

TWC/2016/0535

Site of Units 3, 3A, 4, 5, 9, 10 & Yard 5, Springfield Industrial Estate, Station Road, Newport, Shropshire

Erection of 22no. houses and 11no. apartments with associated parking, highway works and landscaping following demolition of the existing buildings *** Amended red line ***

APPLICANT

NuPlace Ltd

RECEIVED

01/07/2016

PARISH

Newport

WARD

Newport South and East

OFFICER Vijay Kaul

COUNCILLOR ERIC CARTER HAS REQUESTED THIS APPLICATION BE DETERMINED BY MEMBERS OF PLANNING COMMITTEE

1.0 THE PROPOSAL

1.1 This application is made by made by NuPlace Ltd and seeks approval of 33 properties together with associated parking, highway works and landscaping with external works and landscaping comprising of the following mix;

100% affordable rent

- 14 No. 2 bedroom houses
- 8 No. 3 bedroom houses
- 11 No. 2 bedroom apartments

1.2 Each dwelling would be served by off-street parking, either within the plot or in a communal parking area. 2 bed dwellings and apartments each have 1 space, and 3 bed dwellings have 2 spaces. There would also be 3 visitor spaces.

1.3 The application is accompanied by a Planning Statement, Design and Access Statement, Viability Appraisal, Phase I and II Ground Investigation Report, Environmental Noise Survey & Assessment, Newport Preliminary Flood Risk Assessment, Preliminary Ecological Appraisal and Reptile Survey

1.4 During the course of the application, the following amendments were received;

- Ground floor improvements to the flats over-looking the Mast/Mast Access Area at Newport. Replicated on each floor to maintain consistent SVP routes.
- Amended Kedington Elevations
- More gables have been incorporated into the scheme, they have also been made more prominent, stretching across the whole width of the plot. Gables feature on plots 31,19,10,15, 06,04,& 01

- New rationale for the elevations has been proposed, the scheme as whole features contrasting panels and corbelled sections of brickwork. This ties the apartment block and housing together, using the same principles.
- Relocation of bin store area
- Parking spaces have been reduced from 46 to 44 spaces (removal of 2 visitor spaces due to proximity with junction and adjacent development approved at 1 The Oaklands)
- Weston units (1 and 10) windows removed in side elevations at ground floor level.
- Increase of boundary treatment (where required) from 1.8m to 2m high to take account of Noise Survey conclusions.
- Submission of detailed soft landscaping plan

2.0 SITE AND SURROUNDINGS

- 2.1 The application site is located on the southern edge of Newport, within the built-up confines of the Town, and approximately 0.5m from the Town Centre. The site lies within a mixed employment and residential area.
- 2.2 The 0.55 ha site is located on Springfields Industrial Estate, a development of 1980s commercial buildings accessed off Station Road. It comprises part of vacant vehicle sales and repair garage (sui generis) to the north, and a former household waste recycling centre which was last used as a hand car wash (sui generis) to the south. An existing access onto Town Wells, links onto Station Road.
- 2.3 The site consists of hardstanding on the former household waste recycling centre element of the site. A number of post-war concrete and metal framed industrial buildings were until recently located on the vehicle sales/repairs part of the site, along with areas of hardcore and scrub previously used to store cars, these buildings have now been demolished. To the rear of former buildings on the former vehicle sales/repairs site, there is mature Laurel hedge and shrubs, these are adjacent to the residential property 'Springfields'.
- 2.4 Beyond the southern boundary of the former recycling centre, although not immediately adjoining it, there are a number of tall White Poplar trees. There is a pending planning application for up to 120 residential units on land to the south of the Site (planning application reference TWC/2015/0057).
- 2.5 Residential properties are located to the north (Town Wells), west (Springfields) and south (new bungalow development) of the former vehicle sales/repairs element of the site, with an MOT testing centre to the east on the opposite side of Town Wells, the industrial estate road leading from Station Road. The former recycling centre has two commercial units adjoining it to the north (carpet and bed sales and a window and door supplier) and one to the east of Plot 33 - a gym (Newport Fitness Centre). Springfields Stores general store is located off Station Road, within short walking distance.

- 2.6 To the north of the application site (former vehicle sales/repairs element) is an existing public right of way linking Town Wells with Springfields, this linking through to Elm Close, which then would lead to local open space and play areas off Wallshead Way.
- 2.7 The site is situated within a sustainable location with the town having a good range of services and facilities including shops, schools, restaurants and pubs as well as strong public transport links with the rest of the Borough, all of which are in close proximity to the site.

3.0 PLANNING HISTORY

- 3.1 There are a number of historic planning applications that have been submitted in relation to the employment uses.
- 3.2. The most recent planning application on the former recycling centre element of the site was TWC/2013/0350 for a change of use from recycling centre to hand car wash including the erection of 2no. canopies and the siting of a container for use as office and customer waiting area granted on 3rd July 2013.
- 3.3 The most recent application on the vehicle sales/repairs element was W2005/0096 for a change of use from conservatory showroom & sales to the retail & repair of motorcycles, approved on 23rd March 2005.
- 3.4 Prior approval was also granted on the 22/12/2016 for the demolition of Units 3, 3A, 4, 5, 9, 10 & Yard 5, Springfield Industrial Estate. These permitted development rights for demolition could not take place until the Local Planning Authority had determined whether it requires prior approval to the method of demolition and subsequent restoration of the site is given, both were considered acceptable. The site was to be left clear until this current planning consent (TWC/2016/0535) had been decided.
- 3.5 Members are also advised that a residential scheme has recently been implemented on the adjacent site TWC/2015/0375 for the erection of 8 bungalows, this is nearing completion. The land was formerly part of the curtilage with No.2 Springfields, but had long been used for the open storage of touring caravans. This was served by means of a gated access off Springfields.

4.0 PLANNING POLICY CONTEXT

- 4.1 National Planning Guidance:
National Planning Policy Framework
- 4.2 Core Strategy:
CS1 – Homes
CS2 – Jobs
CS6 – Newport
CS8 – Regeneration

CS9 – Accessibility and Social Inclusion
CS12 – Natural Environment
CS13 – Environmental resources
CS15 – Urban Design

4.3 Wrekin Local Plan:

UD2 – Design Criteria
EH7 – Contaminated land
H7 – Large Scale Regeneration Exceptions in Telford and Newport
H22 – Community facilities
H23 – Affordable Housing
T22 – Planning Obligations
OL11 – Woodlands and Trees

4.4 Telford & Wrekin Local Plan (Submission Version):

SP2 Newport
SP4 Presumption in favour of sustainable location
HO1 Housing requirement
HO4 Housing Mix
HO5 Affordable Housing thresholds and percentages
HO6 Delivery of affordable housing
BE1 Design Quality
BE10 Land Contamination
C3 Impact of development on highways
C5 Design of parking
NE1 Biodiversity and geodiversity
NE2 Trees, Hedgerows and woodlands
ER8 Waste planning for residential developments
ER10 Water conservation and efficiency
ER12 Flood risk management

4.5 Newport Neighbourhood Development Plan - Newport Town Council applied for designation of a neighbourhood plan boundary in January 2013, which was subsequently approved by the Council in July 2013. The Application Site is within the designated Newport Town Council Boundary. A set of planning principles have been put forward by Newport Town Council in May 2014 which support the use of brownfield sites for residential use. However no Neighbourhood Development Plan not yet been drafted or made at this time.

5.0 **SUMMARY OF CONSULTATION RESPONSES**

Standard consultation responses

5.1 Support subject to conditions:

Newport Town Council – Supportive of this development for affordable housing. Prefer to see relocated and demolished, repositioned businesses within Newport. Protect and retain existing business and land in private commercial ownership at this location, to preserve the net quantity of employment and business opportunity within the town. Concerns with the

increase in movement of traffic on to Station Road along with the potential of additional large scale developments in the vicinity – consider implementing traffic calming measures between the Granville Road junction and the Sheep Island (A518 /A41). Adequate and sensible storage for provision and collection of rubbish and re-cycling bins should be provided, with no nuisance caused to neighbours on collection days.

- Drainage – Standard conditions relating to foul drainage, and surface water drainage. Reduce the surface water discharge rate to as near to greenfield rates as possible or by a minimum of 50% of that existing. Any attenuation feature should be designed to attenuate all flows up to and including the 1 in 100 year event +30% for climate change.
- Highways – Standard conditions and request £5,000 towards implementation of double yellow lines in the vicinity of the site frontage and nearby junctions, in order to stop motorists parking in close vicinity of the main development junction and the Town Wells junction opposite, in turn providing adequate visibility splays and improving motorist safety.
- Pollution Control (Environmental Health) – Mitigation measures set out in 11.3 and 11.4.3 of Noise Survey and Assessment Report. No need to re-orientate dwelling, as 2m barrier the noise levels are reduced to below the BS8233:2014 external amenity value of 50dB in external amenity areas.
- Land Contamination – Standard condition
- Parks and Open Space – Development generates need for formal recreation / Leisure Off-site contribution of £600 per dwelling to be used at Wallshead Way Play Area. Confirmation of how open shared/space to be managed within the site and landscape management plan.
- Ecology – Artificial nesting/roosting box and lighting plan conditions.

5.2 Object

- Ward Councillor Eric Carter – Against removing industrial site and building houses when they could be built in Water Lane, Newport

5.3 Comment

- Urban Design - Suggested improvements on design and layout (these have resulted in the minor amendments received during course of application).
- Affordable Housing – Strategic Housing Market Assessment (SHMA) update, notes continuing net shortfall of affordable homes in the borough, and Newport in particular, where house prices are comparatively high in relation to household incomes. Notwithstanding a number of other developments in the pipeline, there is a supply shortage with a low turnover of vacant properties. The development includes a mix of dwelling types and sizes. The majority achieve good space standards. However, at 63m², property Type B 'Weston' is closer to the recommended standard for a two bed three person house (57-67 m²) than a two bed four person house (67-75m²).
- Education - Given the number and type of dwellings, total contribution of £94,181 towards Newport Infant remodelling and allocated towards Burton Borough changing rooms which are in the vicinity of the development.

- Tree Officer – Not full BS:5837 tree survey submitted. Consider amenity impacts of White Poplars and retained Laurel Hedge. Conditions recommended requiring tree protection and retention plan. Landscaping Plan acceptable, all but three of the trees are to be planted in hard standing therefore, root mitigation products will be required for all of these except for the three to the front of Plots 31-33.
- West Mercia Police - General advice provide in respect of Secure by Design principles.
- Shropshire Fire Service - Consideration should be given to the information contained within Shropshire Fire and Rescue Service's 'Fire Safety Guidance for Commercial and Domestic Planning Applications'.

Neighbour consultation responses

- 5.5 Direct notification was carried out to all adjoining and adjacent premises, as a result of which 1 objection was received, summarised as follows;
- Cause major disruption to the only road in and out of Town Wells Mews
 - Will promote parking cars on the already narrow roads which we have to drive on in order to access our homes and beyond.
 - Add to parking problems in this area.
- 5.6 A further objection has been received from Newport Society (formerly Newport and District Civic Society);
- Query landownership and the sale of the land by Telford and Wrekin to NuPlace
 - Temporary 3 year measure to reduce affordable element of stalled applications expired in April 2016. Plans Committee now able to require desired affordable element as previous
 - Part of site is unsuitable for housing due to ground conditions, contamination and noise. Also to safety of children.
 - Need for smaller industrial units in Newport. Why reduce employment land. Employers on site were given notice resulting in loss of jobs, and others turned down due to re-zoning of housing
 - No easy access to Newport shopping area, unlike land off Water Lane.
 - If goes ahead, land value need to be committed to creating alternative small industrial premises elsewhere in Newport. Housing with jobs is sustainable planning.
- 5.7 Representation has also been received from the owners of two units which are rented out to County Tyres and Newport Test & Repair Centre concerned about future plans for industrial estate given the amount of residential development being built in close proximity. Tenants worried about losing staff and owners require the rental income. Tenants moved into Newport area in purpose built properties and do not wish to be forced to relocate.

6.0 PLANNING CONSIDERATIONS:

- 6.1 Having regard to the development plan policy and other material considerations, the planning application raises the following main issues;

- Principle of development
- Impact on character of surrounding area
- Impact upon highway safety
- Impact upon residential amenity
- Other technical issues
- Planning Obligations / Viability Appraisal

6.2 Principle of Development:

- 6.2.1 At the heart of National Planning Policy Framework is a presumption in favour of sustainable development such that development proposals that accord with the development plan should be approved without delay.
- 6.2.2 The Framework sets out a number of core planning principles, including that planning should always seek a high quality design, encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided it is not of high environmental value and a good standard of amenity for all existing and future occupants of land and buildings.
- 6.2.3 Wrekin Local Plan Policy H7 seeks to support housing development on non-allocated housing sites greater than 0.4 hectares in Newport, where the proposal is shown to be the most appropriate use, re-uses derelict or obsolescent buildings or land within the built up area, as long as there are no issues of land stability, contamination, access or drainage. It would also need to provide policy compliant affordable housing provision.
- 6.2.4 The Council's Employment Land Survey, commissioned in 2013 for Newport identified the Springfield Industrial Estate as being outdated and obsolete 1980s employment space. This is reflected in the move towards non employment (i.e. non B uses) commercial uses on the site including car washing, sales and storage.
- 6.2.5 The Telford and Wrekin Local Plan seeks to make long-term provision for employment land in Newport at land south of the A518 (site E27). This addresses the requirement for 8-9ha of employment land within Newport until 2031. The Council are committed to safeguarding viable employment space in Newport as evidenced through their recent purchase of Audley Avenue Industrial Estate which is fully occupied by seven businesses in 18 units.
- 6.2.6 The applicant has provided a breakdown of previous tenants, the largest of which (KRM Contractors) relocated to Hortonwood in line with their expansion plans, and the car wash was relocated in Newport. Nova Cars only used the site as storage, and therefore were not an employment generator. Tenants received compensation in accordance with their tenancy agreements.
- 6.2.7 The application proposes that tenure is limited to 100% affordable provision across the site. The delivery of affordable housing is an important part of the NuPlace's business model, although viability does undermine deliverability on many sites. Newport has been identified as a suitable site for affordable

housing within Nuplace's portfolio due to the significant undersupply locally, when compared with demand.

- 6.2.8 The Council's Strategic Housing Market Assessment (SHMA) update identifies a requirement for 101 new affordable homes to be provided in Newport per year but provision of affordable housing has been severely limited from a new build perspective. Provision is even more critical as Newport is also the least affordable part of the borough (compared to Telford and the rural area) and the turnover rate of existing affordable property is also very slow, meaning access to affordable housing, both existing and new, is very limited.
- 6.2.9 Demand is highest for two beds with many young couples waiting for the development to come forward to allow them remain in Newport. The proposal directly addresses this with 25 of the 33 properties proposed being two bed units, including a mix of apartments and houses.
- 6.2.10 In this context, the provision of 100% affordable tenure is considered appropriate in that it meets a consistent undersupply in provision, when compared with both need and demand. An appropriate housing mix of 2 and 3 bed units both in houses and apartments is provided to fulfil the demand for affordable rental units.
- 6.2.11 In respect of the issues of availability of a site in Waters Lane, the applicant advises that re-development of Waters Lane is already underway with two sites being subject to planning applications/consents. The remaining land is in private ownership and Nuplace advise that the asking price exceeds that which would be viable for them. Furthermore, land assembly is inevitably more complex on a site in third party ownership and would delay their development programme.
- 6.2.12 The proposals involve a residential scheme upon formerly vacant land/buildings at the end of its useful economic life for employment uses. The applicant has sufficiently evidenced that the site is no longer a viable employment use and that satisfactory arrangements for the relocation of existing occupiers to safeguard the existing employment base have been made. Furthermore, the Council are committed to protecting and creating alternative employment space in Newport. The proposed residential development comprising 33 dwellings would ensure the effective use of a site that constitutes previously developed 'brownfield' land, located in a sustainable location within walking distance to the town centre. The application proposes that 100% affordable housing is provided in order to address the consistent undersupply in provision in Newport.
- 6.2.13 On this basis, the Local Planning Authority is therefore satisfied that this is a suitable location for residential development. The development is in accordance with Core Strategy policies CS1 and CS3, CS5, CS6, CS8, CS9, Wrekin Local Plan policy H7 and H23, and Telford & Wrekin Local Plan policies SP2, SP4 and HO1 and HO4.

6.2.14 The remainder of the site specific design and technical issues are discussed below.

6.3 Impact on character of surrounding area

6.3.1 The NPPF suggests that Council's should set out their own approach to housing density to reflect local circumstances.

6.3.2 The proposed apartments and dwellings would be built to an overall density of 60 dwellings per hectare (dph), which given the varied nature of house types in the vicinity is considered appropriate for this area. For example housing to north also accessed via Town Wells, No's 1-13(inc) Town Wells Mews are constructed at a density of 68 dph, whilst 1-12, 14 Aston Court Mews are constructed at a density of 72 dph. The proposal is considered to make effective use of the site.

6.3.3 The proposal in the northern section of the site, comprises 2 storey dwellings in a predominantly semi-detached, and small terrace format, this scale and arrangement of units complements the surrounding built context. Terraces to the frontages create and reinforce the street scene. The continuation of a two storey built form in a contemporary design with a pitched roof form constructed in contrasting brickwork and featuring gable elements and modern fenestration detailing would be assimilated within this area. Certain plots incorporate dual aspect elevations to provide natural surveillance and visual interest. Improvements have been made to the private drive courtyard by introducing more landscaping and breaking up the expanse of hard surfacing.

6.3.4 The principle of three storey dwellings is already established in this area. Indeed there are three storey town houses and apartments further north of the application site. The proposed apartments are a combination of 2 storey walk up maisonettes and 3 storey traditional shared communal area apartments located at the end of Town Wells. The 2 storey element is positioned adjacent to the bungalow development to provide a gradual transition in scale. The 3 storey element is situated centrally to provide a feature to the end of the cul-de-sac, with a stepped front elevation which would help to break up the mass of the building and minimise the impact on the surrounding context. The design is simple and modern, with an appropriate palette of materials.

6.3.5 Adjacent to the apartment block, the proposed short terrace of dwellings, would again step down to a two storey height, where it would be adjacent single storey commercial units. The design theme is consistent with the remainder of the development.

6.3.6 Proposed boundaries include 0.9m high low railings to the frontage of the northern element, with a combination of 2m high fencing and brick walls for the rest of the site.

6.3.7 There are no trees subject of tree preservation orders that would be impacted upon. The White Poplars have a sufficient separation to the apartments and

plots 31-33. There is also landscaping offered within the site and along the internal access road. This would provide a softening of the scheme and a visual break between the dwellings and hard surfaced areas. A landscaping condition would be required to implement this provision.

6.3.8 Overall, the loss of the shabby industrial units and vacant land with modern residential development would provide an improved visual aspect along Town Wells and Springfields, and would be compatible with surrounding residential development, as well as retained employment uses. The proposals to bring forward a residential led scheme will make a positive contribution to the character, appearance and environmental quality of the surrounding area and secure a future sustainable use of this site.

6.3.9 It is therefore concluded that there would be no conflict with saved Wrekin Local Plan Policies H6 and UD2, Core Strategy Policies CS 1 and CS 15, and Telford & Wrekin Local Plan (2031) Policies SP2, SP4 and BE1. These policies seek appropriate design quality which relates to its context whilst positively influencing the use and appearance of the local environment. The policy aims are consistent with the National Planning Policy Framework.

6.4 Impact upon highway safety

6.4.1 Two turning heads are proposed within the development to facilitate emergency, refuse and delivery vehicles, along with cars and domestic traffic. One is provided within the proposed road off Town Wells serving the new cul-de-sac. The second has been formed from alterations to the existing highway with extensions to the carriageway made within the northern element of the application site. Both turning heads will allow 11.3m refuse and emergency vehicles to adequately turn.

6.4.2 The Highways Officer has advised that as development is replacing commercial units, the trip rate would increase on a minimal basis. The section of Station Road to which Town Wells links to, is already 30 mph. An Accident Report conducted by the Highways Officer showed there to be only 4 'Slight' incidents over the previous 5 years between Station Roads junction with Granville Road and the A518. At least 2 not attributed to speed, and only 1 in close proximity of the Springfield Industrial Estate junction. The proposal would not therefore trigger a requirement for contributions towards traffic calming measures.

6.4.3 The development would provide ample provision of parking spaces for the occupiers of the dwellings and apartments, the Highways Officer has agreed to this. Parking has been located as close to each resident's front door as possible, each unit having one or two allocated spaces. However, even where slightly remote for example beyond rear gardens as in the case of plots 5, 6 8 and 9; the parking spaces are well overlooked by other properties, the visitor spaces are overlooked by the apartment block. In addition a Section 106 contribution of £5,000 is requested towards implementation of double yellow lines in the vicinity of the site frontage and nearby junctions. The parking restrictions are required in order to stop motorists parking in close

vicinity of the main development junction and the Town Wells junction opposite, in turn providing adequate visibility splays and improving motorist safety.

6.5.4 There are sustainable transport options in this location as an alternative to car. Provision is also made for cycle parking facilities to serve the properties.

6.5.5 It is concluded that there would be no conflict with saved Wrekin Local Plan Policies UD2 and H6, Core Strategy Policies CS 9 and CS 15, and Telford & Wrekin Local Plan Policies BE1, C3 and C5. These policies seek adequate access and car parking provision to new development which preserves highway safety.

6.6 Impact upon residential amenity

6.6.1 Given the location of dwellings adjacent to existing commercial uses, the applicant provided a Noise Survey and Assessment. This recommends that appropriate mitigation measures in the form of 2m boundary treatment across the development, appropriate glazing configuration with alternative means of ventilation (such as trickle ventilation) to the habitable rooms (bedrooms and living rooms) where they overlook the industrial/commercial uses. This can all be secured by condition.

6.6.2 With regards to the suggested mitigation of re-orientating plots 7-9 to act as a screen for the rear gardens, this has been considered by the Environmental Health Officer as an unnecessary measure. The report demonstrates that by introducing a 2m barrier the noise levels are reduced to below the BS8233:2014 external amenity value of 50dB in external amenity areas.

6.6.3 These above measures would ensure that the viability of retained commercial uses would not be compromised by the introduction of the proposed residential properties.

6.6.4 The scheme has been designed to ensure satisfactory separation distances to existing dwellings. The two storey element of the apartment block would be off-set from front elevation of new build bungalows by 13.5m, as no windows are located in this elevation, future occupiers would not be harmed.

6.6.5 There would be separation of some 23.5m between the rear elevations of plot 10-15 and dwellings located to the west in Springfields. Although Plot 1 would be set behind 1 The Oaklands, Springfields, it is shown to comply with the 45-Degree Code, and therefore would not be compromise in terms of daylight or outlook.

6.6.6 Plot 1 would perpendicular to 1-4 Town Well Mews, and maintains a separation distance of 13.5m between their rear elevations and the proposed blank two storey side elevation. Plots 16-19 would have rear elevations facing onto the side elevation of 5 Town Wells Mews, (which has a non-habitable room window at first floor), with a distance 14.5m. All these dwellings have an

intervening public right of way, aiding separation. In all respects the residential amenity of these occupiers would not be harmed.

- 6.6.7 It must also be taken into account that the removal of commercial uses adjacent to existing occupiers would result in an improvement to their immediate environment. This appears to be further corroborated by the lack of objections received by local residents.
- 6.6.8 Initially submitted plans showed an area of concern in terms of the internal configuration of the apartment block and its relationship with an existing communications mast to the south. Rooms across the three nearest apartments (units 4, 8 and 11), were duly re-arranged to ensure that the main kitchen and dining room did not have a direct view onto the mast.
- 6.6.9 The future occupiers of dwellings would each be served by ample private garden areas, which range from between 8.5-12m long. With a distance of 8.5m to the retained Laurel Hedge from the rear of plots 10 and 11, it is not considered this would be harmful to the enjoyment of the outdoor area.
- 6.6.10 There are communal areas provided for the apartments, whilst these are minimal at 192m² and include a grasscrete area to retain access to the communications mast, they would assist in the provision of essential outdoor space. The applicant advises that they are currently exploring the opportunity to include additional amenity space, to the south of the apartments, however, this has not yet been agreed. There are also a number of green spaces throughout Newport that residents could use for recreational purposes within a short walk from this location.
- 6.6.11 Both the apartments and Units 31-33 would maintain a separation distance of at least 28m between their rear elevations and the White Poplar trees beyond southern boundary, these trees would therefore not result in harm upon future occupiers.
- 6.6.12 The proposed development is therefore considered not to have a detrimental impact on the amenities of adjacent residential properties and complies with policy CS15 of the Core Strategy, 'saved' policy UD2 of the WLP and Telford and Wrekin Local Plan BE1.

6.7 Other technical issues

- 6.7.1 As confirmed by the consultation response above, issues of ecology, drainage and land contamination can be controlled through the imposition of conditions. The development would therefore accord with Policies H7, EH7, of the Wrekin Local Plan, Core Strategy policies CS12 and CS13 and Telford and Wrekin Local Plan policies NE1, NE2, BE10, ER10 and ER12.

6.8 Planning Obligations and Viability Appraisal

- 6.8.1 In determining the required planning obligations on this specific application the following three tests as set out in the CIL Regulations (2010), in particular

Regulation 122, have been applied to ensure that the application is treated on its own merits:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development;
- c) fairly and reasonably related in scale and kind to the development.

6.8.2 In addition account has to be taken of the changes to the CIL Regulations in April 2015 that now restrict the “pooling” of financial contributions to no more than five contributions to a single type of infrastructure. It is considered that the financial contributions set out below meet the relevant tests.

6.8.3 The development is likely to have a number of impacts on local infrastructure, most notably on local play and recreation, education and highways. The following contributions are to be provided by the applicant:

- Education: Total contribution of £94,181 comprising of Primary contribution of £57,690 allocated towards Newport Infant Remodelling, and Secondary School contribution of £36,491 allocated towards Burton Borough changing rooms.
- Parks and Open Space £19,800 (£600 per dwelling) towards the enhancement of local play and recreational space at Wallshead Way play area/playing field.
- Highways – Traffic Regulation Order of £5,000 towards implementation of double yellow lines in the vicinity of the site frontage and nearby junctions.

6.8.4 As already outlined above, the proposed residential scheme makes the provision of 100% Affordable Rented units.

6.8.5 The applicant has provided the Council with a confidential Viability Appraisal Report. Which has been assessed by the Council’s Development Delivery Group Specialist.

6.8.6 These above S106 contributions, along with the 100% affordable housing provision have been included in the appraisal.

6.8.7 When development costs (including S106 contributions) are deducted from the gross development value, this leaves an amount left for the payment of profit known as the residual sum. An accepted profit allowance for a wholly affordable housing scheme is 6% of GDV.

6.8.8 Taking into account this scenario, to achieve a 6% profit margin on a policy compliant scheme would result in a significant deficit. In the Report the applicant has suggested using the S106 contributions received from other developments in Newport where off-site contributions have been made in lieu of on-site provision. This funding is only available to support the delivery of Affordable Housing for sites in Newport. Whether or not this developer is allocated funding is a matter for the Assistant Director Governance

Procurement & Commissioning to determine in consultation with the Chair of Planning Committee.

6.8.9 Without some form of financial intervention, it is possible this scheme will not be able to support the provision of any affordable housing. With regard to other matters, the viability appraisal meets the requirements of paragraph 173 of the NPPF.

6.8.10 As the Council is currently the landowner, it is not possible for the Affordable Housing and financial contributions to be secured through a S106 Agreement as the Council cannot enter into such an agreement with itself. It is therefore proposed that a Memorandum of Understanding is signed to commit to these contributions being made.

6.8.11 It is considered that the Affordable Housing provision and financial contributions are acceptable and accords with Policies H22, H23 and LR6 of the Wrekin Local Plan.

7.0 CONCLUSION

7.1 The proposed residential development comprising 33 dwellings would ensure the effective use of a site that constitutes previously developed 'brownfield' land, located in a sustainable location within walking distance to the town centre. The applicant has sufficiently evidenced that the site is no longer a viable employment use and that satisfactory arrangements for the relocation of existing occupiers to safeguard the existing employment base have been made. The application proposes that 100% affordable housing is provided in order to address the consistent undersupply in provision in Newport. The layout, scale and design of the proposed dwellings do not have an adverse impact upon the character and appearance of the area. With appropriate conditions, no harm will arise upon the residential amenities of the adjacent neighbours, drainage, ecology, land contamination or highway safety. The development is considered to be acceptable and compliant with local planning policy and the guidance contained within the National Planning Policy Framework.

8.0 RECOMMENDATION

8.1 Based on the conclusions above, it is recommended that DELEGATED AUTHORITY be granted to the Delivery Management Service Delivery Manager to GRANT PLANNING PERMISSION subject to;

- a) The applicant submitting a signed Memorandum of Understanding relating to
 - i. Parks and Open Space contribution of £19,800 towards the enhancement of the Wallshead Way Play Area / playing field
 - ii. Education contribution of £94,181 comprising of Primary contribution of £57,690 allocated towards Newport Infant Remodelling, and Secondary School contribution of £36,491 allocated towards Burton Borough changing rooms.

- iii. Highways contribution of £5,000 towards implementation of double yellow lines in the vicinity of the site frontage and nearby junctions.
 - iv. The provision of 100% of the units for affordable rent in perpetuity.
- b) The following conditions and informatives (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager;
1. A04 Time limit
 2. B010 Details of Materials
 3. C13 - Parking, loading, unloading and turning
 4. C14 – Visibility Splays (2.4 metres and a length of 43 metres)
 5. B046 Site environmental management plan
 6. B049 Construction Detail
 7. B121 – Hard Landscape
 8. B129 – Soft Landscaping Plan implementation
 9. (B130) Trees - Protective fencing
 10. B142 Landscape management plan
 11. B057 – Land contamination
 12. B062 surface water drainage
 13. B079 Surface Water and discharge rate
 14. B084 – Noise Mitigation
 15. Custom Ecology - artificial nesting/roosting boxes
 16. Custom Ecology - Lighting Plan
 17. D01 Remove permitted development
 18. C38 Development in accordance with plan Nos

Informatives

- 125b - Ecology – Nesting wild birds
- I32 - Fire Authority
- 135 - Secure by Design
- I40 - Conditions
- I41 - Reasons for Grant of Permission
- RANPPF1 Approval – NPPF