

TWC/2025/0022

Land off, Arleston Lane (South side), Arleston, Telford, Shropshire

Outline planning application for the delivery up to 250 dwellings (Use Class C3) with all matters reserved

APPLICANT

Telford and Wrekin Council and Homes England,

RECEIVED

15/01/2025

PARISH

Lawley and Overdale

WARD

Lawley

THIS APPLICATION HAS BEEN REFERRED TO PLANNING COMMITTEE AT THE REQUEST OF CLLR'S. MARK BOYLAN AND LAWLEY AND OVERDALE PARISH COUNCIL

Online Planning File:

<https://secure.telford.gov.uk/planning/pa-applicationsummary.aspx?applicationnumber=TWC/2025/0022>

1.0 SUMMARY RECOMMENDATION

- 1.1 It is recommended that the Committee **RESOLVE DELEGATED AUTHORITY** be **GRANTED** to the Development Management Service Delivery Manager to **GRANT OUTLINE PLANNING PERMISSION** subject to National Highways Removing their Holding Response, a Section 106 Agreement, Condition(s) and Informative(s).

2.0 SITE AND SURROUNDINGS

- 2.1 The Site is located within the West of Telford and lies within the Ward of Lawley.
- 2.2 The site covers an area of approximately 15.26 ha and is known as 'Lawley West'. Arleston Lane, a narrow single-track lane, passes through the site, providing access from existing development in the South to the existing dwellings located to the North and beyond to the neighbourhood of Arleston. The Wrekin Way Public Right of Way (PRoW) dissects the centre of the site providing access to Dawley Road to the West. The PRoW travels through the South-East of the site, passing over Lawley Drive to connect to existing development in the East.
- 2.3 The site comprises of mostly greenfield land with some areas of significant tree coverage. These are predominantly located across the central band of the site, enclosing a section of the PRoW.
- 2.4 The site previously operated as a coal mine, which was later backfilled. Part of the South-Eastern portion of the site is currently rented to agricultural tenants who use the land to keep horses. Three existing dwellings border the Eastern boundary of the site along Arleston Lane, and there are several dwellings along the Southern boundary of Glendale and Pepper Mill.

- 2.5 A watercourse known as 'Ketley Brook' runs along part of the South-Western boundary and flows in a northerly direction. Further vegetation and greenfield land dominate the North-Western boundary. The Western boundary comprises existing woodland and is partly bordered by a disused industrial site that was associated with previous coal mining activities.
- 2.6 The topography varies across the site, sloping significantly from the Southern boundary down towards the North-Western boundary. The South-Eastern parcel of land slopes down from Arleston Lane towards Lawley Drive to the East. In the South-East, the site consists of a gentler slope, sloping towards the Eastern boundary where the site meets Lawley Drive. To the North-Western part of the site, the land initially consists of a steep slope away from Arleston Lane, which then fades out to a gentle, shallow slope towards the North-Western boundary. At the Northern end of the site there is a shallow, gentle slope down towards the Northern site boundary. As is discussed later within this report, the topography of the site, alongside geotechnical considerations, likely mean that significant engineering operations would be required in order to achieve the proposed number of residential units, which would be informed at a later stage by the submission of additional reports.
- 2.7 The site is situated within the urban area of Telford as designated in the Telford and Wrekin Local Plan Policies Map. The site will extend the new Lawley Village development in the South-West direction of the Telford urban area. Immediately to the East of the site is Lawley Drive/A5223, a major road connecting the new developments to the Northern and Eastern suburbs of Telford. Beyond Lawley Drive to the East, the land is dominated by similar residential developments. Residential development is the main land use of properties located to the South of the site that comprise earlier development phases, including Lawley Primary School and Lawley Village Green. To the North of the site, there are several existing dwellings and further greenfield land. To the North-West of the site, there is a disused industrial site, a small pond, and the Ketley Brook. Beyond the brook, there is a small Caravan Park and further dwellings surrounded by greenfield land, which are accessed via Dawley Road.
- 2.8 The site is within proximity to some existing facilities erected as part of earlier Lawley developments, including Lawley Primary School and Lawley Community Centre immediately to the South of the site, and a Nursery to the South-East of the site. Wrekin Way footpath, which passes over a footbridge over Lawley Drive, provides pedestrian access to a public green space, including ponds, a play area and open space to the East. Lawley's 'Local Centre' is located to the South-East of the site, which consists of a large supermarket, several retail and hospitality units, an integrated medical practice and pharmacy, a gym, a pub, a place of worship, Lawley Village Primary Academy School, and further Public Open Space.
- 2.9 The Site is served by Public Transport connections. A bus route operated by Arriva Bus currently serves a stop located on Glendale on the Southern boundary of the site. The existing Wrekin Way footpath provides a pedestrian

connection between the site and existing residential and green space in the East, as well as connecting future residents to employment opportunities in Lawley Village. The bus services that serves Lawley Village connects the area to other parts of Telford where further employment opportunities can be accessed.

- 2.10 To the South of the site, amongst the existing development, the Lawley Village Green affords residents some green space for physical activities. Beyond this area, there is a BMX Track and the Lawley and Overdale Community Garden.

3.0 APPLICATION DETAILS

- 3.1 This application seeks Outline Planning Permission for the delivery of up to 250no. dwellings (Use Class C3) with all Matters Reserved.

- 3.2 Final details of the layout, scale, access, landscape, and appearance of the development would be subject to a Reserved Matters Application. The design parameters for which approval is sought include:

- Development Parcels Plan;
- Access and Circulation Plan;
- Green and Blue Infrastructure Plan.

- 3.3 An Illustrative Masterplan has been submitted to demonstrate how the site could achieve up to 250 dwellings. It is highlighted that this plan is indicative only and that full details of the proposed layout (alongside the other reserved matters) would be considered during a Reserved Matters application.

- 3.4 The illustrative masterplan shows a development of up to 250 new dwellings across the site, indicatively noting the following dwelling mixes:

- 114 x 2-bed;
- 80 x 3-bed;
- 56 x 4-bed.

- 3.5 The Agent has confirmed that the site will deliver 25% Affordable Housing as required by Local Plan Policy HO5 – with no less than 25% of that provision as First Homes and the remaining 75% of that provision to be Social or Affordable Rented. This would result in 63no. dwellings being reserved for affordable housing. The mix and location of affordable dwellings are to be determined at the Reserved Matters Stage.

4.0 RELEVANT HISTORY

- 4.1 EIA/2023/0002 - Outline Application for the erection of up to 250no. dwellings with all Matters Reserved - Environmental Impact Assessment dated 05 January 2024

5.0 RELEVANT POLICY DOCUMENTS

National Guidance:

National Planning Policy Framework (NPPF)

Local Development Plan:

Telford & Wrekin Local Plan 2011-2031:

SP1: Telford

SP4: Presumption in Favour of Sustainable Development

HO1: Housing Requirement

HO2: Housing Site Allocations

HO4: Housing Mix

HO5: Affordable Housing Thresholds and Percentages

HO6: Delivery of Affordable Housing

NE1: Biodiversity & Geodiversity

NE2: Trees, Hedgerows & Woodlands

NE5: Management and Maintenance of Public Open Space

C3: Impact of Development on Highways

C4: Design of Roads and Streets

C5: Design of Parking

BE1: Design Criteria

BE8: Archaeology and Scheduled Ancient Monuments

BE9: Land Stability

BE10: Land Contamination

ER2: Mineral Safeguarding

ER8: Waste Planning for Residential Developments

ER11: Sewage Systems and Water Quality

ER12: Flood Risk Management

Telford & Wrekin Local Plan 2020-2040 (Regulation 19 Version):

The Council are currently at the Regulation 19 Stage of the Local Plan Review and therefore, limited weight will be given to the relevant policies within this document. The following policies are considered to be of relevance:

S2: Nature Conservation

S4: Housing Delivery Strategy
S5: Mitigating and Adapting to Climate Change
S6: Healthy Stronger Communities
S7: Developer Contributions and Infrastructure Delivery
CC1: Sustainable Construction and Carbon Reduction
CC2: Renewable Energy in Developments
CC4: Water re-use, conservation efficiency and quality
CC5: Flood Risk Management and Sustainable Drainage Systems
CC6: Managing Air Quality
NE1: Biodiversity and Geodiversity
NE2: Trees, Hedgerows and Woodlands
NE3: Biodiversity Net Gain
NE4: Developing Greening Factor
HO1: Housing Allocations
HO3: Housing Mix and Quality
HO4: Affordable Housing Requirements
HO5: Affordable Housing Delivery
DD1: Design Criteria
DD2: Housing Development Design
DD5: Waste Planning for Residential Developments
ST1: Sustainable Travel
ST3: Impact of Development on Highways
ST4: Design of Roads and Streets
ST5: Electric Vehicle (EV) Infrastructure and Parking Design
CI3: Provision and Management of Public Open Spaces
HE7: Scheduled Monuments and Archaeology
ML1: Mineral Safeguarding
ML4: Land Stability
ML5: Land Contamination

Other Documents:

First Homes Policy Position Statement
Homes for All SPD
Climate Change Guidance for Development SPD

6.0 SUMMARY OF CONSULTATION RESPONSES

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

6.2 Lawley & Overdale Parish Council: **Object:**

- Recognises the need for Affordable Housing;

- Shares residents' concerns regarding the increase in traffic along Glendale and Peppermill, not just during the school drop off and collection times;
- whilst the Transport Assessment (TA) for the development concludes that there are no existing safety concerns which would be exacerbated by the proposed development, the Parish Council agrees with the comments and recommendations made by the National Highways on this application and believes additional supporting information is required;
- Reservations regarding construction traffic navigating the highway to the site and has experience of the problems this can bring from other parts of the area, where the highway is much wider and less busy - of extra concern given that the development is by a school - believes consideration should be given to any proposed Traffic Regulation Orders intended for the area and a survey be conducted on the impact these could have on congestion and vehicle movement and parking and would welcome input from the local Highway department on this;
- Proposed one-way system along part of Arleston Lane will be unenforceable, and has the potential to confuse drivers.

6.3 Cllr. Luke Lewis: **Object:**

- Concerns over the proposed road layout, access points, one-way system, and pedestrian area, which are considered to be unsafe and poorly planned and will impact not only nearby residents but also surrounding villages, the local school, and wider road networks;
- Concerns that the Local Highways Authority and National Highways have not supported the proposal;
- Request that the application is heard at Planning Committee and that Members undertake a Site Visit.

6.4 Cllr. Erin Aston: **Object:**

- No detailed objections provided but confirmed that the views raised by residents, the Parish Council and other Cllrs are echoed. Requested that the application is heard at Planning Committee and requested that Members visit the site.

6.5 Cllr. Zona Hannington: **Object:**

- Concern over the proposed one-way system in respect of enforceability and impact on neighbours;
- Concerns over the increase in traffic on an already congested road;
- Request that the application is heard at Planning Committee and requested that a site visit is undertaken.

6.6 TWC Healthy Spaces: **Support** subject to Conditions(s):

- Request Condition(s) in respect of landscaping and a landscape management plan. Furthermore, request a Financial Contribution of £650.00 per dwelling for the upgrade and enhancement of local sport and

recreational spaces (with the final amount payable in this respect to be confirmed upon receipt of a Reserved Matters application, which confirms the number of dwellings proposed).

6.7 TWC Ecology: **Support** subject to Condition(s):

- Habitat Monitoring and Management Plan
- Ecological Survey - in accordance with the EcIA;
- Erection of Artificial Nesting/Roosting Boxes;
- Pre-commencement inspection - Badgers;
- Ecological Mitigation Strategy and Method Statement.

6.8 TWC Highways: **No Objection** subject to the following summarised Condition(s) and s.106 Financial Contribution(s):

Condition(s):

1. Reserved Matters Consent to include a car park, with provision of a minimum of 40 spaces for the unrestricted use of vehicles associated with Lawley Primary School at drop off and pick up periods;
2. Reserved Matters Consent to include a diversion of Arleston Lane onto the new development spine road, including a restriction of motor vehicles;
3. Reserved Matters Consent to include provision of new parking to offset any of that lost in the vicinity of No's. 44-50 Pepper Mill and No.1 Yew Tree Moor;
4. Updated Travel Plan;
5. Construction of any new estate street shall not be commenced until an estate street phasing and completion plan has been submitted to and approved;
6. Construction of any new streets shall not be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved;
7. Construction of any new estate street to be adopted shall not be commenced until full engineering details have been submitted to and approved in writing;
8. Construction of any new estate street shall not be commenced until full details of the proposed street tree locations, species and planting method have been submitted to and approved;
9. Private roadway to be constructed in accordance with details;
10. Site Environmental Management Plan (SEMP).

s.106 Financial Contribution(s):

- £35,000 towards the upgrade of the Wrekin Way from Dawley Road to the development area. The upgrade will provide a standard which is suitable for pedestrians, wheelchairs, buggies and cycles (approx. 450 metres). To be paid prior to the commencement of development, to be index linked;
- £250,000 towards the remodelling and an increase in effectiveness of the existing one way road between Pepper Mill and Lawley Primary School, in

order to formalise and materially increase the drop off and pick up car parking capacity available. The works are to include robust traffic and non-resident parking controls on Pepper Mill, Church Croft, Yew Tree Moor and Clips Moor and will also assist in the implementation of a speed limit reduction, a HGV weight limit and a no access for motor vehicles, except for access, restriction on Arleston Lane if necessary. To be paid prior to the commencement of development, is to be index linked;

- £5,000 towards Travel Plan Monitoring for 5-years.

6.9 Integrated Care Board (ICB): **Support** subject to Condition(s):

- Requested a Financial Contribution of £294.00 per bed space towards development of Primary Care Infrastructure, with the final amount payable to be confirmed upon receipt of a Reserved Matters application, confirming the number and break-down of proposed dwellings.

6.10 TWC Drainage: **Support** subject to Condition in respect of:

- Requiring a scheme for both foul and surface water drainage.

6.11 TWC Geotechs: **Comment:**

- Consider the development is feasible in principle - it is considered that significant earthworks will likely need to be required in order to achieve the requisite topography for the site in order to achieve the required gradients for roads, alongside retaining features. The following documentation will be required to form part of a subsequent Reserved Matters Application:
 - (i) Full settlement calculations based on the final design layout and levels. These calculations shall include high wall related differential analyses and loads associated with increased ground levels (should increased levels be required);
 - (ii) Mining constraints mitigation proposals based on the final design layout and levels;
 - (iii) A ground gas mitigation design;
 - (iv) If any retaining structures are to be built, a full set of calculations.

6.12 Environment Agency: **Does not fall within the Scope for Consultation**

6.13 West Mercia Police: **Comment:**

Provide general advice on how a scheme could be designed to reduce potential crime.

6.14 The Coal Authority: **No Objection:**

- Request Condition(s) relating to further intrusive site investigations.

6.15 Shropshire Fire Service: **Comment:**

- Recommend that a Swept Path Analysis is undertaken to ensure that emergency vehicles can access the site.

6.16 Natural England: **No Objection**

6.17 TWC Education: **Comment**:

- Requested a Financial Contribution of £2,197,081 towards Primary and Secondary School provision.

6.18 National Highways: **HOLDING RESPONSE**:

- Additional information has been requested.

6.19 Severn Trent Water (STW):

- In February 2025, advised that STW are currently looking to carry out a modelling exercise to understand the impact of all the current applications within this catchment and therefore submitted a Holding Request;
- Note that a pair of additional chasing e-mail's have been submitted requesting further information for which no response has been received, however note the suggested Condition imposed as part of the initial consultation response in respect of:
- Development not commencing until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority.

6.20 Active Travel England: **Comment**:

- Refer to the LPA Standing Advice.

6.21 Shropshire Council Archaeology: **Comment**, subject to Condition in respect of:

- Phased programme of archaeological work.

6.22 Environmental Health:

6.23 Noise: **Comment**, subject to Condition in respect of:

- Requirement for a NA is provided with any future application which must provide details of how all properties will meet good internal noise levels as found in BS8233: 2014 and 50dB LAeq 16hr in external areas providing clear details of any mitigation measures.

Contaminated Land: **Comment**, subject to Condition in respect of:

- Requiring a further Investigation and Risk Assessment.

7.0 SUMMARY OF PUBLIC RESPONSE

- 7.1 A consultation exercise has been undertaken upon the registration of this application. In response to this a total of 201 letters of objection, 4 letters of support have been received.

It is noted that these totals include instances whereby (i) more than one comment has been received from the same property (under different names); (ii) where duplicate comments have been submitted from the same person; and (iii) where comments have been received from residents who live in different areas of the borough (such as St Georges and Wellington).

All responses received are available to view in full on the planning file, however the salient points raised have been summarised as follows:

Support:

- Lawley is a lovely area to live and needs more houses, albeit the Infrastructure needs improvement.

Objection:

Principle of Development

- Proposed development is insular in nature and fails to take account of neighbouring development sites and the opportunities for a comprehensive approach to the master-planning of Lawley;
- Consider that the LPA has a duty to consider access at the Outline Stage;
- No requirement for anymore houses in this area – existing houses are not selling.

Design

- Concern that some of the basic requirements have not been met in terms of design criteria, designs of roads and streets, green network, trees, hedgerows and woodlands, biodiversity and geodiversity;
- Consider that it would be more appropriate to provide a higher density across other parts of the development land rather than spoiling and destroying much of the ecological value that has established over many years;
- Note observations regarding the proposed layout and design/layout issues therein.

Existing Facilities

- Local facilities are already over-crowded - community services have already failed to keep up with the additional housing;
- Inadequate education facilities meaning children need to travel for 1-hour to access the nearest facility;

- Local hospital is the fourth worst rated A&E facility in England – exacerbated as a result of the development;
- No detailed evidence that the local schools and doctors' surgeries have adequate sufficient capacity.

Highway Matters

- Insufficient information has been provided to properly assess the development's impact and its deliverability;
- Access and highways impact - the application has been submitted in Outline with All Matters Reserved - unusual given the importance of access in demonstrating a site's deliverability. Insufficient information to allow LPA to make an informed decision. Transport Assessment states that main site access will be taken from Lawley Drive/Pepper Mill, assumed to be routed through Lawley Village, past Lawley Primary School - a narrow and relatively quiet residential street with parking on both sides.
- Arleston Lane (i) is not wide enough for two-way traffic, (ii) does not have a footpath and is therefore unsafe for pedestrians, and (iii) it has not been demonstrated that a suitable access can be delivered onto Arleston Lane with adequate visibility and without unacceptable losses of trees and vegetation;
- Council's Highways Design Guide (2019) requires two points of access for schemes over 100 unit - deferring the approval of access to the Reserved Matters Stage is unacceptable;
- Existing significant traffic congestion within the locality – likely to be exacerbated;
- Traffic congestion around secondary schools as parents travel by car as a result of limited education provision;
- Proposed development does not adequately address the needs of pedestrians and cyclists;
- Area around the development lacks sufficient pedestrian infrastructure, such as footpaths and safe crossing points;
- No dedicated cycling lanes, discouraging sustainable transport options and increasing the likelihood of accidents involving cyclists;
- Inadequate bus provision;
- Relocation of the bus stop along Glendale directly in front of the proposed parking and backing on to the back of the school will create a further pinch point for traffic;
- Feel the flow of traffic leading onto the M54 from the Lawley Bypass will greatly affect the existing Lawley residents during busy times of the day;
- Existing Public Right of Way (PRoW) has existed for long period of time tens of years, yet Trees are being cut down to facilitate new PRoW;
- Preferable that no linkage is provided to the new development and none of the proposed development is served from Arleston Lane - this section of Arleston Lane is perhaps considered to be the most rural part where there are no footways, no street lighting, practically no verges and with high density hedges either side of the road;
- Plan does not provide facility for bus servicing;

- No consideration has been given to how connectivity would be made to the local employment sources and this would be critical in assessing the need to improve existing public services;
- Impact of this development must be considered in the context of other recent and planned developments in the area - the cumulative effect of multiple projects exacerbates the strain on infrastructure, traffic and congestion.

Geotechnical Matters/Drainage

- Underground Mining Constraints – consider a lack of understanding of underground constraints and puts into question the ability to deliver the scheme as proposed - Ground Conditions Report states ‘the construction of buildings in the Red Zone areas is extremely problematic and not recommended due to Deep Made Ground with the risk of inundation settlement [and] past underground mine workings below the base of the opencast which will require stabilisation below the opencast backfill of up to 40 metre depth’ – note that issues may well be overcome with engineering solutions, however these could impact on the scheme’s viability;
- Further information is required to understand the detailed site access proposals; underground mine workings and how these inform the development parcels;
- Houses on Glendale have been here in excess of 20-years plus still experience ground movement and very poor drainage;
- Drainage is appalling in the ‘higher up’ Glendale properties and will be much worse in the proposed dwellings on a slope;
- Two mine shafts exist within the area;
- Land identified to the east of Arleston Lane and to the south of Apley House is shown to have a mine shaft, a large area with excessive gradient, which was deemed too steep for development - now appears to contain an attenuation pond which would only collect what falls from the sky and no run-off or collected water.

Ecology Matters/Open Space

- Preliminary Ecological Appraisal (PEA) submitted with the application, dated 2020, exceeds the standard 24-month period, and cannot be relied upon (whilst a more up-to-date EcIA has been provided, it does not include surveys for roosting Bats or Hazel Dormouse – consider that these surveys must be undertaken at the Outline Stage and not deferred until later;
- Otter habitat will be damaged;
- Deer frequent this field along with Foxes and Badgers on a regular basis;
- Wildlife in Lawley has so many disruptions over the last 20-years - the site being one of the few spaces they have left and yet now even more natural space is wanting to be stripped away;

- Lots of people moved to Lawley for the natural space surrounding it that is being stripped away;
- Loss of Trees;
- Development would result in the loss of valuable green areas, which currently provide essential benefits to the community;
- Destruction of green spaces harms biodiversity and removes important habitats for wildlife;
- Green spaces play a crucial role in promoting mental and physical health, offering residents areas for recreation and relaxation – the loss of these spaces would negatively affect the quality of life in the area.

Other Matters

- No provision for solar panels or heat pumps;
- Noise, disturbance, or hazardous materials from construction of dwellings;
- Requirement to ensure that 25% Affordable Housing is not reduced;
- Houses along Glendale are getting affected by subsidence and walls cracking;
- Local area is a hot spot for high crime place - crime rate is already much higher;
- Lack of Youth & Community Facilities - instances of well documented antisocial behaviour around the village green and at Glendale Park;
- The proposal of the large number of 2-bed properties is not in keeping with the area;
- Pollution of Ketley Brook is inevitable with the proposed development along with noise;
- Character and appearance of the estate should be in keeping with the housing mix and of properties around the school;
- Impact upon existing views of open countryside;
- The introduction of houses directly onto Pepper Mill causes a privacy issue;
- Vital that s.106 Contributions are provided to provide required infrastructure;
- It is not clear whether there are any additional commercial properties to be provided to serve this residential development.

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
- Indicative Site Layout and Density
- Impact upon Residential Amenity
- Highway Impacts
- Site Drainage
- Land Stability and Contamination
- Impact upon Ecology
- Planning Obligations

- Other Matters

8.2 Principle of Development

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 Council are currently at the Regulation 19 Stage of the Local Plan Review and therefore, limited weight will be given to the relevant policies within this document. The National Planning Policy Framework (NPPF) is also a material planning consideration.

- 8.3 The application site is allocated for residential development (up to 250no. dwellings) under the adopted Local Plan (2018) and is known as Site H13.

- 8.4 Therefore, it is considered that the principle of development on this site can be supported in principle, subject to all technical constraints and all other material considerations being adequately addressed.

8.5 Indicative Site Layout and Density

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.

- 8.6 The design and layout of the site is not for formal consideration at this stage, as this is an Outline Planning Application and not a Full Planning Application. If this Outline application was to be approved, a detailed layout and the appearance of the proposed dwellings would be considered at a later stage under a separate Reserved Matters Planning Application.

- 8.7 An Illustrative Masterplan has been submitted to demonstrate how the site could be laid out to accommodate up to 250no. dwellings and meet the policies of the Local Plan. This Illustrative Masterplan does not contain details such as bedroom numbers but can be used to assess whether acceptable garden sizes and distances between principal windows could be achieved.

- 8.8 Based on the Illustrative Masterplan, separation distances between the existing houses surrounding the site and the proposed dwellings suggest that these may be sufficient to maintain privacy levels and facilitate an acceptable level of screening and/or landscaping. However, it is once again noted that this matter would be reviewed in depth at the Reserved Matters stage.

- 8.9 Noting the comments of the Council's Geotechnical Officer and whilst it is considered that the development is feasible in principle - it is considered that significant earthworks will likely need to be required in order to achieve the requisite topography for the site in order to achieve the required gradients for roads, alongside retaining features. The extent of works proposed has not been fully explored at this stage (noting the Outline form of the application)

and it is not therefore possible to fully determine the extent to which the topography of the site may change at the later Reserved Matters Stage. It is noted that should retaining features be required, this may significantly impact upon the separation distances required, and in turn may affect the final number of units which could be achieved on the site. For this reason, on the basis of the omission of additional Geotech Reports, as requested as part of any Reserved Matters Application, the planning application is proposed to be Conditioned as a maximum of 250 units - noting that whilst 250 units could, in principle, be achieved, this would be informed as a result of the extent of works, informed by the additional Reports, being undertaken.

8.10 Where plots cannot achieve an acceptable separation distance, they may need to come forward as bungalows rather than two-storey dwellings. However, this would be a detailed matter for future consideration, subject to the Outline Planning Application being Granted.

8.11 In light of the above assessments, it is considered that the proposal is acceptable in respect of site layout, scale and designs, in accordance with Local Plan Policy BE1.

8.12 Impact on Residential Amenity

Policy BE1 of the Telford & Wrekin Local Plan outlines that the Council will support development which demonstrates that there is no significant adverse impact on nearby properties by way of noise, odour or light pollution or that new development does not prejudice or undermine existing surrounding units.

8.13 Based on the Illustrative Masterplan, adequate separation distances between the existing houses on Glendale and Pepper Mill surrounding the site and the proposed dwellings are capable of being achieved, in order to maintain privacy levels. There are a number of new plots which may not achieve a 21 metre separation distance between facing principal windows or as a result of any potential retaining features, and, were the application to be approved and come forward at Reserved Matters stage, this would need to be given further consideration (noting that some plots may have to come forward as bungalows).

8.14 With regard to noise, a Noise Assessment has been submitted with this application. It should be noted that as this is an Outline Planning Application with all matters reserved, specific comments on impacts on properties cannot be provided at this time as any layout would be subject of a future Reserved Matters application.

8.15 The submitted Noise Assessment (NA), dated 16 December 2024, has been reviewed and it is noted that external amenity areas for dwellings should be promoted to achieve 50dB LAeq 16 hr given the size of the site and the ability therefore to promote a design and layout which enables this noise level to be achieved across all dwellings.

- 8.16 The NA finds that noise levels fluctuate across the site with noise levels reaching 65dB LAeq 16hr at the site boundary with Lawley Drive and 59dB LAeq 16hr at the boundary with Arleston Lane. Noise levels toward the West of the site are generally lowest due to distance from noise sources in the area - this information should inform the detailed design to promote dwellings in quieter areas of the site to ensure the best possible noise amenity for future site users. Utilising areas of the site with lowest noise levels should form part of the good acoustic design process. Should dwellings be proposed in areas noted to be noisier it is expected that this will require mitigation to meet noise levels meeting the standards previously promoted for external areas. These mitigation measures would need to be submitted as part of a Reserved Matters application.
- 8.17 It is noted that the Arleston Lane noise levels will likely be reduced due to rerouting and traffic calming measures - the impact of such measures must be predicted at the Reserved Matters stage to ensure that this is taken into account.
- 8.18 The NA finds that it is expected that passive background ventilation will enable internal noise levels to be met in most cases across the site (subject to good acoustic design, layout and orientation of dwellings). In some areas it is anticipated that there may need to be reliance on glazing performance and trickle vents to meet internal noise levels. Good acoustic design should reduce this need as far as possible to provide best possible noise environments for future site users. The NA concludes that it should be possible for most properties to achieve good internal noise levels with passive ventilation methods and recommends that external areas should be able to meet 50dB LAeq 16hr for the majority of residential properties.
- 8.19 Having considered the information provided it is considered possible for the site to achieve good noise levels in internal and external areas. The NA has provided many specific aspects to be taken into consideration when designing the site to ensure good acoustic design.
- 8.20 It is recommended that a Condition is included on any approval to state that an updated NA is provided with any future application which must provide details of how all properties will meet good internal noise levels as found in BS8233: 2014 and strive to achieve 50dB LAeq 16hr in external areas providing clear details of any mitigation measures.
- 8.21 Noise, disturbance, or hazardous materials from the construction of dwellings and other matters such as hours of site operation; are all proposed to be considered as part of a Site Environmental Management Plan.
- 8.22 In light of the above assessment, Officers consider that the proposal would not have a significantly detrimental impact upon the amenity of neighbouring residential properties and is compliant with Policy BE1 of the Telford & Wrekin Local Plan.
- 8.23 Highway Impacts

The application has been submitted in Outline with all matters reserved, meaning that access is not currently presented for approval. While this is a valid approach within Planning and Legal parameters, it requires the Local Highway Authority (LHA) to consider potential access scenarios and form conclusions based on those assumptions

8.24 The site only has an application boundary which extends to extant roadways at four points. These being:

1. Pepper Mill to the south;
2. Glendale to the south;
3. Yew Tree Moor to the south;
4. Arleston Lane to the north.

8.25 In-line with the submitted indicative proposals, the LHA is currently working on the basis that the site will be accessed from these four aforementioned locations.

8.26 It is important to note that the current site boundary does not facilitate a practical connection to the existing signalised junction on the A5223 Lawley Drive, which also serves Birchfield Way. Such a connection would rely on land outside the scope of the present application. As a result, a direct access arrangement onto the A5223 is not under consideration at this stage. In the absence of such a proposal, the Local Highway Authority (LHA) has assessed the application based on the access arrangements currently put forward

8.27 The site is allocated as H13 in the current Local Plan and is allocated for 250 units. As such the LHA must be aware that the site has substantial planning merit, in that it is formally allocated, has been subject to previous public consultation and engagement and also has been through a planning inspectorate examination. The development is not speculative and neither does its proposed yield exceed that outlined in the Local Plan Table 21 - Housing Site Allocations.

8.28 In highway terms this does not mean the LHA's position is predetermined but it does mean that the highways conclusions drawn must be mindful of the policy context already set through the due planning process.

8.29 The LHA's observations of the Local Highway Network to this site are generally consistent with those made by Objectors to the application through the consultation process. These can be summarised as:

- Congestion on Pepper Mill, Glendale and around Church Croft and Yew Tree Moor at Lawley School pick up and drop off periods. This is compounded further by indiscriminate parking, antisocial driving behaviour and a general lack of discipline in the use of defined crossing points;
- A perceived increase use of Arleston Lane in order to access Wellington. Arleston Lane is a rural lane in nature with a national speed limit and no imposed vehicular restrictions to its legal use. It does narrow in locations

where low speed passing with restricted manoeuvrability and some backing up does occur. Arleston Lane also has no dedicated pedestrian segregation;

- Perceived queuing issues on the Pepper Mill arm of the Lawley Crossroads signal junction. At peak times the Pepper Mill arm doesn't always clear under one signal cycle resulting in some queue build up;
- Potential construction traffic issues due to the proximity of the School.

8.30 The LHA does believe that the issues identified have the potential to be mitigated to a degree proportionate to the developments proposed highway impact. Such mitigation is also likely to provide betterment to the existing highway situation and problems in the area – especially at school peak times.

8.31 The information presented in the Applicant's submission has been reviewed, alongside the submitted Transport Assessment addendums containing updated data. The following has been deduced:

1. The layout proposed is entirely indicative and therefore highways commentary on design and layout specifics will be made on the later submitted Reserved Matter application;
2. Notwithstanding the above, Arleston Lane is proposed to be diverted in full through the new internal spine for the development, resulting in a part closure, to vehicular traffic, of the extant route. It is claimed such an arrangement will deter the existing rat running of Arleston Lane, which currently occurs in order to avoid the A5223 and B5061 corridor through to Wellington. This claim does have merit as data suggests that there can be a 2-minute benefit to the Arleston Lane route at peak network times. Therefore it is essential that the new development spine road is highly traffic calmed to a design speed of 20mph or below and is presented in a form that does not encourage through traffic. The specific detail of this can be addressed at the Reserved Matters stage;
3. 250 residential units is expected to generate 162 AM peak hour two way trips and 168 PM peak hour two way trips. The trip rates used to derive these have been taken from the Telford Strategic Transport Model and they have also been validated by the LHA against trip rate data collected for Lawley Phase 6. The later being slightly lower than that used in the application submission however for a robust analysis the LHA will consider the respective 162 and 168 as appropriate. The LHA can therefore broadly assume from this that the site will generate on average 2.75 new cars onto the network per minute across a peak hour;
4. The distribution of the traffic generated by the development, has been defined by the Telford Strategic Transport Model. This concludes that of the 162 new two way trips at an AM peak, 118 of these will route through Pepper Mill and Glendale to the south and 44 will route through Arleston Lane to the north. At a PM peak 127 of the 168 new two way trips will route through Pepper Mill and Glendale and the

remaining 41 through Arleston Lane. Some traffic will access Dawley Road via Glendale and The Meadows but the modelling suggests this will be minimal;

5. A pocket of circa. 10 units are indicated to be accessed through Yew Tree Moor and will sit opposite No.44-48 Pepper Mill. This is a small number of houses, so traffic generations will be low but the delivery of new housing frontages along here will sterilize some existing parking provision for those houses opposite. The proposed development layout is purely indicative currently, therefore the LHA can make no particular objection to the arrangement but any further detailed applications will need to make an allowance for any on street parking loss in this area and it will require careful design consideration;
6. The Applicant's observations have suggested an existing two way traffic flow on Arleston Lane of 116 vehicles in the AM peak and 94 in the PM peak. These claims have been cross checked against the Councils own observations for validity and the LHA finds no reason to dismiss the data presented. The applicant has undertaken an exercise of offsetting the new development flows against those which are currently on Arleston Lane, to help demonstrate a net reduction in overall flow at peaks, as a result of the developments proposals to divert Arleston Lane into the development layout and therefore mitigate its use as a rat run between Lawley and Wellington. The LHA believe these claims do have some weight but whether the reality would be as black and white as the figures present, of a net reduction of 72 trips at an AM peak and 53 at a PM peak, it would be almost impossible to conclude. Driver behaviour, decision making based on personal circumstances and changing day to day traffic conditions determining route choice, are not consistent. However, the LHA does consider that it is fair to assume that close to an equilibrium could be achieved between the new development flows on Arleston Lane and a proportion of the existing rat running traffic being reassigned onto the A5223. It is also believed the proposals will critically reduce rat running movements at periods outside of peak times, contributing to some overall betterment in the area and alleviate some historic concerns.

The Applicant's observations have suggested an existing two way traffic flow on Arleston Lane of 116 vehicles in the AM peak and 94 in the PM peak. These claims have been cross checked against the Councils own observations for validity and the LHA finds no reason to dismiss the data presented. The Applicant has undertaken an exercise of offsetting the new development flows against those which are currently on Arleston Lane, to help demonstrate a net reduction in overall flow at peaks, as a result of the developments proposals to divert Arleston Lane into the development layout and therefore mitigate its use as a rat run between Lawley and Wellington.

It is considered that these claims do have some weight, however whether the reality would be as black and white as the figures present,

of a net reduction of 72 trips at an AM peak and 53 at a PM peak, it would be almost impossible to conclude. Driver behaviour, decision making based on personal circumstances and changing day to day traffic conditions determining route choice, are not consistent. However, it is believed that it is fair to assume that close to an equilibrium could be achieved between the new development flows on Arleston Lane and a proportion of the existing rat running traffic being reassigned onto the A5223. Furthermore, the proposals will critically reduce rat running movements at periods outside of peak times, contributing to some overall betterment in the area and alleviate some historic concerns.

7. A comprehensive accident analysis has been carried out for the highway network around the site for the last six years. The cordons for this includes Arleston Lane up to Arleston Manor Mews, the full length of Pepper Mill and Glendale up to Dawley Road. The accident numbers are very low. There have been two slights on Pepper Mill, both occurred at night, where one vehicle struck a kerb and the other where a taxi pulling out struck a stationary pedestrian in the road. There has been one serious on Arleston Lane which was a snow related collision and another serious on Glendale which was attributed to a car pulling out around a parked car and into the path of another, just before 6pm. None of the recorded accidents therefore appear to be related to the school drop off and pick up periods;
8. Non-motorised vehicle surveys on Arleston Lane have demonstrated that pedestrian movements are exceptionally low here with on average between one and two movements in a peak hour. These claims are consistent with the LHA's own observations and knowledge of the area. Pedestrian desire lines do not really lend towards this route, as facilities to and from Wellington are better suited to that on Dawley Road. The development will be required to contribute towards the upgrade of the Wrekin Way, that runs through the middle of the site, out onto Dawley Road to the west to help maximise this sustainable pedestrian connection;
9. In overall sustainability terms the site is very good, as it forms a natural extension to the wider Lawley development. Bus service 8 and 8A are easily accessible from Glendale and 99A and 99C are available on Dawley Road. There is excellent non-motorised connectivity into the wider Lawley area, with the district centre being just over 1km away. Lawley Primary School is on the sites doorstep and Lawley Academy is around the same distance away as the district centre. The Wrekin Way also provides direct sustainable linkages through the east of Lawley village and through to Lawley Phase 5 & 9, Spring Terrace, The Rock and onto Bellpit Road which then links through to Colliers Way providing access to Thomas Telford School, the Bridge/Forge Retail Parks and then onto the Town Centre;

10. Traffic conditions around Pepper Mill and Glendale at school drop off and pick up periods can be difficult. The applicant acknowledges this and this point has been pressed on them by the LHA through all pre application discussions. Some sections of road in the area at the school times can effectively become one way with traffic struggling to move through in a free flowing manner. The road space around the school effectively serves as a school car park where issues are compounded by indiscriminate driver and pedestrian behaviour at times.

The Applicant has been keen to look to mitigate some of these issues through the evolution of their proposals. It has been acknowledged that if 118 new peak hours trips are to be generated onto the Pepper Mill and Glendale road space at an AM peak then development proposals need to proportionately alleviate existing issues and concerns. Accordingly, the applicant is proposing a new public car park within their site, adjacent to Glendale, which can be utilised by the school to provide an off road facility for vehicles on the pick-up and drop off periods. The masterplan currently indicates a 40 space car park, which will undoubtedly make a material mitigating impact on existing issues, if coupled with appropriate measures to then better manage traffic on Pepper Mill, Church Croft and Yew Tree Moor. The later being essential, as there is a strong likelihood traffic displaced from Pepper Mill and Glendale, as a result of the new car park, will be backfilled by new opportunistic parking in that road space. A better utilisation of the one way road between Pepper Mill and the School, coupled with robust traffic and non-resident parking prohibitions and enforcement in the area are a must.

11. Comprehensive modelling has taken place of the Lawley Crossroads Signal junction. The modelling has been conducted under an optimised analysis rather than using the current controller program. The LHA has no issue with this approach, as the controller currently does not run at maximum efficiency. The full network of Lawley signals will be upgraded to an intelligence linked traffic management control system; this is an ongoing project where money from the wider Lawley SUE has already been secured for its implementation. The LHA acknowledge procurement is in progress for the installation of the fibre required to link the signals together. Accordingly, the LHA has no concerns for the additional traffic generation from this development onto the signal controlled network. Matters relating to the M54 junction 6 are within the remit of National Highways, who directly provide specific consultation comments to the LPA.
12. There has been some concerns expressed regarding construction traffic associated with the development and the close proximity to the school. The application at this time is for all matters reserved, so it is reasonable to expect that this will be addressed under the submission

of further information by means of a Construction and Environmental Management Plan. The LHA will seek that this ensures no construction traffic, associated with the site, is permitted within the school drop off and pick up periods and also does not utilise Arleston Lane. There will also be a requirement for highway precondition and post conditions surveys, where the developer will be fully responsible for any damages or maintenance matters occurring.

8.32 National Highways have been consulted on the proposal and have submitted a 3-month Holding Response in order to allow the Applicant the opportunity to submit additional information. A formal response has been received to the comments raised and this is currently pending consideration by National Highways. Any response received will be updated to Members accordingly.

8.33 In light of the above comments received by the Local Highways Authority, alongside proposed Condition(s) and Financial Contribution(s), Highways England and Active Travel England, and subject to the Holding Response by National Highways being removed, the proposal is deemed to be compliant with Policies C3 and C5 of the Telford & Wrekin Local Plan and is considered to be acceptable from a technical highways perspective.

8.34 Site Drainage

Within the FRA and drainage strategy it was identified that a private rising main likely crosses this site. Within the detailed drainage design to be submitted at the Reserved Matters stage/within future Discharge of Conditions applications, this asset should be picked up as it will either need to be diverted through the development, or outfall into the sites' foul system (and therefore impact the design of the new foul pumping station). In respect of the new storm water outfall to be laid into the culvert crossing under Arleston Lane, it is highlighted that the connection point should be investigated via CCTV to prove this is a viable connection point and confirm whether any upgrades may be necessary. Permission and a method statement for the connection to the Highways culvert must be agreed by the LHA separately to any planning permission.

8.35 It is considered that the drainage scheme shown on the submitted plans and documents are acceptable in principle from a technical perspective and demonstrate that the site can be adequately drained. As such, the proposal is therefore deemed to be compliant with policies ER11 and ER12 of the Telford & Wrekin Local Plan 2011-2031.

8.36 Land Stability and Contamination

8.37 *Land Stability*

The Council's Geotechnical Officer considers that the development is feasible in principle – noting that it is considered that significant earthworks will likely need to be required in order to achieve the requisite topography for the site in order to achieve the required gradients for roads, alongside retaining features.

The extent of works that would be required has not been fully explored at this stage (noting the Outline form of the application) and it is not therefore possible to fully determine the extent to which the topography of the site may change at the later Reserved Matters Stage, noting that retaining features may be required. For this reason, on the basis of the omission of additional Geotech Reports, as requested as part of any Reserved Matters Application, the planning application is proposed to be Conditioned as a maximum of 250 units - noting that whilst 250 units could, in principle, be achieved, this would be informed as a result of the extent of works, informed by the additional reports, being undertaken.

- 8.38 The Council's Geotechnical Officer has requested that Condition(s) be attached to any Grant of Outline Planning Consent requiring (i) Full Settlement Calculations based on the final design layout and levels; (ii) Mining constraints mitigation proposals based on the final design layout and levels; (iii) A ground gas mitigation design; (iv) If any retaining structures are to be built, a full set of calculations (as part of any Reserved Matters application). Officers consider these conditions to be reasonable.
- 8.39 The Contamination Assessment Report (CAR) contains a preliminary Coal Mine Gas Risk Assessment, and provisional intrusive investigation which includes soil, gas and groundwater sampling.
- 8.40 The Contamination Assessment has identified 'high' potential risks to human health from ground gas, likely originating from the shallow mine workings and opencast mining backfill. The CAR states that 'further ground gas data collection is recommended.'
- 8.41 The 'Contamination Assessment' provides a number of Recommendations noting that 'further site investigation is required to inform detailed design and reduce risk uncertainty in the Risk Assessment that has been completed to date.'
- 8.42 The Local Planning Authority agree with the 'Contamination Assessment' conclusions and recommendations, requiring further investigation and Risk Assessment by means of Condition.
- 8.43 Impact upon Ecology

Mandatory Biodiversity Net Gain (BNG) applies to this development and it will be expected to achieve a 10% net gain in biodiversity units across all habitat types.

- 8.44 The site has a baseline value of 48.26 area habitat units, 8.50 hedgerow habitat units and 0.30 watercourse units. There are no irreplaceable habitats within the site, although there are three habitats of principle importance which are lowland mixed deciduous woodland, wet woodland and native hedgerows. These habitats are recognised as having the highest possible strategic significance within the metric, giving additional weight to their contribution to

the overall unit score - these habitats are all proposed to be retained within the current indicative proposal.

- 8.45 The baseline assessment of the site identifies 10 area habitat types including two habitats of principle importance, four hedgerow habitat types including one habitat of principle importance, and one watercourse habitat on the site. Condition assessments for all habitats on the site match the evidence provided in terms of photographs, as well as local knowledge of the site.
- 8.46 As this is an Outline Planning Application, it is likely that the Indicative Site Layout will change, and therefore limited weight can be placed on the 'post-development' score provided in the metric. However, the exercise carried out demonstrates that the site in its current iteration would be capable of comfortably achieving more than the 10% mandatory gain target; the provided metric demonstrates a 26.67% (12.87 unit) gain in area habitats, a 36.98% (3.14 units) gain in hedgerow habitats, and an 11.62% (0.03 unit) gain in watercourse habitats. It would therefore be expected that the final layout of this would also achieve more than 10% gain.
- 8.47 The EcIA Impact Assessment (EcIA) has identified potential impacts relating to Bats in trees and Dormouse, as well as pre-commencement inspection requirements for a range of species. Furthermore, the EcIA recognised a potential impact pathway to The Wrekin & The Ercall SSSI, a statutorily protected site located approximately 2km from the proposed development. Due to lack of hydrological connectivity between the sites, there is not likely to have any significant impact on the SSSI site.
- 8.48 The EcIA identified six non-statutory sites for nature conservation within 2km of the development site - the closest of these is the Whitchurch Drive Local Wildlife Site, approximately 0.6km from the site. There are no recognised or identified impact pathways between the development site and any of the six protected sites, and so no adverse impacts are anticipated as a result of this development. As such, no further consideration is given to non-statutory protected sites for this proposed development.
- 8.49 The EcIA identifies that a further survey is required as to the potential impacts of this development on roosting bats. Since initial surveys were undertaken, the layout of the site has changed and it is now expected that an area of woodland habitat is likely to be lost. As this change occurred past the end of the most recent bat survey season, it has not been possible to provide an updated bat survey considering the impact of the loss of trees and potential roosting features. As such, Ground Level Tree Assessments will be required in advance of any Reserved Matters Application. Furthermore, the EcIA highlights the loss of approximately 0.1ha of woodland habitat on the site – a further survey for Hazel Dormouse within this affected parcel of woodland is recommended in advance of any Reserved Matters Application.
- 8.50 Of the 11 ponds within 500 metres of the site boundary, none returned a positive or inconclusive eDNA result which could indicate presence of breeding GCN within those waterbodies. Furthermore, no reptiles were

recorded throughout the suite of surveys, and it is anticipated that any impact to reptiles due to development of this site will be to a local site level.

- 8.51 The habitats on-site are suitable for foraging by badgers and other mammals such as hedgehog. Impacts on badgers and other small mammals were scoped out within the EclA as no evidence of setts or other shelter locations were identified. However, as these species are often transient and can establish locations within short timescales, it will be a requirement for any Reserved Matters Application that a pre-commencement survey be carried out to update this.
- 8.52 Natural England have returned a 'No Objection' response to the planning application, stating that 'based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites.' As such, no further consideration is given to statutory protected sites for this proposed development.
- 8.53 In light of the above assessments and their being no technical objections towards the proposal in this regard, it is considered that the scheme is compliant with Policies NE1 and NE2 of the Telford & Wrekin Local Plan.
- 8.54 Planning Obligations

Any planning consent would be Conditional on a s.106 Agreement to secure the following (plus indexation):

- i. £650.00 per dwelling towards enhancements and upgrades to local sport and recreational spaces (with the final amount payable confirmed at the reserved matters stage, where the final number of dwellings will be confirmed);
 - ii. £294.00 per bed space towards Development of Primary Care Infrastructure (with the final amount payable confirmed at the reserved matters stage, where the final number of dwellings and their break-down will be confirmed);
 - iii. £2,197,081 towards Primary and Secondary School Provision;
 - iv. £35,000 towards the upgrade of the Wrekin Way from Dawley Road to the development area;
 - v. £250,000 towards the remodelling and an increase in effectiveness of the existing one way road between Pepper Mill and Lawley Primary School;
 - vi. £5,000 towards Travel Plan Monitoring for 5-years.
- 8.55 The Agent has confirmed that the site will deliver 25% Affordable Housing as required by Local Plan Policy HO5 – with no less than 25% of that provision as First Homes and the remaining 75% of that provision to be Social or Affordable Rented.

Any Reserved Matters Application shall be required to include details in respect of:

- an appropriate mix of affordable dwelling types and sizes will need to be agreed. This shall consist of a mix of one, two and three bedroom properties, including bungalows to be agreed;
- be fully integrated within the development as a whole and provided in clusters of no more than four to six dwellings;
- 45% of all Affordable Housing shall achieve the higher accessibility standard M4(2) Category 2 (accessible and adaptable) and 5% should meet M4(3) Category 3a (wheelchair adaptable).

8.56 In determining the required planning obligations on this specific application the following three tests as set out in the CIL Regulations (2010), in particular Regulation 122, have been applied to ensure that the application is treated on its own merits: a) necessary to make the development acceptable in planning terms; b) directly related to the development; c) fairly and reasonably related in scale and kind to the development.

8.57 Other Matters

In respect of the National Design Space Standards (NDSS), the initial proforma noted that 10no. of the units would have a marginal shortfall. These calculations are based upon an Illustrative Masterplan which would likely significantly change as part of a Reserved Matters Planning Application. The Applicant would need to demonstrate compliance with this standard during the Reserved Matters stage, at which point, a final site layout will be proposed.

8.58 As a result of the Outline nature of the Planning Application, the Applicant is not required to provide details in respect of sustainability credentials, namely the installation of solar panels or heat pumps, noting that the installation of solar panels is a requirement as part of Building Regulations.

8.59 Similarly, the nature and mix of house types are noted as Illustrative within the submitted plans and these, alongside the design and character of the new housing would come forward as part of a Reserved Matters Planning Application.

8.60 Concern has been raised regarding the local area being a hot spot for high crime and there allegedly being instances of well documented anti-social behaviour around the Village Green and at Glendale Park. Whilst this is noted, as the proposal is only Outline in nature, it is not possible to consider the final layout of the site and therefore consider designing out crime. In a similar vein, it cannot be assumed that the erection of further housing within this area would exacerbate this issue or lead to an increase of crime. Such considerations (in respect of designing out crime) would again form part of a Reserved Matters Planning Application for which the layout would be designed to incorporate natural surveillance, including features such as dual frontages and overlooking of open spaces.

8.61 Clarification has been sought regarding the nature of the development proposed and whether there are any additional commercial properties to be

provided to serve this residential development. It should be noted that the development is solely limited to a residential development, and whilst a representation has been received from a neighbouring landowner, this does not form part of the consideration of the current Planning Application.

- 8.62 Whilst it has been raised that houses along Glendale are alleged to have been affected by subsidence and walls cracking, unfortunately this is not a material planning consideration and cannot therefore be considered as part of the current Planning Application.

9.0 CONCLUSION

This application is seeking Outline Planning Permission to develop this site for residential purposes, upto 250no. dwellings. The development is allocated for residential under the adopted Local Plan (2018) known as Site H13.

- 9.1 With the exception of National Highways, Statutory Consultees either Support or raise No Objection to the scheme and have requested Condition(s) and/or Financial Contributions to mitigate the impact of the proposed development, where those impacts cannot be accommodated on-site. These include Financial Contributions towards improved education, play/recreation/sport facilities, healthcare facilities, and highways/Public Rights of Way (PRoW). Affordable Housing would be provided onsite secured at 25% of the overall development. Subject to these Condition(s) and Financial Contributions being agreed, Officers consider the proposals can achieve policy compliance.
- 9.2 Should this application be approved, details matters such as, access, layout, scale, appearance and landscaping would come forward at a later date through a separate Reserved Matters planning application(s). Many of the matters of details raised by consultees would be addressed at that stage.
- 9.3 On balance, therefore, the proposal is deemed to be compliant with the Telford & Wrekin Local Plan 2011-2031 and the guidance contained within the NPPF.

10.0 RECOMMENDATION

- 10.1 Based on the conclusions above, it is recommended that the Committee **RESOLVE DELEGATED AUTHORITY** to the Service Delivery Manager to **GRANT OUTLINE PLANNING PERMISSION** subject to the removal of the Holding Objection, from National Highways, and any requested mitigation (with the authority to finalise any matter including Condition(s), 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:

- i) £650.00 per dwelling towards enhancements and upgrades to local sport and recreational spaces (with the final amount payable confirmed at the reserved matters stage, where the final number of dwellings will be confirmed);
 - ii) £294.00 per bed space towards Development of Primary Care Infrastructure (with the final amount payable confirmed at the reserved matters stage, where the final number of dwellings and their break-down will be confirmed);
 - iii) £2,197,081 Primary and Secondary School Provision;
 - iv) £35,000 towards the upgrade of the Wrekin Way from Dawley Road to the development area;
 - v) £250,000 towards the remodelling and an increase in effectiveness of the existing one way road between Pepper Mill and Lawley Primary School;
 - vi) £5,000 towards Travel Plan Monitoring for 5-years;
 - vii) 1% Monitoring Fee for Section 106 Contribution(s).
- B) The following Condition(s) (with authority to finalise Condition(s) and reasons for approval to be delegated to Development Management Service Delivery Manager):

Condition(s):

Time Limit Outline

Time Limit Reserved Matters

Time Limit – Submission of Reserved Matters

Standard Outline – All Matters Reserved

Reserved Matters in accordance with Parameters Plan

No more than 250no. dwellings to be permitted as part of Reserved Matters

General Details Required

Details of Materials

Habitat Monitoring and Management Plan

Ecological Survey - in accordance with the EcIA

Erection of Artificial Nesting/Roosting Boxes

Pre-commencement inspection - Badgers

Ecological Mitigation Strategy and Method Statement

Landscaping Plan

Landscape Management Plan

Scheme for Foul and Surface Water Drainage

Reserved Matters Consent to include Car Park (minimum of 40 spaces for unrestricted use associated with Lawley Primary School

Reserved Matters Consent to include Diversion of Arleston Lane onto the new development spine road

Reserved Matters Consent to include provision of new parking to offset any lost in vicinity of No's. 44-50 Pepper Mill and No.1 Yew Tree Moor

Updated Travel Plan

Estate Street Phasing/Completion Plan

Details for Future Management/Maintenance of Proposed Streets
Full Engineering Details of New Estate Streets
Full Details of Proposed Street Tree Locations
Private Roadway Construction
Site Environmental Management Plan (SEMP)
Noise Assessment to accompany any Reserved Matters Application
Geotechnical Documentation required to form part of a subsequent Reserved Matters Application, incl. (i) Full settlement calculations based on the final design layout and levels; (ii) Mining constraints mitigation proposals; (iii) A ground gas mitigation design; (iv) If any retaining structures are to be built, a full set of calculations
Development not commencing until drainage plans for the disposal of foul and surface water flows have been submitted to and approved by the Local Planning Authority
Further Intrusive Site Investigations
Phased Programme of Archaeological Work
Development in Accordance with Plans

Informative(s):

Section 106 Agreement
Coal Authority Low Risk Area
Nesting Wild Birds
Fire Authority
S184/S278 Agreement
Biodiversity Net Gain
Conditions
Reasons for Grant of Approval
Approval Following Amendments