

**TELFORD & WREKIN COUNCIL**

**PLANNING COMMITTEE**

**18<sup>th</sup> December 2013**

Schedule 1 - Planning applications for determination by Planning Committee

<b>TWC/2013/0649 Land to rear of Holly Acres, Long Lane, Telford, Shropshire</b> Provision of 12no. park homes, 30no. caravan tourers/pods, 10no. holiday tents with associated landscaping, access and fishing rights to canal/pond ****(AMENDED PLANS RECEIVED)**** .....	<b>2</b>
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TWC/2013/0649

Land to rear of Holly Acres, Long Lane, Telford, Shropshire  
Provision of 12no. Park homes, 30no. Caravan tourers/pods, 10no. Holiday tents  
with associated landscaping, access and fishing rights to canal/pond \*\*\*\*(AMENDED  
PLANS RECEIVED)\*\*\*\*\*

**APPLICANT**

Moorings Park Homes

**RECEIVED**

15/10/2013

**PARISH**

Rodington

**WARD**

Wrockwardine

**OFFICER**

Matthew Thomas

COUNCILLOR JAQUELINE SEYMOUR REQUESTED THIS APPLICATION BE  
DETERMINED BY MEMBERS OF PLANNING COMMITTEE

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Sustainability for residential use, residential amenity tourism & rural  
economy impact on locality, highway safety.

**PROPOSAL:**

This full planning application seeks consent for the extension of the existing park  
homes site known as 'The Moorings' situated off the A442 in Long Lane, Telford.  
The proposal includes the provision for 12no. park homes alongside the existing site  
and to the rear of the residential bungalow known as 'Holly Acres', following the  
demolition of the existing outbuildings.

It is also proposed to develop the land to the rear to provide pitches for up to 30no.  
Caravans and a separate area for tents for camping. The scheme includes provision  
of access, WC facilities, canal-side footpaths, landscaping of the site and outdoor  
seating areas. The scheme has been amended following discussions with the  
Shrewsbury & Newport Canal Trust to ensure that the proposed development does  
not have an adverse impact on the potential future restoration of the Canal.

**SITE AND SURROUNDINGS:**

The application site lies to the south-west of 'The Moorings Park Homes' site,  
situated off the A442 in Long Lane which is located approximately 3 miles north of  
Wellington and 7 miles north-west of Telford Town Centre. The site currently  
comprises a large, detached red brick bungalow set back over 10m from the highway  
and sits on a plot which extends to approximately 8 acres of land. A group of  
outbuildings stand approximately 10m to the rear of the bungalow, one of which has

recently been demolished due to its dangerous state of disrepair. The application site is predominantly bounded by mature hedging and trees with timber fencing along the front boundary. To the northern boundary runs part of the former Shrewsbury and Newport canal and to the south lays a sizeable pond.

The Moorings Park Homes site is a family run business which was established back in 2007/2008 and has been developed for 25 twin park homes aimed for the over 50's who are semi-retired/retired. Each residential unit is ordered to specification and comes with a small plot of land, a garage or garden shed and allocated on-site parking. A typical unit provides 2 bedrooms and spacious living accommodation with the building being set beneath a pitched roof and finished in render, roof tiles and white upvc windows and doors. The existing site is now successfully established and well maintained by the owners who live on site. Access to the application site is proposed off the highway which currently serves to provide access to the existing site and the bungalow (Holly Acres).

There is a mixed variety of uses within the area of the application site including 'The Bucks Head' Public House to the north-east, a garage and café to the north and further residential to the south. Beyond these developments it is predominantly agricultural land or open countryside. The application site is located in a reasonably sustainable location with easy access to nearby shops, hospitals, markets and other public amenities.

#### SUMMARISED CONSULTATIONS:

##### Standard consultation responses

##### Rodington Parish Council: Object

- Parish Council want to protect the existing residents from increase in traffic due to existing entrance which takes traffic through the park
- Proposal will set a precedent for similar future development in the rural area

##### Councillor Jacqueline Seymour: Object

- In 2010 outline consent was refused for a smaller application (TWC/2010/0067) for 10no. residential mobile homes on a number Core Strategy policies and National Guidance as being totally unsuitable for the rural area.
- This hugely expanded scheme for park homes, caravans and holiday tents would be even more unacceptable in line with the same policies

##### Highways: Comment

- The existing access to the park is substandard and not wide enough to accommodate two way vehicle movements and visibility is restricted. Proposal intends to utilise existing access for new development and this will intensify the use of the substandard access

- A separate access is recommended south of the existing entrance and a one way system put in place.
- Condition scheme for separate access to include layout, visibility splays and associated internal one way system

Drainage: Support subject to conditions

- Foul & Surface Water drainage & Greenfield run-off rates

Ecology: Support subject to Wildlife conditions & informatives

Shropshire Council (Policy & Environment): Comment

- Condition programme of archaeological works

Sustainability: No Comment

West Mercia Constabulary: No Comment

Shropshire Fire Service: Add Fire Authority informative

Neighbour consultation responses

1st round of consultation

Following consultation some 60 letters of objection were received (approximately 75% of the objections were specifically related to the impact the development would have on the potential future restoration of the Shrewsbury & Newport Canal.

The objections have been summarised below:

- Proposed access from 'The Moorings' to the application site will be prejudicial to the potential future restoration of the Shrewsbury & Newport Canal
- Previous applications for similar development within the area have been refused
- Site was initially used as a smallholding and this is how it should remain
- No site notice was displayed to advertise the proposed development
- Potential adverse impact resulting from increase in traffic and noise
- Varied species of wildlife within the locality – potential to harm wildlife
- Existing sewerage provisions are unsuitable to accommodate increase in number of dwellings
- Loss of privacy to neighbouring residential dwellings
- Development is out of keeping with the character of the local area
- Proposal exceeds housing number required within rural area
- Need for additional housing in the area has not been demonstrated
- Area is unsuitable for additional housing and additional tourist provisions
- 'The Moorings' has existing dwellings which are unoccupied

- Proposed scheme will be overdevelopment of the site
- Nearby 'Caravan Club' in Long Lane is underused and therefore additional tourist facilities are not required
- Proposed development is not in line with local housing needs and shaping places documents
- Park homes are poorly built – lack of insulation – temporary nature
- Lack of footpaths, street lights and other similar provisions are not available
- Development will have adverse impact on safety of highway users and pedestrians
- Proposal is contrary to local policies and national guidance

A further objection was received from Hadley & Leegomery Parish Council on the grounds that the proposed development would severely jeopardise the potential future restoration of the Shrewsbury & Newport Canal.

#### 2nd round of consultation

Following consultation, amended plans were received to include the 'Holly Acres' site within the red line boundary. The LPA reconsulted all previous consultees. 14 letters of objection were received following this reconsultation however no new issues were raised.

#### 3rd round of consultation

Along with the LPA, the applicant then met with representatives from the Shrewsbury & Newport Canal Trust to discuss how the scheme could be amended to ensure there would be no adverse impact on the potential future restoration of the canal. During this meeting it was agreed that the proposed access would be repositioned away from the line of the canal and off the adjacent adopted highway. It was also agreed to provide sufficient space to provide for a canal lock.

Following receipt of further amended plans to reflect this, the LPA reconsulted all consultees for a third time. At the time this report was written, only 1 objection was received from a local resident and no new issues were raised. Any further comments will be provided in the update report

#### RELEVANT HISTORY

W2007/1420 - Construction of new roads and fencing for existing 25no. residential mobile homes (retrospective) - Full Granted 13/12/2007

TWC/2010/0021 - Erection of 5no. garages - Full Granted 13/05/2010

Other applications in the vicinity;

TWC/2010/0067 (Land north of 'The Moorings') - Siting of 10no. residential mobile homes (outline) - Outline Refused 27/10/10

## RELEVANT POLICIES

### National Planning Policy Framework (NPPF)

#### Core Strategy:

CS1 Homes

CS7 Rural Area

CS15 Urban Design

#### Wrekin Local Plan:

UD2 Design Criteria

UD4 Landscape Design

H9 Location of New Housing

## PLANNING CONSIDERATIONS

### History/Background Information

'The Moorings Park Homes' site was established in 2007 following the site being purchased by the current owners. Prior to the land being purchased, the site accommodated 28 static caravans which were in a poor and neglected state and unfit for residential use. During the past 5 years the owners of 'The Moorings' have developed the site to become an established Park Homes estate to accommodate up to 25 dwellings which are aimed for the over 50's and for the semi-retired/retired persons. Presently, there are 19 privately owned park homes with 6 plots available on the existing site with an on-going demand for such type of home. When, in 2012 the plot to the south of the site (known as 'Holly Acres') came on the market, the owners of 'The Moorings' purchased the site with a view to extend their Park Homes estate. This land comprised a detached red brick bungalow with approximately 8 acres of land which included an area of outbuildings to the rear of the dwelling and part of the former Shrewsbury & Newport Canal to the northern boundary. The applicant engaged in conversations with the Local Planning Authority to discuss the potential expansion of 'The Moorings' where they were advised that the principle of development would be supported. Given the size of the site it was proposed to make provisions for an additional 12 park homes following the demolition of the existing outbuildings. As with the existing arrangement, each plot would be allocated and the base provided with the building only being delivered to the site as and when purchased. The proposed scheme also includes the change of use of the land to the rear of the bungalow to allow the site to be used for tourists with caravans and/or campers. Whilst the proposed additional park homes would be for permanent residential use, the land allocated for the caravans/tents would be on a temporary basis for tourists only. The owners currently live on site in one of the existing park homes however it is their intention to move in to the bungalow ('Holly Acres') following refurbishment works which would allow them to continue to manage the site successfully. During the course of the planning application the applicant has engaged in discussions with planning officers, licensing officers as well as

representatives from the Shrewsbury & Newport Canal Trust in order to achieve an appropriate scheme for development.

#### Principle of Development

Policy CS7 (Rural Area) provides the spatial interpretation of the housing target defined by CS1 (Homes), with an emphasis on helping to sustain rural communities. On this basis, policy defines that new development be focussed on the three suitable settlements of High Ercall, Tibberton and Waters Upton. Outside of these settlements development will be limited. These policies are considered in parallel with relevant saved policies of the Wrekin Local Plan.

In accordance with the National Planning Policy Framework (NPPF), Telford & Wrekin Council must identify and update annually a supply of deliverable site sufficient to provide 5 years' worth of housing against its housing requirements set out in the adopted development plan, the Core Strategy (2006-2016). Evidence has now come to light demonstrating only a 2.5 year supply exists, meaning that where the LPA cannot demonstrate a 5 year land supply then relevant policies for the supply of housing should not be considered up-to-date. For Telford & Wrekin Council this means policies CS1 (Homes) which identifies dwelling requirements for Telford, Newport and the rural area and potentially CS6 (Newport) and CS7 (Rural Area) which seek to direct housing into certain locations in line with the strategy. This means that applications can no longer be refused on the ground of housing supply alone and there will be a presumption in favour of sustainable development. With the village of Waters Upton located approximately 2 miles to the north and the town of Wellington some 3 miles to the south; it is considered that whilst Long Lane is within the rural area and given the presence of the Bucks Head pub and adjacent garage/café, the application site is within a reasonably sustainable location which is supported by the sites current management that ensures a local supplier visits the site 3 times per week where residents can purchase bread, milk, fruit & veg and a local nightly newspaper is delivered 6 nights per week. The Council's library bus visits the site fortnightly and the local public house opposite the site has a restaurant. These facilities help to reduce the need for vehicles to visit local and town centres for basic provisions, improving the sustainability of the site.

The NPPF also refers to supporting a prosperous rural economy and advises Local Planning Authorities to support the sustainable growth and expansion of all types of businesses and enterprises within the rural area as well as supporting sustainable rural tourism that may benefit businesses in rural areas and which respect the character of the countryside. The proposed development seeks to expand a business outside of the urban boundary which has steadily and successfully grown during the past 5 years which provides the Borough with a different choice of housing, meeting a proven demand and also offering a more affordable unit of residential accommodation. The proposal will also support the rural economy through the investment of tourist accommodation

The proposed development is an extension to and will support the existing park homes site and given the business is now well established, the Local Planning Authority considers the proposed extension of the site to be acceptable. The overall increase in the number of homes (12 units) is considered to be appropriate and will not be seen to be overdevelopment of the site. In accordance with the existing arrangement at 'The Moorings', the new homes will only be delivered to the site as and when the plots are sold. Similarly, whilst the proposal seeks consent to allow up to 30 caravans to be pitched on site as well as a separate camping area for tents, full capacity of the site would be unlikely and therefore officers are satisfied that the scheme will not have a significant adverse impact on the immediate locality.

### Design

Policy UD2 provides guidance to assess whether or not proposals are of an appropriate design quality and relate positively their context. It advises the Council to assess proposed development in relation to its scale, massing, form, density, orientation and layout, proportions, materials, landscape elements, access, parking and spatial quality. Policy CS15, amongst other issues, states that development will assist in creating and sustaining safe places, positively influencing the appearance of the local environment.

The majority of new park homes are built to the specification of the client, however, visually the external appearance of the homes are similar being set beneath a pitched tiled roof and finished in a light coloured render and white upvc windows and doors. A typical 2 bedroom unit measures approximately 13m x 6.5m and comes with a plot offering a small garden, a choice of either a detached single garage or garden shed and on-site parking for two vehicles. Refuse bins are provided and are sited out of view and the management of the whole site ensures each plot is well maintained. The exact siting for each park home will be managed by the Council's Licensing Officer who will provide the applicant with advice on how the site should be controlled. Following numerous site visits to 'The Moorings' officers have noted the site is well maintained and appears to be a pleasant place for the residents to live. It is envisaged that the proposed extended development will reflect and reinforce the character of the existing site and will not look out of place bearing in mind the existing surrounding uses. The proposed development will be landscaped to include trees and hedging interspersed around the site and a canal-side footpath will be provided as well as outdoor seating areas and general amenity space around the existing pond to the south of the site.

### Access & Parking

Consideration has been given to the potential increase in traffic as a result of the proposed development however the site is located immediately to the rear of the 'Bucks Head' public house which fronts the highway (A442) and therefore officers are satisfied any increase in traffic will not be at a level which will prejudice the free

flow and safety of highway users. Originally, the access was proposed through 'The Moorings' however concerns were raised that this access may impede any potential future restoration of the canal. Amended plans were subsequently submitted following a meeting with representatives from the Shrewsbury & Newport Canal Trust showing the access off the adopted highway and alongside the bungalow 'Holly Acres'. This is an existing access which will lead directly off the road in to the site and therefore no new openings will be required. An existing separate access will be reserved for the occupiers of the bungalow. In terms of parking, the development has been designed to be self-contained in respect of parking with provision of 2 on-site parking spaces per dwelling and accordingly the proposed development can be adequately accessed and sufficient parking provided.

#### Drainage

The application form identifies foul drainage will be connected to the mains sewer which is located in the adjacent adopted highway. Drainage have raised no objections subject to appropriate conditions for a scheme of foul and surface water drainage to be submitted to the LPA prior to the commencement of any development, and as such it is considered the site can be adequately drained.

#### Canal

Along the northern boundary of the proposed site (southern boundary of 'The Moorings') runs a section of the former Shrewsbury & Newport Canal. When the application was first submitted it was proposed for the access to be through the existing park homes development however during consultation numerous objections were received relating to the Shrewsbury & Newport Canal and what impact the proposed development would have on the potential future restoration of the canal. A meeting was held between the applicant, LPA and representatives from the Shrewsbury & Newport Canal Trust to discuss how the proposed development could be amended to avoid any adverse impact on the potential future restoration and amended plans were later received relocating the proposed access to be off the adjacent adopted highway. Following the request of the Canal Trust, the amended drawings also include consideration for the location of a canal lock which could be accommodated if and when the restoration works commence. The applicant has stated that land would be made available to follow the line of the canal if and when the restoration of the canal begins and the applicant has been amenable to the suggestions and requirements made by the representatives of the trust and in line with the amended drawings, it is considered that the proposed development would not prejudice the future restoration of the Shrewsbury & Newport Canal. The applicant is keen to make better use of the canal as part of this application and the LPA understands the applicant has already gone to the expense of having the canal dredged and it is proposed to include the canal as part of the wider scheme without compromising the potential of the future restoration.

#### Conclusion

The Local Planning Authority considers the proposed development to be acceptable. The proposed extension of the existing park homes residential site amounts to an additional 12 units only. The proposal will support the existing use of the adjacent site and officers consider the location to be appropriate given 'The Moorings' is an established development. The facilities which are already in place (delivery of essential provisions, library, refuse etc) and the nearby public facilities including the Public House, garage/café and the relatively close proximity to Wellington town centre, make this site reasonably sustainable and officers are satisfied that the proposed development will be in line with the guidance contained within the National Planning Policy Framework. In light of the recent changes to local policy with regards to the failings in the 5 year land supply has resulted in less weight being afforded to Policy CS7 (Rural Area) and the proposed development will provide 12 new homes which will add to the choice of residential accommodation on offer within the Borough as well as providing a more affordable home.

In addition, the proposed scheme will provide much needed facilities for tourism offering temporary accommodation for caravans/tourers and campers alike in a comfortable environment with easy access to facilities and neighbouring towns. This in turn will help support the existing business, something which LPA's are required to do under the guidance contained within the NPPF. The site can be comfortably accessed without threat to the safety of highway users or indeed the potential future restoration of the Shrewsbury & Newport Canal. Neighbouring sites within the immediate area are a mix in use with most residential dwellings being set at a suitable distance away from the application site. For this reason, officers are satisfied that there will be no significant adverse impact on the amenities presently enjoyed by nearby neighbouring dwellings. On balance, the LPA considers this to be a sustainable form of development and one which will help support an existing business as well as adding to the choice of dwellings within the Borough and accordingly the application complies with local policies as well as the guidance contained within the NPPF and officers recommend the application be approved.

## RECOMMENDATION

GRANT PLANNING PERMISSION subject to the following conditions

1. Full Time limit
2. Foul and Surface water drainage
3. Landscaping
4. Car parking and access
5. Retention and maintenance of canal
6. Restriction on areas to be specifically for that defined as park homes / tourers/ camping
7. Restriction on period of caravans 1 calendar month
8. Wildlife conditions

TWC/2013/0769

Land off, Castle Farm Way, Priorslee, Telford, Shropshire  
Erection of up to 600 dwellinghouses, means of access, internal roads, associated infrastructure, hard and soft landscaping and public open space

**APPLICANT**

Castle Farm Telford LLP

**RECEIVED**

19/09/2013

**PARISH**

St. Georges and Priorslee

**WARD**

Priorslee

**OFFICER**

Rob Price

OBJECTIONS RECEIVED: YES

MAIN ISSUES: Principle of Development, Green Network, Highway Safety, Residential Amenity, Regeneration, Planning Obligations and Viability

**PROPOSAL:**

This is an outline application for up to 600 dwellings, associated open space and infrastructure works with all matters other than access (that is, appearance, landscaping, layout and scale) being “reserved matters” for consideration at a later stage, via a separate application(s).

The site area is 16.61 hectares with approximately 3.375 hectares of public open space is to be provided including protected trees, footpaths and drainage courses.

An illustrative masterplan has been provided to understand how the scheme would sit in and link with its environs. In addition a phasing plan has been provided by the applicant to show how the proposed residential development would come forward.

Two new vehicular access points are proposed to the north and the south of the existing vehicular access off Castle Farm Way. The new southern vehicular access point will be a signalised junction. New pedestrian links are proposed with the surrounding area including to the new secondary school, sixth form and open space that recently came before planning committee members under planning reference TWC/2013/0774. A TOUCAN crossing will be provided at the northern most point of the site to provide a safe crossing point for pedestrians and cyclists (on NCN81) to Salisbury Avenue and the residential area beyond.

The full extent of the former Celestica employment land site is owned by Castle Farm Telford LLP.

## BACKGROUND:

The site has been subject to previous planning applications as detailed below and is already the subject of a Planning Committee resolution to grant planning permission.

Most recently planning applications for a mixed use residential and employment proposal came before planning committee in early 2010. The applications received support from the Council in terms of resolving to grant planning permission. Since this time the applications have been held in abeyance due to the failure to sign the S106 agreement required to release a decision notice. It is expected that these applications would be withdrawn should this application be approved.

The current proposal is a standalone outline planning application for residential development and differs from the previous site as it now includes the property known as The Cottage, Woodhouse Lane, Priorslee but excludes the western part of the site the subject of a separate detailed planning application by the Council for a new secondary school, sixth form and open space that recently came before planning committee members under planning reference TWC/2013/0774.

An application for earthworks under planning ref TWC/2013/0423 was approved in the summer to prepare the site for development.

## ENVIRONMENTAL IMPACT ASSESSMENT:

A formal request for an Environmental Impact Assessment (EIA) Screening Opinion was submitted to Telford and Wrekin Council on 13<sup>th</sup> February 2013. The Council's formal Screening Opinion has confirmed that EIA is not necessary in this case and that an Environmental Statement is not required to accompany planning the application.

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

- Planning application form and certificate
- Site location plan
- Conceptual masterplan
- Design, Access and Sustainability Statement
- Transport Assessment
- Residential Travel Plan
- Flood Risk Assessment
- Ecological Impact Assessment
- Arboricultural Impact Assessment
- Topographical Survey
- Desk Study and Geo-environmental Report

- Affordable Housing Statement
- Section 106 Heads of Terms
- Statement of Community Involvement

The planning application material takes account of the Council's proposal for a new 900 place secondary school, sixth form and associated facilities on the adjacent site to the west under planning application TWC/2013/0774. This proposal is shown on the submitted conceptual masterplan for indicative purposes only. Where necessary, reports have been commissioned and prepared on a joint basis in order to ensure that the two developments will proceed on the basis of a full understanding of cumulative effects of both proposals on the infrastructure, physical and environmental issues relevant to the sites. Such an approach has enabled appropriate mitigation strategies to be identified where appropriate. The joint reports are as follows:

- Transport Assessment
- Ecological Impact Assessment
- Arboricultural Impact Assessment
- Topographical Survey
- Desk Study and Geo-environmental Report

Prior to submission, the applicant engaged in pre-application discussions with Council Officers through a Strategic Application Workshop meeting. Pre-application advice as well as public consultation is considered best practice and is encouraged but there is no statutory requirement for applicants or developers to do so prior to making a planning application.

#### SITE & SURROUNDINGS:

The site area is 16.61 hectares and enjoys many specimen trees that are subject of a group TPO. The site now includes the abandoned property known as The Cottage, Woodhouse Lane, Priorslee which also contains a number of TPO's.

Extensive earthworks have been undertaken along the southern boundary in preparation of the previous mixed used residential, employment and hotel proposal that haven't come to fruition. Some of these earthworks have inadvertently collected rain and surface water and subsequently gained limited ecological value, these areas will be removed and mitigation provided.

The site currently retains the original Celestica access from Castle Farm and some of the internal road network that the Council plan to utilise for construction purposes for the proposed Priorslee school and sixth form. The proposal will eventually see this access closed and the introduction of two new access points to the site to the north and south of the original.

The A4640 forms a physical boundary to the immediate east and north of the site. The road is single carriageway with a 60 mph speed limit in place adjacent to the site. Further north the speed limit of the road drops to 40 mph as it runs adjacent to the existing residential development of Priorslee.

There are a number of footpaths and key linkages through the adjacent open space including a Public Right of Way along the western boundary and public footpath along Teece Drive providing access to the reservoir and the surrounding green space. The proposal will link into these existing routes. Route 81 of the National Cycle Network runs adjacent to the northern boundary of the site. The closest railway station is the Telford Central Station located off Euston Way, approximately 2.5km to the west. The nearest bus stops are located on Castle Farm Way, where an hourly service operates to Telford Town Centre (weekdays and Saturdays).

In terms of the wider surroundings, there is existing residential development to the north, to the east is Castle Farm Way and open countryside beyond. Priorslee lake (a balancing lake and designated County Wildlife Site) is located to the south and Junction 4 of the M54 Motorway beyond. Immediately to the south-west, there is an existing woodland belt and then commercial premises operated by Ricoh, the M54 Motorway and the Stafford Park employment area. The proposed secondary school, sixth form and associated facilities in addition to public open space lie to the west. Beyond this there are established areas of housing situated off Priorslee Avenue. The majority of the houses were constructed in the 1990's and comprise detached and semi-detached houses in a cul-de-sac layout. Further to the west is the University of Wolverhampton - Telford Campus.

The topography of the site rises by approximately 15 metres from the southern boundary of the site to the northern edge of the site adjacent to Castle Farm Way. This sloping downwards towards the southern side of the site provides the opportunity of views towards Priorslee Lake.

The Environment Agency Flood Maps indicate that the site is entirely within Flood Zone 1, where there is a low probability (less than 1 in 1000 chance) of fluvial flooding. The closest surface water feature is the Wesley Brook to the south. To the south east, the brook flows into Priorslee lake balancing pond/reservoir. The lake is managed by Severn Trent Water and discharges via a weir to continue as the Wesley Brook further east.

A public foul sewer runs north to south within the former employment land and was partly diverted in 2009. A public storm sewer runs north to south within the site and discharges to Priorslee lake. There are no private sewers within the site.

No ecological designations affect the site and there are no internationally or nationally designated sites within 2km. The Priorslee lake balancing pond is

designated as a county wildlife site, but otherwise there are no other statutory or non-statutory designations within 1km.

#### RELEVANT PLANNING HISTORY:

The former Celestica employment land has been the subject of a number of planning applications to secure its redevelopment.

This current planning application seeks outline permission for the erection of up to 600 dwellings and infrastructure works with access. A separate standalone detailed planning application has been by the Council for the construction of new school buildings and infrastructure works on the remainder of the former Celestica employment land under planning reference TWC/2013/0774.

Most recently, planning application reference TWC/2013/0423 sought planning permission for 'Earthworks in preparation for a school and residential development' and planning permission granted on 19th August 2013. This permission grants approval for the earthworks only and does not relate to the principle of the site's redevelopment for education or residential uses.

W2008/1063 - Signage - Advertisement Consent Granted - 29/10/08

W2008/0799 - 32,484 sq m of employment floorspace (use class B1) – Resolution to Grant – 10/03/10

W2008/0752 - Sales/Visitor Centre - Full Grant - 06/08/08

W2008/0749 - Road network - Full Grant - 02/12/2008

Planning application reference W2008/0457 sought planning permission for 'Earthworks in preparation for commercial and residential space'. Planning permission was granted by the Council on 3rd July 2008, and the earthworks were carried out between 2009 and 2010.

W2008/0172 – Tree Works – TPO Grant – 28/03/08

W2006/0968 – Access and Road Layout – Resolution to Grant – 31/10/07 and 27/01/10

W2006/0967 – 31,400 sq m of employment space (use class B1/B2), hotel (250 bed), boat club (232 sq m), associated access road and other infrastructure – Appeal Withdrawn – 05/10/07

Planning application reference W2006/0966 was submitted in 2006 and sought outline planning permission for 51,095sqm employment floorspace (Use Class

B1/B2), 550 residential dwellings, a 6,503sqm hotel and associated access roads and other infrastructure. The Council resolved to grant planning permission in 2007 and then again in 2010 but did not issue a decision notice as the developers failed to sign and complete the necessary Section 106 Agreement.

#### RELEVANT PLANNING POLICY:

##### National Planning Policy Framework

##### LDF Core Strategy:

- CS1 Homes
- CS3 Telford
- CS8 Regeneration
- CS9 Accessibility and Social Inclusion
- CS12 Natural Environment
- CS13 Environmental Resources
- CS15 Urban Design

##### Saved Wrekin Local Plan Policies

- UD2 Design Criteria
- UD3 Urban Design Assessments
- UD4 Landscape Design
- UD6 Major Transport Corridors and Gateways into Telford
- H22 Community Facilities
- H23 Affordable Housing
- T4 Development Principles
- T22 Planning Obligations
- OL3 Green Network
- OL4 Development in the Green Network
- OL11 Woodland and Trees
- OL12 Open Land and Landscape – contributions from new development
- OL13 Maintenance of Open Space
- LR6 Developer contributions to outdoor recreation open space provision within new residential developments

#### CONSULTATION RESPONSES:

For all consultations received by the Development Management Team the following text below represents a summary of the salient points made in relation to the application. Full versions of all consultation responses can be viewed by Members of the Planning Committee via the Council's e-planning system.

### Standard Consultee Responses:

Cllr Veronica Fletcher: Object due to lack of pre-application consultation with the community and not considering access to school site through proposal.

St. Georges and Priorslee Parish Council: Object due to lack of public amenities, would cause an increase in CO emissions and the lack of parking facilities at the proposed school which would create parking problems in the residential area.

Environment and Planning Policy: Support. The proposal involves redevelopment of previously developed land with the existing development boundary for housing and open space. The Wrekin Local Plan identifies part of the site as an employment commitment. New open space will provide north-south green links and is acceptable in policy terms. Residential use is considered acceptable due to the site's location and the level of affordable housing will need to be justified through a viability appraisal to be considered by the Council's Inward Investment & Housing Group Manager.

Education: Comment. Request contributions toward education facilities of £1,348,302 toward primary schools and £717,949 toward secondary schools should the new Priorslee secondary school and sixth form proposals not come forward.

Affordable Housing: Comment. The original offer of 3.8% offer is relatively low in comparison with the 38% requested in policy terms. There is currently no affordable housing in Priorslee and this offer will need to be reviewed in the light of viability to ensure the scheme can offer remediation, mitigation and is deliverable.

Inward Investment & Housing Group Manager: No objections subject to a robust future review mechanism on phasing of scheme to be included in S106.

Officers recommended that the outline planning application be subject to a viability appraisal in order to verify the planning obligation package offered by the applicant.

A similar process was conducted on a previous application for the same land (W2006/0966) where a scheme for 550 new homes and commercial space/hotel was approved at Plans Board on 27th January 2010. This application included an affordable housing provision of 3.8% or 21 units.

The applicant's viability assessment has been considered both internally by the Inward Investment & Housing Group Manager and externally by the DVS, a property services arm of the Valuation Office Agency.

The object of any viability appraisal is to determine whether the financial and other contributions are reasonable given the values and costs associated with developing the site.

Given the commercial confidentiality of costs, not all figures can be shown but suffice to say the applicant's viability shows a scheme producing an inadequate return of profit based on current lending criteria. Their proposal includes the below highway infrastructure improvement package (S278) and planning obligations (s106) package.

Both the DVS and the Council had differences of opinion on some of the various values and costs contained in the applicant's viability appraisal and at the time of writing this report, details regarding the appraisal and the amounts of some of the contributions are still to be made final. However, the differences of opinion do not appear to be of great significance. The appraisal prepared by the DVS still showed the scheme being well below a market expectation of profit return although slightly better than that suggested by the applicant.

S106:

Affordable Housing (off-site)	To be confirmed
Education	To be confirmed
Off-site play contribution (NEAP)	£220,000
SUDS/SWALES Maintenance	To be confirmed
POS Maintenance	To be confirmed
Section 106 monitoring	£10,000
Contribution towards Public Transport [Arriva Service 24]	£100,000
Bus Stops	To be confirmed
Commuted sum for Castle Farm Way (southern access)	To be confirmed
Commuted sum for Priorslee Av/Castle Farm Way lights	To be confirmed
Commuted sum for Toucan Crossing	To be confirmed

S278:

Junctions from Castle Farm Way to development	£375,000
Priorslee Avenue / Castle Farm Way junction upgrade	£300,000
Toucan Crossing adjacent to site on Castle Farm Way	£40,000
Castle Farm Way – amended speed limits	£25,000

Other on-site infrastructure costs to be born by the developer include:

Roads, drainage, street lighting, signage and white lining	£1,800,000
Swales	£200,000
Retained Wildlife Habitat	£50,000
Amenity Grassland	£91,130
Ornamental Planting	£84,380
Hard Surfacing	£185,625

Gas	£355,000
Electricity	£750,000
Water	£790,000
Telecom	£50,000
BT diversion works	£169,280
S185 diversions	£293,127
Highway Authority fees (allowance)	£50,000
Foundation works	£900,000

As soon as the final details of the applicant's viability appraisal are available and the amounts of each contribution known, they will be the subject of an update report to the Planning Committee.

Given the scheme's length and outline nature, it is recommended that a robust review mechanism is included in any S106 agreement to capture any change in circumstances. The suggested timing would be linked to each of the four phases proposed by the applicant where a fresh viability appraisal would be required.

Highways: No objections subject to conditions in relation to highway improvements in the Priorslee area including construction and drainage details, specifications, signage details, a site construction management plan and a travel plan. A S278 agreement will look to secure off-site highway infrastructure in terms of the signalisation of Castle Farm Way and Priorslee Avenue, the signalisation of Castle Farm Way and the new southern access to the site and a TOUCAN crossing across Castle Farm Way in the vicinity of Salisbury Avenue. Highway mitigation in terms of maintenance costs and public transport enhancement are also requested and will be secured via a S106 agreement.

Road Safety & Sustainable Transport: No comments received.

Parks and Open Spaces: Support subject to conditions. Request off-site contribution of £220,000 toward upgrade of a nearby NEAP and if there is to be a transfer of open space to the Council, a contribution towards the maintenance of that open space via a S106 agreement.

Sports & Leisure: No comments received.

Aboriginal: Comment. This application is for outline only. There are constraints on the site in the form of protected trees these are existing features of the site that offer considerable amenity which will need to be designed around.

Ecology: Comment. The plantation woodland and other habitats present on the site are not locally significant and their loss is not a significant impact. The proposed development has the potential to impact upon Priorslee Lake County Wildlife Site by

increased disturbance and increased water pollution according to Atkins. The retention of the vegetated buffer between the development site and Priorslee Lake will protect the lake and the associated bird life from disturbance according to Atkins (2013). The proposed swale system will manage water on the site during construction and operation and will prevent pollution impacts on the neighbouring lake according to Atkins (2013). The Concept master plan shows the retention of the shelter belts within the site and the vegetated buffer between the site and Priorslee Lake County Wildlife Site. The loss of a nesting site for Little Ringed Plover is undesirable but accepted that the provision of nesting sites for this species, which is susceptible to disturbance and predation, within or in close proximity to a residential development of this scale is unlikely to be achievable. No objections then subject to conditions and informatives regarding protection of wildlife, bats, great crested newts, common amphibians, birds, badgers as well as habitat protection, creation and management.

Drainage: Support subject to a condition and informative regarding a scheme for surface water drainage and attenuation for the development and the maintenance of drainage features on the site via a S106 agreement.

Environmental Health (Pollution Control): No comments received.

Environmental Health (Contaminated Land): Comment. Suggest standard land contamination condition.

Archaeological: Comment. The south-eastern part of the proposed development affects the site of a farmstead enclosure of Iron Age to Roman date (Shropshire Historic Environment Record [HER] No. 00281). Most of the site was destroyed with the construction of Priorslee Lake, and an archaeological evaluation in 2008 of the part of the site within the proposed development area failed to locate any archaeological features or deposits. Nevertheless, the site is a Scheduled Ancient Monument (Ref. Telford & Wrekin 207, "Site revealed by aerial photography N of Castle Farm"). Recommend consultation of English Heritage.

Sustainability: Comment. The proposal should meet a minimum level of code 3 for sustainable homes.

Urban Design: No comments received.

#### External Consultee Responses:

Highways Agency: No objections.

Natural England: Comment. Raise no objections.

Shropshire Ornithological Society: No comments received.

Shropshire Wildlife Trust: No comments received.

Friends of Priorslee Lake: No comments received.

English Heritage: Comment. Scheduled ancient monument identified and watching brief requested.

Environment Agency: Comment. No objections. The site is in flood zone 1 but looks to discharge surface water to Priorslee Lake and it might be necessary to raise the weir to prevent downstream flooding.

Severn Trent Water: No objections subject to condition regarding foul and surface water as well as advising of a public sewer on site.

Shropshire Fire Service: Comment suggested informative that should be attached to any consent issued.

West Mercia Constabulary: No comments received.

#### Local Representations:

RICOH: Support subject to conditions and note that relationships with their neighbours are considered very important to the company. Concern regarding use and capacity of the foul and surface water sewers and sustainable methods of drainage. Access to gate and water meters is needed during construction and thereafter. Residual risk of noise and air pollution remain. No objection to the proposal subject to these issues being addressed.

At the time of writing the Council had received 67 objections to this proposal including those from residents groups such as the Priorslee Protection Association and Priorslee Community Association. Three comments and one supporting representation on the proposal have also been received. The issues/concerns raised in relation to the application are summarised below in no particular order:

- Access to school should be from Castle Farm Way or via Severn Trent land
- Increase in traffic and congestion
- Highway safety will worsen
- Traffic Assessment is flawed and unrealistic
- Signalisation of Castle Farm Way/Priorslee Avenue Junction required
- Highway mitigation will be necessary
- Lack of assessment of cumulative effects of all development
- Loss of residential amenity

- Increased air and noise pollution
- Drainage issues
- Culvert under Teece Drive is redundant
- Increase surface water run-off due to impermeable areas created
- New community facilities required
- Loss of woodland
- Loss of public footpaths
- Effect on natural feeding habitat for bat population when trees removed
- Lack of pre-application consultation by the applicant
- High density that will not be in keeping with existing properties
- Undeveloped land adjacent to Gatcombe Way

#### PLANNING CONSIDERATIONS:

This proposal was the result of an extensive pre-application process with key internal planning consultees and an Environmental Impact screening opinion request was submitted and answered in advance of the planning application being submitted.

The application is in outline apart from access so all other matters (that is, appearance, landscaping, layout and scale) being “reserved matters” are for consideration at a later stage, via a separate application(s).

#### Principle of Development

The principle of development is supported in this location as it is within the built up area of Telford as defined by the Proposals Map of the Wrekin Local Plan, accordingly the principle of development is considered acceptable.

Furthermore the site is well located near to Telford Town and Priorslee Local Centres, on the edge of an existing residential area and is easily accessible for cyclists and pedestrians.

The site has three designations in the local plan, it is shown to be partly white (developable), partly allocated employment site and partly green network land on the Wrekin Local Plan Proposals Map. More recently the National Planning Policy Framework (NPPF) states that applications for alternative uses of land or buildings on previously used land including employment sites should be treated on their merits.

In 2010, the Borough had 227.2 hectares of employment land (including committed sites and those for which planning permission has been granted for new employment uses). In the light of the substantial supply, it is not considered that this element of the application site is required in the Borough’s portfolio of employment land. It is considered that there are better employment sites available in the portfolio that would be more suitable for employment use than the application site and that development of the application site for residential development would not undermine

the Council's strategy of maintaining a portfolio of employment sites that are attractive to market needs.

The golden thread running through the National Planning Policy Framework (NPPF) is one of a presumption in favour of sustainable development and notes that development proposals that accord with the development plan should be approved without delay.

The NPPF also notes that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth and that Planning should operate to encourage and not act as an impediment to sustainable growth.

The NPPF refers to how the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Planning decisions should aim to achieve places which promote

- Opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity
- Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

The NPPF also looks to Local Authorities to provide better rights of way links to existing networks including National Trails such as the National Cycle Route Network in this case.

The applicant states the thrust of the guidance in the NPPF is that everyone should have the opportunity to live in a high quality, well designed home which is affordable and in a community where they wish to live. In order to achieve this objective it is necessary to significantly increase the supply and choice of homes. Paragraph 47 of the NPPF also requires that local planning authorities should 'identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements' with an additional buffer of 5 per cent, or 20 per cent if there has been a poor record of housing delivery.

Telford & Wrekin Council is required by national planning policy to identify a continuous five-year supply of housing land to meet its housing requirement. Government requires all Councils to do this, forming the basis for determining planning applications for new housing at the present time.

The issue of housing delivery has become increasingly important since the publication of the National Planning Policy Framework (NPPF) in 2012, which established the 'presumption in favour of sustainable development' should Authority's be unable to demonstrate a five-year supply of deliverable housing sites. The new policy approach is seen as key by the Government to significantly boosting housing supply across the country and ensuring development is sustainable. A number of recent planning appeal decisions throughout England have reinforced the importance of the five year housing land supply issue.

It is therefore necessary to consider the current position in Telford & Wrekin with regards to its five-year land supply.

Evidence has now come to light demonstrating only a 2.5 year supply exists, meaning that where the LPA cannot demonstrate a 5 year land supply then relevant policies for the supply of housing should not be considered up-to-date. For Telford & Wrekin Council this means policies CS1 (Homes) which identifies dwelling requirements for Telford, Newport and the rural area and potentially CS6 (Newport) and CS7 (Rural Area) which seek to direct housing into certain locations in line with the strategy. This means that applications cannot be refused on the grounds of housing supply alone and there will be a presumption in favour of sustainable development. As the development is in the existing brownfield site within the urban area the site is considered sustainable, furthermore it is available, achievable and deliverable within the next five years. It is therefore able to meet the requirements of the National Planning Policy Framework (NPPF) regarding the delivery of housing in a sustainable location.

The proposal is for 600 dwellings and associated open space and infrastructure works on a brownfield site in the urban area and is considered to be in a sustainable location and will help start bridging the gap toward achieving the Council's 5 year housing land supply.

The following planning policies from the Core Strategy are relevant to this proposal:

Policy CS1 seeks to provide a mix of new housing in Telford as a growth point in the West Midlands. This proposal seeks to redevelop brownfield land and is considered will provide much needed housing in a sustainable location.

Policy CS3 relates to development in Telford. This states that Telford will accommodate the majority of new services and that all development will support Telford's role as a sub-regional focus for balanced growth. The development is located within the existing urban area of Telford adjacent to the urban fabric of Priorslee and so accords with policy CS3.

Policy CS8 encourages regeneration and looks to improve existing housing stock.

Policy CS9 aims to ensure that everyone is afforded reasonable opportunity to access schools, recreation and open space, sports facilities and other key services. As part of this, development is required to promote sustainable forms of transport, locate in centres to minimise the distance people have to travel, increase the safety of travel, and include measures that minimise the negative environmental impacts of travel. Whilst the proposal is not within a District of Local Centres the development proposal is located on the fringe of an established urban community which has good provision of services and facilities, including local shops on Priorslee Avenue, public transport via the number 24 bus service that runs between Telford Town Centre and Oakengates, and primary walking and cycling links including via the Hutchinson Way and National Cycle Route Network Route Number 81 and other nearby routes. Improvements to existing pedestrian and cycle accessibility in and out of the site are also proposed. The proposed development would therefore accord with this policy.

Policy CS12 seeks to protect biodiversity and ensure development delivers enhancement. It is considered the proposal looks to provide new open space and important north-south green linkages.

Policy CS13 notes that development proposals should seek to avoid the risk of contamination and flooding. Through the supporting documentation and detailed discussions this matter has been progressed and will be secured through planning condition.

The following planning policies from the Wrekin Local Plan are relevant to this proposal:

Housing policies H22 and H23 look to provide community facilities and affordable housing respectively. The proposal has been subject to ongoing viability discussions with supporting information and it may be that the development is not able to support an affordable housing provision (subject to later viability reviews). However, if affordable housing can be provided, in order to secure funding toward community facilities any affordable housing scheme would have to be deliverable. Subject to the details to be set out in the update report, the proposal could offer contributions toward affordable housing, education and play facilities as well as securing accessibility improvements through improved footpath, cycleway, highway and public transport connections. Preferably a mix of dwelling types and tenures would be provided in an exemplar scheme to ensure sustainable and mixed communities. Where this is not possible it is considered appropriate to secure an off-site contribution toward affordable housing schemes in the Borough.

Policies OL3 and OL4 seek to protect the Green Network and only permit development within it where there are exceptional circumstances, the proposal

contributes or is complementary to the aims of the Green Network, where environmental and community benefits are an integral part of the proposal and where redevelopment proposals are not of a scale which would be incompatible with the long term aims of the Green Network in the locality.

This proposal seeks to provide residential development in this area of Priorslee. The proposal includes open space that will be accessible to the community and includes landscaping and ecological mitigation required under policies OL4 and OL5. In addition the proposal includes planning contributions to be secured by way of a S106 and S278.

The Green Network part of the site has limited value in terms of the trees and ecology value it holds which meet the original aims and objectives of the green network policy. The Green Network policy allows for development as long as it does not significantly affect the function or aims of the green network. The proposal seeks to provide new residential development and open space, providing important north-south green corridors and it is therefore considered that the proposal accords with the green network policy.

Policy OL11 seeks to retain and enhance trees and woodland of significant amenity value and that make a valuable contribution the character of the landscape, a settlement, its setting or have significant ecological value. In noting the loss of a number of trees through the proposal to re-level the existing open space it is considered this proposal keeps the important trees and enhances with replacements and will result in a more manageable woodland buffer.

Through Policy OL12 the development proposal seeks landscape improvements. It is considered the proposal is acceptable in this regard and the detail will come forward through conditions and future applications.

The maintenance of open space for the development will be secured by way of a planning condition or, if the open space is to be transferred to the Council, through a S106 contribution and this is considered to comply with Policy OL13.

Policy LR6 looks for developer contributions to outdoor recreational open space or equipped areas of play when new residential developments are proposed. The proposal looks to provide a planning contribution toward play facilities in the local area to be secured by S106 agreement so is considered appropriate.

### Viability

The National Planning Policy Frameworks advises at paragraph 173 that pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and

the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

The viability assessments have identified the Section 106 obligations that the applicant believe can be supported by the scheme further to discussions with various departments within the Council. In this instance, the assessment process will be made final in an update report.

The applicant's viability assessment has been considered both internally by the Inward Investment & Housing Group Manager and externally by Tony Williams of the DVS, a property services arm of the Valuation Office Agency. The viability appraisal submitted has been independently assessed by the DVS for consistency in approach as they looked at the viability of the site in 2010. The DVS still consider that the site cannot sustain the levels of planning obligations which the Council would normally expect from such a large scale residential development. The update report will provide the detail but it is clear that, if this application is to be approved, the Council could only insist on significantly reduced planning obligations (subject to later viability reviews).

The Council's Inward Investment & Housing Group Manager considers in the light of the viability evidence that the scheme is currently unviable and when a reduced package of planning contributions are finalised must be subject to a robust review mechanism.

The key matter to consider here is whether the proposal is deliverable. If the scheme is not deliverable no planning gain can be secured either. It is unlikely that the detailed viability update report is going to provide the complete and rounded package of community gain which the Council would expect to secure from this scale of residential development. However, the viability position cannot be ignored and the Council is still required to enable development to be deliverable and to allow a reasonably competitive return for the owner/developer. The Council cannot impose obligations of such a scale that the ability of the site to be developed viably is threatened.

A robust viability review mechanism linked to a phasing plan and/or periodic reviews on subsequent applications is standard practice and is considered essential for reviewing schemes when developers do not bring forward development. This ensures that the developers do not make any additional profit by "land-banking" the

site and waiting for market conditions to improve and will be applied to the S106 agreement should planning permission be granted.

### Design, Open Space and Trees

The application is for outline only and seeks only access for determination at this time and as such the detailed design, in terms of appearance, layout, landscaping and scale will be considered part of future detailed applications. It is important then that this application is considered on its merits in terms of the conceptual masterplan provided.

The NPPF refers to the Government attaching great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

The NPPF also notes that visual appearance and the architecture of individual buildings are very important factors, however, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Furthermore Policy CS15 of the Core Strategy notes that the design of development will assist in creating and sustaining safe places, strengthening local identity and projecting a positive local image through influencing the appearance and use of the local environment. It is considered that the proposal will create a much needed residential development in Telford.

The applicant notes that the site affords a number of opportunities that should be enhanced throughout the development of the site. These include:

- Integrating existing landscape features of high value including mature trees, hedgerows and bands of vegetation and the brook course;
- Creating a series of public open spaces in the existing areas of landscaped settings including along the brook course and the lake edge;
- Exploiting views out of the site – towards the lake to the South;
- Creating pedestrian / cycle friendly routes that link to the surrounding context including the proposed secondary school.

The site is large enough for the creation of a number of character areas to break up the development and provide a series of smaller neighbourhoods within the new community.

The analysis of both the wider context and the site itself and immediate context has informed the development of a conceptual strategy that sets out the development objectives and a framework for achieving these in terms of access and movement, public open space provision and the main development parcels and character areas.

The applicant also states there are a number of potential development constraints across the site and within the surrounding context. It is important to identify these so that the proposed design can respond to them appropriately for example with mitigation measures or with careful planning of the proposed layout, these are:

- The character of surrounding residential areas needs to be reflected in the development in terms of appearance, house type and size and scale and massing;
- Castle Farm Way is a busy main road and consideration should be given to the relationship between the proposed new housing and the road – for example, incorporation of a buffer strip and screening by mature hedgerows;
- Proposed new access points of Castle Farm Way need to consider the existing junctions to ensure highway safety;
- Existing site features that are to be retained need to be integrated well within the proposals;
- The site boundary with the proposed Holy Trinity Site needs to be considered with regards to proximity of proposed new dwellings.

The applicant states a good variety of dwelling types will be provided and that they will be distributed across the site in accordance with the creation of appropriate character areas and consideration of the existing housing stock locally. A wide variety of housing types provide for the diverse cultural, social and physical needs of a community and provides the adaptability necessary to meet social and economic changes over time in order to create a sustainable neighbourhood.

The proposed average density across the whole site is 43 dwellings per hectare. The density will not however be uniform across the whole site, but will respond to the specific qualities of the position within the site including surrounding local context, be it existing housing or open space, as well as the distinct character that is proposed for that location.

Areas adjacent to open space both in and around the site for example will be of a lower density in order to provide a transition between the proposed built up area and undeveloped areas. This includes areas overlooking Priorslee Lake as well as those along the proposed public open space to be provided along the existing brook course.

Proposed higher densities will be concentrated towards development parcels within the centre of the site and along main routes to help reinforce them. Areas of medium densities will provide transition from these more built up areas to the proposed lower density areas to the site and open space edges.

In addition to footpaths that follow the proposed road network there will be a series of footpaths that run independently throughout the site and link to the surrounding network. The footpaths will provide routes through and access to the areas of public open space and amenity areas proposed within the site including along the north of the lake and along the brook course. They will also provide links to the Priorslee school site.

The applicant considers the masterplan creates a network of open space including a landscaped corridor that follows the brook course along the western edge of the site and integrates other existing features such as mature trees and vegetation. The corridor also extends along the southern boundary of the site to create amenity space within the attractive setting of the north of Priorslee Lake with its established planting.

A pocket park has also been proposed within the heart of the development parcels to help break up the built form and provide accessible amenity space within a good proximity to the main residential areas. It also helps to provide a point of reference to enhance legibility and way-finding throughout the development.

A landscaped edge along Castle Farm Way has been proposed to provide a protective screen between the proposed development and the main road. It also softens the edge of the development in terms of views from the surroundings into the site.

In addition to providing visual interest and usable amenity spaces, the proposed green spaces aim to enhance the ecological value and biodiversity across the site. They also provide opportunities for sustainable drainage and the landscaped corridor will include additional drainage swales as part of the development.

The proposed public open space provides substantial areas of soft landscaping and vegetation that will reduce surface water run-off. The provision of landscaped edges particularly helps to intercept or slow surface run-off that would otherwise reach the surrounding road network.

Further sustainable drainage measures include the proposed provision of drainage swales within the landscaped corridor which will collect storm water run-off and channel it to the existing drainage point that discharges into the lake. The swales

will be planted with indigenous species that can withstand both wet and dry conditions and that can aid filtration and help to remove pollutants from the run-off.

In principle, this proposal for residential development and open space retains the principal trees on-site and is supported in order to facilitate the redevelopment of land which has been derelict for a number of years. The main reason is one of sustainability, which includes, the recycling of brownfield land, its location, adjacent to a residential area and a major employer in the town.

Despite being partly a brownfield site, it is an attractive area with a semi-rural character. The site is highly visible from Castle Farm Way and is considered a primary transport corridor and gateway entrance to this part of Telford under Policy UD6 of the Wrekin Local Plan. The site sits adjacent to the existing urban fabric and built form of Telford and is well connected through footpaths and cycleways to the local community, local centre and surroundings and via public transport beyond the site.

Accordingly, on balance it is considered the proposal meets the objectives of adopted design criteria as set out in policy UD2, UD3, UD4, UD5 and UD6 of the Wrekin Local Plan and Policy CS15 of the Core Strategy. This being subject to the imposition of planning conditions relating to the samples of materials proposed as well as allowing for consideration of some of the finer design detailing, especially around landscaping and street furniture.

### Highway Related Matters

The applicant notes that the development of the site for purely residential purposes, rather than residential and employment uses will significantly reduce the number of road traffic movements generated by the proposed development.

The proposal has been accompanied by a full Transport Assessment that assesses the cumulative effects of both this proposal and the application reference TWC/2013/0774 for a new secondary school, sixth form and associated facilities (full) on land adjacent to this application. The TA submitted suggests the proposal can work with limited mitigation.

The Priorslee Avenue / Castle Farm Way junction is predicted to only experience minimal queues and delays in 2015 with the school and residential traffic. Queues in 2030 are also expected to remain minimal, but average delay levels are expected to increase to 50 seconds with development flows. In any case, the expected delays would be 28 seconds without the proposed development traffic and the TA concludes that overall, the Junction will operate with 24% spare capacity in the 2030 future design year (with development), and with minimal queue lengths.

The A5 / Redhill Way roundabout is predicted to operate within capacity for all assessed flow scenarios. The queue lengths with traffic from the proposed developments are predicted to be minimal and average delays are not expected to rise above 6 seconds per vehicle at 2015 and 13 seconds per vehicle in 2030.

Finally, the Priorslee Avenue / A5 / Holyhead Road Junction is also expected to continue to operate within capacity post development. Average delays are not expected to rise to above 6 seconds per vehicle at 2015 and 17 seconds per vehicle at 2030. Overall, the anticipated increase in delay levels and queue lengths generated are deemed to have a minimal impact on the operation of the junction.

The TA concludes that both the residential and school developments will have minimal impact on the highway network, with all junctions assessed predicted to continue to operate within capacity following the addition of all development traffic and committed development traffic in the 2030 future design year.

It is important to note that whilst it is useful for studies to consider the cumulative impacts beyond their own boundaries each planning application should be considered on its own merits and standalone with its own set of mitigation if required. This is important as any proposal can fail for a myriad of reasons and as such this application should be considered on its own merits. It has its own defined planning unit and access and does not rely on any other scheme coming forward.

The Highway Agency had originally objected to the proposal on the basis there was a lack of detail regarding modelling data to ascertain whether the proposal would adversely affect the functioning of the M54. This information was provided to the HA who have reviewed it with their consultants JMP and now offer no objections to the proposal.

The concerns raised by St. Georges and Priorslee Parish Council in addition to local residents are noted. These concerns primarily focus on the negative effects of the proposal in regard to the vehicular access point for the school via Teece Drive off Priorslee Avenue, noting it should be from Castle Farm Way, the increase in traffic and congestion, highway safety issues and lack of bus and car parking.

The Priorslee Protection Association residents group have commissioned their own transport consultants (Corun) who have produced a report that queries the data used in the Transport Assessment submitted with the application, objects to the proposal on the grounds of highway safety and capacity and advocates the proposed new school be accessed from Castle Farm Way.

This report has been rebutted by Atkins who produced the original Transport Assessment as well as Alliance planning who provide further clarification that their data is robust and sound and suggest mitigation works where necessary.

Policy T22 states that the transport needs generated by the development will be provided by transport improvement to be funded by the developer. The response from the Highway Authority has set out the contributions that need to be sought for transport improvements.

The proposal is for outline permission with access from the highway to be determined only. The internal layout is illustrative only at this time and may alter but remains wholly in the ownership of the applicant who will ultimately decide on an internal layout and access arrangements across their land. Agreements regarding access over private land are commercial matters that the LPA have no authority over. Applications have to stand on their own merits and should not be subject to potential ransom strips that could potentially stymie development.

The provision of two new access points (one signalised) to the site off Castle Farm Way, the improvement of the existing highway and public transport infrastructure as well as the local Rights of Way network (to be secured through condition, S278 and S106 agreements) are considered by the Highway Authority to be acceptable and the proposal will not prejudice the safety and free flow of highway users.

The proposal is accessible for the local catchment area via local footpaths and is located in close proximity to a bus route.

There are no objections in principle to the proposal from the Highway Agency or from the Highway Authority subject to conditions and planning mitigation specified. It is considered then that sufficient information has been provided in order to come to a decision and that through appropriate mitigation and planning conditions the proposal is considered acceptable. Accordingly the proposals are considered acceptable given this advice and in respect of Policies T4 and T22 of the Wrekin Local Plan providing the inclusion of the conditions and contributions are attached to any permission granted.

### Character and Residential Amenity

The character of the area is considered to be residential suburban in the main, although the close proximity of RICOH as one of Telford's primary employers should be noted along with the University of Wolverhampton's Telford Campus. It is felt that the proposals for residential development and open space in this locality are a logical end use.

The construction phase of the proposal may sometimes cause temporary effects to residential amenity but it is important to note in this case all construction traffic will be directly from Castle Farm Way and works will be controlled through a Site Environmental Management Plan secured through a condition. Consequently it is

considered that the proposal overall will not have an adverse impact on the residential amenities or the character of the surrounding area.

### Ecology

The site contains the following habitats: bare ground with pioneer plant communities, ponds and ditches, plantation woodland, scattered trees, scrub, tall ruderals, hedgerows, natural semi-improved grassland and enmity grassland, hard standing and a derelict house with no roof. The plantation woodland and other habitats present on the site are not locally significant and their loss is not a significant impact.

The proposed development has the potential to impact upon Priorslee Lake County Wildlife Site by increased disturbance and increased water pollution according to Atkins. The retention of the vegetated buffer between the development site and Priorslee Lake will protect the lake and the associated bird life from disturbance according to Atkins (2013). The proposed swale system will manage water on the site during construction and operation and will prevent pollution impacts on the neighbouring lake according to Atkins (2013). The Concept master plan shows the retention of the shelter belts within the site and the vegetated buffer between the site and Priorslee Lake County Wildlife Site. The loss of a nesting site for Little Ringed Plover is undesirable but it is accepted that the provision of nesting sites for this species, which is susceptible to disturbance and predation, within or in close proximity to a residential development of this scale is unlikely to be achievable.

Three ponds will be permanently lost to the development, this loss will have occurred as part of the enabling earthworks for this site which is covered under a separate planning permission. As mitigation for this loss a new permanent water body will be created on the site and will be enhanced and planted with aquatic species.

It is considered that the proposal is acceptable subject to a planning obligation for habitat management in addition to conditions and informatives regarding protection of wildlife, bats, great crested newts, common amphibians, birds, badgers as well as habitat protection, creation and management.

### Drainage

Further to discussions with the Environment Agency and Severn Trent Water regarding the use of Priorslee Balancing Reservoir for surface water flows, TWC Drainage Engineers have suggested a surface water drainage condition that would allow for attenuation on-site should the use of Priorslee Reservoir not be considered appropriate. This approach is considered to be acceptable and as such a condition will be attached to any permission.

## Environmental Health

The applicants have submitted ground investigation reports that have surveyed the site and conclude that the site can be suitably developed. Having reviewed these reports, Environmental Health colleagues have suggested a standard land contamination condition.

In addition it is considered that any potential contamination or stability issues encountered on-site can be dealt with by way of standard conditions and through Paragraph 120 of the NPPF which clearly notes the responsibility for securing safe developments rests with the developer and/or landowner.

In relation to Pollution Control no comments have been received. It is considered however, Environmental Health matters can be conditioned out as the detailed layout and setbacks of the scheme will be informed by noise reports accompanying future applications. This matter can also be overcome with mitigation measures such as triple glazing and acoustic barriers if required.

## Conclusions

The proposal is an outline application for residential development with access the only matter for consideration.

The site is within the boundary of the built up area of Telford and the principle of residential development supports the Borough's Core Strategy on focussing development within Telford as expressed in Core Strategy policies 1 and 3.

Although the site was designated as employment land in the Wrekin Local Plan Proposals Map it is considered there is sufficient employment land in the Borough, furthermore the National Planning Policy Framework gives scope for committed employment sites to be developed for other purposes in order to support sustainable local communities.

The site is shown to be partly white (developable), partly on an allocated employment site and partly green network land on the Wrekin Local Plan Proposals Map. The green network to be lost is of little value and the proposal introduces new open space and green links plus community benefits by way of education provision, play provision, highway and PROW improvements including public transport improvements. More recently the National Planning Policy Framework (NPPF) states that applications for alternative uses of land or buildings on previously used land should be treated on their merits.

In principle, this proposal for residential development and open space retains the principal trees on-site and is supported in order to facilitate the redevelopment of

land which has been derelict for a number of years. The main reason is one of sustainability, which includes the recycling of brownfield land, its location, adjacent to a residential area and a major employer in the town.

Despite being partly a brownfield site, it is an attractive area with an almost rural feel to it. The site is highly visible from Castle Farm Way and is considered a primary transport corridor and gateway entrance to this part of Telford under Policy UD6 of the Wrekin Local Plan. The site sits adjacent to the existing urban fabric and built form of Telford and is well connected through footpaths and cycleways to the local community, local centre and surroundings and via public transport beyond the site.

Although the density of the scheme varies in pockets across the site giving an average of 43 dwellings per hectare which is considered high but not inappropriate for a location with the transport links this site enjoys. The appropriateness of the detailed layout is a reserved matter for consideration at a later stage, via a separate application. At this later stage, the Council will have the opportunity to assess the exact positioning of the proposed dwellings taking into account such matters as amenity, parking and provision and shading by adjacent trees. Similarly noise protection for dwellings can be conditioned with further details demonstrating that acceptable noise levels within the dwellings and the gardens of properties are not exceeded.

Accordingly, it is considered the proposal meets the objectives of adopted design criteria as set out in policy UD2, UD3, UD4, UD5 and UD6 of the Wrekin Local Plan and Policy CS15 of the Core Strategy. This being subject to the imposition of planning conditions relating to the samples of materials proposed as well as allowing for consideration of some of the finer design detailing, especially around landscaping and street furniture.

There is no objection in principle to the proposal from the Highway Agency or from the Highway Authority subject to conditions and planning mitigation specified the proposal is considered acceptable.

The proposal and the proposed access are considered to be acceptable and will not affect highway safety or unduly affect the free flow of traffic subject to conditions and mitigation works. A S278 agreement will look to secure off-site highway infrastructure in terms of the signalisation of Castle Farm Way and Priorslee Avenue, the signalisation of Castle Farm Way and the new southern access to the site and a TOUCAN crossing across Castle Farm Way in the vicinity of Salisbury Avenue. Highway mitigation in terms of maintenance costs and public transport enhancement are also requested and will be secured via a S106 agreement.

Site drainage is understood to be resolvable either on-site or with surface water discharge to Priorsee lake. Drainage will be secured by condition to ensure development proceeds in an acceptable manner.

The NPPF notes that where planning obligations are being sought, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled.

It is considered through the viability assessment submitted and independently reviewed that a reduced level of planning contributions will achieve a balance between policy considerations and a reasonable return to both landowner and prospective developer.

Overall, on balance it is considered then that this proposal is acceptable in principal as the residential development and open space are located on previously used land in an accessible location on the fringe of the existing urban fabric of this part of Telford. The application represents sustainable development for which schemes are looked upon favourably in the context of the National Planning Policy Framework.

#### RECOMMENDATION

Provided that the viability position is final and the heads of terms of the proposed S106 agreement are confirmed and acceptable, the recommendation to the Planning Committee is that DELEGATED AUTHORITY be granted to the Development Management Service Delivery Manager to GRANT OUTLINE PLANNING PERMISSION subject to the following:

- A.) The applicants entering into a Section 106 agreement with the Council (terms to be agreed by the Service Delivery Manager of Development Management) the details of which will be confirmed in an update report.

The agreed planning contributions will be subject to a robust review mechanism for fresh viability assessments linked to the phasing of the development to be carried out by the DVS or another independent consultant (at the expense of the owner/developer) from the date this proposal comes before planning committee. This will ensure that a review of the viability of the development proposals will be undertaken at appropriate times to assess whether the S106 package can be enhanced.

- 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 application)
2. A03 Time limit (submission of reserved matters)
3. B02 Standard outline some matters reserved
4. B11 Sample of materials and panel
5. B57 Land contamination
6. B121 Landscaping design
7. B126 Landscape management plan
8. B128 Landscape maintenance
9. B150 Site environmental management plan
10. BCustom Foul and surface water drainage
11. B/CCustom Ecology
12. BCustom Highways
13. C38 Development in accordance with submitted plans
14. CCustom Retention and protection of trees and hedges as shown
15. CCustom Phasing/periodic viability review
16. CCustom Scheduled Ancient Monument watching brief

#### Informatives

- I32 Shropshire Fire Service
- I40 Conditions
- I44 Reasons for approval
- I106 Permission subject to S106
- ICustom Ecology
- ICustom Surface water
- ICustom Bats
- ICustom Nesting wild birds
- ICustom Trenches
- ICustom Storage of materials

TWC/2013/0808

Grange Park Primary School, Calcott, Stirchley, Telford, Shropshire, TF3 1YQ  
Outline application for the demolition of the existing school buildings and erection of up to 37 dwellings together with associated open space, landscaping and infrastructure (all matters reserved)

**APPLICANT**

Telford & Wrekin Council

**RECEIVED**

04/10/2013

**PARISH**

Stirchley and Brookside

**WARD**

The Nedge

**OFFICER**

Tim Williams

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of housing development in this location, design, planning obligations

**THE PROPOSAL:**

This is an outline application with all matters reserved for the demolition of the existing school buildings to enable residential development for up to 37 dwellings together with associated open space, landscaping and infrastructure at the Grange Park Primary School off Calcott in Stirchley, Telford.

The application envisages a mixture of 2, 3 and 4 bedroomed properties all of which would be for sale on the open market. An indicative layout for the site demonstrates that the quantum of development proposed can be developed and accommodated, along with associated open space, landscaping and associated infrastructure.

Vehicular and pedestrian access to the existing school site is via Calcott and whilst access is a reserved matter the intention is to utilise this existing access. It is proposed to create a pedestrian route through from Calcott to the open space and Neighbourhood Equipped Area of Play (NEAP) situated west of the site boundary. The pedestrian route is intended to enhance the overall connectivity for residents of the area and improve the overall permeability of Stirchley.

The applicant states that the redevelopment of the Grange Park Primary School site is related to the Telford & Wrekin Council 'Building Schools for the Future' programme, where the proposed Lakeside Co-operative Campus would include new buildings for the Grange Park Primary School on a site next to the existing Lord Silkin School off Grange Avenue. This was recently granted planning permission following the approval of application TWC/2013/0661 and as such would result in the

existing school site becoming vacant and surplus to requirements. The Planning Statement accompanying this application states the Lakeside Co-operative Campus and its associated facilities would benefit from capital funding generated by the disposal of the existing Grange Park Primary School site for residential development.

#### SITE AND SURROUNDINGS:

The site subject of this application covers an area of 1.31 hectares and is rectangular in shape and is fully enclosed by fencing. It contains the existing Grange Park Primary School buildings and associated car park. The school buildings have been developed over a number of years, with a substantial block of temporary classrooms also present behind the original buildings. The site is also comprised of open space and hardstanding for use as playing area and recreational space ancillary to the function of the existing school use.

The surrounding area is predominantly characterised by residential properties and open space. Residential properties are located to the north, east and south of the site. Community open space and a NEAP are located to the west of the site which provides an important green connection for Stirchley. A small cluster of retail units is located to the east of the site known as the Calcott Centre.

The general topography of the site is flat and there are very few features present other than the existing buildings which are to be removed/demolished. There are notable green areas in the south east and south west of the site and a number of trees and hedgerows along the site boundaries which are to be retained.

The northern boundary of the site is defined by the rear gardens of the properties of Churncote and the eastern boundary by trees and hedgerows, the service yard to the retail units at the Calcott Centre, close to where there is vehicular access to the site. The southern boundary is defined by the rear gardens of properties on Churchway and Calverhall and the western boundary by trees and hedgerows, beyond which is community open space.

#### PLANNING HISTORY:

The site itself does not have any relevant planning history other than that associated with the current use of the site as a Primary School.

#### PLANNING POLICY CONTEXT:

National Planning Policy Framework (NPPF)

Saved Wrekin Local Plan policies

Policy UD2 – Design Criteria

Policy UD3 - Urban Design Assessments

Policy UD4 – Landscape Design

Policy H9 – Location of new housing

Policy H10 – Scale of new development  
Policy H22 - Community Facilities  
Policy H23 – Affordable Housing  
Policy T4 - Development principles  
Policy T22 – Planning Obligations  
Policy OL3 – Green Network  
Policy OL4 – Development in the Green Network  
Policy OL5 – Extensions and redevelopment in the Green Network  
Policy OL12 – Open Land and Landscape – contributions from new development  
Policy OL13 – Maintenance of Open Space  
Policy LR4 - Outdoor recreational Open Space  
Policy LR6 – Developer contributions to outdoor recreation open space provision within new residential developments

LDF Core Strategy policies

Policy CS1 – Homes  
Policy CS3 - Telford  
Policy CS9 – Accessibility and Social Inclusion  
Policy CS10 – Community Facilities  
Policy CS 11 – Open Space  
Policy CS15 – Urban Design

#### SUMMARY OF CONSULTATION RESPONSES:

For all consultations received by the Development Management Team the following text below represents a summary of the salient points made in relation to the application. Full versions of all consultation responses can be viewed by Members of the Planning Committee via the Council's eplanning system.

#### Development Plans

The proposed development is in general conformity with local planning policy. The most significant policy consideration is the Green Network. However the proposal is associated with the development of a replacement Primary School in closer proximity to Stirchley Local Centre and it will assist in the regeneration of this area of Telford. It will therefore help to deliver significant community benefits as required by the Green Network and open space policies.

The range and types of housing and the appropriate level of affordable housing should be negotiated with the applicant in the context of the Strategic Housing Market Assessment and also in liaison with the Council's Housing Officer. The scale, form and layout of the proposed development should be determined in liaison with the Council's Urban Design Officer.

### Highways – Comment

In principle raise no objection to the proposed residential development. However, they do have the following comments:

The existing access arrangement isn't suitable for residential development as there will be an increased likelihood of service and domestic vehicle conflict at the access due to the increase in number of daily vehicular movements associated with the residential development. Therefore they ask that this is mitigated by design at reserved matters stage.

As the School Zone markings will be removed when this site ceases to be utilised as a school this will leave highway available for vehicles to park on the street. This could potentially cause a highway safety issue as visibility on Calcott would be greatly reduced due to the bend in the road therefore would ask that this area remains protected with a Traffic Regulation Order.

There is no safe formed pedestrian access to the local shops therefore would ask that this is provided within the layout at reserved matters stage. Accordingly would ask for Highways related conditions to cover these points and other matters.

Also request a financial contribution of £1,500 for the implementation of a Traffic Regulation Order (Parking Restriction) on Calcott to replace the School Zone Road Markings. The monies are to be indexed and payable upon commencement of operations.

### Drainage – Support.

Full detailed drainage design should be provided with reserved matters application. This should include details on how the site will provide a minimum of 30% betterment on existing flows. Any attenuation system must be capable of providing this betterment up to the 1 in 100 +30% event. Details on the future ownership of this system should also be submitted.

### Parks and Open Spaces – Comment.

Highlight that some of the housing proposed in this scheme encroaches on the recommended guidelines for the proximity to children's equipped play facilities. These guidelines are in place to minimise nuisance to residents from the everyday use of these valued community facilities. Although, P & OS have no objection in principle to the proposal we would seek to ensure the detailed design takes this buffer zone into consideration.

The detailed plan should also consider creating opportunities to overlook the children's equipped play area from residential property to provide some natural surveillance.

Parks and Open Space believe it is essential that all new developments make full provision for the infrastructure/amenities and services which they create. New residents to the area will increase demand upon the existing recreational resource. The development will contain a number of properties which will contribute to the need of recreational facilities for the area.

There are some adjacent play / recreational facilities in need of considerable upgrading for children and young people in order to maximise the capacity and meet the need arising out of this development.

Suggest that should development (if successful) provide 2 or more bedroom properties; that they meet this need through conditioning of WLP Policies LR4 and LR6. This could be provided by providing a contribution towards the upgrading of the nearest community use recreation facilities (which would serve the development area). An appropriate sum to request would be £375 per property in relation to this policy and has been previously agreed on past approved applications.

There appears to be open space and general landscaping within the layout plan. Should the applicant wish for the council to adopt this POS a commuted sum for maintenance will be required and this should be agreed within a S106 alongside any other capital sums. A long term management plan is required to determine the specific maintenance and this should also highlight who is to maintain this POS land and if not the Council, to include how this maintenance is to be financed in the long term.

Affordable Housing – No response received.

Education – No objection.

Would not seek an education contribution from this development as it is believed that there will be adequate capacity available at the new school (Lakeside Campus) for pupils who may dwell on this site.

Arboriculture (Trees) - Support subject to conditions.

Number of mature trees on site, some trees require removal, conditions and restrictions to be applied at full planning stage. Trees are TPO worthy.

Ecology - Comment.

There are no protected or priority habitats present on the site according to Mott MacDonald (July 2013). Include the conditions and informatives below on the decision notice. Conditions relating provision of bat boxes, lighting plan, and artificial birds' nests.

Environmental Health (Contaminated Land) – Support subject to conditions.

Urban Design Officer – No objection.

As this is an outline with all matters reserved for later consideration, the actual design of the scheme is yet to be determined or approved and so the proposed layout is purely illustrative at this stage to demonstrate how a maximum number of units could be accommodated on this site.

Whilst the accompanying plans demonstrate an approach to the development of the site for residential, the Reserved Matter application will need to ensure that the residential units respond positively to their location, e.g. that there are windows on side elevations on corners to articulate what might otherwise be blank elevations and provide a good level of passive surveillance. In the latter case, units should be designed to create habitable rooms to the front to overlook the street and the adjacent parking.

Stirchley & Brookside Parish Council – Object.

The only vehicular access is via the entrance onto Calcutt. The roads are very narrow in this area. The travel plan does not address this issue sufficiently.

The planning statement refers to the exemption of the site from policy H23 for commercial needs. This is not a material consideration. Stirchley (Area E01014196 - south) is among the 10-20% most deprived areas overall & income, employment, education/skills/training, barriers to housing and services, crime and disorder, and income deprivation amongst older people.

Shropshire Fire Service – Comment with Informative.

West Mercia Constabulary – Support subject to conditions.

Request that the following planning condition be placed upon the said approval. The applicant should aim to achieve the Secured by Design (SBD) award status for this development. SBD is a nationally recognised award aimed at achieving a minimum set of standards in crime prevention for the built environment, the scheme has a proven track record in crime prevention and reduction.

#### Local consultation and representations

One representation of objection has been received from a property on Calverhill to the south of the site. The main concern raised is that on the plans some particular buildings are close to their boundary fence and will cause view and privacy issues. This response also raises flooding concerns and questions regarding new boundaries.

In addition to the above, a petition signed by 17 residents of Calverhill and Churchway has been received objecting to the proposals so close to their properties.

#### PLANNING CONSIDERATIONS:

##### **Principle of housing development in this particular location.**

In accordance with the National Planning Policy Framework (NPPF), Telford & Wrekin Council must identify and update annually a supply of deliverable sites sufficient to provide 5 years' worth of housing against its housing requirements set

out in the adopted development plan, the Core Strategy (2006-2016). Evidence has now come to light demonstrating only a 2.5 year supply exists, meaning that where the Local Planning Authority cannot demonstrate a 5 year land supply then relevant policies for the supply of housing should not be considered up-to-date. For Telford & Wrekin Council this means that Core Strategy policy CS1 (Homes) which identifies dwelling requirements for Telford, which seek to direct housing into certain locations in line with the Strategy. This means that applications cannot be refused on the grounds of housing supply alone and there will be a presumption in favour of sustainable development.

The site of the proposed development is such that it would be highly accessible for new residents in relation to schools, recreation and open space, sports facilities and food shops as they would be within walking distance of such facilities given the proximity of the site to Stirchley Local Centre and the Lakeside Co-operative Campus once it is built. The NPPF also supports applications that effectively use previously developed land and support the provision of improved educational facilities (Paragraphs 38 and 72). Accordingly the proposal is considered sustainable within the context of the NPPF.

In relation to Local planning policies, Core Strategy policy CS3 (Telford) states that Telford will accommodate the majority of new homes and that the regeneration of its neighbourhoods, especially in the south of the town will be supported. The redevelopment of this site for housing and the related development of the Lakeside Co-operative Campus would contribute towards the regeneration of this area of south Telford. The redevelopment of the site is also part of a wider regeneration initiative for Stirchley and improving the quality of housing in the area is in line with Policy CS8 (Regeneration) of the Core Strategy.

Policy CS9 (Accessibility and Social Inclusion) states that development will promote sustainable forms of transport (including by public transport, cycling and walking), be located in existing centres to minimise the distance people travel, increase the safety of travel, and minimise the negative environmental impacts of travel including congestion, air pollution and noise. The development site is located in close proximity to Stirchley Local Centre and it benefits from good pedestrian and cycle links via the adjoining area of green space to west.

Policy CS10 relates to community facilities. This policy is relevant as the proposal site currently accommodates a Primary School. The policy states that the loss of existing land or buildings used for the benefit of the community will be resisted and that development for non-community uses will only be considered where a lack of need is demonstrated or acceptable alternative provision exists or is proposed.

The existing school on this site would be relocated closer to Stirchley Local Centre as part of the Lakeside Co-operative Campus planning approval (reference

TWC/2013/0661). This would provide new and enhanced educational facilities in a more sustainable location which will be of community benefit and will assist the regeneration of Stirchley. The associated redevelopment of this site for housing would therefore support the objectives of policy CS10.

Policy CS11 relates to open space. The Wrekin Local Plan Proposals Map indicates that the site falls within the 'Built-up Area of Telford and Newport'. Policies OL3 to OL5 of the Wrekin Local Plan relate to the Green Network. Most of the school site falls within this designation, which covers the existing and former school playing fields at the western end of the site.

Policy CS11 states that development on open space will only be permitted if it can be demonstrated that there will be significant community and environmental benefits delivered by the proposal. As stated above, the redevelopment of this site for housing is associated with the development of a replacement school building and so it would help to deliver community benefits in the form of new educational facilities and it would assist in the regeneration of Stirchley.

Policy OL4 states that development in the Green Network may be permitted, provided that the proposed development demonstrates that there are exceptional circumstances, it contributes or is complimentary to the aims of the Green Network or that environmental and community benefits are part of the proposal.

As stated under policy CS11, the redevelopment of this site would provide significant community benefits as it is associated with the development of a replacement school building as part of the Lakeside Co-operative Campus and would therefore assist in the wider regeneration of the Stirchley area.

Policy T4 states that housing developments on sites over 0.4 hectares in Telford should be located close to an existing bus route with a regular service, except where it is located less than 800 metres from a Town or District Centre, or 400 metres from a local centre. Stirchley Local Centre is located approximately 300 metres to the south west, so the proposal would be in conformity with this policy.

In conclusion, the proposed development is in general conformity with local planning policy. The most significant policy consideration is the fact that most of the site is located within the Green Network. However, as discussed above the proposal is associated with the development of a replacement Primary School in closer proximity to Stirchley Local Centre and it would assist in the regeneration of this area of Telford. It would therefore help to deliver significant community benefits as required by the Green Network and open space policies.

### **Lack of affordable housing provision and other planning contributions**

Policy H23 relates to affordable housing. This pursues an overall target of 38% of all

new dwellings as affordable dwellings on sites above 0.5 hectares or 15 dwellings. The actual amount being dependent upon the specific circumstances of the site and whether there have been specific costs incurred to enable the site to be brought forward for development which would help fulfil other objectives of the Local Plan. As stated earlier in this report all the proposed properties are intended to be for sale on the open market.

In their Planning Statement the applicant argues that with regard to this site that there are exceptional circumstances relating to the fulfilment of other objectives in the Local Plan which make it inappropriate to provide affordable housing as part of this application.

The extenuating circumstances put forward principally relate to the Council's wider Building Schools for the Future Programme and the proposed Lakeside Co-operative Campus, which will deliver much needed new buildings for the Lord Silkin School, Grange Park Primary School, a 32 place nursery and a 100 place Post-16 Centre and other community based facilities. The proposed Lakeside Co-operative Campus is to be forward funded by the Council and will benefit from capital generated by the disposal of the existing Grange Park Primary School site for residential development.

The fulfilment of wider local planning objectives and public benefit from the proposed Lakeside Co-operative Campus, which the sale of the application site would contribute to, is considered by the applicant to provide an alternative public benefit of equivalent if not greater value than the provision of affordable housing on the site itself. The risk of imposing the cost of affordable housing on this site, and subsequently reducing the funding released from its sale is considered to be a significant hindrance on the potential to support the Lakeside Co-operative Campus and wider educational facility enhancements.

In light of the above, the wider regeneration benefits for Stirchley as a result of the enhanced educational facilities arising from the Lakeside Co-operative Campus, that would be delivered in part from the future sale of the site for open market housing, represents a scenario to allow the policy exception to the normal application of affordable housing requirements in this case of this particular application.

Similarly, for the reasons given by the applicant above their Draft Heads of Terms submitted with the application states that they do not wish to fund any recreation contributions (as requested by Parks and Open Spaces) together with Monitoring Contributions in this instance. Again, given the circumstances described above this is considered acceptable and the lack of these additional contributions will not create significant harm that outweighs the need for additional housing and would therefore sustain a reason for refusal.

## **Other matters**

The comments made by the Parish Council with regards to the vehicular access are noted. On this issue TWC Highways has no objection to the proposed residential development subject to the inclusion of conditions to cover relevant matters and a planning obligation to replace the school markings with parking restrictions to ensure safety at the access.

The concerns raised by neighbours stating that some particular buildings would cause view and privacy issues are also noted. However, the application is in outline with all matters reserved for subsequent consideration, so the layout of the site as shown in the plans submitted are only indicative and would not be approved as part of this permission. With layout being a reserved matter any permission granted would then be able to consider these issues during the determination of any reserved matters application.

There are two major groups of trees on the site and these are both to be retained. On the south western corner of the site a mixed group of trees including two large Category B trees. These two large oak trees form a strong visual link to the adjacent public open space and an important feature on the site. There are a further six Category B trees within the large mixed group of trees in the south eastern corner of the site. These include copper beech, field maple and white beam.

There is a further line of trees along the eastern boundary, with Scots Pine and English Oak. Whilst these are Category C trees, as a collection they do form a useful screen to the service yard to the shops on Calcott. The trees are very close together and a review for some thinning may be prudent in the near future. Within the site there are 4 trees that have been identified in the Arboricultural Report for removal due to poor health or limited life expectancy. The Report recommends as part of the final design process for this scheme, an Arboricultural Implications Assessment (AIA) and Arboricultural Method Statement (AMS) would be required and this can be secured by planning condition. The Council's Tree Officer is supportive of the application subject to conditions.

## **Conclusions**

Evidence has recently come to light demonstrating that there is only a 2.5 year supply of deliverable housing sites which exist in the Borough, meaning that where the Local Planning Authority cannot demonstrate a 5 year land supply then relevant policies for the supply of housing should not be considered up-to-date. This means that in accordance with the NPPF applications cannot be refused on the grounds of housing supply alone and there will be a presumption in favour of sustainable development.

The site of the proposed development is such that it would be highly accessible for new residents in relation to schools, recreation and open space, sports facilities and

food shops as they would be within walking distance of such facilities given the proximity of the site to Stirchley Local Centre. The NPPF also supports applications that effectively use previously developed land and support the provision of improved educational facilities (Paragraphs 38 and 72). Accordingly the proposal is considered sustainable within the realms of the NPPF.

The proposed development is in general conformity with local planning policy. The most significant policy consideration is the fact that most of the site is located within the Green Network. However, as discussed above the proposal is associated with the development of a replacement Primary School in closer proximity to Stirchley Local Centre and it would assist in the regeneration of this area of Telford. It would therefore help to deliver significant community benefits as required by the Green Network and open space policies.

The application proposes a scheme where there is no affordable housing and no financial contributions towards the upgrading of the nearest community use recreation facilities that would normally be a requirement of this type of development. The extenuating circumstances put forward by the applicant (the Council) relate to the Council's wider Building Schools for the Future programme and the proposed Lakeside Co-operative Campus, which will deliver much needed new buildings for the Lord Silkin School, Grange Park Primary School, a 32 place nursery and a 100 place Post-16 Centre. The proposed Lakeside Co-operative Campus is to be forward funded by the Council and will benefit from capital generated by the disposal of the existing Grange Park Primary School site for residential development. The risk of imposing the cost of affordable housing and other contributions on this site, and subsequently reducing the funding released from its sale is considered to be a significant hindrance on the potential to support the Lakeside Co-operative Campus and wider educational facility enhancements.

The wider regeneration benefits for Stirchley as a result of the enhanced educational facilities arising from the Lakeside Co-operative Campus, that would be delivered in part from the future sale of the site for open market housing, represents a scenario to allow the policy exception to the normal application of affordable housing and recreational requirements in the case of this particular application.

With regards to other on site matters concerned highways, trees, open space management/maintenance; as well as the comments made in respect of the layout, it is considered that these matters have been sufficiently considered to allow outline permission to be granted subject to the imposition of relevant planning conditions and planning contributions via the signing of a Memorandum in lieu of a Section 106 legal agreement.

Recommendation to Plans Board

Based on the conclusions above, the recommendation to 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 Council as landowner agreeing to provide a Memorandum signed by the Assistant Director Development Business and Housing agreeing that the Council as landowner will pay the contributions (i) and (ii) below either upon the sale of any of the development land or upon commencement of the development whichever is the sooner (precise terms to be agreed by the Development Management Service Delivery Manager).
- (i) £1,500 in connection with Traffic Regulation Order works for the implementation of a Traffic Regulation Order (Parking Restriction) on Calcott to replace the School Zone Road Markings. The monies are to be indexed.
  - (ii) That commuted sums of money for the maintenance of the open space and any surface water attenuation feature on site to be agreed prior to development.
- B.) The following conditions (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):
1. A01 Time limit - Outline.
  2. A03 Time limit – Submission of Reserved Matters.
  3. B01 Standard outline all matters reserved.
  4. B010 Details of materials.
  5. B45 Residential Travel Plan.
  6. B57 Land Contamination.
  7. BCustom Highways road access details including visibility splays.
  8. BCustom Highways details relating to parking, turning, enhanced pedestrian links, surface water drainage and construction.
  9. BCustom Drainage design details to include 30% betterment on existing flows.
  10. BCustom External lighting scheme details.
  11. B120 Arboricultural Implications Assessment (AIA) and Arboricultural Method Statement (AMS).
  12. BCustom Details of enclosure.
  13. B custom Open space management and maintenance.
  14. B150 Site Environmental Management Plan for construction works.
  15. CCustom Tree protection for trees identified in Arboricultural Report submitted unless works or removal approved as part of Arboricultural Implications Assessment.
  16. CCustom Highways details passing bay construction details.

17. CCustom Provision of Bat boxes.
18. CCustom Provision Bird boxes.
19. C038 Development in accordance with deposited plans.
20. DCustom Maximum number of dwellings permitted to be 37 units.

Informatives:

I06 – Memorandum agreement

I32 – Fire Authority

ICustom – Ecology informatives

ICustom – Highways

I40 – Conditions

I41 – Reason for grant of permission

RANPPF - Approval – National Planning Policy Framework

TWC/2013/0881

Land to rear of 49, 51, 53, 55, 57, 59, & 61, Muxton Lane, Muxton, Telford, Shropshire

Outline application for the erection of 5no. detached dwellings including access, layout and scale, with appearance and landscape matters reserved \*\*\*AMENDED SITE ADDRESS\*\*\*

**APPLICANT**

H G Clarke

**RECEIVED**

31/10/2013

**PARISH**

Lilleshall, Donnington and Muxton

**WARD**

Muxton

**OFFICER**

Anna Adams

COUNCILLOR LAWRENCE HAS REQUESTED THAT THIS APPLICATION IS DETERMINED BY MEMBERS AT PLANNING COMMITTEE

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Principle of development, Access and Highway safety, Scale, Character, Residential amenity, Impact on protected trees

THE PROPOSAL: The application seeks outline planning permission for the erection of 5 detached dwellings and double garages, with access, layout and scale to be considered at outline stage. The dwellings would be two-storey and would be orientated with front elevations facing northeast. They would share the existing access on to Muxton Lane, which serves existing properties.

Appearance and landscaping are reserved matters for subsequent consideration.

**SITE AND SURROUNDINGS:**

The application site comprises paddocks covering an area of 0.55ha, located to the north (rear) of established residential properties, Nos.49 to 61 Muxton Lane, which are 2-storey houses, except No.51 which is a bungalow. The site is bounded by a timber five-bar farm gate and fencing, with mixed hedgerows and trees. There are Tree Preservation Orders on 3 trees adjacent to the site entrance at the southeast of the site and to the northern boundary of the site.

To the north of the site is agricultural land, to the east are stables and an outbuilding, with recent planning permission for residential conversion, with 3 modern large detached dwellings on the opposite side of the shared access. The Coach House also shares this access and fronts Muxton Lane.

The access road from Muxton Lane is a narrow hard surfaced lane and serves existing properties and stables. A grass verge with brick boundary wall and conifers bound the site entrance to the south, with hedgerows to the garden boundary of No.61 on the north side of the entrance.

The application site is located in the urban boundary in a residential area comprising a mix of traditional Duke of Sutherland properties and modern semi-detached and detached dwellings.

#### PLANNING HISTORY:

W2003/1176 residential development of 2 houses (outline), Outline granted 15/03/2004

W2004/0965 Erection of 5 Detached Dwellings (Outline), Refused at Planning Committee 09/11/2004, Appeal dismissed 29/06/2005

W2005/0617 Erection Of 3no. Dwellings (Reserved Matters), Granted 31/08/2005

W2006/1007 Residential Development Comprising Of 2no. One Bed and 2no. Two Bed Mews Flats, One Single Dwelling, Stabling and Double Garage to Coach House (Outline), Refused 11/10/2006

W2006/1352 Erection of 3no. Detached Dwellings (Amendment to Reserved Matters Approval W2005/0617), reserve matters granted 29/12/2006

TWC/2013/0058 Erection of a detached dwelling, Full granted 19/03/2013

Pre-application enquiry submitted in 2013 – principle of development considered acceptable

#### PLANNING POLICY CONTEXT:

National Planning Guidance

National Planning Policy Framework

Core Strategy

CS1 Homes

CS5 District and Local Centres in Telford

CS12 Natural Environment

CS13 Environmental Resources

CS15 Urban Design

Wrekin Local Plan

UD2 Design Criteria

H6 Windfall Sites in Telford & Newport

OL6 Open land  
OL11 Woodland and Trees

#### CONSULTATION RESPONSES:

Lilleshall, Donnington & Muxton Parish Council: no comments received

Councillor Lawrence objects to the proposal and has 'greencarded' the application, so that it is determined at Planning Committee. He has concerns on the following issues:

- Access
- Existing traffic issues on Muxton Lane
- Previous planning issue from 10 years ago, same issues were raised at the time and a similar application was refused and rejected on appeal
- Encroaching onto Green Network
- Setting precedent of development on Green Network
- Visually intrusive

Highways: No objection subject to condition regarding parking, loading, unloading and turning. A comment is also made that although the road is to remain private the proposed new turning head for delivery vehicles appears rather tight. The road will need to be privately serviced.

Drainage: Support subject to conditions regarding details of foul and surface water drainage and runoff rates.

Arboricultural: makes the following comments that a soil survey is required which will dictate the depth of the foundations adjacent to the trees. The management recommendations require tree T2 to be crown lifted; however the access could be adjusted to facilitate the canopy of the tree. If the application is approved, conditions should be imposed in relation to the following: landscaping design, protective fencing, services impact on tree roots, 'no dig' method, extent of tree works to TPO tree, soil levels and storage of materials.

Ecology: Support subject to a condition regarding Erection of nest boxes and informatives regarding Nesting birds, Trenches, Enhancement planting and Retention of deadwood.

Shropshire Fire Service: Advice regarding Access for Emergency Fire Service Vehicles, Water Supplies for Fire Fighting and Sprinkler Systems.

8 letters from local residents have been received with the following summary of comments raised:

- Highway safety – number of existing vehicle movements from residential properties and courier vans and livery vehicles to businesses – impact of further traffic from additional 5 dwellings
- Narrow access road, with no footpaths – pedestrian safety issues
- Visibility issues on access road and on Muxton Lane
- Amount of existing traffic associated with Shropshire Golf Club
- Ownership of access road
- Insufficient parking
- Issues in relation to this and adjacent site with regard to the Strategic Housing Land Availability Assessment (SHLAA) 2012 report SHLLA site 630 deemed to be outside suitable settlement and site 446 has access issues
- Impact on protected trees (TPO) and local wildlife – large variety of birds observed in trees and hedgerows on and adjoining the site
- Development in old part of Muxton is inappropriate, as existing properties adjoin countryside and fields and the area has significant character
- Impact on ‘Green Belt’ and open land which would be contrary to national policy in NPPF and PPG7/ PPS7 and OL6 of the Wrekin Local Plan
- Detrimental impact on residential amenities – currently safe with available on-road parking, valuable green space, peaceful environment
- Muxton is overcrowded, with local school oversubscribed and doctor’s surgery near capacity. Proposal will exacerbate these pressures on services
- Position of tree T7 on block plan is incorrect as located on neighbouring land
- Previous objection to W2004/0965 – subsequent appeal was dismissed by Planning Inspector in relation to PPG3, which has now been superseded
- Original site address – land to rear of The Old Coach House – was misleading
- Lack of direct notification and delays with letters being posted and site notices being displayed, confusion with dates being different, inadequate notice period
- Wider consultation required
- Loss of view
- Devalue property

Following the issues raised by residents that the site address on the notification letters was misleading; amended letters with the revised address were sent and a new site notice placed at Muxton Lane. The consultation period expires on 9<sup>th</sup> December. Any further consultation comments will be summarised in an update.

#### PLANNING CONSIDERATIONS:

The application seeks outline planning permission for the erection of 5 dwellings. The current proposal is similar; although not identical to the previous outline planning application, W2004/0965, which was refused by Members at Planning Committee and the appeal was dismissed by the Planning Inspector in 2005. The appeal was dismissed on the grounds that it was a greenfield site, as in line with the relevant national policy guidance at that time, Planning Policy Guidance note 3 (PPG3), it was considered a sequential approach should have been undertaken, with priority given to building on previously developed (‘brownfield’) land.

National planning policy has changed significantly since the determination of the appeal in 2005. PPG3 was replaced by PPS3 in 2011, and this was subsequently superseded by the National Planning Policy Framework (NPPF) in March 2012. Within NPPF, the document outlines that Local Planning Authorities (LPA) should encourage the effective use of land by reusing previously developed land; however it does not set out the requirement for a sequential approach to be taken. The NPPF sets out that applications must be determined in accordance with the development plan unless material considerations indicate otherwise.

The site is identified in the Strategic Housing Land Availability Assessment (SHLAA) 2012 as 'available' and 'achievable', but not 'suitable', as the report states it is outside of a suitable settlement. The SHLAA provides baseline evidence regarding sites with housing potential; however this does not mean that all sites identified in the report will or will not be allocated. Despite its listing in the SHLAA as being outside a suitable settlement, the application site is located within white land in the Local Plan, (land without any designation) and falls within the urban boundary of Telford. The site bounds established residential development and does not extend into the open countryside. Therefore it is considered that the site is appropriate for residential development.

Furthermore, in accordance with paragraph 47 of the NPPF, all Local Authorities are required to identify that they have a 5 year housing supply of deliverable sites, and this is updated annually. Telford & Wrekin Council currently has a 2.5 year housing supply. Therefore, as the LPA cannot demonstrate a 5 year land supply, relevant policies relating to the supply of housing cannot be considered up-to-date. In this instance, the principle policy is CS1 (Homes) which identifies housing numbers over the plan period for Telford, Newport and the rural area. In addition, where the required number of houses has been persistently under-delivered, the LPA is required to provide an additional buffer of 20%. Accordingly, the LPA cannot refuse applications purely on the grounds of housing supply, and, in accordance with the NPPF, there is a presumption in favour of sustainable development. In this regard, the proposed development is located in an established residential area within the built-up area of Telford, with access to local services and facilities. The development is considered acceptable in principle and accords with national policy in NPPF.

With regard to policy H6 of the Wrekin Local Plan and the consultation comments, it is considered that the site can be adequately accessed with sufficient onsite parking proposed. Appropriate conditions can be applied to ensure the site can be adequately drained, in accordance with policy CS13 of the Core Strategy. The previous application in 2004 proposed the dwellings to the north and the access road to the south of the site; whereas the current proposal indicates the access road to the north and the rear gardens of the new dwellings adjoining the existing rear gardens. The site can be accommodated without adverse impact on adjoining residential amenities subject to conditions. The layout indicates that the proposed

dwellings will be at least 10 metres from the shared boundary with existing dwellings; thus a sufficient separation distance between properties and will not lead to overlooking or loss of privacy.

The site is considered to be large enough to accommodate the development and can be accessed via the existing access road from Muxton Lane. Whilst the plots are smaller, the proposed residential dwellings would have similar building footprints to the existing properties to the south of the site, and therefore the development is considered appropriate in scale and layout. The proposal accords with design policies at national and local level.

The development would not appear prominent from Muxton Lane, and retention of the existing trees and hedgerows on the boundaries of the site will help to screen the development from existing properties and the existing agricultural land to the north. The proposal is considered appropriate in terms of the character and appearance of the site and surrounding context. Details regarding appearance and landscaping will be submitted at reserved matters stage.

It is considered that the number of additional vehicle movements using the access road and Muxton Lane will not have a significant impact on the overall capacity of the highway nor impact highway safety. With regard to traffic issues raised at the time of the previous application and appeal; whilst the Planning Inspector noted these concerns, the appeal was only dismissed on policy grounds regarding the greenfield site.

It is noted that some of the hedgerows and trees will be removed to accommodate the development; however the existing boundary treatments to the rear of existing dwellings and adjacent to the existing agricultural land will be retained; and the position of the access road can be designed so that it does not impact on the root protection area or canopy of the trees that are protected by a Tree Preservation Order (TPO). The Arboricultural Officer's comments are noted in respect of the impact on TPO trees. Details of landscaping will be provided at reserved matters, and appropriate conditions can be imposed to ensure the design and construction of the road and new dwellings do not adversely impact on the TPO trees. There are no Ecology objections, subject to conditions and informatives. The proposal therefore accords with Policy CS12 of the Core Strategy and OL11 of the Wrekin Local Plan.

The concerns raised by Councillor Lawrence and the local residents are noted; however the application site and adjacent land are not designated Green Network or Green Belt. As outlined above, national planning policy changes in the past 10 years mean development on greenfield land can be supported. Both PPG7 and PPS7 have been superseded.

The highways issues and consideration of the previous application and appeal have been addressed. It is considered that the development will not be visually intrusive as it will be viewed in the context of existing residential development and will remain well screened on the boundaries. Whilst it is noted that the 5 additional dwellings will require local services and facilities, the scale of the development is small, therefore the LPA would not request contributions towards education and recreation etc.

In conclusion, the proposal is considered acceptable; and whilst the previous Committee and Inspector's decisions are noted; the proposal complies with current national and local planning policy. The development is appropriate in scale and can be accommodated with adequate access and parking arrangements and will not adversely impact on adjoining residential amenities, the character of the area or highway safety and TPO trees. Accordingly, officers recommend the application is approved subject to conditions and informatives.

**RECOMMENDATION:** to GRANT PLANNING PERMISSION subject to the following conditions:

1. A01 Time limit Outline
2. A02 Time limit – submission of Reserved Matters
3. B02 Standard Outline - some matters reserved
4. B03 General details required
5. B10 Details of materials
6. B61 Foul and Surface Water
7. B75 Greenfield Runoff Rates
8. B121 Landscaping design
9. B130 Trees – protective fencing
10. B131 Trees – services root protection
11. B132 Trees – no dig method
12. B134 TPO tree – extent of works
13. B150 Site Environmental Management Plan
14. C13 Parking, Loading, Unloading and Turning
15. C71 Trees – soil levels and storage of materials
16. C100 Nest boxes
17. C38 Development in accordance with Approved Plans

Informatives:

- |     |                      |
|-----|----------------------|
| I22 | Ecology informative  |
| I32 | Fire Authority       |
| I35 | Highways informative |
| I40 | Conditions           |

I44 Reasons for Outline consent  
RANPPF Approval – NPPF

## **Directions**

### **BY BUS OR TRAIN**

The college is a 5 minute walk from Wellington bus and train stations. Wellington rail station is on the main railway line between Birmingham New Street and Shrewsbury.

### **BY CAR**

If you are travelling from outside Telford the easiest way of reaching New College is to leave the M54 when it finishes and becomes the A5 at Junction 7.

#### **(A) Travelling West on the M54/from M6/Wolverhampton**

Leave the M54 at Junction 7 and turn right under the motorway. Follow the B5061 towards Wellington for nearly 2 miles (the old A5 Watling Street). Turn left at the first set of traffic lights at the junction into Mill Bank (at Cock Hotel and Swan Hotel). After 400 metres fork right into King Street. New College is immediately on your right. Limited visitor car parking is available in front of the college, the main car park is available at the back of the College off Regent Street (first right).

#### **(B) Travelling East on the A5/from Shrewsbury**

Leave the A5 before the start of the M54. Turn left onto the B5061 (the old A5). Follow directions as (A) above.

#### **(C) Travelling from Worcester or Bridgnorth via the A449**

Follow signs for M54 and then to Junction 7. Follow directions as (A) above.

#### **(D) Travelling from Whitchurch/Market Drayton**

Follow A41 to Newport then follow signs for Telford. If you are unfamiliar with Telford we suggest you follow signs for the M54 and exit at Junction 7. Follow directions as (A) above.

## **ADDRESS**

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**Please report directly to Reception in J Block on arrival**