

TWC/2021/0473

Site of the former Haygate Pub, 26 Haygate Road, Wellington, Telford, Shropshire
Erection of 18no one and two bedroom apartments together with associated parking
and external works ****AMENDED PLANS****

APPLICANT

Rayners Enterprises Inc

RECEIVED

13/05/2021

PARISH

Wellington

WARD

Haygate

**THIS APPLICATION HAS BEEN REFERRED TO PLANNING COMMITTEE AS IT
ENTAILS A S106 AGREEMENT**

Online planning file: <https://secure.telford.gov.uk/planning/pa-applicationsummary.aspx?applicationnumber=TWC/2021/0473>

1. SUMMARY RECOMMENDATION

- 1.1 It is recommended that DELEGATED AUTHORITY be granted to the Development Management Service Delivery Manager to GRANT FULL PLANNING PERMISSION subject to conditions, informatives and the applicant entering in to a S106 agreement to secure financial contributions.

2. SITE AND SURROUNDINGS

- 2.1. The application site is located within the built-up area of Wellington, close to the local centre. It is the site of the former Haygate Public House and is a brownfield site.
- 2.2. Vehicular access to the site is from Haygate Road. The site is located in an area of mixed uses with a mix of retail and residential to the east, residential to the north and west and predominantly to the south. The Sir John Bayley Club is located opposite the site. The residential development is mixed in character and design and includes flats, detached dwellings and semi-detached.
- 2.3. The former Haygate Public House has been demolished and the site is currently vacant and surrounded by hoardings. There are protected trees adjacent to the western boundary of the site.

3. PROPOSAL

- 3.1. The application seeks full planning permission for the erection of a block of 18 flats, having a mix of 1 and 2 bedroom units. The proposed building would be 3 storey in height and the upper storey would be recessed and flat roofed. The proposed building is shown to be of a modern design finished predominantly in brick for the lower two floors but with a render detail section emphasising the entrance to the parking area. The upper floor would be clad in a dark material.

- 3.2. A total of 18 parking spaces are proposed to be provided to serve the development. An area of communal space is to be provided to the west of the site.

4. PLANNING HISTORY

- 4.1. TWC/2019/0159: Demolition of building and associated site clearance (retrospective). Full granted 01/04/2019.
- 4.2. All other planning history relates to the former public house.

5. RELEVANT POLICY DOCUMENTS

- 5.1. National Planning Policy Framework (NPPF)
- 5.2. Telford and Wrekin Local Plan (TWLP) 2011-2031
- SP1 Telford
 - SP4 Presumption in favour of sustainable development
 - HO1 Housing requirement
 - HO4 Housing mix
 - HO5 Affordable housing thresholds and percentages
 - HO6 Delivery of affordable housing
 - NE1 Biodiversity and geodiversity
 - NE2 Trees hedgerows and woodlands
 - NE5 Management and maintenance of public open space
 - C3 Implications of development on highways
 - C5 Design of parking
 - BE1 Design Criteria
 - ER8 Waste planning for residential developments
 - ER11 Sewerage systems and water quality
 - ER12 Flood Risk Management

6. NEIGHBOUR REPRESENTATIONS

- 6.1 36 letters of representation have been received raising the following issues. Please note the majority of comments in respect of design relate to the original plans:
- Not in keeping with area – poor design
 - Design reflects a shed/industrial unit
 - Traffic issues and potential for on-street parking
 - Access rights to rear of property
 - Loss of important community asset – pub is focal point of the road
 - Pub should be converted
 - High density, cheap and nasty building
 - Inadequate amenity space for residents

- Public house demolished without planning permission and should be rebuilt
- Support residential development but not this design

7. STATUTORY REPRESENTATIONS

- 7.1. The Fire Service, West Mercia Police and Ecology have no comments to make on the application.
- 7.2. Healthy Spaces, Ecology, Tree Officer and Drainage, support the application subject to conditions.
- 7.3. Highways: The LHA objects to the proposals on the grounds that the car parking provided within the site is not commensurate with adopted standards for Central Areas. There is a shortfall of 7 spaces and under the allocated arrangement proposed this is considered to be significant enough to not be offset by the adjudged sustainable location.

The applicant has submitted some technical justification for the reduced parking provision and there is some merit in the case made but concern still remains that under an allocated arrangement, visitor parking is likely to be displaced onto adjacent roads, where on street parking is already at a premium; especially in evenings and at weekends.

Notwithstanding the aforementioned the LHA would consider the application acceptable if the car park was communal and some proposed landscaping was removed to allow for two additional parking bays. The result would be a 20 space communal arrangement, which is considered to be an acceptable allocation when giving weight to the sustainable location and the likelihood that not all future residents will be car owners and the use of the car park can operate flexibly to meet a fluid demand.

Accordingly, support could be given subject to conditions.

- 7.4. Wellington Town Council: Object. Overdevelopment, the design out of keeping with the locality, adverse traffic issues and inadequate car parking provision.

8. APPRAISAL

- 8.1. Having regard to the development plan policies and other material planning considerations, including comments received during the consultation process, the planning application raises the following main issues:
- Principle of the development
 - Access and parking
 - Character and appearance
 - Ecology and Trees

- Flood risk and drainage
- Planning obligations

Principle of the development

- 8.2. Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that planning applications must be determined in accordance with the adopted development plan unless material considerations indicate otherwise. In this instance, the development plan consists of the Telford & Wrekin Local Plan (TWLP). The National Planning Policy Framework (NPPF) sets out policy guidance at a national level and is a material consideration in planning decisions.
- 8.3. The site is a brownfield site located within the built up area of Telford where Policy SP1 where the policy presumption is in favour of development, subject to compliance with other relevant policies.
- 8.4. The proposed development would provide 18 apartments in a sustainable location, within walking distance of the train and bus station as well as a range of amenities and retail facilities. The mix of development proposed is 9 x 1 bedroom units and 9 x 2 bedroom units. All but one of the proposed units would comply with the NDSS standards. Unit 14, at 44sqm, fails to comply with the space standards for a 1 bedroom/2 person unit (50sqm), but would comply and exceed the standard for a 1 bed/1 person unit (37sqm). Whilst the Council would ideally seek full compliance within a scheme any matter has to be given weight in the overall planning balance. In the interests of securing a good design it is considered acceptable for this one unit to be slightly undersized for a 2 person unit.
- 8.5. The applicant has submitted a viability assessment that demonstrates that the proposals would not be viable with the delivery of affordable housing in the scheme. This has been independently assessed for the Council and this conclusion is agreed. The principle of residential would be acceptable in this location and as such the proposals are considered to be in accordance with Policies SP1, SP4, HO1, HO4, HO5 and HO6.

Access and parking

- 8.6. The proposed access to the site would be from Haygate Road, utilising an existing access point into the site. The application plans originally indicated that 18 parking spaces would be provided, one for each unit.
- 8.7. The proposals have been considered by the Highway Engineer who raised some concerns regarding the shortfall of parking spaces. The applicant has taken on board the Highway Engineer's comments and has amended the plan to indicate 20 parking spaces. Policy C5 requires the location, quantity and quality of car parking should reflect the nature, character and context of the development, its intended usage and relationship with the surrounding area. In this instance the site is located in close proximity to the centre of Wellington

where there is a train station and bus station, and a wide range of local facilities and amenities.

- 8.8. TWC Local Plan sets out the parking standards as being 1.3 spaces per 1 bedroom unit and 1.4 spaces per 2 bedroom unit, totalling a requirement for 25 spaces. As such there would be a shortfall of 5 spaces within the development. Electric vehicle charging points would be provided for each space.
- 8.9. The applicant argues that the site is located within a sustainable location with a range of other transport options being available. In addition, substantial indoor secure cycle store is proposed providing secure cycle storage for 36 bicycles. On this basis, they consider that the provision of additional parking spaces would be contrary to the principles of sustainable development and encouraging alternative means of transport.
- 8.10. On balance, given the sustainable location, the potential for alternative means of accessing the site, it is considered that the benefits of the proposal outweigh the concerns of the Highways Officer regarding the shortfall of car parking spaces. Therefore, the proposals comply with Policies C3 and C5.

Character and appearance

- 8.11. The proposed development relates to the erection of a 3 storey building with a modern design incorporating a flat roof, recessed upper storey. The building is proposed to be constructed in brick with a render detail and vertical boarding to add interest to the structure. This is a revised design following extensive negotiations between the applicant and officers. The original proposals were considered to be unsatisfactory and the Council received a significant number of objections to the original designs. The revised proposals have been the subject of consultation and, apart from the Town Council, no further representations have been received in respect of the proposed design.
- 8.12. The area within which the application site sits is very mixed in character. There are Victorian brick built dwellings, modern dwellings and a modern block of flats to the rear. Further to the west, at the corner of Haygate Road and Alexandra Road is a modern terraced development including a block of flats on the corner of the junction. Some of the nearby Victorian properties utilise render to delineate the first floor and gables. This proposal seeks to draw on this design feature without being a pastiche development in its appearance.
- 8.13. The scale and design of the proposals is considered to be acceptable in this location. The use of the flat roof ensures that the proposed building does not appear overly dominant within the street scene. The orientation of the building and the positioning of the windows ensures that there will not be any adverse loss of residential amenity due to overlooking, overbearing or overshadowing.

- 8.14. The proposals include the provision of a large area of communal space which, with new landscaping, can be defensible and private for the future occupiers. This meets the requirements for the quantum of development proposed.
- 8.15. The proposals comply with the requirements of Policy BE1.

Ecology and Trees

- 8.16. Adjacent to the boundary of the site, but falling outside the control of the applicant, are a number of trees protected by a Tree Preservation Order. The application is accompanied by an Arboricultural Impact Assessment. This identifies the protected trees and establishes the area to be covered by the Tree Protection Plan. A Root Protection Plan is submitted with the application and it is acknowledged that the proposal requires the removal of the existing hard surfacing in close proximity to or within the root protection area of retained trees. These works will require the overview of an arboriculturalist but are not considered to result in any harm to the retained trees, and are likely to be beneficial to two trees currently showing signs of stress.
- 8.17. The proposals would require the removal of two immature Ash trees, both of low quality and value. Replacement planting can be secured by way of a landscaping condition if planning permission is granted.
- 8.18. The proposals have been considered by the Council's Tree Officer who raises no objections to the proposals subject to conditions and informatives. As such, the proposals comply with Policy NE2.
- 8.19. The proposals are not considered to impact on any protected species. The proposals have been considered by the Council's Ecologist who has no comments or recommendations to make in respect of the proposals. As such the proposals comply with Policy NE1.

Flood risk and drainage

- 8.20. The application site is located within Flood Zone 1, the area least likely to be affected by flooding. The site is brownfield.
- 8.21. The proposals have been assessed by the Drainage Officer who has raised no objections to the proposals, subject to conditions. As such, the proposals are in accordance with Policy ER12.

Planning obligations

- 8.22. The application proposes new residential development and as such would result in increased pressures on existing recreational and sports facilities. In order to mitigate the harms arising from the proposal, financial contributions are required in respect of improvements to existing recreational and sports facilities. For each of these requirements the sum will be £650 per 2+ bedroom unit (totalling £11,700).

- 8.23. The proposals would also increase the pressure on education facilities and as such financial contributions are required towards primary (£43,114) and secondary (£17,988) school facilities. This would equate to a total of £61,103.
- 8.24. In addition, given the number of units provides 11 or more there would be a requirement to provide 25% affordable housing which would equate to the provision of 5 units. However, it has been independently tested and verified that the scheme would not be viable with the delivery of 25% of the units being obligated through a S106 agreement and as such no affordable units will form part of the agreement.

9.0 CONCLUSIONS

- 9.1 Having regard to the above considerations, the proposal represents a sustainable form of development and complies with the National Planning Policy Framework, together with relevant policies in the Telford and Wrekin Local Plan.

10.0 RECOMMENDATION

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

A. The following contributions to be agreed through a s.106 Agreement (with authority to finalise the planning obligations to be delegated to Development Management Service Delivery Manager):

- £43,114 towards primary education facilities
- £17,988 towards secondary education facilities
- £5850 towards improvements to recreational facilities
- £5850 towards improvements to sports facilities
- Financial Contribution s160 Monitoring Fee (1% of total s106 Contributions)

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

- A04 – Time Limit – Full with no Reserved Matters
- B010 – Details of Materials
- B121 – Landscaping Design
- B126 – Landscape Management Plan
- B130 – Tree Protective Fencing
- B139 – Arboricultural Method Statement
- B062 - Drainage Strategy
- C012 - Provision of parking area
- C014 - Sight visibility splays
- C38 – Approved Plans

