the remainder of the site is bound by a mix of timber fencing and brick walls.
- 2.3 Two tarmac car parks are positioned either side of the building providing parking for 26 vehicles, with a beer garden and single garage at the rear. Two trees are positioned along the southern boundary, one towards the centre of the site, together with an established Lawson cypress; and, a bank of young Lawson cypress forming a screen adjacent 31 Hafren Road. An area of grass lies at the side of the building with a further grassed area at the rear within the beer garden (albeit somewhat overgrown since the closure of the public house). The remainder of the site is either tarmacked or footpath areas with paving in place.
- 2.4 Residential development neighbours the site to the east and west and opposite fronting Holly Road, as well as at the rear off the cul-de-sac of Hafren Road, a mix of single and two storey dwellings both detached and semi-detached of varying ages are present in the locality. A number of services and facilities are available in the vicinity of the site including a convenience store at the junction of Holly Road and South View Road around 150 metres and The Unicorn Public House 105 metres to the south west, the Captain Webb Primary School 0.6 miles to the north (all walking distances), Dawley District Centre is in the region of a mile away to the north with a further range of services and facilities available including the Phoenix Academy (11-16 school).

3. RELEVANT PLANNING HISTORY

- 3.1 TWC/2015/0374 - Demolition of existing public house and erection of 8no. dwellings with associated access and landscaping. Full Refused 17/09/2015. Appeal Allowed APP/C3240/W/15/3131997 26/01/2016
- 3.2 TWC/2014/0631 - Demolition of existing public house and erection of 8no. dwellings with associated access and landscaping. Full Refused 08/04/2015
- 3.3 There are various applications relating to alterations to the Public House including W80/0205 Construction of Car Park and Extension and Alterations to Vehicular and Pedestrian Access. Full Granted 03/06/1980, in addition to:
- W84/0738RM Erection of a bungalow (land adjoining The Red Lion). Reserved Matters Granted 27/04/1990
- W84/0738 Renewal of Permission for the Erection of a bungalow. Outline Granted 21/01/1985
- W77/0763 Residential Development and Construction of Vehicular and Pedestrian Access. Wrekin no objections 03/07/1978
- 3.4 Pre-application enquiry PE/2015/1341 - Erection of apartment block consisting of 14 supported flats, communal hub and associated parking.

4. PLANNING POLICY CONTEXT

- 4.1 National Planning Policy Framework (the NPPF)
- 4.2 Saved Wrekin Local Plan policies
UD2 Design Criteria
OL11 Woodlands and Trees
- 4.3 LDF Core Strategy policies
CS1 Homes
CS3 Telford
CS5 District and Local Centres
CS9 Accessibility and Social Inclusion
CS10 Community Facilities
CS13 Environmental Resources
CS15 Urban Design
- 4.4 Submission Version Telford & Wrekin Local Plan
SP1 Telford

SP4 Presumption in favour of sustainable development
HO1 Housing requirement
BE1 Design Quality
C3 Impact of development on highways

5. SUMMARY OF CONSULTATION RESPONSES

Standard consultation responses

5.1 Dawley Hamlets Parish Council: Comment

The Parish Council has no objections to the proposed development however there are concerns over the fact that there is no footpath at the side of the road by the site on Holly Road. It is felt that the provision of a footpath would ensure the safety of the residents as this site is on a busy road and near to a bend.

5.2 Drainage: Support subject to conditions

Request conditions for the submission of a scheme for both foul and surface water drainage; with the latter to be based upon sustainable drainage (SuDS) principles. Where soakaways are proposed, the requirement for soakaway tests and calculations to be submitted with a detailed drainage design. Where drainage to a watercourse, sewer or other waterbody is proposed, a detailed drainage design restricting the surface water discharge rate as near to greenfield rates as possible or by a minimum of 50% of that existing and attenuating all flows up to and including the 1 in 100 year event + 30% for climate change, together with a drainage layout showing the location of any attenuation and flow control features is requested.

A further condition is requested for the submission of a SuDS management plan to include details on future management responsibilities, along with maintenance schedules for all SuDS/attenuation features and associated pipework

5.3 Highways: Support subject to conditions

The Local Highways Authority request conditions for provision of the proposed parking / loading / unloading and turning arrangement prior to occupation; together with a S106 contribution of £6500. This would be used towards improvements to the existing pedestrian link between Hafren Road and Holly Road and provision of a tactile pedestrian crossing across Holly Road. The monies are to be paid upon the commencement of development, indexed and any unspent monies after 5 years refunded to the applicant.

An informative is further requested identifying the requirement for a S184 licence relating to provision of an access over the publicly maintained highway

(footway or verge), and note that the existing vehicular access off Holly Road is to be closed off permanently as a result of this development. The reinstatement works associated to closing off this vehicular access must be undertaken under a section 184 Licence.

- 5.4 Arboricultural: Object subject to conditions
Advises that removing 10 trees and replacing that loss with 2 trees is not considered acceptable, needing to be addressed and modified. There is room here to soften the development with tree planting.
- 5.5 Ecology: Comment
Request conditions
- 5.6 Shropshire Fire Service: Comment
As part of the planning process, consideration should be given to the information contained within Shropshire Fire and Rescue Service's "Fire Safety Guidance for Commercial and Domestic Planning Applications".
- 5.7 West Mercia Police: Comment
Advise that there are opportunities to design out crime and/or the fear of crime and to promote community safety, seeking to achieve the Secured by Design award status; with consideration given to efforts to prevent crime during the building phase.

Neighbours representations

- 5.8 Five neighbour representations objecting to the scheme have been received through the consultation on this application. The following summarised issues are raised:
- Overdevelopment – at 14 dwellings with provision of a resource hub, size and nature not in keeping with the area, too dense
 - Highways – limited parking, access through Hafren Road already congested, obstruction of additional vehicles unable to park within the development then parking on Hafren Road, difficulty of ambulances / refuge / delivery vehicles accessing Hafren Road already, highway danger to children, considerable increase in the volume of traffic, Holly Road wider and can easily accommodate extra traffic, no footpath along frontage but pedestrians expected to enter from the front, insufficient parking, increased noise and pollution, loss of roadside parking Hafren Road
 - No acknowledgement of Japanese knotweed problem within application – sits to the rear of the site, spreading onto Hafren Road
 - Construction phase – request for site vehicles and machinery used during demolition, site clearance and construction to access the site via the

existing entrance off Holly Road, with land in front of entrance to be one of the last parts to be finished.

6. 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:

- the principle of development relating to specialist housing accommodation
- the impact on the character and appearance of the area
- the impact on the living conditions of neighbours
- other material considerations – highways, drainage, ecology

The principle of development relating to specialist housing accommodation

6.2 The National Planning Policy Framework (NPPF) advises that ‘housing applications should be considered in the context of the presumption in favour of sustainable development’ and encourages Local Planning Authority’s to deliver a wide choice of high quality homes identifying the size, type and range of housing that is required in particular locations.

6.3 Policy CS1 of the Core Strategy aims to provide every household in the Borough with an affordable, decent and appropriate home with the type, size and tenure of new and improved homes to meet local need and be delivered in a way that creates locally inclusive sustainable communities. Policy CS3 states that Telford will be the focus for the Borough’s development and that it will accommodate the majority of new homes, jobs and services. The application site is located within the defined Telford urban area boundary and so the principle of the development of the site would accord with the broad aims of Policy CS3.

6.4 The site has no specific policy designation, therefore comprising ‘white land’. Development would nonetheless entail the loss of a community facility related to the protectionist approach defined in policy CS10. The policy dictates that the loss of existing land or buildings used for the benefit of the community will be resisted. In order for development for non-community uses to be considered appropriate, a lack of need must be demonstrated, or where acceptable alternative provision exists or is proposed concurrently. The Unicorn Public House is approximately 110 metres from the site boundary (walking distance) to the south west. On this basis, it is considered that the proposal satisfies the requirements of CS10 in that acceptable alternative provision exists in the locality. It is understood that the use as a public house ended 01/10/2013.

- 6.5 The applicant (Bromford Housing Association) represents an existing provider in Telford & Wrekin in the development and management of general needs and supported housing. The proposal is based upon the 'MyPlace' model, which is a new model of Supported Housing specifically designed for adults with long term conditions. It is intended as long term accommodation and would provide residents with the opportunity to take control of their life, reduce their dependency and live independently. The 'MyPlace' model is intended to provide a cheaper alternative to a Local Authority's residential care costs and therefore offer an overall saving for the local authority.
- 6.6 The proposal would provide a much needed resource to enable local people to live independently, in a sustainable location, having convenient access to a range of community facilities suitable for future residents. Public transport is also available in close proximity to the site.
- 6.7 Having regard to the continued need for an efficient use of land in sustainable locations, the principle of utilising this site for supported housing is acceptable, in accordance with Core Strategy policies CS1 and CS3, CS9, and Telford & Wrekin Local Plan Submission Version policies SP1, SP4 and HO1.

The impact on the character and appearance of the area

- 6.8 The NPPF has as one of its 12 core planning principles to 'secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings'. The NPPF goes on to advise at para 59 that 'Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'.
- 6.9 Wrekin Local Plan policies UD2 and Core Strategy CS15 all seek to promote good design and concepts of 'place making' to create 'Attractive, responsive and adaptable environments in which to live, work and play and are essential to creating sustainable local communities' (para 9.76 CS15). Factors of scale, massing, form, density, orientation and layout, proportions, materials, landscaping elements, access and spatial quality are all representing factors in considering the appropriateness of design quality.
- 6.10 A range of house types of varying architectural periods are present in the vicinity of the site, including older character terraced properties, circa 1970s dwellings and more modern additions. The houses along Holly Road are principally two storey, with predominantly dormer bungalows along Hafren Road at the rear of the site. There is also a mix of detached and semi-detached properties, with the overall emphasis being on the latter.

- 6.11 The development seeks to introduce a sizeable building into the streetscape, the site layout indicates the scale of the change in the footprint of the proposed building to the existing. This amounts to a gross external area of approximately 164sqm, to approximately 410sqm. The overall floorspace is proposed to increase from 369sqm, to 820.6sqm, standing at more than double the size adding an area of 451.6sqm. In both instances, more than doubling the size of the building would arise.
- 6.12 Officers have been particularly mindful from the outset of pre-application discussion around the proposal as to the mass of the building involved. The initial design presented a standard 'MyPlace' unit with a near enough solid ridgeline across the extent of the length of the building. The Local Planning Authority requested amendments to this design, encouraging a design to work with the sloped topography of the site (2 metres north – south), and to provide a varied ridgeline to break up the mass of the building. It was advised that budget constraints meant the level of amendment possible would be limited.
- 6.13 Through a later stage of pre-application dialogue, amendment was made to the elevational treatment, the ridgeline having been broken up to afford the appearance of more distinct elements of the building with two steps in the roof of the building, the northern end providing a setback and particularly set down projection, with varied proportioned windows with a mix of taller vertical sized windows and more cottage style windows with brick headers and cills. Two steep pitched projecting gables were proposed on both the front and rear elevations.
- 6.14 The original design submitted provided a largely solid ridgeline, and whilst an element of subservience at the eastern end was present through a lower projection of the front units, with low pitch projecting gables, the design was considered to represent a worsening of designs previously proposed. The double projecting gables at the front and rear were set at a particularly low pitch; this reinforced the dominance of the roof and its ridgeline. The pitch was not in keeping with the local area both with regard to Holly and Hafren Road where steeper pitches are a prominent feature. The alterations were adding to the massing of the building, particularly bearing in mind that it is both long and wide, with a substantial increase in the size of the building present on the site which benefits from a varied ridgeline. The Local Planning Authority considered that the design failed to sufficiently respond to the local character and were minded to recommend refusal to Planning Committee on the basis of this design.
- 6.15 The applicant has latterly made amendment to the scheme, the front and rear gables have been revised to a steeper pitch in keeping with the locality, and now sit just under the ridgeline to help reduce the mass of the roof and

building overall. The roof above the central entrance section of the building has been dropped to provide a break in the ridgeline, in combination with the setback of this element, and provision of render versus the brick across the remainder of the building, will help provide a break in the mass of the building. The introduced step does present a slight oddity on the south eastern elevation sitting within a wider section of the rear elevation than the front. The section of solar panels has been split to help reduce the impact of this. This section is set back behind the projecting gables, limited in the streetscene and whilst ideally further amendment would be made, the applicant is not willing to undertake further amendment away from the standard 'My Place' model with costs entailed. Officers consider this is not a sufficient reason for refusal, particularly when balanced against the amendments made, and overall housing benefit of the building.

- 6.16 It is also considered that finer detailing around the scheme – with a quality brick, provision of a reveal to windows, conditioning of the details of the solar panels at the rear, will help what is acknowledged as a large scale building in its context, sit more positively in the residential setting and offer more of a domestic style. The proposal also affords a garden area for residents, and areas of landscaping to improve the setting of the site and provide residents with access to a decent amount of garden space. The application lacks detail as to the form of landscaping proposed, it is considered that further replacement tree provision should be provided through the development, appreciating the concern of the Council's Arboricultural Officer. Through the imposition of a landscaping condition it is expected that this deficiency be addressed; further substantial planting would also help offset the mass of the building.
- 6.17 On balance, whilst a further step to reduce the massing of the building would have been welcomed, it is understood that the applicant is not willing to step further away from the 'My Place' standard model. When related to the benefits derived from this form of specialist housing accommodation, with an emphasis on providing residents a home within the community, the design scheme is considered acceptable by the Local Planning Authority.

The impact on the living conditions of neighbours

- 6.18 The site sits adjacent to residential development in each direction. The placement of the building is just off centre east – west to allow sufficient space for the parking configuration proposed. Related to the principal elevation facing north to the two storey properties on the opposite side of Holly Road, a minimum distance of 21 metres applies. Notably, the development would also be set down from Holly Road as is the case with the existing Public House.

- 6.19 Related to the bungalow property of No. 18 to the west on Holly Road, the side elevations are set over 21 metres apart, the closest point relating to an attached garage of No. 18. The nearest potentially habitable window is set behind this garage at 32m. Related to the bungalow property of No. 31 to the west on Hafren Road, the side elevations are set a minimum of 21 metres apart with a 1.8m close board fence present and shown on the proposed site plan through the development.
- 6.20 At the rear, the closest point of the building sits 22.7m from the properties on the opposite side of Hafren Road. When related to properties to the north, west and south, it is considered that neighbouring amenity would be protected through the redevelopment of the site.
- 6.21 The two storey property of No. 14a sits to the eastern side, the elevation facing towards the site features a number of sizeable habitable windows. The proposed building would entail both a secondary window of the living & dining room, together with the kitchen window at both the ground and floor facing towards No. 14a. a separation distance of 17.8m would apply and was identified as an area of concern by Officers. Alternative options were identified – high level windows or relocating windows to the rear elevation – to resolve the issue. The applicant has taken this concern on board, the kitchen window at both floors having been relocated to the southern elevation as suggested. Obscure glazing is now identified to a narrower secondary window to the living & dining area, the retention of a window is sought partly to retain an active feature to this section of the elevation. Further windows on the side elevation are set further back (over 23 metres). The amended approach is considered sufficient to address the concern raised, and ensures the protection of amenity of the neighbouring residence.
- 6.22 Bearing in mind the residential context of the development, it is considered that a condition requiring the provision of a Site Environmental Management Plan be imposed to protect the amenity of neighbours during the construction phase, with concern having been raised in this respect within neighbour representations. This would also include a control with reference to Japanese Knotweed appreciating the concern of neighbours in this respect.

Other material considerations – highways, drainage, ecology

- 6.23 Through respective applications to redevelop the site, the access and parking arrangement has been a key issue. Here, amended access from Holly Road – with the existing two accesses being closed off – to a single access from Hafren Road is sought. The principle of a repositioned access from the rear of the site off Hafren Road has been established through the Inspector's decision to allow the appeal for TWC/2015/0631 (demolition of existing public

house and erection of 8no. dwellings with associated access and landscaping) with access – comprising five dropped kerbs, having been a reason for refusal:

‘2. The Local Planning Authority considers that the proposed development would fail to provide an acceptable means of vehicular access to the site and is likely to compromise the ability for emergency vehicles to access the existing and proposed dwellings along Hafren Road. In this respect, the proposal will prejudice highway and pedestrian safety and will also compromise the safety of existing residents along Hafren Road and is therefore contrary to saved Policies UD2 and H6 of the Wrekin Local Plan, Policies CS9 and CS15 of the Telford and Wrekin Core Strategy and the requirements of the National Planning Policy Framework.’

6.24 The Inspector’s coverage of highway safety comprised the following:

‘12. The appeal site is located between Holly Road, a main road through the village of Little Dawley, and Hafren Road which is a residential cul-de-sac accessed from South View Road. The vacant public house has been served by two existing accesses from Holly Road with associated car parking areas. The site is on the outside of a bend of Holly Road, a 30 mph highway with double yellow parking restrictions to both sides of the carriageway. An opposing bend commences approximately 25 metres to its west which reduces visibility to this aspect from the existing main access to the car park. The position of No 14a adjacent to Holly Road to the east of the appeal site also limits visibility to this aspect from the second existing access.

13. The development would introduce dwellings that front and have pedestrian access from Holly Road, together with off street parking to the rear with vehicular access taken from Hafren Road. An existing detached garage within the curtilage of No 14a takes a similar vehicular access as proposed from Hafren Road in closer proximity to the turning head of the cul-de-sac.

14. There is an absence of existing pedestrian footway to the majority of the site frontage and to the front due to the position of both the vacant public house and No 14a relative to Holly Road. A pedestrian footway to the rear of the appeal site on Hafren Road leads to a public right of way between 14a and 44 Hafren Road which provides pedestrian access from Hafren Road to Rednal Fields and Holly Road. The proposed development would require the creation of a pedestrian footway to Holly Road and five dropped crossings from Hafren Road to access a mix of tandem and parallel parking spaces, which could be secured by condition.

15. The Council's Highways Department has offered no objection to the proposed site layout on the submitted plan PL-002 Rev G in terms of highway safety and access for emergency vehicles along Hafren Road. I have no reason to take a differing view based on the evidence before me. During my site visit undertaken in the late morning, I observed very low levels of traffic, together with limited on-street parking which was predominantly concentrated to the rear of the appeal site and the adjacent turning head of the cul-de-sac.
16. Whilst only a snap shot of local highway conditions it is reasonable to consider that traffic flows and on-street parking would increase at different times of the day. This would include at peak hours when traffic is generally at its heaviest, i.e. when most people commute, and additional on-street parking in evenings. However, the likely increase in traffic movements at peak times together with those associated to 8 new dwellings would not be at a cumulative level which would compromise the free flow of traffic or highway safety of Hafren Road. The proposed vehicular accesses and parking arrangements are suitable with appropriate visibility, given that reverse manoeuvres onto the cul-de-sac and its turning head are an established feature of existing properties.
17. I am aware of residents' concerns relating to the effect of inconsiderate on-street parking on access to properties and for emergency vehicles. However, there are no existing waiting restrictions on Hafren Road to prevent on street parking. I observed significant availability of off street parking to existing properties, the majority of which could accommodate at least two vehicles and therefore reduce reliance upon on street parking. In addition, the adequate off street parking arrangements proposed for the dwellings indicate that the development would not worsen the existing situation. In fact, there are potential benefits through formation of new dropped crossings for access which would restrict the existing availability of on-street parking to the rear of the appeal site and adjacent to the turning head of the cul-de-sac. I therefore consider that the access arrangements onto Hafren Road would not be harmful to highway safety.
18. I have taken into account the suggestion that Holly Road would provide more suitable access and that existing accesses from Holly Road have been in use by the public house. However, vehicle access and associated off street parking to Holly Road is not the arrangement upon which the Council made its decision and to which an appeal has been made. In any case, I consider the access arrangements from Hafren Road to be suitable. This is in contrast to the evident risk to highway safety which would arise from vehicular access to Holly Road where required visibility

splays of 2.4 metres by 43 metres and appropriate manoeuvrability could not be achieved.

19. I therefore conclude that there would be no conflict with saved Policies UD2 and H6 of the Wrekin Local Plan 1995-2006 (adopted February 2000) and Policies CS 9 and CS 15 the Telford and Wrekin CS (adopted December 2007). These policies seek adequate access and car parking provision to new development which preserves highway safety and does not compromise access to existing homes. The policy aims are consistent with the Framework.'

- 6.25 The provision of an access from Hafren Road raises no objection from the Local Highways Authority (LHA). The scheme affords suitable visibility and an acceptable level of parking (8 spaces) bearing in mind the nature of the development entailed, it is not envisaged that future residents will own cars, with an emphasis on visitor and staff parking. The development does not provide a footway along the frontage of Holly Road, as had been the case through previous applications, therefore it is anticipated that greater pedestrian reliance will be placed upon the footpath at the south eastern corner of the site through to Rednal Fields through to Holly Road. A request is duly made by the LHA to improve this link and provide a tactile crossing across Holly Road. The Local Planning Authority is therefore satisfied that the development can be suitably accessed and sufficient parking provided so as not to prejudice highway safety or the free flow of traffic in the locality.
- 6.26 Officers note that at the outset of the pre-application enquiry the applicant had sought to provide an access from Holly Road. However, the provision of visibility splays in conjunction with the position of the building bearing in mind wider design considerations, did not marry to deliver sufficient splays. An amendment to access from Hafren Road was therefore necessary.
- 6.27 It is proposed that both foul and surface water drainage would be conveyed to mains sewer. A condition has been requested by Drainage seeking details of the drainage approach. The Local Planning Authority is satisfied that the scheme can be suitably drained and will avoid increasing the risk of flooding in accordance with policy CS13; and, note that the increase in the landscaped area on site should provide betterment in the rate of discharge from the site.
- 6.28 Both the Public House building and garage were assessed as having low suitability for roosting bats, with an inspection and bat activity survey having taken place; common pipistelle and noctule bats were recorded foraging in the wider environment. The survey recommends that the new development should be enhanced by the provision of two bat boxes on site, with the need for sensitive lighting. The removal of vegetation which could support nesting

wild birds requires a sensitively timed approach, with loss of planting needing to be replaced. It is considered that with the requested conditions necessitating provision of 2No. woodcrete bat boxes, and a landscaping design submission, which would further enable the concern of the Arboricultural Officer as to insufficient replacement tree planting, would protect and provide enhancement to the site. The development overall would provide a softer context to the site with reduction in the tarmacked area of the site with more extensive areas of landscaping provided.

Other matters

- 6.29 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. CONCLUSIONS

- 7.1 Having regard to the continued need for an efficient use of land in sustainable locations, the principle of utilising this site for supported housing is acceptable, in accordance with Core Strategy policies CS1 and CS3, CS9, and Telford & Wrekin Local Plan Submission Version policies SP1, SP4 and HO1. Amendment has been made to the design of the scheme, which on balance provides a more in keeping design to the development when related to the overall merit of the nature of the proposal entailed. A suitable access and parking arrangement is provided with pedestrian access improvements to the site proposed through a S106 agreement, with conditions recommended with regard drainage and ecology.

8. 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) Highways - £6500 towards improvements to the existing pedestrian link between Hafren Road and Holly Road and provision of a tactile pedestrian crossing across Holly Road.
- B.) The following conditions (with authority to finalise conditions and reasons for

approval to be delegated to Development Management Service Delivery Manager):

1. A04: Time Limit Full
2. B010: Details of materials including solar panels
3. B011: Samples of materials
4. B012: Sample Brick Panel
5. B019: Windows and doors sections including provision of window reveal
6. B061: Foul and surface water including restricted run off rate, SUDs Management Plan
7. B121: Landscaping Design
8. B145: Lighting plan
9. B150: Site Environmental Management Plan including a scheme for the control and eradication of any invasive species (i.e. Japanese knotweed)
10. C13: Parking / loading / unloading and turning
11. C109: Erection of artificial nesting/roosting boxes
12. C38: Development in accordance with deposited plans
13. D06: Restriction on use – C2 supported housing

Informatives:

I06: Section 106 agreement

I11: Highways including closure of existing vehicular accesses off Holly Road

I25a: Nesting Birds

I35: West Mercia Police

I40: Conditions

I41: Reasons for grant of permission

RANPPF1: Approval NPPF