

TWC/2023/0058

Site of Ridgeways, Hem Lane, Halesfield, Telford, Shropshire
Erection of 31no dwellings, garages, landscaping and means of access ****AMENDED
PLANS SUBMITTED****

APPLICANT

Wain Homes & Felicity Jane Annan

RECEIVED

31/01/2023

PARISH

Madeley, Stirchley and Brookside

WARD

The Nedge, Madeley and Sutton Hill

THIS APPLICATION WAS DEFERRED AT PLANNING COMMITTEE ON THE 18TH OCTOBER 2023 TO ALLOW MEMBERS TO UNDERTAKE A SITE VISIT AND TO ALLOW OFFICERS TO GATHER FURTHER INFORMATION RELATING TO HIGHWAY IMPACTS

Online planning file:

<https://secure.telford.gov.uk/planning/pa-applicationresponses-public.aspx?ApplicationNumber=TWC/2023/0058>

1.0 CONSULTATION RESPONSES

1.1 Following the previous planning committee, a further four letters of response have been received from members of the public which raise the following matters. These comments can be viewed in full on the online file (linked above):

- Although the proposal includes works to widen a portion of Hem Lane which leads on to Halesfield 1, it would be more convenient for car users to travel to access facilities within Shifnal. There are no pedestrian provisions to the East of the site and the road is single track, with no passing points;
- The proposal will result in a detrimental increase of vehicles using the highway network when assessed alongside adjacent approvals for development;
- It has been requested that Hem Lane is made subject to a TRO enforcing that it is a no through road with bollards installed on the road to prevent access;
- Hem Lane is currently 60mph and is considered to be dangerous;
- The junction of Hem Lane and Halesfield is considered to be dangerous and its increased use would cause accidents.

2.0 HIGHWAY IMPACTS

2.1 In response to the above comments and following on from the concerns raised by members at the previous planning committee, further discussions have taken place between the Applicant, Officers and the Local Highways Authority (LHA).

2.2 In respect of concerns relating to Hem Lane being unsuitable for an increase of traffic, the traffic calming and highway improvement works that the LHA have agreed with the applicant (Offsite Arrangement – Drawing No 21281-PL-17 Rev B) are considered to substantially improve, not only vehicular access along Hem Lane up to the proposed new development access, but also pedestrian facilities on this stretch of road. The carriageway (road) will be widened to approximately 5m and a 1.2m wide footpath will be implemented on the southern side of Hem Lane, linking the sites pedestrian facilities to a new dropped kerb crossing point located at the Hem Lane/Halesfield 1 junction. A traffic calming scheme of a buildout/give-way feature will also be implemented, which will considerably reduce the speed of vehicles travelling along Hem Lane. In addition to this, the Local Highways Authority have

requested a S106 contribution from the applicant in order to change the speed limit along Hem Lane from a derestricted speed limit to a 30mph speed limit, which is considered to significantly improve the safety for both motorists and pedestrians. Whilst the LHA appreciate that the proposals would bring with it an increase in vehicular movements along Hem Lane, the proposed scheme of off-site highway works are considered sufficient to fully mitigate the proposals in both capacity and highway safety terms. In respect of the implementation of a reduced speed limit (30mph), it is noted that Hem Lane falls within the boundary of both Telford & Wrekin Council and Shropshire Council. Shropshire Council were formally consulted on this proposal and raised no Highways objections to the proposal. However, the LHA will liaise with Shropshire Council during the Section 184 application process, to ascertain whether they would request that the portion of Hem Lane which falls within their borough is also reduced to a 30mph speed.

- 2.3 In regards to the previously raised concerns in respect of pedestrian connectivity to Stirchley, it is considered that pedestrian connectivity from the proposed new development to the existing pedestrian facilities along Halesfield 1 would be significantly improved via the installation of a new footpath along Hem Lane. A tactile crossing point would then be implemented in the vicinity of the Hem Lane/Halesfield 1 junction, allowing pedestrians to safely cross onto the existing pedestrian facilities along Halesfield 1.
- 2.4 An existing all weather walking route between Halesfield 1 and local facilities including catchment schools is currently available via the Stirchley Interchange Junction (1.5km). The walking route exceeds 'walkable neighbourhood' recommendations (up to 800 metres) as set out in National Manual for Streets Guidance therefore the Highway Authority consider journeys, particularly to school are likely to be undertaken by private vehicle. The Highway Authority would also highlight that substantial improvements to pedestrian/cyclist facilities within this area were secured as part of applications TWC/2020/1056 and TWC/2022/0796 (On '*Land Northeast of Stirchley Interchange, Nedge Hill*'), therefore offering an opportunity to connect the site to Stirchley centre without interacting with the grade separated junction.
- 2.5 A new roundabout on Halesfield 1 has been agreed as part of the above consents, which will also provide safe pedestrian crossing points within this area. Furthermore, the above consents also include a series of pedestrian/cyclist routes linking the site onto Nedge Lane, where a scheme to completely pedestrianise the lane and restrict vehicles travelling along it, was agreed via the planning process (Condition 7 on TWC/2020/1056). Once these works have been completed, the scheme will take pedestrians/cyclists directly towards Stirchley Centre. The aim of pedestrianising Nedge Lane was to provide a safe route for pedestrians and cyclists who wish to travel towards Stirchley centre instead of navigating across Stirchley Interchange. Whilst it is noted that these works relate to a separate planning application, the Local Planning Authority can confirm that works have commenced on this adjacent site and once fully implemented, pedestrians and cyclists associated with this application site will be able to utilise these facilities once the works are completed as this site will sit approximately 300m from the adjacent development.
- 2.6 In respect of pedestrians crossing Halesfield 1, the LHA consider that a tactile crossing at the junction of Hem Lane/Halesfield 1 would provide a safe crossing point for pedestrians associated with the proposed development, as visibility at this location is very good in both directions. This arrangement is also in keeping with the other crossing points that are located along Halesfield 1 and are appropriate for a development of this size and the number of pedestrian movements that it would

generate. The highway improvement works along Hem Lane are not finalised and there will be other elements of works involved, such as improvements to the signage and street lighting in the vicinity (where the LHA will ensure that the arrangements are appropriate for the works undertaken). The LHA are likely to request additional signage along Halesfield 1, from both directions approaching the crossing, informing motorists of pedestrians crossing in that area. Whilst the LHA appreciate that the proposals would bring with it an increase in pedestrians crossing Halesfield 1, it is considered that the above works would provide appropriate pedestrian facilities for a development of this scale and mitigate the proposals in highway safety terms.

- 2.7 Whilst the concerns raised by neighbouring properties in respect of home-owners being more likely to use the facilities within Shifnal and therefore turning right out of the application site are acknowledged, it is noted that this portion of Hem Lane is not within the Borough of Telford & Wrekin Council and falls under Shropshire Council. The Local Planning Authority have engaged with Shropshire Council as part of this application, who have raised no objections or concerns in relation to highway impacts. Notwithstanding this, it is acknowledged that the LHA will further liaise with Shropshire Council during the Section 184 application process, to ascertain whether they would require the portion of Hem Lane which falls within their borough to be reduced to a 30mph speed.
- 2.8 A number of the public responses since the previous committee meeting request that gates/bollards are installed on Hem Lane to physically prevent it from being used as a through road. Officers do not consider that the requirement for a physical barrier on the road (such as bollards or a gate) have been sufficiently justified or are demonstrably required, especially noting that the proposed scheme is only for 31no. dwellings.
- 2.9 In light of the above, it remains that the Local Highways Authority are supportive of the scheme, subject to a Section 106 contribution, conditions and informatives. The scheme is considered to comply with Policies C3 and C5 of the Telford & Wrekin Local Plan 2011-2031.

3.0 CONCLUSION

- 3.1 Whilst the additional concerns raised by the public representations are acknowledged, Officers are satisfied that the proposal remains in accordance with Local Plan Policies C3 and C5 and the national guidance contained within the NPPF. The proposal is not considered to have a significantly detrimental impact in respect of highway capacity and highway safety terms. The recommendation remains as per the original Committee Report and set out below.

4.0 RECOMMENDATION

- 4.1 Based on the conclusions above and the information detailed within the previous report, it is recommended that **Delegated Authority** be granted to the Service Delivery Manager to **GRANT FULL PLANNING PERMISSION** (with the authority to finalise any matter including conditions, legal agreement terms, or any later variations) subject to the following:

A) The applicant/landowners entering into a Section 106 Agreement with the Local Planning Authority (subject to indexation from the date of committee terms to be agreed by the Development Management Service Delivery Manager) relating to:

- i. Provision of off-site Affordable Housing (Total of £693,879.98).
- ii. Education provision (Total of £88,532).

- iii. Highway Works (£7,000).
- iv. Enhancements/Upgrade to offsite play and sports provisions (£40,300).

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

Condition(s):

A04	Time limit
B011	Samples of materials
B036	Off-Site Highway Details (details to be approved)
B046	On-Site Construction
B049Custom	Highway Construction Details
B049Custom	Details of Public Rights of Way Works
B061a	Foul and Surface Water Drainage
B076	SUDS Management Plan
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B078c	Exceedance Flow Routing
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B111	HE: Watching Brief
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B126	Landscape Management Plan
B141a	Erection of artificial nesting/roosting boxes
B145	Lighting Plan
B150	Site Environmental Management Plan
B158	Biodiversity Net Gain Monitoring Plan
B159Custom	Details of solar panels
C013	Parking, Loading, Unloading and Turning
C014	Visibility Splays
C38	Development in accordance with deposited plans
C091	Works in accordance with Protected Species Survey
C091	Works in accordance with Arboricultural Impact Assessment
C091	Works in accordance with Acoustic and Overheating Assessment

Informative(s):

I06	Section 106 Agreement
I17B	Coal Authority Low Risk Area
I25m	Nesting Wild Birds
I32	Fire Authority
I35Custom	Trenches and Pipework
I35Custom	S278 Agreement
I38	Cadent Gas
I40	Conditions
I41	Reasons for grant of approval
RANPPF2	Approval Following Amendments

*****ORIGINAL COMMITTEE REPORT*****

THIS APPLICATION HAS BEEN REFERRED TO PLANNING COMMITTEE AS THE SCHEME IS A MAJOR DEVELOPMENT AND SUBJECT TO A S106 AGREEMENT

Online planning file: <https://secure.telford.gov.uk/planning/pa-applicationssummary.aspx?applicationnumber=TWC/2023/0058>

1.0 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 a Section 106 Agreement, conditions and informatives.

2.0 SITE AND SURROUNDINGS

2.1 The site subject to this application is located on the edge of Halesfield and lies on the border of Telford & Wrekin Council and Shropshire Council. There are a mix of industrial and residential uses within the immediate location. The site is currently occupied by 1no. dwelling named 'Ridgeways', and is set on a much larger than average plot. The site is within close proximity of the junction of 'Halesfield 1' and 'Hem Lane' and is largely bound by soft landscaping.

3.0 APPLICATION DETAILS

3.1 This application seeks Full Planning Permission for erection of 31no. dwellings together with associated access, roads, parking, landscaping and public open space.

3.2 The dwellings will be open market dwellings and will consist of a mixture of three, four and five bedroomed properties. The dwellings will all be two-storey and will be constructed in a varying pallet of materials, with the details to be agreed with the LPA via an appropriately worded condition. All dwellings are NDSS compliant and adequate private amenity space is provided for each dwelling.

4.0 RELEVANT HISTORY

4.1 W2003/1145 – Proposed residential development – Outline refused on 19/11/2003

5.0 RELEVANT POLICY DOCUMENTS

National Guidance:

National Planning Policy Framework (NPPF)

Local Development Plan:

Telford & Wrekin Local Plan (TWLP)

Homes for All SPD

First Homes Policy Position Statement

Climate Change SPD

6.0 SUMMARY OF CONSULTATION RESPONSES

6.1 Local Member & Town/Parish Council Responses:

Comments received from statutory consultees can be viewed in full on the planning file, but key points have been summarised as follows:

6.1.1 Madeley Town Council – No comment

6.2 Standard Consultation Responses

6.2.1 Affordable Housing: Comment:

In summary, the proposed development is for a total of 31 dwellings and therefore triggers the need for affordable housing. However, in line with Policy HO6 and based on previous discussions with the Council, it is considered that providing affordable

housing on site would not be acceptable due to the location of the development and this is echoed in this response. However, a financial contribution, secured through a planning obligation, equating to the 8 dwellings that would have been provided on site is required with 25% of this (2 units) to First Homes.

6.2.2 Education – Comment

Confirmed that an educational contribution towards secondary places within the area is required – totalling £88,532.

6.2.3 Ecology - Support subject to conditions

6.2.4 Highways – Support subject to conditions:

Requested a £7,000 S106 contribution towards the change of the speed limit along Hem Lane, which will cover the costs associated to the necessary amendments of the associated signing and lining and the amendments to the Traffic Regulation Order.

6.2.5 Drainage: Support subject to conditions

6.2.6 Healthy Spaces: Comment

There are few community infrastructure nearby (within the recommended walking distance) including children's play facilities. A trim trail and orchard is not a replacement for these essential services and access to these type of facilities may not be able to be achieved without use of a vehicle. The alternative would be to secure offsite contributions of £650 per dwelling to provide an upgrade towards the nearest children's play facilities. In addition to this, there are no sports provision being provided on site and as such I would request an offsite contribution of £650 per dwelling towards improving outdoor sports nearby. There is a lot of proposed Public Open Space with no management proposals. A Landscape Management Plan condition would be needed. This would need to state who is to manage this area and also how this is financed. The boundary treatment plan does not include the actual boundary of the site so this is not clear how the area is separated from the countryside. The planting plans appear to show some encroachment of proposed buildings on the crowns of trees (some of which may be part of ancient woodland).

6.2.7 Shropshire Fire Service: Comment

Confirmed that a Swept Path Analysis will be required as part of any formal application. Consideration should be given to advice provided in Shropshire Fire and Rescue Service's "Fire Safety Guidance for Commercial and Domestic Planning Applications" document. It is vital a robust Swept Path Analysis is undertaken throughout this development, in order to accurately track the suitability of access for fire appliances. This access must be fully compliant with the Building Regulations Approved Document B, Volume 1- Dwelling houses.

6.2.8 Cadent Gas – No objection

6.2.9 West Mercia Police – Comment

Provided general advice on how the scheme could be designed in order to lower the possibility of crime.

6.2.10 Natural England – No comment

6.2.11 Shropshire Council - Comment:

The application site borders the boundary of Shropshire and the designated Green Belt in south-eastern Shropshire. Although outside of the Green Belt, due

consideration should be given to this designation and any potential landscape impact on the openness of the Green Belt and wider rural views, particular along the eastern boundary of the site. Please note further east of the application site is a Grade II listed building, Hem Manor Farmhouse, it is understood that this has been considered within the submitted Heritage Assessment.

6.2.12 Shropshire Council Archaeology – Comment:

In view of the above and in relation to Paragraph 205 of the National Planning Policy Framework [NPPF] (July 2021), a phased programme of archaeological work should be conditioned. Phase 1 of this programme of archaeological work should comprise a field evaluation in the form of a geophysical survey followed by targeted trial trenching. Dependent on the results of the geophysical survey and trial trenching, further archaeological mitigation may be deemed necessary thereafter.

6.2.13 Pollution Control – Comment:

Questioned whether an Air Quality Assessment is required in order to determine the potential impact of adjacent local industry on the proposed dwelling occupants. Asked that the management & maintenance of the proposed package treatment plant does not impact surrounding land or local water courses. Requested that the integration of cycle pathways and public walkways are made into the open spaces around the dwellings and that the impact of 31no. new dwellings on local GP's/Emergency medical services are taken into account. Outlined that sufficient off-road parking for house occupants and visitors are provided, along with adequate waste & recycling provision.

7.0 SUMMARY OF PUBLIC RESPONSE

7.1 One letter from a resident in Randlay has been received, which is available in full on the planning file, but key points have been summarised as follows:

- Inadequate access arrangements are proposed;
- There will be an increase in traffic and highway safety;
- There is limited public transport to/from the site and occupiers will be reliant on the use of a car;
- The site is isolated and away from local services;
- The proposal will have a detrimental impact upon air pollution;
- The proposal includes limited sustainable features to improve energy efficiency and conflicts with climate change aims of the TWLP;
- The site is located close to industrial units and will be negatively affected by noise and odour;
- The proposal will result in the loss of agricultural land;
- The application is setting a precedent for building in remote locations on greenfield land.

8.0 PLANNING CONSIDERATIONS

8.1 Having regard to the development plan policy and other material considerations including comments received during the consultation process, the planning application raises the following main issues:

- Principle of development
- Site layout, scale and design
- Impact on residential amenity
- Other matters

8.1.1 Principle of development

- 8.1.2 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. The Development Plan comprises the Telford & Wrekin Local Plan (TWLP) which was adopted in January 2018. The National Planning Policy Framework (NPPF) is also a material planning consideration.
- 8.1.3 It is noted that a previous application for residential development on the site was refused (W2003/1145 – Proposed residential development – Outline refused on 19/11/2003). This was refused on the basis that the site was not a ‘windfall site’, would represent an isolated development, was designated as Green Network; did not constitute an appropriate large scale regeneration of the site which would meet the needs of the local community and due to the assessment that the proposal would have a detrimental impact upon the highway network.
- 8.1.4 Whilst this refusal is noted, twenty-years have elapsed since this refusal, where there have been a vast number of updates to national and local planning policy. The land is no longer designated as Green Network and now lies within the urban boundary of Telford.
- 8.1.5 In respect of the relevant planning policy at the time of determining this application, Policy SP1 supports development within the urban boundary of Telford. The application site is located within the Telford urban boundary and therefore the principle of development is acceptable. Whilst it is acknowledged that the site is located on the edge of the boundary adjacent to open countryside, the site itself is contained within the built up area boundary and would not result in any encroachment into open countryside. The site is well contained with soft landscaping around all boundaries which would remain, ensuring that the site is physically separated from the open countryside following the proposals.
- 8.1.6 Therefore, the principle of developing the site can be supported in principle, subject to all technical constraints being addressed.

8.2 Site layout, scale and design

- 8.2.1 Policy BE1 of the TWLP outlines that developments should respect and respond positively to its context and should enhance the quality of the local built and natural environment.
- 8.2.2 The layout of the site has been designed in a linear format, with generous plot sizes and would not result in an overdevelopment of the site. The site is considered to comfortably accommodate the 31 no. dwellings proposed and each dwelling has been provided with private secure amenity space and driveway/garage parking for each plot. The properties would include a mix of three, four and five bedroom properties which is considered to be appropriate for the site’s location.
- 8.2.3 The existing property ‘Ridgeway’ is to be retained at the front of the site in its own contained plot with parking and private amenity space. This dwelling would be sensitively separated from the proposed development by the community orchard which is proposed on the application site.
- 8.2.4 The proposed dwellings are all two-storey, which is considered to be appropriate within this location. The dwellings have been designed to take reference from similar residential areas nearby, and incorporate design features from the locality such as chimneys, stone cills and bay windows as well as utilising an appropriate mix of materials, which respect and respond positively to the site’s semi-rural location.

Material samples will be viewed and agreed with the Applicant prior to works commencing to ensure the materials will be sympathetic to the overriding character of the area.

- 8.2.5 A Landscaping Plan and Planting Plans have been submitted, which also take reference from the wider character of the area. The Applicant has proposed to construct brick walls where boundary treatments are visible from the highway to ensure the appearance is sympathetic to the character of the area, and the materials are of a higher quality. Close board fencing is proposed for the majority of the rear gardens however these will be placed discreetly within the site and are unlikely to be largely visible from nearby vantage points. Samples of materials for these boundary treatments will be viewed prior to works commencing to ensure they are sympathetic. Appropriate conditions will be included to ensure that any plans which die within a 5 year period, are replaced. A Landscape Management Plan will also be conditioned to ensure the long term maintenance of the landscaping. All of the above ensures that the proposal pays regard to the Green Belt to the east, with the scheme having a limited potential landscape impact or impact on the openness or wider rural views. Similarly, the impact on the Grade II listed Hem Manor Farm situated 800m to the east is limited due to the distance and the presence to vegetation bounding the site which prevents visibility between the site and the listed building.
- 8.2.6 In respect of the green credentials of the scheme, the Climate Change Checklist provided by the Applicant highlights the inclusion of a number of features, such as solar panels, air or ground source heat pumps and vehicle charging points, as well as biodiversity features to increase the net gain on site. The LPA consider the inclusion of such features to be favourable to improve the energy efficiency of the site overall and details of the proposed solar panels will be conditioned accordingly.
- 8.2.7 In terms of the NDSS, all units meet the internal floor space required under Policy HO4, with the vast majority of dwellings exceeding these standards. Furthermore, all dwellings have been provided with private amenity spaces which exceed the Council's standards.
- 8.2.8 In respect of the Homes for All SPD, this document sets out a basis for the provision of category M4(2) and M4(3) units which requires a 20% provision of M4(2) properties and 3.5% M4(3) properties on the site. This would equate to 6 M4(2) and 1 M4(3) properties. The applicant has outlined to the LPA that there are difficulties in achieving the M4(3) standard in a satisfactory way with the proposed house-types, as it would require the installation of lifts which is cost prohibitive. In order to address this, the applicants have proposed a total of 8no. dwellings which would comply with M4(2) standards – an over provision of two dwellings. The Council's Affordable Housing Officer has confirmed that on balance, this is acceptable.
- 8.2.9 In light of the above, it is considered that the dwellings will respect the local built environment and as such, the layout, scale and designs proposed are considered to be acceptable and compliant with Local Plan Policy BE1.

8.3 Impact on residential amenity

- 8.3.1 With regard to residential amenity, there are no residential properties in close proximity to the site apart from the existing dwelling at the front of the site 'Ridgeway'. This property is to be retained as part of the application and will have its own parking and amenity space. It will also be separated from the development by the proposed community orchard, which will ensure that the new dwellings have no significant detrimental impact upon the living conditions of the occupants of 'Ridgeway'.

8.3.2 When assessing the Proposed Site Plan, Officers are satisfied that given the site layout, the appropriate scale and design of the proposal and the boundary treatments proposed, it is not considered that the proposal would result in any significant harm to the amenities of residents.

8.3.3 Concerns have been raised by a resident from Randlay in relation to noise and odour pollution from the Halesfield Industrial Estate adjacent to the site. The Applicants have carried out an Acoustic Report which assesses various elements that have the potential to impact the site. The report concludes that provided the suggested mitigation measures are carried out (Adequate glazing within dwellings and recommended boundary treatments), the scheme would not be impacted on a significant adverse level by the neighbouring industrial estate. An established tree buffer is also in place to the South and West of the site which would further assist with mitigation, which is proposed to remain in place as part of the scheme.

8.4 Technical constraints

8.4.1 The Local Highways Authority have been consulted and have raised no objections subject to a £7,000 Section 106 contribution towards the change of the speed limit along Hem Lane, conditions and informatives. Noting the location of the site, a total number of 115no. parking spaces have been provided (either as on-plot parking or via garages on each individual plot). The Local Plan standards require a total of 98no. spaces (based on suburban standards) to be provided. As such, there is an over-provision of 17 spaces being provided. EV charging points will be provided on all properties, in accordance with Building Regulations. The proposal is therefore deemed to be compliant with policies C3 and C5.

8.4.2 The Council's Drainage Team initially objected to the proposal however, additional information has been submitted throughout the application process which is considered to be acceptable. As such, the Drainage team now supports subject to conditions and informatives.

8.4.3 The Council's Ecology Team have supported the scheme subject to conditions and informatives. As part of this proposal biodiversity unit values have been calculated, and a proposal for an overall gain has been reached. The proposal increases biodiversity on site by 5.21 units, or 77.33% from the calculated baseline value. This includes the establishment of an area of wild flower meadow and planting of trees. The LPA are satisfied that this complies with Policy NE1.

8.4.4 In relation to the existing trees on the site, none are protected by a Tree Preservation Order and as the site is not located within the Conservation Area, permission would not be required for the removal of any trees on the site. Notwithstanding this, the applicant has submitted an Arboricultural Impact Assessment as part of this application which demonstrates that the vast number of existing trees on the site are to remain. A small number of Cypress, Conifers, Red Horse Chestnut and one Silver Birch Tree are to be removed, either because they are dead, in very poor condition or required in order to widen the access to the site. These trees have been categorised as a mix of 'U', and 'C' quality and are either dead or of very poor quality. A Tree Protection Plan has been submitted as part of the AIA and will be conditioned accordingly to ensure that the retained trees will be adequately protected.

8.5 Financial contributions

- 8.5.1 The proposal represents a major development, which meets the trigger for financial contributions to be sought via a S106 Agreement.
- 8.5.2 In order to deliver the required affordable housing provision off-site, the Council's Affordable Housing Team have requested a financial contribution of £693,879.98. The provision of affordable housing off-site is considered to be acceptable, given the location of the development being unsuitable for affordable housing. 25% of the affordable housing contribution (2 dwelling) will be first homes in accordance with the Council's Policy Position Statement.
- 8.5.3 The Council's Education Team have requested a financial contribution of £88,532 towards secondary places within the area.
- 8.5.4 The Local Highways Authority have requested a £7,000 financial contribution towards the change of the speed limit along Hem Lane, which will cover the costs associated to the necessary amendments of the associated signing and lining and the amendments to the Traffic Regulation Order. This will be paid prior to works commencing on site.
- 8.5.5 The Council's Healthy Spaces Officer has requested a sum of £1,300 per dwelling towards the enhancing/upgrading of offsite play and sports provisions. LEAP and existing sport and recreation facilities nearby.
- 8.5.6 As per the NPPF, the LPA are only able to request financial contributions if they meet the tests that they are necessary to make the development acceptable in planning terms. They must be: (i) necessary to make the development acceptable in planning terms; (ii) directly related to the development; and (iii) fairly and reasonably related in scale and kind to the development. Officers consider that the above financial contributions meet the above tests and have been agreed with the applicant(s) for the application.

9.0 CONCLUSIONS

The proposed development is considered to be acceptable, given that the site falls within the urban boundary of Telford and all technical constraints have been adequately addressed. The dwellings are considered to be acceptable in regards to scale and design and would preserve the character and appearance of the area including the Green Belt to the east located within the Shropshire Council boundary and the setting of the Grade II listed Hem Manor Farm. The proposed works will not have a significantly detrimental impact upon the amenity of neighbouring residential properties and there are no technical issues that would warrant the refusal of the application. Accordingly it is considered that the proposal represents a sustainable form of development which complies with the National Planning Policy Framework, together with relevant policies within the Telford & Wrekin Local Plan, subject to a Section 106 Agreement, conditions and informatives.

10.0 RECOMMENDATION

- 10.1 Based on the conclusions above, it is recommended that **Delegated Authority** be granted to the Service Delivery Manager to **GRANT FULL PLANNING PERMISSION** (with the authority to finalise any matter including conditions, legal agreement terms, or any later variations) subject to the following:
- A) The applicant/landowners entering into a Section 106 Agreement with the Local Planning Authority (subject to indexation from the date of committee

with terms to be agreed by the Development Management Service Delivery Manager) relating to:

- v. Provision of off-site Affordable Housing (Total of £693,879.98).
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- vii. Highway Works (£7,000).
- viii. Enhancements/Upgrade to offsite play and sports provisions (£40,300).

C) The following conditions (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):

Condition(s):

A04	Time limit
B011	Samples of materials
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Informative(s):

I06	Section 106 Agreement
I17B	Coal Authority Low Risk Area
I25m	Nesting Wild Birds
I32	Fire Authority
I35Custom	Trenches and Pipework
I35Csutom	S278 Agreement
I38	Cadent Gas
I40	Conditions
I41	Reasons for grant of approval
RANPPF2	Approval Following Amendments