

TWC/2025/0480

Site of Former The Wrekin Endeavour Centre, North Road, Wellington, Telford,
Shropshire

Erection of 40no. affordable dwellings with associated parking and amenity space

Amended Plans and Documents Submitted

APPLICANT

Green Square Accord

RECEIVED

04/03/2026

PARISH

Wellington

WARD

Haygate and Park

**THIS APPLICATION IS BEING BROUGHT BEFORE PLANNING COMMITTEE
HAVING BEEN DEFERRED AT ITS MEETING OF 18th MARCH 2026 WHERE
AMENDMENTS TO THE SCHEME WERE SOUGHT BY MEMBERS**

<https://secure.telford.gov.uk/planning/pa-applicationsummary.aspx?ApplicationNumber=TWC/2025/0480>

1.0 CONCERNS RAISED BY COMMITTEE

1.1 A number of matters of concern were raised during the Committee Meeting by Members, these related to the following issues and led to the Deferral of the application to allow opportunity for revision to be made by the Applicant:

- density
- the orientation be configured to ensure that no habitable windows were overlooking the school
- an increase in the number of parking spaces
- the proposed demographic and accessible units with the consideration of bungalows.

1.2 Further to the meeting, the Applicant has revised the scheme as follows:

- Obscure glazed windows with a sill height of 1.4 metres have been introduced to the north elevations of Birch House and Rowan House (apartment blocks). The Applicant identifies that the bedrooms on the north elevation will incorporate casement windows with obscure glazing, this had already been proposed as a Condition through the previous Committee Report.

The Agent has identified that in the case of Rowan House, the central single bedroom flats retain standard sill height windows to ensure compliance with the required standards for ventilation and natural light to habitable rooms.

- Parking increased from 48 to a total of 53 spaces.

Density

- 1.3 Further to the high density concern raised, the Applicant has retained the level of development at 40 units spread across the form of accommodation as previously proposed, identifying that there is no option to alter this. The proposed development, by reason of it's scale, positioning in the site and overall density would result in intensive development that fails to respond positively to the character and spatial quality of the area. Given that the level of development, reliance on substantial buildings, extensive areas of hardstanding and parking provision and limited separation between built form and site boundaries, Officers do not consider that the concern of Members has been satisfactorily addressed.
- 1.4 Members had concern about the density of development. The existing density of the housing directly opposite comprises 16 dwellings per hectare (No's 74-78a North Road, two storey with traditional front and rear gardens, net density), to the site as amended 49 dwellings per hectare (net density). The scheme put before members previously would have been similar, Officers had previously considered the density acceptable given the planning history of the site, but taking on board Members comments it is acknowledged that in order to achieve the supposed viable threshold of 40 units on the site the proposed development would result in a notably dense form of development with a significantly scaled form of provision evident in the streetscene (albeit setback).
- 1.5 Therefore, the proposal would represent an overdevelopment of the site contrary to BE1 (i.) of the Telford and Wrekin Local Plan 2011 – 2031, DD1 (1. a. and b.) of the emerging Telford and Wrekin Local Plan 2021-2041 and the NPPF.

Overlooking of school

- 1.6 In response to the request for the reorientation of the built development at the northern edge, the Applicant has advised that the site cannot be reconfigured (not elaborated), some windows have been amended to comprise raised sills to 1.4m at the first and second floor, with standard height windows (together with doors) at the ground floor. It is advised by the Agent that in the case of Rowan House, the central one bedroom flats retain windows at standard height to ensure compliance with the required standards for ventilation and natural light to habitable rooms.
- 1.7 By reason of the siting, scale and orientation of the buildings, habitable room windows and amenity areas would directly overlook areas actively used by pupils and staff at the neighbouring school. The proposed amendments to the application to include raised sills do not satisfactorily address the fundamental layout issue. In the Officers opinion the amendments do not overcome

Members concerns, such that concern with regards to TWLP Policy BE1 (xi.), and emerging Local Plan Policy DD1 (1.n.) exists.

- 1.8 In the absence of appropriate orientation, the proposal would result in unacceptable actual or perceived overlooking, leading to a loss of privacy and potential safeguarding concerns. The development therefore fails to provide an appropriate relationship between the uses and is contrary to BE1 of the Telford and Wrekin Local Plan, emerging Local Plan Policy DD1 n. and provisions of the NPPF.

Parking

- 1.9 Members deferred the scheme which proposed 48 spaces, 42 were allocated spaces, and 6 were unallocated visitor spaces. Whilst this met the overall parking requirement, the number of visitor spaces was under parking standards with a shortfall of 9 unallocated parking spaces. The Local Highway Authority (LHA) were content with this situation subject to conditioning and the provision of a S106 towards the implementation of parking restrictions within the vicinity of the site access given the proximity of local schools.
- 1.10 The Applicant has nonetheless revised the parking layout to provide 53 spaces - which are identified as easily accessible within the layout, 11 of which would be unallocated parking spaces. In turn the revision reduces the parking shortfall to four spaces. Through this revision it remains the case that the scheme is supported by the Local Highways Authority, who consider the minimal shortfall in visitor parking is unlikely to give rise to indiscriminate parking occurring within the site and on North Road that may result in an unacceptable highway safety issue, and warrant refusal on highway grounds. It has been further noted that the development will provide 100% affordable units to which car ownership tends to be lower. The application of Central Parking Standards does not take this into consideration, therefore the provision of 53 parking spaces is considered to be acceptable to meet the parking demand of the development.
- 1.11 In turn, the scheme now offers more parking than was originally proposed. Although this is considered betterment, this is an action that has been made outside of the original recommendation of the Local Highways Authority and to address Member concerns. Officers are satisfied that the proposed parking arrangement is acceptable, there is no technical objection to this element of the proposal that warrants refusal.

Proposed demographic and accessible units with the consideration of bungalows

- 1.12 Members deferred the scheme as they wanted the developer to work with the LPA to look into the proposed demographic and accessible units with the consideration of bungalows. Officers considered this was primarily to reduce

Members perceived impact of the development on the highway. However, as outlined above, the LHA following a technical assessment do not consider that a refusal on highways grounds could be successfully defended at Appeal. Notably from an adaptable and accessible perspective the scheme is fully compliant with TWLP (2011-2031) Policy HO4 in respect of the delivery of required M4(2) and M4(3) units.

2.0 CONCLUSION

- 2.1 On balance, notwithstanding the significant benefits arising from the provision of 40 affordable homes on previously developed land within a sustainable location, the amended proposals continue to give rise to unacceptable design and amenity impacts. The concerns raised by Members of the Committee following deferral on 18th March 2026 have not materially altered the design and orientation of the principal apartment blocks and therefore, fail to satisfactorily address the intensity of development on the site or the relationship with the neighbouring school. Therefore, this proposed development is contrary to the Telford & Wrekin Local Plan 2011-2031, emerging Telford & Wrekin Local Plan 2021-2041 and the guidance contained within the NPPF and therefore refusal is recommended.

3.0 RECOMMENDATION

- 3.1 Based on the conclusions above, Officers do not consider that the amended scheme fully overcomes the Members reasons for deferral, and therefore recommend to the Planning Committee on this application that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to **REFUSE FULL PLANNING PERMISSION** on the following grounds:
1. The proposed development, by reason of its excessive density and scale of development within the developable area of the site, would result in a form of development that is excessively dense and represents an overdevelopment of the site. The proposal fails to respond appropriately to the character and prevailing density of the surrounding area. As such, the development would fail to make appropriate use of land, failing to respects and enhance its context and would therefore be contrary to Policy BE1 (i.) (Design Criteria) of the Telford & Wrekin Local Plan 2011–2031 and Policy DD1 (1.a. and b.) of the emerging Local Plan which require development to respond positively to its context and safeguard the quality of the built environment.
 2. The proposed development, by virtue of its overbearing relationship with and overlooking of the adjoining school playing field from habitable windows,

doors and amenity space, would result in an unacceptable loss of privacy and intrusion to a sensitive neighbouring use. The submitted layout fails to provide adequate separation and mitigation to prevent harmful overlooking of areas regularly used by school pupils. As such, the proposal would fail to protect the amenity of adjoining land users, would prejudice and undermine an existing surrounding use and would not constitute high quality design. The development is therefore contrary to Policy BE1 (i. and xi.) (Design Criteria) of the Telford & Wrekin Local Plan 2011–2031 and emerging Local Plan Policy DD1 (1.n.)

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

THIS APPLICATION IS BEING HEARD AT PLANNING COMMITTEE AS THE PROPOSAL HAS BEEN CALLED IN BY THE WARD COUNCILLOR PAUL DAVIS

Online planning file: <https://secure.telford.gov.uk/planning/pa-applicationsummary.aspx?applicationnumber=TW/2025/0480>

1. SUMMARY RECOMMENDATIONS

- 1.1 It is recommended that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to **GRANT FULL PLANNING PERMISSION** subject to conditions, informatives and the applicant entering in to a Section 106 to secure affordable housing and M4(2) and (3) provision and financial contributions to Education, Play & Recreation, Sport & Recreation, Highways, NHS services, and a S106 monitoring contribution.

2. SITE AND SURROUNDINGS

- 2.1 The site is located off North Road, to the north-west of Wellington Centre. The site is currently vacant and covers an area of approximately 0.89 hectares. A number of trees are dotted round the perimeter, with areas of hardstanding, overgrown grassland, and an area of Willow scrub within the site. Metal fencing and railings comprise the boundary arrangement.
- 2.2 Wrekin View Primary and Nursery School sit to the immediate north of the site, with Saint Patrick's Catholic Primary School and Nursery 100m to the north of the site on the western side of North Road. The Crescent Road Playing Field borders the site to the east. Morrisons supermarket sits 0.2 miles to the south with a further supermarket, eateries and shops beyond. A bus stop sits at the frontage of the site served by service 99A which runs a half hourly looped service from and to Telford Town Centre Monday-Saturday,

with stops including across Wellington, the Bridge Retail Park, and the Princess Royal Hospital. Wellington Railway Station sits 0.5 miles to the south east, with the Bus Station adjacent at 0.6 miles.

- 2.3 The site is located within the Built Up Area of Telford on previously developed land. There are no nearby statutorily Listed Buildings or Conservation Areas. To the south lies Vineyard House a 'Building of Local Interest' classified as a 'non-designated heritage asset'.
- 2.4 The eastern half of the site is Green Network as allocated under Policy NE6 of the Telford & Wrekin Local Plan (TWLP).

3. PROPOSAL

- 3.1 This application seeks Full Planning Permission for the erection of 40no. affordable dwellings with associated parking and amenity space being brought forward by the Registered Provider Green Square Accord.
- 3.2 Existing access to the site is from the western edge off North Road, this is proposed to be widened to provide double width provision. An internal road would then curve through the centre of the site, with nine parking spaces sitting to the northern side adjacent to the entrance. These would be punctuated by the three storey apartment block of Birch House containing 12no. apartments (10no. x 2 beds M4(2) Accessible and adaptable dwellings, and 2no. x 1 beds M4(3) Wheelchair accessible), and Rowan House – containing 18no. apartments (12no. x 2 beds, 6no. x 1 beds); patio areas are proposed to serve all Ground Floor units. A parking courtyard and timber bin stores would be positioned between the two blocks. An additional bank of parking would then curve around the internal road, with parking punctuating the road.
- 3.3 Sitting aside these parking areas, along the southern edge of the site, would be two storey properties, comprising Cherry Lime Parkway with 6no. houses, and 4no. flats (one flat at ground floor, and a second at the first floor within 2 units), with private amenity at the rear. The units would comprise 3no. x 3 beds, 3no. x 2 beds, and 4no. x 1 bed flats all M4(2) Accessible and adaptable dwellings.
- 3.4 An area of open space would flank the southern side of the entrance, incorporating an Attenuation Basin, a further area of open space would sit at the eastern end, and dotted around the site. Two covered and secure bicycle stores are proposed, one sitting adjacent to each apartment block.

- 3.5 Pedestrian access would run along the internal road, linking through a pedestrian gate to the adjacent playing field Crescent Road Playing Field.
- 3.6 The application is accompanied by the following supporting documents:
- Planning Statement
 - Design & Access Statement (Updated)
 - Housing Need Statement
 - Compliance Statement
 - Climate Change Checklist
 - Transport Statement (Amended)
 - Arboricultural Impact Assessment (Amended)
 - Preliminary Ecological Assessment
 - BNG Assessment Report and Metric
 - Flood Risk Assessment (Amended)
 - Surface Water Network
 - Surface Water Drainage Proforma
 - Hydraulic Model
 - Heritage Statement
 - Phase II Geoenvironmental Report
 - Remediation Method Statement
 - Coal Mining Search
 - External Lighting Report.
- 3.7 The proposal has been subject to amendment with the provision of additional parking, having originally comprised 40 spaces at the outset and now standing at 48 spaces. The two storey units at the southern section of the site have been reconfigured, having originally comprised 4 x 2 beds, 6 x 3 beds and now providing 3 x 2 bed, 3 x 3 bed houses and 4no. one bedroom flats, in combination with elevational adjustment, with further design alterations having been undertaken to the apartments and houses. These changes have taken place to achieve sufficient parking, separation distances, garden sizes and to improve the architectural detailing of residential properties.

4. PLANNING HISTORY

- 4.1 TWC/2024/0855 - Erection of 40no. affordable dwellings with associated parking and amenity space. Withdrawn 15/01/2025
- 4.2 TWC/2021/0930- Erection of a 56no. unit Dementia Care Centre (consisting of 1 bed apartments) with associated parking, communal gardens and SUDs, following demolition of the existing buildings. Full Granted 01/04/2022

5. RELEVANT POLICY DOCUMENTS

5.1 National Planning Policy Framework (NPPF)

5.2 Telford and Wrekin Local Plan (2011-2031):

SP1 Telford
SP4 Presumption in favour of sustainable development
HO1 Housing requirement
HO3 Housing trajectory
HO4 Housing mix
HO5 Affordable housing thresholds and percentages
HO6 Delivery of affordable housing
NE1 Biodiversity and geodiversity
NE2 Trees hedgerows and woodlands
NE6 Green Network
C1 Promoting alternatives to the car
C3 Implications of development on highways
C4 Design of roads and streets
C5 Design of parking
BE1 Design criteria
BE6 Buildings of local interest
BE9 Land stability
BE10 Land contamination
ER8 Waste planning for residential developments
ER11 Sewerage systems and water quality
ER12 Flood Risk Management

5.3 Telford & Wrekin Local Plan 2021-2041:

The Examination in Public of the Telford & Wrekin Local Plan Review has been taking place in February and March 2026. The weight attributed to these policies will be dependent on the stage of preparation, extent to which there are unresolved objections to relevant policies and degree of consistency with NPPF: <https://www.telfordandwrekinlocalplan.co.uk/site/index.php>). After review of the proposal, the following policies are considered to be of relevance:

S1 Protecting and enhancing the Borough's green spaces
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
 NE5 Green network
 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
 HE1 Heritage Assets
 HE5 Buildings of local interest
 ST1 Sustainable travel
 ST3 Impact of development on highways
 ST4 Design of roads and streets
 ST5 Electric vehicle (EV) infrastructure and parking design
 ML4 Land stability
 ML5 Land contamination.

6. NEIGHBOUR REPRESENTATIONS

- 6.1 The application has been publicised through a Site Notice, Press Notice and direct neighbour notification. Two stages of consultation have taken place, the second further to Site Layout revisions.
- 6.2 The Local Planning Authority have received 49 neighbour representations objecting to the scheme on the basis of the first consultation (and through to the second consultation), the following summarised issues were raised with the comments available in full here <https://secure.telford.gov.uk/planning/pa-applicationresponses-public.aspx?ApplicationNumber=TWC/2025/0480>:
 - Traffic concerns - impact of extra 40 new residences on North Road with existing traffic and congestion issues from two primary and a secondary school and a clinic, major hospital nearby, trouble getting out of residential streets (cars parked on both sides and discourteous parking), limited resident parking and no visitor parking so overspill on surrounding roads, increased pollution, efforts to ease roadside parking (single and double yellow lines) not resulted in change, suggested parking standards, insufficient parking proposed, queuing from construction traffic, cycle paths

should be removed and parking laybys put down the street, new road needs traffic calming, existing issues access by emergency services

- Land should be used for alternative uses - natural park / greenery area / nature reserve more fitting of the area, car parking or drop off facility for the schools and for football clubs at the weekends, youth club (after school clubs, holidays, etc.), Doctors Surgery
- Not needed – given scale of development elsewhere in Shawburch / Admaston
- Definition of affordable should be provided
- Lack of local infrastructure - few school places, no new doctors and an A&E facility being removed from Telford, further development cannot be sustained
- Overdevelopment of the site – insufficient greenspaces and parking, development of 20 houses better and more in keeping
- Timing of ecology report
- Increased noise.

6.3 Further to the second consultation, the Local Planning Authority received nineteen objections, raising the following new issues:

- Lack of local infrastructure – difficulty accessing dentistry services
- Potential overlooking
- Noise from new residents
- Overlooking school
- Need details of where construction workers would park
- Access concerns - single point of access not acceptable
- Visual appearance – scale of development.

7. STATUTORY REPRESENTATIONS

7.1 Wellington Town Council – **Object**

This application was called in by Cllr P Davis for T&W and by Cllr Cook for WTC, Paul Davis was invited to speak as a member of the public and on behalf of local resident's, Paul explained that there had been 36 complaints so far on this application. Concerns raised over the already congested North Road being gridlocked at school times with cars being parked all along the roadside blocking paths and wheelchair / buggy access. 40 additional houses would only exaggerate this already potentially dangerous hazard. Safety and logic have not been applied with this application, nor has the streetscene been considered. The site offers inadequate parking and is deemed an irresponsible over-development and suitable for a maximum of 20 units only max. All members agreed and strongly objected to this application as the needs of the local community are not being considered.

In response to the second consultation the Town Council have objected guiding that the proposal represents extreme over development, traffic / parking concerns.

7.2 Councillor Paul Davis – **Object**

Object to this development. Second application that has gone in. The first was withdrawn for amendments to be made (drainage issues). To increase the number of homes by such a large number, along an already heavily congested road at peak times is not sensible. The developer should look to work with the community and especially the Borough Council and the schools to provide car parking spaces that would seek to proactively ease congestion. Significant resource from PCSO's and from NEO's has had to be committed to patrolling North Road and the often overlooked off streets including Martin Drive, Combermere, Deer Park, Parklands etc. Preposterous scheme that does not serve the local community well in its current format.

7.3 Highways – **Support, subject to conditions and a financial contribution**

Request a contribution of £5,000 towards the implementation of parking restrictions within the vicinity of the site access given the proximity of local schools.

7.4 Healthy Spaces - **Comment, financial contribution and condition sought**

Request a contribution towards nearby play and recreation provision:

Play contribution of £26,272.50

Sport and Recreation contribution of £33,101.00

Further request that ball stop fencing be installed along the boundary next to the playing fields/open spaces.

7.5 Education – **Comment, financial contribution sought**

Request an Education contribution of £210,910 split between:

Primary school contribution of £157,370

Secondary school contribution of £53,540

Updated amount based upon revised housing mix awaited, to be provided to Members.

7.6 Ecology – **Comment, conditions sought**

7.7 Drainage – **Support, subject to conditions**

7.8 Housing Strategy and Commissioning - **Comment**

7.9 Integrated Care Board – **Support, financial contribution sought**

A total sum of £35,831 is requested that has been tailored to the level of development sought and would be targeted to support the expansion of the Wellington Medical Practice as identified within the PCN's Estates Strategy.

7.10 Environmental Health – **No objection**

No adverse observation to make on this application.

7.11 Shropshire Fire Service – **Comment**

Request a robust Swept Path Analysis be undertaken and that consideration should be given to the information contained within Shropshire Fire and Rescue Service's "Fire Safety Guidance for Commercial and Domestic Planning Applications".

7.12 Active Travel England – **No comment**

7.13 Severn Trent Water – **Comment**

Request conditioning of foul and surface water drainage arrangements, and an informative around determining if Severn Trent has any assets in the vicinity of the proposed works.

8. APPRAISAL

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
- Highways impacts
- Design and Layout
- Impact on the amenity of adjacent properties / uses
- Drainage
- Land Stability and Contamination
- Ecology and Trees
- Planning obligations
- Other Matters

Principle of Development

- 8.2 The site is located just outside the centre of Wellington on previously developed land – the Wrekin Endeavour Centre and Admaston Tutor Centre having been demolished, falling within the Telford Built-up area in close proximity to a wide range of services and facilities as set out in the Site & Surroundings section of this report, and is therefore in principle an acceptable location for development under Policy SP1, SP4 and will contribute to the Borough's housing supply through HO1 and NPPF para 125. c) which states that decisions should *"give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused..."*.
- 8.3 The site area is 0.89 hectares and the proposal comprises 40no. affordable units for social rent, with a mix of one, two and three bed units. The proposal also supports Policy HO4 of the TWLP which promotes a mixed delivery of housing types, and sizes. Here the attention of Members is drawn to the representation of TWC Housing Commissioning whereby a preference for the original proposal for a Dementia Care Home has been identified, or a higher number of 4+ bedroom properties and 1no. bed houses with access to private garden space. Officers have sought clarification around the revised form of development now proposed by the Applicant, they have in turn submitted a *Housing Need Statement* which identifies that:
- 'Unfortunately, we cannot meet need in the older persons market sector, and also for extra care; we have recently had to sell a number of Stirling Award winning dementia centres due to lack of financial stability in the sector whether for affordable or market, as well as not building out the planned dementia centre we obtained planning for on this site. We absolutely agree it is critical specialist housing is provided for older persons; however, the funding model currently available is actually making non-for-profit providers exit the sector and not meeting the needs of people on low incomes.'*
- 8.4 The Applicant goes on to define that whilst they would like to provide some larger homes, the development would cater to the three largest areas of household growth in the social rent tenure (1-2 bed flats, 2-bed houses, 3-bed houses), and have identified need in these dwelling types. The proposal is also compliant with the level of M4(2) and M4(3) homes sought by the Council.
- 8.5 The original proposal for a Dementia Care unit on the site would have brought forward a specialist form of accommodation in a sustainable location; and some larger units on the site would further broaden the range of accommodation available. However, the LPA is not in a position to obligate

the provision of specialist elderly accommodation on this site, with identified demand for the form of affordable provision being identified by the Applicant as a Registered Provider, Officers are therefore content that an appropriate housing mix is provided.

- 8.6 The eastern side of the Application Site is designated as Green Network (grassland & trees) on the Adopted Proposals Map, the remainder comprising unallocated 'White Land'.
- 8.7 TWLP Policy NE6 states that the Council will protect, maintain, enhance, and, where possible, extend the Green Network. Further it sets out that: *'The Council will only support new development within the Green Network where it identifies, protects and enhances the Green Network and its functions. Where adverse impacts are identified, development will need to demonstrate that the benefits of the development outweigh any adverse impacts on the Green Network and its functions.'*
- 8.8 Much of the Green Network area - the woodland subject to coppicing and in turn duly enhanced, will largely be retained with additional planting across the site. The land will therefore be retained and enhanced as a green space and its reason for Green Network status not lost, with an additional recreational use by future occupants. Whilst the development of this site results in a small loss to the existing Green Network, the proposal can be considered to comply with Policy NE6 due to proposed enhancements being offered to the area of Green Network being retained, and will be managed through a Habitat Management Plan and Landscape Management Plan. This is in combination with the wider benefit of the proposal in bringing forth affordable housing with public interest in the delivery of the scheme. Also, through development additional landscaped areas are being created, which themselves could become part of the Green Network and expand the designation. The current proposals show areas of public open space and landscaping across the site, providing some ecological connectivity east-west.

Highways impacts

- 8.9 The site will be accessed from North Road through upgrade of the existing site access with three banks of parking positioned across the site. The Proposed Parking Arrangement Plan accompanying the application, as amended, details the provision of of 48 parking spaces to serve the apartment buildings and terraced housing plots. For the majority, 1 parking space will be allocated per unit with 4no. 1-bedroom apartments provided with 2 allocated parking spaces and 5no. Cherry Lime Parkway Houses allocated with 7 parking spaces. 6 unallocated visitor parking spaces will be provided to serve the development. 48 parking spaces will therefore now be provided across the site (42 spaces on initial submission), which are easily accessible within the layout.

- 8.10 As amended, the proposed allocated parking strategy now meets TWC Central Adopted Parking Standards (40 spaces required), with a shortfall of 9 unallocated parking spaces. The LHA commentary confirms that central parking standards already take into consideration the sustainable location and car ownership data. However, noting the proposed dwellings are affordable and with on-street parking provisions/ parking restrictions currently in place on North Road, the LHA would not consider any potential overspill parking that may occur to be substantial and would unlikely result in an unacceptable highway safety issue. In order to ensure the school related parking does not occur within the site, parking restrictions would be installed at the upgraded site access and extended into the site.
- 8.11 Much of local representation raises concern around the proposal worsening existing access and parking issues along North Road derived from its context as a Local Distributor Road directly serving two primary schools. Representation of the LHA acknowledges existing local parking pressures and congestion during school pick up and drop off times. Parking restrictions and designated on-street parking bays are in place on North Road to safely control school traffic which are enforceable by the Local Highway Authority / Police Authority. This is a typical experience for many schools locally and nationally.
- 8.12 In assessing this application, the latest 5-year TWC Personnel Injury Collision Data available (2021-2026) have been reviewed, and it is confirmed that no collisions on North Road have been recorded. Recent Traffic Count Data (September 2024) recorded on North Road also indicate that two-way 5-day average traffic flows in the AM weekday peak (454) are much higher than the PM (246) and School pick up 3-4 PM (329) weekday peak.
- 8.13 Liaison with the TWC Traffic & Road Safety Engineering Manager has confirmed that there are no Traffic Management and Road Safety concerns on North Road that at this present time warrant intervention. TWC School Travel Plan Co-ordinator has also confirmed that Wrekin View Primary School and St Patricks Catholic Primary School do not have School Travel Plans in place however efforts are currently being made to engage with both schools in order to encourage modal shift and reduce congestion during school peak periods.
- 8.14 Through the submitted Transport Statement updated TRICS Analysis has been undertaken in both the traditional AM and PM peak period to forecast the proposed vehicle trip generation of the revised development (6 Houses and 34 Apartments) based on units being privately owned instead of social housing offering a more robust assessment.
- 8.15 A Traffic Count Survey has then been undertaken by the LHA on Deer Park Road (serves 42 dwellings) to capture existing residential trip generation during school peak times associated to that of a similar scale and locality of the development site. The survey concluded that residential trip generation

during school drop off and pick up times are very low and evidences the robustness of the TRICS based forecast trip generation stated by the proposals. On-site observation concluded that the majority of vehicle arrivals and departures were externally generated associated to local school traffic parking on side roads:

AM			
Time period	Arrival	Departure	Observations
8:00-8:10	2	2	<i>*Majority of arrivals/ departures school related and not generated by existing residential development. Heavy on-street parking.</i>
8:10-8:20	4	1	
8:20-8:30	12	5	
8:30-8:40	13	10	
8:40-8:50	8	14	
8:50-9:00	2	10	
Total	41	42	
PM			
14:30-14:40	2	1	<i>*Majority of arrivals/ departures school related and not generated by existing residential development. Heavy on-street parking.</i>
14:40-14:50	11	2	
14:50-15:00	11	3	
15:00-15:10	20	2	
15:10-15:20	10	21	<i>*Queue at Junction onto North Road between 15:20-15:40. School related departures continue to 15:50.</i>
15:20-15:30	6	20	
Total	60	49	

8.16 When considering existing traffic flows on North Road within the AM and School PM network peak period and potential negligible increase of new vehicle trips (2.6%- 5.2% uplift) associated to the residential development, the residual cumulative impact is not considered to be severe, therefore does not provide a sound basis for refusal on highways grounds (NPPF para.116) nor would require mitigation from the Applicant. The LHA have also highlighted that local catchment schools are situated within comfortable walking distance of the development site therefore would further reduce car-borne trips during this time period.

- 8.17 Appropriate pedestrian footways and tactile crossing points on pedestrian desire lines have now been accommodated within the internal road layout which addresses previous design concerns raised by the LHA.
- 8.18 Related to highways matters it is concluded that subject to appropriate conditioning and a S106 contribution towards the implementation of parking restrictions within the vicinity of the site, the development proposal would not worsen the existing situation or create a new highway safety issue on North Road that would substantiate a robust reason for refusal on highway grounds.

Design & Layout

- 8.19 Architecturally the proposal seeks a modern approach to both the apartments and two storey houses. This has carried through from the previous Withdrawn scheme, whereby the principle of the use of composite cladding and low-angled asymmetric roofs serving the three storey apartment blocks was considered acceptable given that there is such a variety of character in this location. Concern was however raised as to being a little monotonous in its forms, and presented a poor frontage to North Road with the more active frontage facing south within the site to the Birch block (historically Block A).
- 8.20 Through this submission the Applicant has duly taken on board this concern, with the entrance reoriented to the west onto North Road, and additional windows added to the south elevation further to a request from Officers to provide a more active frontage traversing through the site. The mass of Birch House would be broken up by a mix of brick and cladding, projecting gables, a mix of vertical and horizontal emphasis windows. It is also notably setback within the site at over 40 metres from the western edge, with roadside tree planting and an area of open space incorporating new and existing trees. Whilst this setback includes an area of car parking this too will be softened by the introduction of additional planting, and notably this area did comprise parking through the historic use of the site sitting against a straight access road that will now curve through the site.
- 8.21 The second apartment Block - Rowan House - would sit within the eastern half of the site behind Birch House, with its frontage and entrance onto the internal road. As with Birch House its mass is broken up by a mix of brick and cladding finish, a mix of vertical and horizontal emphasis windows, with stepping in and out afforded by projecting gables off the front elevation which translate through to recessed sections at the rear. Canopy porches to both entrances of Birch and Rowan House are proposed.
- 8.22 A courtyard parking area has been set between the two blocks, this had previously been provided as open space, then amended further to concern as to a shortfall in parking provision. This is considered to be a balanced compromise of the scheme, with sufficient communal space afforded to future occupants elsewhere within the site, in order to provide additional on-site

parking to seek to avoid overspill to North Road appreciating existing concerns around parking in the locality. Notably the LPA have sought a reduction to the level of development on site. The Applicant has made some amendment to the housing mix, but have remained at 40 units as the position understood to make a workable and viable scheme, balanced with the provision of affordable housing with sufficient amenity space in such a sustainable location that Officers would be considered not defensible at Appeal.

- 8.23 In respect of the National Design Space Standards (NDSS), the majority of the units sit below the level of the Gross Internal Area sought, whilst all units are compliant regarding bedroom sizes and built in storage. Through the submission the position has been identified as being led by a combination of site-specific design constraints, and the need to balance competing priorities within the scheme. The site layout, building footprints, and prescribed separation distances creating fixed parameters that are defined as limiting opportunities for increasing the internal floor areas of certain units without compromising other key planning and design objectives - such as achieving parking and access arrangements, safeguarding existing trees and ecology zones, and maintaining an efficient, policy-compliant density across the site. Given these influences to the benefits of affordable housing provision, the retention of a Green Network context to the site, compliance with M4(2) and M4(3) requirements, the slight under provision related to GIA is considered to sit within an acceptable threshold in this instance.
- 8.24 The two storey dwelling and flat units comprising Cherry Lime Parkway are set at the south eastern edge of the site. They comprise a materials palette following through from the apartment blocks of a multi red brick with horizontal composite cladding above, and grey windows. The building line is varied by the setting back of a number of the two bed houses and the flats. Given the separation distance and existing intervening development to the rear of Vineyard House sitting to the south of the development, the proposal is not considered to have a detrimental impact in this regard to the Building of Local Interest.
- 8.25 Related to the landscaping, a mix of communal space (including a footpath link through to neighbouring Crescent Road Playing Field), designated patio areas serving the ground floor apartments, and private gardens are proposed to serve the southern house and flatted properties. Healthy Spaces have confirmed that they raise no objection to the application subject to a condition requiring the submission of a more detailed Landscape Management Plan (LMP) and provision of the 3m ball-stop fencing on the northern boundary adjoining the school playing fields, as shown on the amended boundary treatments plan.

- 8.26 Part of the request for amendment to this scheme has been led by the need for additional amenity space to serve units balanced with the need for additional parking. Through the proposal before Members it is considered that the best achievable balance has been secured. Sufficient private amenity is now proposed for the family sized units, with units afforded individual space where permissible, and access to notable communal space around the site that will benefit from additional planting and the provision of seating to allow for useable space. Streetscenes will also be enhanced within the development with the addition of numerous trees as shown on the Site Plan. The Superseded Landscape Plan (Rev H), whilst not latterly updated to accord with the amended layout, is understood to be a gauge of the Applicant's intention relating to the form of detailed landscaping proposed for the site with a positive mix of varied planting across the site. Provision of detailed landscaping would duly be conditioned. Collectively, the built and natural environment elements of the site are considered to represent an acceptable layout and design of the proposal according with TWLP Policy BE1.

Impact on the amenity of adjacent properties / uses

- 8.27 Local representation has raised concern around the impact of a construction phase. This concern is appreciated, and in order to lessen this impact it is proposed to restrict the delivery times for construction materials to outside of peak school drop off and pick up times. A Construction Management Plan condition would also be imposed to set parameters for the parking of site personnel, operational hours, construction lighting, noise, dust and so on.
- 8.28 The context of safeguarding relating to the position of the apartment blocks to the neighbouring Wrekin View Primary School & Nursery has been raised. Here the principle of active elevations to the north was accepted through the previous Withdrawn scheme, with the school playing fields providing separation between the buildings. Notably the playing fields sit within the context of the streetscene of North Road with residential development opposite, no objection has been raised by the neighbouring school through consultation (to this and the previous scheme), with the principle of three storey development, albeit further setback within the site, established through the approved Dementia care scheme. Nonetheless appreciating the scale of development and proximity, the LPA would condition the provision of tinted and acoustic glazing for windows along the north elevation of both Birch House and Rowan House to seek to mitigate for the concern raised.
- 8.29 At the outset of the application insufficient separation distances to neighbouring properties to the south (Vineyard Place) was raised as a concern by the LPA. In turn, two 3-bed units of Cherry Lime Parkway were rescaled to smaller properties to ensure sufficient separation distances apply - minimum 21m between habitable windows together with gardens depths of at

least 5m per storey height. The now vacant Farcroft Nursing Home falls to the south-west which is primarily 2-storey tapering down the site from east to west, using the natural change in levels along Vineyard Place. Whilst it is understood that TWC have acquired the site with plans seeking its redevelopment having been latterly announced, as it presently stands the adjacent development comprises single storey development, with a separation distance from the secondary ground floor kitchen window of Cherry Lime Parkway unit 1 at 15.5m. Subject to provision of obscure glazing to this window, the proposed arrangement is considered acceptable.

- 8.30 Whilst notably a marked change to the outlook currently enjoyed by the properties of surrounding dwellings, the Council consider that appropriate distances have been achieved to minimise overlooking and overbearance, subject to mitigation as appropriate. Views to the buildings will be further softened by existing and proposed landscaping.

Drainage

- 8.31 The site is located wholly within Flood Zone 1. Surface Water is proposed to be conveyed via an Attenuation Basin sitting in an area of open space at the western side of the site to mains to the west of the site, with foul drainage also conveyed to mains likewise to the west. During the course of the application the proposed drainage arrangements have been worked up and amended. On this basis the Lead Local Flood Authority (LLFA) support the application subject to conditioning out of the implementation of the agreed arrangements. Officers are therefore satisfied that the development would not increase flood risk on site or in the surrounding area.

Land Stability and Contamination

- 8.32 The application is supported by a Phase II Geoenvironmental Report and Remediation Method Statement. The primary source of potential contaminant identified by the former assessment is identified as a lead hotspot recorded in Made Ground in an exploratory hole (WS09) located within an area of proposed soft landscaping towards the south eastern edge of the site. As such a risk to end-users remains and remediation to reduce this risk is required, with recommendations in said regard applying, as further reinforced in the Remediation Method Statement. Slope Stability is not considered to an issue for this site. Further recommendations are identified in the Report including foundation and slab forms. Subject to conditioning of works in accordance with the Report and Statement, Officers are satisfied that the site will not pose a contamination risk during the construction phase, to future occupants or neighbouring residents, and is not a constraint to development.

Ecology and Trees

- 8.33 The application is supported by a Preliminary Ecological Appraisal, a Biodiversity Net Gain Report and Statutory Biodiversity Metric as amended. These reflect that the site is currently largely comprised of hardstanding remaining from previous development, grassland and scrub areas, with an area of broadleaved woodland present in the eastern section. Modified grassland is present in the west of the site, with neutral grassland areas in the south and east. The site is set within an urban context, but does have connectivity to other habitat areas. Proposed conditions are recommended to Members to provide additional opportunities for wildlife onsite post-development and precautionary measures relating to badgers; whilst the lighting proposal submitted is supported by TWC Ecology, this is based around a previous layout, so therefore whilst establishing acceptable principles, this would be conditioned out accordingly.
- 8.34 The woodland at the eastern part of the site has a role in providing green infrastructure and ecological connectivity. This area is part of Telford & Wrekin's Green Network and is addressed above. Notably local representation makes reference to the timing of the ecology report however this is considered acceptable to TWC Biodiversity and Green Infrastructure Specialists.
- 8.35 An Arboricultural Impact Assessment has been submitted with the application including a Tree Protection Plan. This indicates that Tree Removal will comprise two marginal Category 'B' oak trees (T16 / T17), two Category 'C' oak and birch trees (T18 / T19), and one poor quality Category 'C' sycamore tree (T20). In addition to this one area of the willow scrub group G22 measuring approximately 20 x 5m will be cleared, and scrub groups G7 / G8 pruned back to accommodate new landscaped paths.
- 8.36 Notably the two oak trees T16 and T17 were recorded as "marginal" Category B trees owing to their small stature and fair to poor form, but extensive useful life expectancy. The trees are not highly visible from the surrounding landscape, such that their removal is deemed not to have an impact on the character and appearance of the area. The sycamore tree T20 has been identified as having several structural defects the loss of which would likely be required within the near future as part of management of the site. The reduction in size of the willow group G22 at the north eastern corner of the site will not impact the form and character of the group as a whole, and the management of groups G7 and G8 at the south western edge will improve the visual amenity value of the site.
- 8.37 It is identified that there are no significant conflicts between the proposed development and crown / branches of retained trees / vegetation, and the expected future growth and mature size of the retained vegetation is also not

considered to cause significant conflicts with the future use of the buildings. A number of trees will be crown lifted to provide 2.5m vertical clearance for pedestrian access and private vehicle parking, this forms part of the typical management of landscape amenity trees and will not require the removal of any significant scaffold branches.

- 8.38 The proposed development provides opportunities for replacement planting and there is adequate space within central areas of the site to significantly enhance the landscape setting of the site and provide long-term amenity benefits to the surrounding areas, with appropriate conditioning to ensure sufficient provision to compensate for the loss, as well as protection of the existing retained trees, the proposal is considered to accord with TWLP Policy NE2.

Other Matters

- 8.39 A number of representations make reference to better uses of the site that should come forward. Officers note that it is obliged to consider the planning application before the LPA put forward by the owner of the site for a residential purpose, its compliance with the Development Plan and any mitigation that is required to lessen and control the impact of the development.
- 8.40 Concern around lack of infrastructure in the local area to serve future residents has been raised given existing issues. The Application has involved consultation with the NHS and the Council's Schools Organisation department, further to this financial contributions to healthcare and education services in the local area have been requested, payment of which has been agreed by the Developer. Infrastructure beyond this sits outside the remit of Planning Applications.

Planning Obligations

- 8.41 Any planning consent would be conditional on the agreement of a S106 agreement to secure the following (plus indexation):
- Education – amended calculations awaited based on revised housing mix, to be reported to Committee (stood at £210,911, comprising Primary school contribution of £157,370, Secondary school contribution of £53,540 on previous mix)
 - Healthy Spaces - Play contribution of £26,272.50, Sport and Recreation contribution of £33,101.00
 - Highways - £5,000 towards the implementation of parking restrictions within the vicinity of the site access given the proximity of local schools
 - NHS - £35,831 targeted to support the expansion of the Wellington Medical Practice.

- Affordable Housing at 25%
- Part M4(2) and M4(3) Accessible and Adaptable Dwellings and Wheelchair Use Dwellings in accordance with Homes for All SPD

8.42 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.

9. CONCLUSIONS

- 9.1 On balance, it is considered that the proposal is compliant with housing policies of the Telford & Wrekin Local Plan 2011-2031, with a small loss of Green Network offset by additional planting and management of the open space on-site, in combination with the public benefit of affordable housing provision. The proposed development will respect and respond positively to the site and the wider area. Given the separation distances applying, and proposed parking arrangements as amended, with proposed mitigation measures in place, the impact of the development upon the amenity of neighbouring properties is suitably controlled.
- 9.2 The proposal is therefore deemed to be compliant with the Telford & Wrekin Local Plan 2011-2031 and the guidance contained within the NPPF.

10. DETAILED RECOMMENDATION

- 10.1 Based on the conclusions above, the recommendation to the Planning Committee on this application is that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to **GRANT PLANNING PERMISSION** (with the authority to finalise any matters 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:
- i) A minimum of 25% affordable housing

- ii) Part M4(2) and M4(3) Accessible and Adaptable Dwellings and Wheelchair Use Dwellings in accordance with Homes for All SPD
- iii) Education – amended calculations awaited based on revised housing mix, to be reported to Committee (stood at £210,911, comprising Primary school contribution of £157,370, Secondary school contribution of £53,540 on previous housing mix)
- iv) Healthy Spaces - Play contribution of £26,272.50, Sport and Recreation contribution of £33,101.00
- v) Highways - £5,000 towards the implementation of parking restrictions
- vi) NHS - £35,831 targeted to support the expansion of the Wellington Medical Practice
- vii) 1% Monitoring Fee for Section 106 Contributions.

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

Time Limit Full

Samples of materials

Sample Brick Panel

Road Design Details

Improved Site Access Arrangement

Proof of use of attenuation crates (surface water drainage)

Landscaping (Major)

Landscaping – Management Plan (Majors)

Installation of artificial wildlife features

Pre-commencement inspection – Badgers

Lighting Plan

Site Environmental Management Plan (including no deliveries in or out at school drop off / pick up)

Nominations Agreement

Habitat Monitoring and Management Plan

Materials – Acoustic and tinted glazing north elevation Birch House and Rowan House

Materials – obscure glazing Unit 1 Cherry Lime Parkway

Parking, Loading, Unloading and Turning

Highways Drainage

Bicycle Storage

Drainage prior to occupation
Works in accordance Geoenvironmental Report and Method Statement
Trees – Soil Levels
Trees – Material Storage/Burning
Trees – Hedge & Tree Protection
Gate to Crescent Road Playing Field to remain open at all times and in perpetuity
Development in accordance with plans
Deliveries (construction phase)

Informatives

S106 Agreement
Local Highways Authority – Provision of Minor Access
Local Highways Authority – Adoptable Streets
Coal Authority - Low Risk Standing Advice
Nesting Birds
Trenches and Pipework
Lifespan of Ecological Reports
Site Clearance
Disturbance of Debris and Rubble
Fire Authority
Biodiversity Net Gain – Required
Conditions
Reason for Grant
Approval following amendments - NPPF