

TWC/2016/0978

Land rear of 32 Bratton Road, Bratton, Telford, Shropshire

Outline application for 14no. dwellings, access, layout and scale with all other matters reserved ***AMENDED PLANS AND ADDITIONAL DESIGN

INFORMATION RECEIVED***

APPLICANT

Central and Country Developments Limited &
Mr & Mrs Clemson

RECEIVED

17/10/2016

PARISH

Wrockwardine

WARD

Admaston and Bratton

OFFICER Libby Harper

THE APPLICATION HAS BEEN REFERRED TO PLANNING COMMITTEE FOR DETERMINATION BY CLLR KIERNAN, AND ENTAILS PROPOSED FINANCIAL CONTRIBUTIONS THROUGH A S.106 AGREEMENT

1. THE PROPOSAL

- 1.1 This is an outline application for 14no. dwellings with access, scale and layout sought for approval; appearance and landscaping are proposed as Reserved Matters for later consideration. Development would further entail the demolition of the double garage serving and sitting to the side of No. 32 Bratton Road to provide vehicular and pedestrian access; this would include access to the existing property with closure of the current provision. A replacement garage is indicated to the front of No. 32 sitting within the blue line boundary and demarked as subject to a separate planning application.
- 1.2 The access road would sit adjacent to the revised boundary of No.32, an amendment has been made to provide an adjacent pedestrian footpath at the request of Officers. Two drainage ponds are proposed either side of the internal service road as it curves into the principal element of the site. A third more significantly scaled pond would then be positioned towards the centre of the site with a grouping of houses either side, plots 1-5 sitting in a northern parcel, with plots 6-14 in the more southerly parcel. The internal service road would sit beyond a proposed landscaping area at the rear of the run of properties off Bratton Road, and then curve round to plots of 7, and 9-14, with plot 8 served off a separate driveway to the north of the turning head. Each property would be served by separate driveway parking and garage provision.
- 1.3 Existing boundary landscaping is proposed for retention with elements of infilling, with additional planting indicated to the rear of properties off Bratton Road. Foul drainage is proposed to be conveyed to mains sewer, with surface water disposed of via sustainable drainage system and the above drainage ponds. Two refuse collection points are proposed within the site.
- 1.4 The application is accompanied by an amended Design & Access Statement, and associated Character and Design Principles document, a Framework for

Detailed Design document, an amended Planning Statement, Transport Statement, Ecological Appraisal, Bat Survey, amended Tree Survey, and Flood Risk Assessment.

2. SITE AND SURROUNDINGS

- 2.1 The application site measures 2.10ha and is an irregular shape sitting to the rear of the run of nine residences from Meadow House at the southern tip to No.26 Bratton Road at the northern tip, comprising a mix of large two and two and half storey individually designed detached properties. The western boundary of the site is contiguous with the Telford Built up Area boundary, the development boundary of the Adopted Proposals Map, and the Submission Version Telford & Wrekin Local Plan, it is identified as whiteland within both plans.
- 2.2 The site is generally formed of two linked triangular parcels of land used for arable purposes. This is together with a rectangular section running between the latter principal element of the site and Bratton Road - comprising front and rear garden, garage and a parking area of No.32 Bratton Road. A public footpath along a gravelled farm track sits to the south of the site; this is accessed adjacent to Meadow House off Bratton Road. The track further affords access to the two storey residence of Homecroft approximately 20 metres at the closest point (dwelling itself) from the south western edge of the site, two storey Cheshire Coppice Cottages - the eastern edge of 2 Cheshire Coppice Cottage is 33m from the western edge of the site, Wickets Farmhouse and Cheshire Coppice Farm in excess of 600m from the north western edge of the site. Residential development is positioned to the south of the track – Cheshire Coppice Lane, granted permission in 2000 , the nearest property No. 4 St Peters Walk sitting 20 metres from the southern edge of the site, with neighbouring No, 6 at 23 metres.
- 2.3 To the east, the edge of the site sits between 30m and 45m from the closest point of the rear boundary wall of respective neighbouring properties of Bratton Road, with the exception of Sieru House sitting 13m towards the southern end of the site.
- 2.4 Agricultural land sits to the west of the site, and to the north interspersed with a cottage. The boundary along this edge of the site comprises a 4m Hawthorn hedge interspersed with a series of trees. The lower western section of the northern parcel is largely open with a small section of Hawthorn hedge and a pocket of trees, with a continuous stretch of 3-4m high Hawthorn hedge interspersed with established trees including a mature oak around the southern parcel. The topographical survey confirms that the rear boundaries along the neighbouring nine properties of Bratton Road comprises:
- No.28 - 1.5m Beech hedge interspersed with trees
 - No.30 - Laurel hedge 3m high interspersed with trees
 - No.32 – initial section of conifers 2m high, the remainder is a Hawthorn hedge 1.3m high
 - Highworth – post and wire fence 1.2m high

- Retsimlik House - post and wire fence 1.2m high
 - Dovecote Grange – Yew hedge 2.5m high interspersed with trees
 - Bratton Manor – post and wire fence 1.2m with a row of latterly planted conifer trees behind
 - Sieru House – Hawthorn hedge 1.5m high
 - Meadow House – post and wire fence 1m high.
- 2.5 A series of sewer easements (6m wide) run through the site identified on the layout plan, these link through to the open countryside to the west and properties off Bratton Road to the east.
- 2.6 The topographical survey accompanying the application further identifies that the site is subject to an upwards slope west to east in the region of 2.4m across the northern parcel (the point of the triangle to the rear of No.30), and 1.7m across the southern parcel (the point of the triangle to the rear of Bratton Manor). North to south, the site is subject to an upwards slope, hedgerow to hedgerow towards the eastern edge, this comprises approximately 8.9m.
- 2.7 The site sits at the western edge of Telford accessed from Station Road leading to the southern section of Bratton Road, a no through road. Wellington is the nearest District Centre approximately 1.9 miles to the south east with a range of facilities and services including a railway station, and sits 6 miles to the north-west of Telford town centre. St Peter’s Primary School is positioned just under 800m walking distance to the east. A row of shops (newsagents, grocers, beauty salon, hairdressers) is positioned 0.4 miles to the south at the corner of Station Road and Sutton Road. A further range of services and facilities is located further east along Shawbirch Road, including a public house, medical centre and pharmacy, and local shop at the Shawbirch Local Centre just over a mile away.
- 2.8 The nearest bus stop is located approximately 320m to the north of the site at the end of Bratton Road, this is served by route 16 between Telford Town Centre and Rodington, provision is dotted across the day, the first departing from the stop at 07:37, then 09:25, 11:25, 13:25, 15:49 and 18:09. A further bus stop is located approximately 640m to the south east along Shawbirch Road served by route 15 providing an hourly service, the first bus of the day is at 09:17 and the last at 18:17 Monday – Saturday - bar the last bus at 18:15, running between Telford Town Centre and Wellington Bus Station.

3. RELEVANT PLANNING HISTORY

- 3.1 W75/0626SECT.17 - An Application for a Certificate of Appropriate Alternative Development. Approve with Conditions Pre 1989 08/03/1976. The western edge of the current application comprises part of the western edge of the previous application, covers a much wider areas including the estate off Whiteway Drive, St Peter’s Primary School, the housing estate off Brandon Avenue and Crowdale Road.

- 3.2 W76/0455 - Construction of Part of Proposed Admaston By-Pass to the North and West of Admaston Village, and Improvements to existing B4394. County no objections 15/10/1976
- 3.3 PE/2014/1262 – Residential development.

4. PLANNING POLICY CONTEXT

- 4.1 National Planning Policy Framework (the NPPF)
- 4.2 Saved Wrekin Local Plan policies
UD2 Design Criteria
H23 Affordable Housing
LR4 Outdoor Recreational Open Space
LR6 Developers Contributions to Outdoor Recreational Open Space Provision within New Residential Developments
- 4.3 LDF Core Strategy policies
CS3 Telford
CS9 Accessibility and Social Inclusion
CS12 Natural Environment
CS13 Environmental Resources
CS15 Urban Design
- 4.4 Submission Version Telford & Wrekin Local Plan
SP1 Telford
HO1 Housing requirement
NE1 Biodiversity and geodiversity
NE2 Trees, hedgerows and woodlands
C1 Promoting alternatives to the car
BE1 Design criteria
ER11 Sewerage systems and water quality
ER12 Flood risk management

5. SUMMARY OF CONSULTATION RESPONSES

Standard consultation responses

- 5.1 Ward Member Councillor Kiernan: Object (1st consultation):
- History of development of this nature not being allowed – from Officers, Planning Committee and Planning Inspector
 - Area west of Bratton Village excluded from strategy for development when Telford Development Corporation (TDC) granted planning permission for the area in 1989 – plans show area under consideration not included , only a limited number of houses were to be developed with direct access from Bratton Road
 - 1996 Commission for New Towns application – application for two homes along length of Bratton Road south of proposed access road, intended to build two dwellings behind, following objections to layout these were

dropped to ensure linear form of development important to character of the area adhered to

- Admaston bypass – gap maintained at the same time to accommodate proposed bypass, plan since lapsed with Bratton Manor built on the reserved site and two houses Highworth and Retsimlik House have occupied the site originally intended for one house. Bratton Manor granted 11th January 2013 cutting off the remaining access to this field preventing any subsequent development, access would have been preserved had it been considered important to maintain it at the time, not done indicating that no further development was considered appropriate
- Local applications cited, many refused
 - TWC/2015/0562 erection of two dwellings to rear 18 Bratton Road north of the site, Officers considered provision of residential development behind the continuous frontage onto Bratton Road would constitute a form of backland development, concerned that when viewed alongside the existing properties it would introduce a new pattern of built development out of keeping and harmful to the character of the area
 - W89/0661 land to rear W89/0661 land to rear Bratton Road erection of 1 detached dwelling with double garage outline refused 26/06/1989
 - W89/0989 – land to rear 11 Bratton Rad erection of dwelling with double garage. Outline granted 24/10/1989
 - W91/0539 land to rear 9 Bratton Road erection of single dwelling with alteration to existing vehicular access. Refused 2/09/1991
 - W2002/0294 land to rear 16 Bratton Road erection of a dwelling. Refused 09/05/2002
 - W2006/0401 land to rear 8 Bratton Road erection of a bungalow. Outline refused 09/05/2006
 - W2006/0265 land to rear 9 Bratton Road erection of 1 retirement home. Outline refused 21/04/2006, appeal dismissed 11/09/2007. In each instance, refusal reasons cited concerns regarding the introduction of inappropriate backland development.

2007 appeal Inspector considered that the introduction of a house behind the properties fronting Bratton Road would introduce a new pattern of development, resulting in the harmful intensification of development and change in the character of the area, considered to set out the council's approach to applications for residential development in this location to that of not allowing development contrary to the ribbon form of development along Bratton Road.

In the opinion of the Local Planning Authority [LPA] the proposal would result in unacceptable development, located behind the continuous built up frontage of Bratton Road, failing to respect the context, character and appearance of the existing area, contrary to policies Core Strategy CS15, saved policies UD2 and H6 of the Wrekin Local Plan together with the requirements of the NPPF.

Clearly evident from LPA, backed by Inspector's comments, clear and consistent line taken to prevent development behind the existing line of development along Bratton Road in the interests of preserving the character of the area. Approach most recently reinforced by refusal for the erection of 5 houses behind 18 Bratton Road – December 2015; evidence

points strongly to development on the application site concerned being unacceptable in principle

- Contrary to Wrekin Local Plan (WLP) and Core Strategy (CS) - no provisions for development outside settlement boundary of Telford – not within H9 settlements of WLP, not covered by policies H18 [residential conversions] or H24 [exception sites], policy CS1 [Homes] makes no provisions for development on the site, CS7 development in the rural area will be limited to that necessary to meet local need and outside of settlements identified will be strictly controlled
- Contrary Telford and Wrekin Local Plan (2011-2031) - not an allocated housing site with plan at advanced stage of adoption, not an exception site under HO10, through drafting of plan Council has already undertaken an exercise to decide which sites should come forward for housing in the future
- Lack of need – Council has a supply of housing to meet its identified need, no reasonable justification based on housing need or site location
- Impact on residential amenity and loss of privacy for residents – destruction of rural tranquillity presently enjoyed
- Unclear boundary treatments along access road – includes issue of disturbance from cars, maintenance issues
- Highway safety – narrow road, limited capacity for further traffic, impact construction traffic, limited capacity of road previously recognised closure of Bratton Road part way along new development served off separate accesses
- Unclear visibility splay requirement and level of hedge trimming, priority T junction hindrance to traffic
- Introduction of footpath to create a link to existing footpath – further reduce width of road where pedestrians encouraged to cross and close to junction of access road
- Impact on wildlife – queried pond 100m to east assessed in terms of Great Crested Newts, unclear whether search undertaken for badgers across the site and neighbouring (at least 30m), site habitat for wildlife and development would deprive ability of roaming / feeding / nesting, light pollution
- Many trees surrounding site outside boundaries – lack of control
- Layout – application states density will be similar to adjacent houses on Bratton Road but not so, density out of character of the area, road could cause a bottleneck of parked vehicles of visitors, views obliterated from Bratton Road properties, Bratton Road chosen as a location for individually designed houses proposed development will undermine this with only three different styles not set within same generously sized plots
- More intrusive boundary into adjoining countryside than the existing housing – contrasts strongly to lower density housing along Bratton Road, does little promote the high quality built and natural environment that currently exists, does not recognise, respect or enhance the local distinctiveness of the current environment this would be obvious when viewed from the public footpath leading to Cheshire Coppice, contrary to Wrekin Local Plan wishing not to prejudice the quality of life and environmental considerations of current and future residents

- Incorrect information - traffic speed survey recorded in wrong location, plans incorrect.

Referral to Planning Committee:

Contrary to policy OL4 Development in the Green Network, CS9 Accessibility, Impact on Highways C3 [Submission Version Local Plan], H9 Location of New Houses.

Application amounts to backland development, goes against the Local Plan policy for this area, core policy encourages development of brownfield sites, road network at present is overloaded on a dead end road.

At the time of writing, Bratton Primary School is full with no prospect of upward extension, to extend outward would only take land used for recreation as would be demountable buildings. The nearest primary school is Apley and that is full also. The Plans Board have already refused 3 applications for backland development, one site with planning consent.

5.2 Wrockwardine Parish Council: Object

1st representation to original scheme (1st consultation):

- Backland development
 - can only take place if part of an existing property is demolished allowing access to the public highway, attention drawn to recent refusal for development at 18-20 Bratton Road (TWC/2015/0562) where provision of two dwellings to the rear of 18 Bratton Road (to the north of the present application site) and behind the continuous frontage would be backland development. If two properties behind a continuous frontage would be unacceptable, 14 dwellings behind properties similarly situated behind a continuous frontage would also be unacceptable, the development line along Bratton Road is very clearly defined and this proposal, if accepted, would create a second tier of development behind this clearly defined line, irrespective of the boundary line of the former Telford New Town
 - considerable history of refusals in Bratton Road, many of which have been refused with the reason cited as the introduction of inappropriate backland development. 2007 appeal coverage (as per Cllr Kiernan's coverage)
 - if allowed, development create a substantial precedent for further backland development in Bratton, difficult to resist further applications once precedent established
- Not in keeping - with existing properties and not of the same density
- Highway concerns
 - additional traffic generated exacerbate existing problems along Bratton Road
 - narrow single track for most of the length serving the application site
 - already serves a substantial housing development, carries traffic of a volume and size far beyond original design capabilities, at present without any form of traffic calming measure other than a 30mph speed limit, rare enforcement of this

- grave concern for many years over the unacceptable speed of traffic through Admaston and the excessive volume of traffic which various developments have thrown onto the B4394 and other routes in the parish, although presently negotiating with the Borough Council for the installation of physical traffic calming measures along the B4394 and Wellington Road, the proposed development represents a further unacceptable burden of traffic onto the B4394 and the increasingly dangerous crossroads in the centre of Admaston which has been the scene of numerous traffic collisions.

2nd representation to original scheme (1st consultation) (additional concerns):

- Results of recent traffic survey provided by Transport and Highways Development – from this hoped that the Parish Council will be able to agree a traffic calming scheme early 2017 and then go out to consultation, therefore accepted that there is a problem with the traffic in and around Admaston in particular along the B4394 and Wellington Road
- Unacceptable congestion - in order to protect their property, owners of properties which currently front onto Bratton Road with open driveways are minded to install physical barriers to prevent third party vehicles from using driveways as passing places. The consequence of this action is likely to lead to unacceptable congestion, danger to road users and hedgerow/verge damage along Bratton - former sugar beet factory site at Allscott and the Maxell site at Shawbirch with significant volumes of traffic from both developments will flow through Admaston, exacerbating already unacceptably high volume and speed of traffic.
- The Parish Council does not believe that the new substantial works to the Shawbirch roundabout will have any mitigating effect upon the traffic flow through Admaston since drivers will continue to use the B4394 and Wrockwardine village as a quick short cut route to the M54 at Cluddley, as the main access route to Shrewsbury, and as a shorter, swifter route into Wellington and in particular to and from the Brooklands development
- It cannot be a sustainable position for the Borough Council to continue to grant consent for housing developments which rely upon the B4394 for access and egress. The impact and highway safety considerations created by a continued exponential increase in traffic volumes arising from successive housing developments reach far beyond the boundaries of Admaston village. To the west, the B4394 is a winding country road which has in recent years seen at least one fatal collision and several serious injury collisions within the Borough boundary. Wrockwardine village is served by several very narrow winding single track lanes and is increasingly used by drivers, via Admaston, to circumvent the congestion along Whitchurch Drive at Shawbirch, Apley Castle, Haybridge and Ketley Sands roundabouts.

Concerns reiterated during the 2nd and 3rd consultations.

5.3 Mark Pritchard MP: Object

- Highways implications - Bratton Road already very busy, especially at peak times. Emergency vehicles' access would be slowed by yet more traffic using the road, the only exit is on to Station Road already sees more traffic than was originally envisaged when it was built
- Principle - understood no development was to be considered behind the houses along the road. As recently as last December permission was refused for two houses behind number 18, on the grounds that building behind the existing development was to be refused as backland development
- Design - houses currently on the road are individually designed, proposed development would be out of keeping
- Land is currently farmland, and a habitat for wildlife.

5.4 Highways: Comment

Request conditions for full construction and design detail of the offsite highway works including:

- i. Provision of Kerbed Footway along Bratton road within the vicinity of the proposed Junction and associated Tactile Pedestrian Crossing onto the existing Footway Network as outlined in the Site Access Plan, Drawing No. T15542 005 Rev A, submitted within the Transport Statement,
- ii. Relocation of existing Traffic Calming Feature and associated reinstatement works as outlined in the Site Access Plan, Drawing No. T15542 005 Rev A, submitted within the Transport Statement,
- iii. And any other associated engineering works.

Together with provision of the proposed vehicular access and 2.4mx32m visibility splay; a construction management plan; delivery of the proposed access, car parking and turning area for No. 32 Bratton Road; and the parking / loading / unloading and turning for the development prior to first use. Informatives relating to a S278 legal agreement, and a S184 licence are further requested.

5.5 Drainage: Support subject to conditions

Development should continue in line with the principles established in the Flood Risk Assessment (FRA). A detailed drainage scheme will need to be submitted including a full microdrainage model for the surface water drainage systems and detailed designs for the attenuation and flow control measures. Maintenance access to the attenuation and flow control chambers will also need to be considered.

Conditions requested for a scheme of foul and surface water drainage scheme, with surface water runoff at a restricted rate; provision of a SUDs management plan including details on future management responsibilities and maintenance schedules for all SUDs/attenuation features and associated pipework.

5.6 Urban Design: Comment

Raised initial concern and objection with limited information submitted and poor justification for the scheme as presented with a need for more site and context appraisal, demonstration of the ground levels, reasoning as to why 14 is considered appropriate for this site, clarification as to 3 dwelling types, a request for a framework to control and guide the character and quality of the scheme, and whilst landscape is not a matter for consideration at this stage, that some indication of the amount of extra structural planting to screen the houses referenced in the DAS is provided.

Following the submission of amendments to the scheme and further design details, the following applies:

Density: a comparison study has been provided which looks at developments in the surrounding context and provides figures which are useful to assess whether the overall number of units is sympathetic to the general location or contrasts significantly; whilst the plots along Bratton Road have a low density of 4.3 dph, the site proposes a density just under 7 which although is higher than the large detached dwellings immediately to the east, is below the density of the main settlement of Admaston and more recent developments around Bratton to the south and featuring densities of 16.3 and 25.5 dph. Consequently the proposed density is considered to be comparable and more sympathetic than other more recent developments in the locality.

Presence: west: currently the site is to the west of a long line of dwellings that create a relatively hard urban edge to the countryside beyond albeit it is screened by the existing hedges and trees of the proposed site, due to the form and scale of the dwellings constructed. The proposed development will sit behind this still screened by the trees and hedges but the scale will be lower, mainly two storeys and only marginally more dense, so the overall effect on the rural area is considered to be acceptable.

East: whilst a new unit hasn't been proposed along Bratton Road, the access into the development has been formalised and a new dwelling will positively terminate the view into this development so that it is clear there is residential development beyond Bratton Road to the west and therefore aid legibility and orientation for those visiting.

Character: Whilst the detail and appearance of this development is to be agreed at Reserved Matters, the applicants have prepared a design framework which will be conditioned as part of this application to establish a number of principles on which a subsequent scheme must be based. Whilst this draws on local character from Admaston predominantly, this was considered to be more appropriate than the majority of modern development that exists in Bratton.

In summary, the applicants have addressed the main outstanding issues in terms of design subject to appropriate conditions in regard to the proposed design framework which also covers materials and landscaping.

5.7 Arboricultural: Comment

With reference to the original scheme, advise that a Tree Preservation Order is to be made to protect Oak tree T15 within the landscape, because of its species it offers the highest longevity and greatest amenity value within the

site. Amendment requested to the hard standing for Plot 11 will be required to be moved outside of its RPA, and attention drawn to the required distances needed to erect scaffolding around Plot 12 and the structural stand-off that T15 should be given, the tree has been measured at 20 metres in height. A Structural stand-off also needs to be considered for the distances between the existing trees and Plots 1, 2 & 3 given the heights that the trees have been measured at, heights exceeding 20+ metres. These trees are growing on the western boundary and there will be sun/day light issues. Also suggested that a tree safety arboricultural assessment is undertaken regarding all of the trees within and adjacent to the site. T51 has a very large failed piece/ trunk of deadwood leaning over the proposal site. The information should include a tree protection plan accompanied by a shading & shadowing assessment for both winter and summer months.

Further to amendment through the 3rd consultation it is advised that T15 is now subject to a preservation order, with proposed parking within its root protection area, which means a higher target area and future pressures for the tree leading to ongoing application to prune. Additionally, there still appears no room to successfully construct Plot 12 without encroachment in to the RPA of T15.

5.8 Ecology: Support subject to conditions

Requests conditions for the erection of artificial nesting/roosting boxes for bats and birds; the submission of a hard and soft landscape design; and the submission of an external lighting plan. Informatives are further requested relating to the protection of nesting wild birds, and the timely delivery of trenches and pipework during the construction phase.

5.9 Education: Comment

Request a primary contribution of £51,418; a contribution to secondary provision would not be required. Funds from this site would be allocated to expansion at Wrekin View. Although this development sits within the St Peters attendance area, this school site is not suitable for further expansion. Guide that getting very short of primary places within the Wellington area and the planned expansion at Wrekin View will help to address this.

5.10 Healthy Spaces: Comment

The development will contain a number of properties which will contribute to the need of recreational facilities for the area. There are some nearby recreational facilities in need of upgrading for children and young people in order to maximise the capacity and meet the need arising out of this development. Suggested that dwellings comprising two or more bedroom properties make a contribution of £600 per property in relation to policies LR4 and LR6.

Confirmation sought as to who is to maintain the open space and SUDs features, with a need to condition the long term management and maintenance of these areas.

- 5.11 Environmental Health (Pollution Control): Comment
No noise assessment is required through this application, could impose a restriction on operating hours relating to construction noise.
- 5.12 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".

Neighbour representations

The following address summarised representations of the consultations undertaken, including site notice, press notice and direct neighbour consultation.

- 5.13 1st consultation (and through to 2nd consultation)

24 objections received raising the following summarised issues (of these two representors have made two representations, and one representor has made three representations):

- Damaging impact on high end dwellings and will ruin quite location, destruction of rural tranquillity presently enjoyed
- Highways impact with poor access, increase in traffic and highway safety
 - narrow for passing cars
 - 50% more vehicles at peak time, beyond capacity of original design capabilities
 - closure of Bratton Road queried and understood to reduce the flow of traffic - including through narrow bends and the junction with Elmsdale Crescent, parents dropping off and collecting children at St Peter's Primary School, new developments were given separate accesses, and whether to be reopened
 - queried whether analysis of nearby bend undertaken and number of near misses, access for emergency vehicles
 - handling of construction traffic
 - lack of footpath
 - busy junctions
 - potential impact through increased traffic on further use of large required visibility splay as a pull-in/lay-by for oncoming traffic to be able to pass
 - unclear visibility splay requirement and level of hedge trimming, priority T junction hindrance to traffic
 - Shawbirch Road/Station Road through Admaston already carrying volume of traffic beyond its design capability and without any form of traffic calming other than 30mph speed limit with rarest enforcement. Longstanding concern of Parish Council unacceptable speed of traffic through Admaston, negotiating with TWC for installation physical calming measures along the B4394 and Wellington Road, increasingly dangerous crossroads in centre of Admaston and the scene of numerous traffic collisions
 - introduction of footpath to create a link to existing footpath – further reduce width of road where pedestrians encouraged to cross and close to junction of access road

- not permitted to sub-let property over Bratton Road garages once developed, due to the increased traffic leaving property onto Bratton Road, noted that Orchard House were granted permission for a triple garage which is queried as being sub-let, has added further traffic onto the entrance of that property at a crucial hairpin bend in the road which does not allow 2 vehicles to pass each other and is struggling on a daily basis, entrance was not forced to adhere to visibility issues, continuity questioned

- Area west of Bratton Village excluded from strategy for development when TDC granted planning permission for the area in 1989 – plans show area under consideration not included, only a limited number of houses were to be developed with direct access from Bratton Road
- 1996 Commission for New Towns application – application for two homes along length of Bratton Road south of proposed access road, intended to build two dwellings behind, following objections to layout these were dropped to ensure linear form of development important to character of the area adhered to
- Admaston bypass – gap maintained at the same time to accommodate proposed bypass, plan since lapsed with Bratton Manor built on the reserved site and two houses Highworth and Retsimlik House have occupied the site originally intended for one house. Bratton Manor granted 11th January 2013 cutting off the remaining access to this field preventing any subsequent development, access would have been preserved had it been considered important to maintain it at the time, not done indicating that no further development was considered appropriate
- Commission for New Towns approvals sensitive to environment hedgerows to highways to be retained and maintained by residents, upstairs windows were to be restricted to prevent overlooking and promote privacy, garages were not to feature prominently in the design, fuel storage was to be discreetly hidden and only detailed landscaping would be approved, development was to comprise an unobtrusive line of development that created a pleasing urban edge to the town and reflected and maintained the rural appeal of the area, proposed development undoes this
- Backland development – current ribbon form of development, need to demolish part of an existing property to gain access, would create second tier of development behind clearly defined line irrespective of boundary line of former New Town, contrary to policy, current appeal following unsuccessful application (after a successful application) to rear 18, 19 and 20 Bratton Road with reason for refusal no backland development along whole length of Bratton Road, identified outline planning does not guarantee full planning permission, lead to staggered visual design constituting backland/infill development, if allowed would set a precedent, six refusals cited (as per Cllr Kiernan's objection)
- Contrary to Wrekin Local Plan (WLP) and Core Strategy (CS) - no provisions for development outside settlement boundary of Telford – not within H9 settlements of WLP, not covered by policies H18 [residential conversions] or H24 [exception sites], policy CS1 [Homes] makes no provisions for development on the site, CS7 development in the rural area will be limited to that necessary to meet local need and outside of settlements identified will be strictly controlled

- Contrary Telford and Wrekin Local Plan (2011-2031) - not an allocated housing site with plan at advanced stage of adoption, not an exception site under HO10, through drafting of Plan Council has already undertaken an exercise to decide which sites should come forward for housing in the future
- Not in keeping layout and visual appearance - subdivision existing curtilage would lead to an undesirable intensification to the detriment of essential character and appearance of the area, adjacent individually design properties on a ribbon development. New dwellings with others at Admaston Farm will infill land and change the character of semi-rural area. Application states density will be similar to adjacent houses on Bratton Road but not so, density out of character of the area, road could cause a bottleneck of parked vehicles of visitors, views obliterated from Bratton Road properties, Bratton Road chosen as a location for individually designed houses proposed development will undermine this with only three different styles not set within same generously sized plots
- Lack of need and cumulative impact on roads / infrastructure – developments at Maxell site, Crudgington Creamery, Allscott British Sugar, impact on Station Road from these and then further traffic proposed to exit Elmsdale Crescent for users of Bratton Road, use of brownfield over greenfield / greenbelt / farm land, local schools / doctors / dentists other social facilities already well oversubscribed, Council has a supply of housing to meet its identified need, no reasonable justification based on housing need or site location, windfall sites in the area that could accommodate as many as 14 houses (1.35% of the annual requirement) in Telford in a more sustainable location close to a district centre within the urban area of the town and where infrastructure expenditure is concentrated
- More intrusive boundary into adjoining countryside than the existing housing – contrasts strongly to lower density housing along Bratton Road, does little promote the high quality built and natural environment that currently exists, does not recognise, respect or enhance the local distinctiveness of the current environment this would be obvious when viewed from the public footpath leading to Cheshire Coppice, contrary to Wrekin Local Plan wishing not to prejudice the quality of life and environmental considerations of current and future residents
- Covenants to build recent properties including ecological and construction – required of new properties
- Unclear boundary treatments along access road – includes issue of disturbance from cars, maintenance issues
- Many trees surrounding site outside boundaries – lack of control
- Green Network land – no justification for building on such land
- Loss of privacy and light
- Noise – construction and houses
- Damage to local wildlife - queried pond 100m to east assessed in terms of Great Crested Newts, unclear whether search undertaken for badgers across the site and neighbouring (at least 30m), site habitat for wildlife and development would deprive ability of roaming / feeding / nesting, light pollution
- Light pollution
- Air pollution

- Drainage concerns – increased strain main public drainage system, existing drainage issues down Bratton Road, last properties have had to install Rainwater Harvesting systems with large drainoff soakaways, queried if ponds a last resort and seems inadequate / danger, pond on opposite site of road never maintained and left to disrepair, different widths of sewer easements exist, excess of hardstanding plots 1-4
- Site suffers from extremely strong south westerly winds – effect of blowing over garden structures, light garden furniture and wheelie bins, dust, boundary treatments need to take these factors into consideration
- No affordable housing despite ongoing need
- Inappropriate pedestrian access - pedestrian link passing over private land onto busy and poorly surfaced private farm lane also serving five residences not acceptable, does not follow natural route for pedestrian traffic to nearby schools or local facilities, better to create new hard access point directly opposite the new development across road/footway onto the footpath leading to St Peters Primary School, Admaston Village and the nearby Silkin Way, reduced security and privacy from footpath behind property
- Inaccuracy of information / missing detail – issue of covenants for recent built properties along Bratton Road to ensure volume of traffic that can directly access the road is controlled - suddenly not an issue, density cited as similar to neighbouring properties plans do not substantiate this, traffic survey should not be relied upon to indicate volume of traffic using Bratton Road nor the amount of traffic leading onto Station Road – device ignored traffic serving the properties in and off Elmsdale Crescent, Cheshire Coppice Lane and properties to the south of the equipment in Bratton Road, plans incorrect, clear from the lodged documents that full impartial investigation has not taken place.
- No evidence to demonstrate additional income in the parish has been spent wholly or in part in Wrockwardine parish
- Lack of consultation - including prior to submission

5.14 Six representations of support were received (three from the same representor, two from the same household):

- History of traffic on Bratton Road – historically a through road taking all local traffic from Shawbury, High Ercall and many other villages, heavy goods vehicles from at least three major local haulage companies. Heavy continuous traffic coped with by residents, accidents rare, speed limit was 60mph from northern end to village sign at Admaston
- Bratton Road blocked
- further to permission for the houses at Whiteway Drive etc. to access onto Bratton Road with further plans to also discharge the traffic from Dulwich Grange onto the road
- gateway put in place was totally ignored especially by parents related to school
- permanent closure of road with metal locked gate sought, then a much improved road with little or no traffic problems

- traffic management further improved when TWC created one way system through Elmsdale Crescent cutting out the serious delays at the village cross roads
- ground where the proposed houses are to be built was always in the plan for development and would have been built on by now if TDC had carried out plans to by-pass Station Road. It was only when TDC changed their plans with the closure of the Beet Factory leaving Admaston with no need for a by-pass and sold off the route that the land, in question became landlocked
- means of unlocking of land acceptable - entirely legal
- further 14 houses here will cause little or no problem for users of Bratton Road
- loss of view no place in planning decisions
- not believed that there is a drainage problem in Bratton Road – used to be, adequate additional drainage put in along the highway
- Houses would make a lovely addition to Bratton
- In keeping style of houses improvement to recent large house on Bratton Road
- Not considered increase 14 houses will have significant impact on roads, not aware of any incidents/accidents related to construction traffic from several houses having been built in the area since the 1990s
- all of Shawbirch, Bratton and most of Admaston have been built on farmland, little compensation to parties who owned most of the land received little in compensation when land was compulsory purchased from them to build all the homes that have been built
- land now up for consideration already has planning on it from days of TDC
- objections to 3/4/5 bedroom properties not in keeping with Bratton Road, with neighbouring houses not in keeping with earlier developments on this road, no walls were to be built and hedgerows were to be retained to maintain the pleasant rural appearance of the road, has not been done in many cases
- linear development ignored with approval of the houses due to be built on the site of what was formerly 25 Bratton Road
- Backland development is building in gardens behind homes, proposition is not backland development because if it was every house from here to Walcot would be backland
- Site landlocked by TDC when plans for Admaston bypass dropped and sold off ground.

Two comments received:

- Not considered contrary to policy and query Wrekin Local Plan policies cited as not saved in previous appeals
- Development can accommodate sewer easements – an agreed position as previous developments on Bratton Road have been accommodated on land earmarked for sewer easements and allowed to be bridged

5.15 2nd consultation through to 3rd consultation – provision of topographical survey and site section, amended site plan, further drainage information, amended design information

Three objections received (additional concerns):

- Ability of Bratton Road to accommodate construction traffic – previous obstruction of road through construction Bratton Manor, contractors parking on road
- Suitability of Elmsdale Crescent to take delivery vehicles – presence on street parking
- Construction phase vehicle management plan required and enforced to ensure that any deliveries etc. done outside of peak hours, particularly in light of the volume of school traffic that use the road, preventing contractors parking on the lane and surrounding residential roads during the construction period
- Precedent to allow development on all of the green areas in and around Bratton
- Removal of link to public footpath – would have provided an essential and safe pedestrian route to key facilities, pedestrians wishing to walk to Admaston will be tempted to walk south along the road as most direct route – Bratton Road relatively narrow, danger to road users
- No facilities proposed for public enjoyment whilst asserted there is public open space to enhance community life
- Inappropriate access – intended to be less conspicuous by being unadopted and similar in appearance to a country lane than an estate road, merely provides elongated access bringing traffic closer to 30 Bratton Road impinging on privacy and tranquillity
- Impact on visibility of Highworth to the north through removal shared access
- Likelihood access road will be blocked – used as lay-by / turning facility as existing driveways are
- New entrance to No. 32 likely to cause obstruction
- No facility on initial stretch of road for two large vehicles to pass
- Level of development led by constraints of site not respecting neighbouring density considerations
- Concern three storey properties – contrary to character and appearance, loss of privacy, bungalows would better meet need for the area with shortage and less intrusive including to views existing properties, incorporated elsewhere on the rural boundary
- Suggested that a softer edge to the development boundary will be created existing line of houses poses no obvious
- intrusion into the rural environment

One representation supporting the scheme received:

- Nearby approval queried - plans now passed for the development of land between 20 and 22 Bratton Road [TWC/2016/0685], and queried does that application not constitute backland development, that there is no "line" followed with the position of the houses either, therefore, many of the objections raised are now irrelevant for TWC/2016/0978.

5.16 3rd consultation– amended sections, amended design documentation including submission Framework for Detail Design (additional concerns):

- Widening / different road surface of access road just off Bratton Road emphasises its presence
- Amended access to 32 more of a danger, pedestrians in conflict with traffic associated with Highworth than when access was positioned at the point of the intended crossing access in Bratton Road
- Lack of clarity refuse arrangement – commentary of Highways Officer identifies Council refuse collections will not be possible
- Incorrect information relating to density – Areas C and D relate to Admaston not Bratton, need to differentiate between the two and reinforce a clear sense of place. Bratton's identity and especially the characteristics of this part of it should be maintained if the two areas are to preserve their individuality
- Insufficient screening measures – inadequate 2m high planting that will take time to mature and ineffective even in the height of summer, with no satisfactory solution to hide the proliferation of houses behind 30 Bratton Road where the combination of houses and double garages will comprise a conspicuous intrusion and barrier, views and amenity of neighbouring properties not respected as identified
- 2½ storey properties not appropriate – conspicuous encroachment into the countryside
- Lack of benefits to the area - lack of contributions.

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 housing at this site
- the impact on the character and appearance of the area
- the impact on the living conditions of neighbours
- highways
- drainage
- ecology and trees
- impacts on local infrastructure

The principle of housing at this site

6.2 The site comprises whiteland sitting within the urban area as the focus for development under policy CS3 and development boundary of Telford on both the Adopted Wrekin Local Plan and Submission Version Telford & Wrekin Local Plan Proposals Map. The NPPF states that there will be a presumption in favour of sustainable development and that proposals will be considered against the development plan unless material considerations indicate otherwise.

6.3 A notable proportion of representations objecting to the scheme identify that the site constitutes backland development, and therefore presents an unacceptable form of development. Two particular planning applications in the locality are repeatedly referenced in drawing a parallel between the site and

the further application sites. Specifically, W2009/0265 relating to 9 Bratton Road and TWC/2016/0392 relating to 18-20 Bratton Road. The Local Planning Authority is satisfied that a different context applies between the applications cited, and history of refusals nearby (1989 onwards), to the current application site (referenced in the delegated report for the latter application).

- 6.4 Here, development would relate to major development as a collection of properties rather than 1 – 2 dwellings on subdivision of existing plots, as sought on the other sites. Thus, here presenting a character area in itself rather than a sporadic form of development on rear garden land on sites sitting to the north of the application site bounded to the west by the development boundary. The position of the site is also such that it relates more closely to the development to the south whilst still sitting setback from the western extent of this development. It is largely subject to an established native landscaped boundary to provide an immediate aid to the development, bedding in to the landscape, particularly aided by the irregular and natural shape of the site rather than creating a harsh straight edge in this edge of settlement location. It is considered that the current application is sufficiently different to the history of refused applications to undermine the previous decisions.
- 6.5 It is further noted that the development boundary has not been redrawn, or indeed the land subject to an alternative designation e.g. Green Network, through the evidence gathering and generation of the Submission Version Telford & Wrekin Local Plan, the site remaining within the boundary.
- 6.6 The site has been considered through the Strategic Housing Land Availability Assessment (SHLAA) 2012 and 2014, the Landscape Sensitivity Study 2014, and Green Infrastructure needs study and evidence base 2012-2016. Through the former, the site (ref. 563) was assessed as being Available, Suitable and Achievable; it assumed an approximate yield of 35 dwellings. The assessment concludes that 'The site is in a desirable location and, other than potential highways issues, has no significant constraints to development. The site could have potential as an urban extension provided the traffic and landscape impacts can be mitigated. The density of the site will need to be considered when any application comes forward due to the site edge of urban area location'.
- 6.7 Within the SHLAA 2014 assessment, the commentary relating to the site identifies that 'There would appear to be little or no significant costs associated with bringing the site forward for development. However some highway works may be required to unlock the site.' – noting that the final dwelling in the run of properties on this stretch of Bratton Road was granted permission in 2013 (Bratton Manor), a net yield of 51 dwellings was identified, and the site classified as availability category 2 - sites which face some constraints which could affect achievability, but which are capable of being overcome in the medium term.

- 6.8 The representations reference the land locked nature of the site, it is acknowledged that the site does not offer an existing access. The nature of the commentary in the above studies essentially acknowledges the highway constraint but did not discount the site as being a deliverable site for development. The applicant has secured a means of access, and whilst this facilitated through an element of demolition (the garage serving No.32), this in turn then enables a presence of the development from the frontage streetscene - with plot 4 positioned to afford punctuation at the vista from Bratton Road.
- 6.9 Through the 2014 Landscape Sensitivity Study the site formed part of a larger landscape area to the west beyond the development boundary (TWAd4-55) characterised as being fairly flat, arable farmland with scattered hedgerow trees that has low cultural, ecological and visual sensitivity. With regard to intervisibility, the study comments that 'views within and out of the site are restricted by overgrown hedges and hedgerow trees; the urban edge is thus mostly hidden to views from open countryside to the west', and in respect of tranquillity it comments that 'although the site includes much arable farmland, the close proximity of development reduces tranquillity'. The study notes the site is, 'moderately enclosed with strong boundaries' and concludes it has a medium sensitivity to housing development.
- 6.10 Through the evidence gathering of the Telford & Wrekin Local Plan the different Green Infrastructure (GI) functions of land have been assessed, including a food production role, with the greenfield nature of the site and loss of farmland raised within a number of local objections. Officers confirm that the land forms part of a larger swathe of Grade 3a Post 1988 Agricultural Land Classification (England) (Source: Magic website) to the west of the urban area representing 'good quality agricultural land'. The Green Infrastructure Needs Study 2013 identifies that the application site scores a low number of functions for green infrastructure, and is not identified within associated GI studies as scoring highly. Areas with higher scores have generally been identified as Green Network in the Submission Version plan. There will be loss of grade 3a best and most versatile agricultural land, and whilst this is regrettable, it would not be a reason for refusal when considering there is similar grade land around most of Telford's urban area and the amount is not of a substantial scale.
- 6.11 A number of objections reference a history of refusing planning permission for this area of farmland. In this respect, Officers confirm that there is limited planning application history relating to the land entailed, forming part of a much larger swathe of land in Bratton and Admaston dating back to the mid-1970s relating to a certificate of appropriate alternative development with development on the remaining land complete. The planning file identifies the site as housing and highlights a development context as existing for the site historically; the 1976 application relating to the most southerly tip only of the site for part of a proposed Admaston by-pass.
- 6.12 The site sits within the built up area of Telford as the focus of development both through policy CS3, and Submission Version plan SP1. The site lies

within walkable distance of a range of services and facilities, including a primary school (just under 800m), and shops assisting with meeting basic day to day needs at the junction of Station Road and Sutton Road (approximately 650m). The scheme would not provide sporadic development of 1 or 2 dwellings on rear garden land but equates to a size sufficient to create a character area, with a commitment to a luxury, bespoke development. It is acknowledged that in order to gain access to the site that element of demolition is required, this amounts to a garage only (with replacement provision suggested), to bring forward a site that has been identified as deliverable through planning policy evidence documents informing the review of the Local Plan proposed to remain within the development boundary for the urban area, for a site in a relatively sustainable location close to local services and facilities, Officers therefore consider that the planning balance sits in favour of the development.

The impact on the character and appearance of the area

- 6.13 The consideration of the scale, massing, form, density, orientation and layout, proportions, materials, landscape elements, access and spatial quality are necessitated as to whether a development proposal is of an appropriate design quality. Whilst some of these matters would be considered through a Reserved Matters scheme, policy UD2 further requires that a development respect and respond positively to its context, both visually and functionally with a positive spatial structure and sense of place, with consideration towards historic street patterns and boundary treatments.
- 6.14 Density represents a key consideration for this application. Justification for the form of density proposed has been sought by the Local Planning Authority, reference having previously been made by the applicant to the development delivering a similar density to the immediate easterly neighbours, the LPA agreed with residents and did not consider this to be the case. The amended Design & Access Statement includes a density assessment in the locality as follows:
- Area A - development adjoining the east boundary of the site 4.3dph
Area B - development to the North East off Whiteway drive 25.5dph
Area C - the central area of Bratton running up to the old railway line to the east 8.8dph
Area D - development to the south including St Peters Walk 16.3dph.
- 6.15 The density of the application site is 6.9dph and falls between neighbouring properties of Bratton Road (A) and the central area (C), whilst it is acknowledged that these latter properties fall within Admaston rather than Bratton, nonetheless they do represent the original historic core of the general locality, with a number of older character properties retained. Officers acknowledge that Area A is a distinctive context to development at a particularly low density, with the density of modern development in a suburban setting more in line with Areas B and D. It is considered that the position amounts to a balanced approach to density, of a much lesser density than the majority of modern estate development in the Bratton / Admaston /

Shawbirch locality, slightly above the eastern properties and slightly below the more historic areas of Admaston placing more of an emphasis on reflecting the original historical grain of the general locality. Thus a balance is presented to the edge of settlement development and at a lower density than development to the south which projects further into the adjoining countryside.

- 6.16 Whilst the detailed form of landscaping is sought as a reserved matter, the initial design left gaps in the boundary between the site and the adjacent properties, notably the narrow part of the site adjacent to Highworth and Retsimlik House, in order to preserve the open views across the site, together with more open elements at the southern end of the site. The Local Planning Authority have sought amendment in this respect seeking to afford greater privacy to the rear amenity of the existing properties to traffic and pedestrians using the service road within the site, as well as related to plot 8. The site layout has therefore been amended to indicate the provision of a 2 metre screen planting along these stretches of the site; a need for further discussion around potential interim measures (e.g. willow weave hurdles) whilst the landscaping establishes would need to be addressed through the detailed landscape design. There was limited scope to relocate the position of the road due to the need to provide the drainage pond and the placement of units along this stretch, and on balance it was felt better for the dwellings to be set further away than the road with landscaping in between. The attention of the applicant is further drawn to resident's concerns as to the site being subject to strong south westerly winds in designing the detailed landscaping scheme.
- 6.17 The Local Planning Authority has sought for certain parameters to be set through the outline scheme to secure a luxury, bespoke scheme on this edge of settlement site. The applicant has duly submitted a Framework for Detail Design document, whereby components of the development have been set out including the maximum height of a house at 2 ½ storeys and to be restricted to a limited number of properties, with a high quality materials palette; it is considered appropriate to condition that the proposal follow the framework established in order to ensure the principles established would be carried through to a detailed stage. It is noted that Officers did not consider the inclusion of 3 storey units within the development to be acceptable, the applicant duly removed this provision.
- 6.18 Further clarification as to the boundary treatment along the initial stretch of access road would be further required through the landscaping details of any Reserved Matters application. The application confirms retention of the largely established landscape boundary enclosing the site, and proposed infilling. The existing form of this boundary i.e. an established height, is particularly key to providing immediate softening of the development, full details of any proposed works would need to be set out through the Reserved Matters stage bearing this in mind.
- 6.19 Officers confirm that a management company is proposed to take on the ongoing maintenance of the open space areas within the site, the details of which would be controlled through condition. Lighting of the development has been raised as a concern. The development is not sought for highway

adoption where the requirement for column street lighting would be more likely, and the need for a sensitive approach is acknowledged by the Local Planning Authority, this would duly be controlled through condition to address amenity considerations.

- 6.20 As previously referenced, amendment has been made to the application from the initial pre-application stage – including a shift forwards of unit 4 and reorientated to punctuate the vista from Bratton Road. Further, the outline application includes a greater level of detail than the most outline schemes submitted, including layout being sought. Officers have further requested that the application be informed by a topographical survey and the provision of sections to understand the relationship to neighbours and across the site. The density sought is considered to represent a balanced approach below modern densities and only slightly above the neighbouring density to the east more in line with the original historical grain of the general locality. The layout as it stands provides sufficient spacing between existing and proposed dwellings, with an appropriate level of front and rear amenity in accordance with policies UD2, CS15, and Submission Version plan policy BE1, with controls recommended to ensure a high quality development to the appearance of the scheme.

The impact on the living conditions of neighbours

- 6.21 The need to consider the relationship between the run of properties adjacent to the site and the position of the proposed dwellings is necessary through this application. Whilst landscaping is a Reserved Matter, the context of existing landscape boundaries and the relationship to the layout of the proposed dwellings, being of further relevance. A number of representations make reference to loss of privacy and loss of light.
- 6.22 The layout of the development relates to a mix of side and front elevations facing towards the rear of properties of Bratton Road to the east amounting to the following (relating to closest distances):

Side of plot 1 to rear of No. 28 – 58m
Side of plot 1 to rear of No. 30 – 53m
Front of plot 4 to rear of No. 32 – 63m
Front of plot 5 to rear of No. 32 – 58m
Front of plot 5 to rear of Highworth – 50m
Front south eastern corner to rear Retsimlik House - 56m
Front of plot 6 to rear Dovecote Grange - 48m
Front of plot 7 to rear of Bratton Manor – 58m
Front eastern corner plot 9 to rear Bratton Manor - 72m
Side plot 9 to rear Sieru House - 44m
Side plot 8 rear Sieru House – 26m
Side plot 8 (garage) to rear Meadow House – 35m.

Together with:

Side of plot 8 to front of Homecroft to the west – 36m
Rear of plot 9 to front of Homecroft to the west – 45m

Rear of plot 12 to the side of 2 Cheshire Coppice Cottages – 52m
Rear of plot 8 to side of No.4 St Peters Walk – 42m
Rear of plot 8 to front of No.6 St Peters Walk – 50m.

- 6.23 The above is reflective of a number of amendments to the layout scheme from the details provided during pre-application discussion. This includes a reduction from 15 to 14 units, revision from two units at the rear of Highworth and Retsimlik House, replaced by a drainage pond with part of a side garden recognising the open nature of the relationship at present. Initially a number of units were presented in close proximity to the boundary with Dovecote Grange and Bratton Manor, with more direct orientation in the case of the latter; this was then partially rectified, but then the position of the south eastern unit (plot 8) had also been set in line with Sieru House - as the property with the shallowest rear garden along this stretch. Through the submitted application, the unit has been resited and setback to address this concern.
- 6.24 The rear building line of the houses to the east on Bratton Road, as well as houses to the west and south, are such that the separation distances proposed exceed the general guide minimum of 21m sought by the Local Planning Authority, and with the exception of plot 8 and Sieru House, are significantly in excess of this.
- 6.25 The applicant has provided a topographical survey and sections demonstrating the relationship between the proposed and a number of the existing properties. The sections have been amended to remove window details as a matter relating to appearance as a Reserved Matter, and appreciating the need for a sensitive approach - for instance a side window on the east elevation of unit 8 was presented, and has now been removed. The evidence demonstrates that the proposed dwellings would sit at a lower level where a particularly sensitive relationship exists, such as between Sieru House and plot 8.
- 6.26 In relation to concerns as to noise through construction, the access road and the development generally, it is appreciated that the context of the site would change were development to arise on the site but would not lead to undue levels of noise. Environmental Health have confirmed that a noise assessment is not required in this respect, whilst a control related to the construction phase through requirement for a Site Environmental Management Plan could be imposed.
- 6.27 Officers acknowledge that there are a number of open stretches to the boundary along the eastern boundary, the applicant has accepted requests of the Local Planning Authority to make amendment to the scheme to provide a more sensitive approach to the orientation of properties, and further enhance separation distances (with a minimum of 26m relating to a proposed side elevation and existing rear), with finer detail as to the position of windows subject to further consideration and control through a Reserved Matters application. The Local Planning Authority is therefore satisfied that sufficient

steps have been taken to secure the privacy of existing properties, and development does not present an overbearing or loss of light impact.

Highways

- 6.28 The development would be served off a new access from Bratton Road with a visibility splay of 2.4m by 32m, rather than 43m as referenced through some of the application material and queried by neighbour representations with any trimming works potentially necessitated to the neighbouring hedge understood from the Local Highways Authority (LHA) to fall within the adopted highway. The access road would run along the amended boundary of No.32 and split off north to a section of shared access serving plots 1-4, and south with an immediate driveway off serving plot 5. The road would then run passed the larger drainage pond, followed by a driveway for plot 6, then spurring off the turning head west to a stretch serving plots 7 / 9 – 14, and east to serve plot 8.
- 6.29 The road through the site is designed to have a maximum speed of 20mph, adjacent tree provision is also proposed to create horizontal deflections to natural calm traffic speeds, and as well as creating a visual screen to properties to the east. It is advised that the road is designed to an adoptable standard, but is not proposed for adoption. The form of the road has been amended since the pre-application stage to provide a less formal means of termination. Residents recognise that the development will not benefit from the Council's kerbside collection service as refuse vehicles will not enter private estate roads and would therefore need to be privately serviced. Confirmation of servicing arrangements would be sought through a Reserved Matters scheme appreciating local concerns as to the risk of Bratton Road being obstructed.
- 6.30 The layout identifies parking to serve the development through a combination of individual on plot driveway parking and garages. Whilst the final number of bedrooms would be determined through a Reserved Matters application, the layout affords a sufficient level of parking, and does not raise concern when related to the floorspaces entailed. It is considered that visitor parking is suitably catered for within the site and would not spill over to the initial stretch of access road as identified in neighbour representation.
- 6.31 The highway implications of the scheme have raised considerable objection through consultation; key being the increase in traffic, lack of capacity within the local roads to accommodate this including narrowness, handling of construction traffic, with highway safety concerns. The previous closure of Bratton Road part the way along to create a split of a southern and eastern access has been further raised.
- 6.32 The LHA have advised that the application is accompanied by a robust trip rate to assess the impact the development will have on the local highway network, concluding that the development would only result in a slight increase of traffic on Bratton Road (7%) which would not substantiate a reason for highway refusal as the impact of the development on the network

would not be deemed severe, nor lead to reopening Bratton Road as a through route. Officers are satisfied that the new access can provide sufficient visibility to serve the development, with the LHA further advising that adequate road width between the proposed development access and Elmsdale Crescent to the south is currently available to allow two domestic vehicles to pass, and that adequate forward visibility is also achievable on this stretch of road, whilst the position of the traffic count was acceptable.

- 6.33 The LHA advise that there are no recorded accidents on Bratton Road itself in the last 5 years, and that there is no existing Highway safety concern. A neighbour has notified the LPA of an accident on 3rd April along Station Road, this took place around 8.00am where a cyclist was knocked down. Following this, the LHA conducted an accident report at the junctions of Station Road and Elmsdale Crescent / Bratton Road (50m either side of both junctions). This showed that there had been two 'slight' incidents over a 5 year period (including the incident outlined), both taking place on Station Road. For a road of this nature this amount of incidents is considered very low and would indicate that there is not a safety issue at this location. It is also worth noting that, as outlined in the LHA representation, the development itself will only generate a 7% increase of vehicular movements along Bratton Road which in turn means the impact on the two junctions outlined would be minimal.
- 6.34 The concern with regard to construction traffic is recognised, particularly in terms of the manoeuvrability of large delivery / construction vehicles related to the amount and times of construction / delivery traffic that may be occurring on Bratton Road and the 'horseshoe' one way system on the initial stretch of Bratton Road and Elmsdale Crescent which may conflict with existing traffic flows. The imposition of an on-site construction details forming part of a Site Environmental Management Plan would be recommended to address this concern.
- 6.35 A further amendment has been made during the course of the application with removal of the original footpath linking to the public footpath to the west. As well as land ownership issues, as presented this would potentially have had an impact on the privacy of the neighbouring residence and in the channelled form sought would not have provided a suitable context to the footpath link. Alternatively, improvements to the inclusion of a footpath along the initial stretch of access road has been afforded and would link better with the offsite pedestrian crossing on Bratton Road and linking with facilities and services in the locality. At the request of the Local Highways Authority, a crossing is to be provided from the entrance to the site across to the open space area opposite, this links through to the Silkin Way and onto the local primary school to the east and to Shawbirch Road to the south leading to a number of local facilities. Development will therefore promote a sustainable form of transport with a pedestrian route to improve accessibility in accordance with policy CS9, and Submission Version Plan policy C1.

Drainage

- 6.36 The application is accompanied by a Flood Risk Assessment, this identifies that the site sits within Flood Zone 1 - low probability of flooding; that the site is crossed by two existing Severn Trent Water (STW) public surface water sewers and one STW public foul sewer in a general east to west direction, and that there are no known private drains within the site. The assessment recognises that the ground conditions are not suitable for soakaways, the intention therefore being that the surface water drainage would be designed to mimic the existing flow rates from the site conveyed to the STW sewers that cross the site and attenuated via the attenuation ponds to store the 1 in 100 year storm events.
- 6.37 In respect of foul drainage, through evidence provided by the applicant, STW has confirmed that foul water flows from the existing site are discharged direct to a STW public sewer. Through the course of the application, and acknowledging the concern of neighbours as to the scope for connection relating to the development of the site, the applicant has clarified the feasibility of connecting the foul drains to the public sewers. STW have confirmed that foul water can be discharged to the 225mm and 600mm diameter public Combined Water Sewers traversing the central and southern parts of the site. The Drainage Consultant has advised that from their experience these widths are negotiable particularly at pinch points, hence a 10m easement for the 300mm sewer to the north is unlikely to be insisted upon when a 5m width is acceptable for a sewer up to 299mm diameter and bearing in mind the 300mm sewer is very shallow, and has not been flagged up as an issue by STW through discussion with the applicant and therefore has not been amended. TWC Drainage further advise that the easements are subject to statutory protection so has to be adhered to, hence the obligation ultimately falls upon the developer.
- 6.38 The proposed approach is considered acceptable by TWC Drainage subject to the submission of a detailed drainage scheme, and incorporate maintenance access to the attenuation and flow control chambers. Whilst the applicant has confirmed the principles of drainage, the requested conditions are necessary to control the finer detail of the conveyance of foul and surface water drainage from the site to ensure the development will not increase the risk of flooding in accordance with policies CS 13, and the emphasis of Submission Version plan policies ER11 and ER12.

Ecology and trees

- 6.39 The application is accompanied by a Preliminary Ecological Appraisal, Bat Survey Report, and Reptile Presence / Absence Survey. The appraisal identifies the habitat of the site as comprising an area of arable land with surrounding species rich hedgerows, that there are mature trees, a small copse and areas of defunct hedgerow. There will be no impact on the hedgerows and hedgerow trees as a result of the development but Red Kite recommend that the site boundaries be 'gapped up' appropriately as part of the landscaping plan for the site. Bat activity was recorded around the

boundaries of the site but has not raised concern bearing in mind retention of bat foraging features, with control recommended as to external lighting through condition.

- 6.40 In respect of further species, the single pond within 500m of the site recorded a low habitat suitability index with no further surveys deemed necessary; the survey of the small area of optimum reptile habitat found no evidence of reptile species being present; no evidence of badger setts was found on the site but potential for foraging and commuting across the site with a control recommended with regard to open trenches. Recommendations are then made in respect of protecting the opportunities for nesting wild birds and creating enhanced habitat, through a sensitive landscaping design and the provision of artificial nesting / roosting boxes. Subject to the recommended conditions, the scheme is supported by Ecology and is considered to accord with policies CS12 and Submission Version NE1.
- 6.41 The site layout has been amended to reflect initial concerns with regard to the layout and the position of existing retained trees along the boundary, this is specifically related to T15 adjacent to plots 11 and 12 – an Oak offering the highest longevity and greatest amenity value within the site, and the trees at the rear boundary of plot 1 and 2. For the latter, these plots have been re-orientated to improve the amenity space related to proximity to the existing trees whilst remaining outside of the sewer easements. The parking area for unit 11 has been adjusted outside of the root protection area for the former which is now TPO'd.
- 6.42 In line with the recommendation of the Tree Survey, the need for a tree and hedgerow protection plan and method statement (including the erection of scaffolding) would be controlled through condition, together with a tree safety arboricultural assessment for all trees within and adjacent to the site. Officers are otherwise satisfied that a balanced approach to trees is secured through development according with policy OL11, and subject to conditions Submission Version policy NE2.

Impacts on local infrastructure

- 6.43 The development will have a number of impacts on local infrastructure, the following heads of terms for a S106 agreement is therefore proposed:
- Education – a primary contribution of £51,418; a contribution to secondary provision is not required in this instance. Funds from this site would be allocated to expansion at Wrekin View. Although this development sits within the St Peters attendance area, this school site is not suitable for further expansion (as raised within representations). Funds would therefore be directed to planned expansion at Wrekin View to help address a short supply of primary places within the Wellington area
 - Affordable housing – offsite contribution relating to a 38% provision equating to a notional 5 affordable units with TWC required tenure split. Based on comparable values, this generates a figure of £375,820

- Recreation - £600 per two (or above) bed property towards improving / upgrading / maximising the nearest children's equipped play area at Squirrel Meadow, Bratton.

6.44 The heads of terms for this legal agreement are consistent with Regulation 122 of the Community Infrastructure Levy Regulations 2010. The provision of an affordable housing contribution is necessary and consistent with Core Strategy Policies CS1 and CS3, Local Plan Policies H23 and H24 and the NPPF. Provision of an offsite contribution is considered acceptable in this instance due to the bespoke nature of the development and low density secured, were onsite provision sought this would necessitate the need for a higher density out of character with the locality. The provision of a financial contribution towards educational improvements is necessary because of the link between the development and the need to generate additional school places. In relation to recreation, new residents to the area will increase demand upon the existing recreational resource. The development will contain a number of properties which will contribute to the need of recreational facilities for the area in accordance with saved Wrekin Local Plan policies LR4 and LR6.

Other matters

6.45 Additional neighbours have been consulted further to concern raised at the outset of the application; it is noted that the Local Planning Authority was unable to engage with neighbours prior to the submission of an application due to the confidential nature of pre-application dialogue, but have met with neighbours during the course of the application. The Fire Service have been consulted on the application and have not raised concern in respect of access, the access road is also wide (4.4m) enough to accommodate fire engines and ambulances – the maximum width of a fire appliance is 2.55 metres, excluding wing mirrors. Covenants on properties are not a material planning consideration.

6.46 Reference to planning permission at Orchard House Bratton Road is noted relating to a triple garage with granny annex (W2009/0090) and is controlled as an integral part and incidental to the existing dwelling and not to be occupied as separate residential accommodation through condition. Reference to nearby planning permission adjacent to 22 Bratton Road likewise is noted, with the principle of development long established on the site and betterment to previous approvals. 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 On balance, the principle of development of the site for housing, at the scale and form proposed, is considered acceptable. The site consists of whiteland that has been retained as within the development boundary of Telford through the evidence gathering of the new Local Plan and has not been re-designated as performing a Green Network function. It is acknowledged that there is a

history of refused applications for dwellings at the rear of properties along Bratton Road, including an appeal decision, and recent refusals in the last few years. However, these related to 1-2 dwellings on sub-divided existing plots, rather than the major development as a collection of properties presenting a character area in itself rather than a sporadic form of development on small plots of rear garden land sitting to the north of the application site.

- 7.2 The position of the site is also such that it relates more closely to the development to the south whilst still sitting setback from the western extent of this development. It is largely subject to an established native landscaped boundary to provide an immediate aid to the development bedding in to the landscape, particularly aided by the irregular shape of the site rather than creating a harsh straight edge in this edge of settlement location. It is not considered that the current application is a parallel to the history of refused applications to undermine the previous decisions.
- 7.3 The site sits in a sustainable location with proposed offsite highway works proposed to improve pedestrian access to existing links to facilities in the wider locality, and enhancement proposed to local play facilities.
- 7.4 The Local Planning Authority is satisfied that a suitable access and sufficient parking can be secured; the principles of drainage have been established through the outline scheme with finer detail controlled through a recommended condition. Amendment has been made to the layout of the scheme including to provide a positive punctuation to the vista from Bratton Road, to provide substantial separation distances, and sit outside the Root Protection Area of trees on site with additional protection conditions applying.

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) Affordable housing – off site contribution of £375,820 to be spent within the urban area of Telford
 - (ii) Play space - £600 per two (or above) bed property towards improving / upgrading / maximising the nearest children’s equipped play area at Squirrel Meadow, Bratton
 - (iii) Education - primary contribution of £51,418 with funds allocated to expansion at Wrekin View.
- 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: Submission of Reserved Matters
3. B002: Standard outline some matters reserved
4. B007: Reserved Matters in accordance with Framework for Detail Design document
5. B008: Appearance details required
6. B009: Reserved Matters scheme to include full details of the form of western boundary and proposed works, lighting details (including taking into account advice on lighting set out in the Bat Conservation Trust Interim Guidance), tree safety arboricultural assessment, refuse arrangements
7. B010: Details and Samples of Materials
8. B012: Sample brick panel
9. B076: SUDs management plan
10. B121: Landscaping Design
11. B126: Landscape Management Plan
12. B130: Tree and Hedgerow Protection Plan and Method Statement
13. B150: Site Environmental Management Plan including highways on site construction details
14. C13: Parking, loading, unloading and turning
15. C109: Erection of artificial nesting / roosting boxes
16. C109: Lighting plan
17. C38: Development in accordance with deposited plans (Drainage not approved)

Informatives

- I11: Highways S278 and S184, potential relocation of existing Street Lighting Column
- I25a: Nesting wild birds
- I25e: Trenches and pipework
- I40: Conditions
- I44: Reasons for Grant of Outline Planning Permission