
TELFORD & WREKIN COUNCIL

PLANS BOARD – 18TH MARCH 2009

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Agenda Type : A

W2008/0626 Residential development to include access (Outline application)

*****AMENDED APPLICATION*****

Land at, Newport Business Park, Audley Road, Newport, Shropshire.

Recommendation Code: OLG

Ward: Newport West

APPLICANT:
St Modwen Properties Plc

RECEIVED ON:
27/06/08

PARISH
Newport

WARD
Newport West

CASE OFFICER:
Kate Stephens

THIS APPLICATION WAS DEFERRED AT PLANS BOARD ON 10TH DECEMBER 2008 TO ALLOW COMPLETION OF THE FINDINGS OF THE FINANCIAL VIABILITY ASSESSMENT.

At Plans Board on 10th December 2008 officers reported the initial findings of external assessors and reported that additional information was still required of the developer before a full assessment could be made.

The additional information has now been supplied by the developer and the consultants' findings are summarised below:

- Surprised that the St Modwen do not appear to have made any assumptions regarding capital receipt from a prospective Registered Social landlord (RSL) in respect of affordable housing provision. An RSL would be delighted to acquire land or houses at nil cost, but not realistic. An RSL would carry out its own appraisal on the basis of paying a discounted price that would enable the RSL to offer the properties for rent or shared ownership at affordable rents and mortgage levels achievable by the target group of potential residents.
- Would usually expect a developer to have approached potential RSL's early on the gauge level of interest and estimate of capital receipt to factor into their appraisals.
- Issue is to determine level of discount to work to.
- Some capital receipt could be achieved either by applicant selling off land for affordable or by a successive owner who develops the site and works with an RSL.
- Some discrepancy in the land values presented in the three options for the site (35% affordable, 25% affordable and 0% affordable) which one would expect to remain the same, even allowing for some interest to be accrued..
- With various assumptions made, the consultants came up with a different figure for losses which are not as low as the applicant presented.
- Unlikely that St Modwen would take the full brunt of costs of affordable housing, as the affordable housing requirements of a S106 would pass to a subsequent owner.
- If St Modwen were prepared to accept 25% provision last September, then this would suggest that their financial appraisal was not as disadvantageous as might have been assumed.

- Land and property prices have fallen and this has adversely affected the housing and property market. However, interest rates are at an all time low and construction costs would have fallen (and are forecast to continue falling until at least 2011).
- However, the current economic downturn has adversely affected the position of developers and house builders, and hence a 'softening' of the current 35% affordable housing requirement for Newport for this location is warranted.
- The 25% that St Modwen are prepared to provide is considered reasonable in the current economic climate and is justifiable on the basis of the information provided.

On this basis of the above advice from the consultants, officers consider that the 25% affordable provision negotiated on this site in this instance would be acceptable and hence the original officer recommendation has been revised to read:

RECOMMENDATION: to GRANT PLANNING PERMISSION subject to a S106 agreement for 25% affordable housing; £45,000 for new off-site LEAP; £30,000 for improvements to drainage of the Shukers playing fields; £25,000 towards physical works for Safe Routes to School, and a Primary School Education commuted sum should the surplus capacity fall below 5% at the time of making the first reserved matters application, and subject to the following conditions:

1. A2 Reserved matters
2. A8 Reserved matters
3. B10 Reserved matters
4. B11 Reserved Matters
5. Accordance with plans
6. Illustrative layout
7. Maximum 60 dwellings
8. B15 material samples
9. B18 Joinery details
10. B23 Landscaping
11. Access details
12. B30 Road design
13. B33 Construction vehicles
14. B34 Mud on road
15. Contaminated land conditions
16. B50 Drainage
17. EA flooding/drainage conditions
18. Noise mitigation
19. C86 car parking laid out
20. cement works closed and demolished before residential occupation
21. finished floor levels

REASON FOR APPROVAL:

The site is an unallocated brown field windfall site within the built up area of Newport and located within a predominantly residential area, in a sustainable location close to the Newport town centre and its service and facilities and where new residential development would be acceptable in principle. In general the development will not have a detrimental affect on the amenities of neighbouring properties by overlooking or loss of privacy and will not be detrimental to the street scene. The site can be

accessed at two points with access and junction alterations and the highway network can accommodate the likely traffic generation.

The previous officer reports are attached below.

THIS APPLICATION WAS DEFERRED BY MEMBERS AT PLANS BOARD ON 24TH SEPTEMBER 2008 TO ALLOW A FINANCIAL VIABILITY ASSESSMENT TO BE UNDERTAKEN.

The planning update to members explained that the applicants did not agree to provide 35% affordable housing, as set out in the Core Strategy Policy CS6 for Newport, due to difficulties in the current economic downturn climate, but would provide 20%. Officers negotiated 25% affordable housing. Officers had sought advice from the Council's Asset & Property dept who considered the applicant's financial listings not unreasonable and the Council did not have evidence to the contrary. Therefore officers considered that this 25% provision was on balance acceptable.

At Plans Board Members expressed concerns that this would set a precedent to other developments in Newport and that the Council ought to be sure that the justification for providing less affordable housing than that stated in Policy CS6 was justified. Hence Members requested the application be deferred for a more detailed analysis of the applicant's financial information.

Officers have since sought the advice of a consultant and have received their findings, which are summarised below as follows:

- The applicant's information (a schedule of expenditure) is not relevant for the purpose of carrying out a viability assessment with a view to determining an appropriate affordable housing element to be specified in an S.106 Agreement.
- The financial information from St. Modwen sets out a schedule of expenditure headings and costs anticipated in procuring the site to a developable state. There is no evidence of the cash flow.
- There is no information provided as to construction costs, i.e. even on an overall cost per square metre basis, numbers of and variants of house types, assumed open market valuations and indications of timescale.
- What is needed to be able to assess the viability of the proposed housing development on the site is the following:
 - Proposed site layout indicating the different house types and plots;
 - Different house type layouts which also confirm floor areas;
 - Developer's development costs including construction costs, fees, other on-costs etc;
 - Open market sales values that the developer has worked to in arriving at his overall financial outturn position;
 - Indicative programme for the development (useful but not crucial).

- It is not considered a reasonable approach by the developer to attempt to negotiate the affordable housing position on the basis of the information provided.
- It is also the case that the greater the element of affordable housing the more impact it has on reducing the site value but it is not possible to be specific at this stage due to the limited information available.
- It should be noted that the affordable housing impact on site value is the very reason why a viability assessment on a fully developed site needs to be undertaken. Attempting an assessment on the basis of land value only significantly compromises a realistic assessment of the full development potential of the site.
- The Council's Core Strategy specifies a 35% affordable housing element on developments in Newport and it is considered appropriate for this position to be maintained unless sufficient and credible information is provided which is able to justify a review of the policy position for this site. As the policy is very clear as to its intent for achieving affordable housing provision, then any challenge needs to be credible and supported by appropriate information in order to provide a realistic basis for negotiation.
- The limited information presently available does not support the argument for 25% affordable housing and is insufficient to enable a realistic viability assessment to be undertaken.

The applicant has been advised of the consultant's findings and that additional information is required of them. Members will be updated.

The original report for 24th September 2008 is attached below.

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Suitability of the site for housing, highway and traffic issues.

THE PROPOSAL:

This is an outline application, to include access with all other matters reserved, for residential development on the Newport Business Park and Hanson's concrete mixing plant. An initial indicative layout shows 55 dwellings arranged broadly in horseshoe configuration, and suggested to be a mix of 2, 2 and a half and three storey properties. The applicant wishes to increase the numbers to 60 dwellings. The proposal shows two access points into the new development – one at the existing business park main site entrance on the bend of Audley Road and Audley Avenue, and the other off Avenue Road on the site of the carpet shop and the existing cement works access, opposite Newport Junior School. The indicative layout shows potential to provide future pedestrian links through with Bellman's Yard which gives access to the High Street and the town centre.

THE SITE:

The 1.59ha site is the former Business Park which had a number of vacant and discussed industrial buildings and Hanson's cement mixing works. Most of the buildings are currently being demolished and the site is almost cleared save for the

cement works. The Somerfield and Waitrose supermarkets are to the north and west of the site with their car park and rear service areas backing onto the site boundaries. Access to the Business Park is off the bend of Audley Road and Audley Avenue and access to the cement works is off Avenue Road alongside the carpet shop opposite Newport Junior School. The site is located within the built up area of Newport within walking distance of Newport town centre as well as junior and secondary schools and is situated within a predominantly residential area.

CONSULTATION RESPONSES:

Council Highway Engineers – Whilst a residential development of 55 dwellings would generate additional traffic movements onto the local highway network, need to consider the traffic movements and type of vehicles (HGV's) that could be generated by the business park and conclude that the net impact is unlikely to be great. A development larger than 55 dwellings would require re-assessment of the impact on the highway network. Developer should discuss with the Council measures for a Residential Travel Plan.

Avenue Road access meets visibility and geometric parameters, but would become a more intensively used access opposite the junior school and ideally this access should be deleted, although pedestrian/cycle access would be acceptable.

The other access point, where Audley Road meets Audley Avenue, forms a tight bend, is an important pedestrian route leading to the three schools in the area and is used by buses leaving Burton Borough School. The geometry of the highway and narrow width of the footways has resulted in the swept path of buses overrunning the pavements with the consequent increase in danger to the pedestrians. No objections in principle to the use of this access but redesign is necessary to provide widened footways (2m min) and to accommodate the swept path of the school buses. At present junction priorities may result in forward visibility issues for right turning traffic entering the site seeing around the bend. Therefore recommend assessment of changing the priority and making Audley Road give-way.

With regards impact of development trips on local highway network the predominant interaction will be with pedestrians walking to and from the three schools and close proximity of the schools to each other raises safety issues and therefore request £25,000 to be used to create safe schools zones.

The illustrative layout would not be acceptable if submitted as a reserved matters application and it would be preferable if there were other pedestrian routes off the site providing shorter links to Waitrose and the town centre, although this would require agreement with third parties.

There have been subsequent discussions between the Council's highway engineer and the applicant's traffic consultants. A revised highway arrangement has been agreed upon, namely to make the access off Avenue Road serve no more than 15 dwellings and hence create a cul de sac type arrangements, but with through pedestrian and cycle access. And at the junction with Audley Road/Audley the priority changed and the access slightly realigned with footpaths around. Revised plans showing this are awaited and members will be updated.

Environmental Health (Pollution) - There are significant elevated levels of contaminants including heavy metals and hydrocarbons at levels above soil guideline values. There are also elevated contaminants in the underlying aquifer. Additional ground assessment is required and hence recommend ground contamination conditions for further investigations and remediation works.

Environmental Health (Noise) - With regards noise, certain parts of the site are within noise levels C and noise attenuation measures should be imposed by condition such as certain properties being fitted with double glazing, , no trickle ventilation in certain windows, erection of a some 2.4m high acoustic fencing and no housing occupied until the cement batching plant is closed and demolished.

Environment Agency - No objection subject to conditions to deal with contamination, pollution prevention, drainage and flood risk (drainage must comply with that set out in the submitted Flood Risk Assessment).

Sport and Recreation – The site will generate a need for LEAP of its own, but this can be provided nearby to replace the existing poor play area on the Shukers Playing Field (cost £45,000). Development would also generate need for sports and recreation by upgrading the sport pitch drainage of the nearest community use pitches which is at Shukers Playing Field or upgrade existing sports' pavilion (cost £30,000).

Education - Will need primary school contribution. Assuming all 2 bed properties this would amount to £62,543.50, but the final sum would depend on the final house types and bed spaces that would not be known until a Reserved Matters application was submitted. However, the applicant has discussed with Education officers the projected pupil numbers for primary schools within a 2 mile radius and agreed a scenario whereby if the surplus capacity falls below 5% at the time of making the first reserved matters application, only then would a financial contribution be sought, and that if it remained above 5% capacity, then there would not be a need for a primary school contribution. A S106 can be appropriately worded to include this caveat.

Housing Manager – It is vital to seek 35% affordable housing. Agree to 23% social rented and 12% shared ownership.

Newport Town Council - Support the outline on this brownfield site and consider it would aesthetically enhance the area. However concerns about access/egress which at one point is opposite Newport Junior School.

Newport & District Civic Society made following comments summarised below:-

- i) broadly welcome developments which seek to utilise previously developed land within the confines of the town. As outline planning number of issues need to be addressed in detail before the exact scope of the development is defined and would welcome opportunity to be part of and contribute to the process of further definition.
- ii) question how the development intends to deal with the relocation of existing jobs for the businesses that currently operate from site.
- iii) The number of houses/dwellings which would be in the affordable category is not available from the documents we have seen and although the Planning Statement quotes the relevant percentage of what we understand is to be the minimum for any

development, we would have thought that the location of this site would make it suitable for a higher proportion of affordable housing.

iv) Would T&W be seeking to apply any conditions as part of the planning requirements for a minimum number of the houses to incorporate 'live/work' i.e. offering a combination of both residential and work space consistent with a number of government priorities for regeneration, transport, sustainable communities and small business development ?

v) note that density of housing/occupation is to be dealt with as a reserved matter but given the concerns voiced locally as to the proposed density for the Granville Avenue site we would have thought that T&W would want this to be subject to wider public consultation.

vi) Similarly, traffic increase needs wider review for the same reasons quoted item 5.

vii) We note that the housing numbers quoted generally for Newport do not seem to readily align with the numbers quoted by the T&W Head of Planning at a Newport Town Council Planning Committee meeting held on 14 May 2008.

Neighbour consultations:

10 letters of objection received summarised below:

- Exit onto Audley Ave unsatisfactory as existing sharp bend is already a hazard and additional traffic will exacerbate this.
- 3 schools in the area, so much traffic and pedestrians.
- Need a roundabout and double yellow lines within 30m of junctions.
- What about a 3rd exit from Waitrose?
- Properties will overlook and should not be more than 2 storeys and have obscure glazing at rear.
- All existing trees along boundary with properties on Avenue Road should be retained for privacy.
- Fencing should also be erected.
- There are no 3 storey houses in Audley Ave.
- Ground levels higher – should be reduced.
- Development should have adequate parking provision including for visitors.
- Are roads wide enough for emergency vehicles?
- More traffic in Audley Ave means more pollution.

PLANNING POLICY CONTEXT:

Wrekin Local Plan 1995-2006:

Policy H7 – Large scale regeneration exceptions in Telford & Newport

Policy UD2 – Design Criteria

LDF Core Strategy

CS6 – Newport

CS15 – Urban Design

National policy

PPS1: Sustainable development

PPS3: Housing

PLANNING CONSIDERATIONS:

With regards the suitability of site for housing, the site is a brownfield unallocated site within the urban area of Newport located close to its town centre, with its shops and other facilities and services, which makes it a sustainable location and which accords with government advice on promoting development in sustainable and accessible locations. The site is in a predominantly residential area where new residential development would be appropriate in principle. Policy H7 allows housing redevelopment of unallocated employment sites if this would be the most appropriate reuse, where contamination can be adequately mitigated against, and the site can be adequately accessed and drained, and affordable housing is provided. The applicant advises that many of the business/industrial units on the site have not been used for a considerable period of time. The site has been almost cleared of buildings now. The proposals will also see the closure and demolition of the cement mixing works. Reuse of this unallocated business park and its transformation into residential, in what is a predominantly residential area on the edge of the main retail area of Newport, would serve to enhance the character and appearance of the area and remove some of the conflict of uses. There are other business and industrial parks within the urban area of Newport and so redevelopment of this site would not significantly affect the employment provision.

The site can be drained and the Environment Agency have advised of conditions to overcome any flooding and drainage by recommending finished floor levels, that surface water run-off is limited and that drainage details are submitted as a condition.

Government advice in PPG3 encourages a more efficient use of land, including brown field sites, and suggests densities of a minimum of 30 dwellings per hectare. The original illustrative layout suggested 55 dwellings which equates to a density of about 34 dwellings to the hectare. The revised layout suggests 60, which would produce a density of about 38 dwellings to the hectare, which is within government guidelines. Officers consider that an increase to 60 dwellings would still be within the capacity of the site and would not significantly affect the character of the area or the quality of any residential scheme. The Highways officer would like to maximum number of dwellings to be conditioned and limited to 60

With regards highways issue, likely traffic generation and suitability of the existing road junctions has been assessed and the developer submitted a Transport Assessment. The Council's highway engineer does not object to a residential development of this size on this site. In assessing the impact of the new development one has to consider the existing industrial/business use of the site and the volume of traffic as well as the types of vehicles such as lorries and other plant that could that could come in and out of the site from the existing access points of the business park use was to have continued. In light of this the traffic likely to be generated by 55-60 dwellings is considered to be potentially less and hence of no significant impact. However, there were concerns that the illustrative road route through the site would serve as a "rat run" to avoid the Audley Avenue junction. To this end Highway engineers have stipulated that no more than 15 dwellings should be served off the Avenue Road access point and that any estate road off this access becomes a cul du sac to prevent vehicular traffic carrying through the site, although pedestrians and cyclists would be able to continue through. In addition, the access arrangement on the bend of Audley Road and Audley Avenue would be reconfigured

to change the priority of traffic and create a give way junction for traffic approaching the site along Audley Road. This would also allow better pavement provision on this corner and a better alignment for buses to etc.

In addition, as the site is in close proximity to junior and secondary schools, Highways are also requesting £25,000 contribution towards Safe Routes to Schools for the provision of signage, white lining and other physical improvements, which would be secured through a S106 agreement.

Core Strategy Policy CS6 requires new development in Newport to provide 35% affordable housing, as the need for affordable housing in Newport is the second highest in the Borough. The housing manager has advised that of this 23% should be social rented and 12% shared ownership. This would be secured through a S106 agreement.

Officers consider that the site is suitably located for residential development in relation to its proximity to the town centres, nearby schools and being within a predominantly residential area. The proposals will not significantly adversely affect the amenities of existing properties that back onto the site along Avenue Road and Audley Road/Underdale Close. The actual position of dwellings, layout of the scheme and other details would be dealt with at Reserved Matters stage so that more specific residential amenity issues can be addressed. The traffic likely to be generated by the development can be accommodated by the existing road network with some impermanent made to both access points. Officers consider that this site will be suitable for residential development and that support the proposals.

In the current down turn in the economy and the housing market the applicant, who will not develop the site but sell it on, has requested several relaxations and reductions in the amount and extent of S106 contributions based on their viability assessment. They have asked that either no affordable housing is provided, or that the tenure split is amended so that there is no social rented and only shared ownership. They have also questioned the relevance of the £30,000 required by Leisure Services to improve sports pitch drainage and/or upgrade the sports pavilion and the £25,000 for the Safe Route to Schools. Officers have explained the reasons behind the contributions and need to further consider their financial assessment. Members will be updated on any revisions to any S106 contributions.

RECOMMENDATION: to GRANT PLANNING PERMISSION subject to a S106 agreement for 35% affordable housing, £45,000 for new off-site LEAP, £30,000 for improvements to drainage of the Shukers playing fields, £25,000 towards physical works for Safe Routes to School and Primary School Education commuted sum should the surplus capacity fall below 5% at the time of making the first reserved matters application, and subject to the following conditions:

22. A2 Reserved matters
23. A8 Reserved matters
24. B10 Reserved matters
25. B11 Reserved Matters
26. Accordance with plans
27. Illustrative layout
28. Maximum 60 dwellings

- 29. B15 material samples
- 30. B18 Joinery details
- 31. B23 Landscaping
- 32. Access details
- 33. B30 Road design
- 34. B33 Construction vehicles
- 35. B34 Mud on road
- 36. Contaminated land conditions
- 37. B50 Drainage
- 38. EA flooding/drainage conditions
- 39. Noise mitigation
- 40. C86 car parking laid out
- 41. cement works closed and demolished before residential occupation
- 42. finished floor levels

REASON FOR APPROVAL:

The site is an unallocated brown field windfall site within the built up area of Newport and located within a predominantly residential area, in a sustainable location close to the Newport town centre and its service and facilities and where new residential development would be acceptable in principle. In general the development will not have a detrimental affect on the amenities of neighbouring properties by overlooking or loss of privacy and will not be detrimental to the street scene. The site can be accessed at two points with access and junction alterations and the highway network can accommodate the likely traffic generation.

Notes

Agenda Type : A

W2008/1343 Erection of a single detached dwelling with detached garage (Reserved Matters application) *****AMENDED PLANS RECEIVED***** Wharf Cottage, Longdon-On-Tern, Shropshire.
Recommendation Code: RMG
Ward: Wrockwardine

APPLICANT:
Mr John Arnold

RECEIVED ON:
04/02/09

PARISH
Rodington

WARD
Wrockwardine

CASE OFFICER:
Elizabeth Attwood

CLLR JACQUI SEYMOUR HAS REQUESTED THAT THIS APPLICATION IS DETERMINED BY MEMBERS AT PLAN BOARD.

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: The siting, appearance, scale and landscaping of previously approved the dwelling.

THE SITE AND PROPOSAL:

Outline planning permission for siting and access was approved by the Planning Inspector on behalf of the Secretary of State on 28th September 2007.

This is the subsequent reserved matters application planning permission seeking permission for siting, scale, appearance and landscaping.

The site is accessed via a private drive between Ulvik and Willow Vale off the B5063, which is the main road through Longdon-on-Tern. The plot is within the curtilage of Wharf Cottage and located to the rear of Ulvik. The site accommodated an old warehouse structure with lean to garage which has now been demolished.

PLANNING HISTORY:

A previous planning permission for a detached dwelling and detached garage (W2006/1429) was refused.

The Local Planning Authority considered that proposed site did not constitute a suitable infill plot within an existing built-up frontage. As a consequence, the proposed development would represent an unacceptable extension of built development into the open countryside which would seriously detract from the character and appearance of the rural area. Furthermore, the development would result in the loss of a historic warehouse which contributes to the character, appearance and local distinctiveness of the rural area. Accordingly, the proposal was deemed contrary to Policies H9, H10, H11, OL7, UD1 and UD2 of the Wrekin Local Plan 1995-2006.

In addition the Local Planning Authority considered that the applicant had failed to demonstrate that the proposal would not adversely affect protected species, such as

bats and barns owls. Accordingly, the proposal was contrary to Policies OL9 of the Wrekin Local Plan 1995-2006.

The applicant submitted an appeal to the Planning Inspectorate which was subsequently allowed. The Inspector considered that the development would form an infill plot in terms of the prevailing character of the area; he considered that the site fell within the village envelope and the new dwelling would occupy a similar footprint as the original building.

He acknowledged that the building represented a visible link with the village's canals heritage. However, even if plans to re-open the canal came to fruition, there would be not guarantee of the future role for the warehouse/outbuildings. In addition the original buildings had no statutory or local protection and as such could be demolished at any time without consent. Furthermore, the county archaeological adviser raised no objection to their loss and did not request recording of the structure, which suggested that they were of limited industrial archaeological interest. The proposed dwelling would not be sited to encroach on the line of the canal and the remaining fragment of wharf wall would be retained. Accordingly, he considered that sufficient acknowledgement of the canal heritage would be retained.

Therefore the principle of development on the site has been approved and as such is not being considered during this application.

Members are respectfully advised that conditions have to be imposed at the outline application stage, and conditions are imposed by the Inspector in line with Circular 11/95: *The Use of Planning Conditions in Planning Permissions*. In this instance he did not consider it necessary to withdraw permitted development rights.

CONSULTATION RESPONSES:

Rodington Parish Council has objected to the proposal, the issues raised are:

- The garden terrace extends over the canal bed,
- The back door opens directly to the canal bed,
- The plans have been drawn with no consideration for the preservation of the canal line and would compromise the proposed restoration.

Shropshire Wildlife Trust has no objections.

The Council's Highway Engineer has no objections.

The Council's Conservation Officer has no objections given that the design of the dwelling is sympathetic to the neighbouring dwellings.

The Council's Geotechnical Engineer and the Contaminated Land Officer have no objections subject to conditions.

The County Archaeological Officer has no objections.

The Shrewsbury and Newport Canal Trust have objected on the basis that, amongst other issues, they aim to protect the line of the canals from development and to ensure that Council policies are favourable to the restoration of the canals. They also

seek the imposition of conditions, should the application be approved, that the remaining wharf wall is protected and assurance that any approved works would not prevent the full reinstatement of the canal.

Eleven direct neighbour notification letters and a site notice publicized the application. One representation was received, the issues raised are:

- The patio extends over the bed of the old canal which would prevent any re-opening,
- The Parish Plan includes the re-opening of the canal,
- The door opens directly into the canal,
- The proposal includes a conservatory which was not on the original outline application,
- The reinstatement of the canal would bring jobs and leisure opportunities to the village.

POLICY CONTEXT:

In the assessment of the proposal, the following Local Plan and Core Strategy policies are considered relevant:

Local Plan:

UD2 Design Criteria,
EH7 Contaminated Land.

Core Strategy:

CS14 Cultural, Historic and Built Environment,
CS15 Urban Design.

National guidance:

PPS1 Delivering Sustainable Development,
PPS3 Housing,
PPS23 Planning and Pollution Control.

PLANNING CONSIDERATIONS:

Amended plans have been received which indicate that the site boundary of this application is the same as the previously approved outline planning permission.

Whilst the Parish Council's comments and the Canal Trust's recommendations to relocate the dwelling are noted, as stated earlier the principle of residential development on the site, including the siting of the dwelling, has already been approved by the Secretary of State. If Members are minded to refuse this application, their decision would be contrary to the Secretary of State's decision, and as such any subsequent appeal could lead to significant costs awarded against the Council.

Members are also advised that there are discrepancies with the accuracy of the Ordnance Survey data accompanying the application, however, the case officer has surveyed the site and can confirm that the architect drawn site layout is correct and accurately reflects the position of buildings and features on site.

The wharf building superstructure has already been demolished and

Policy UD2 requires development to respect and respond positively to its context, both visually and functionally, and enhance to quality of the local environment through high quality design. Policy CS15 expects development to positively influence the appearance and use of the local environment.

With this in mind, the proposed dwelling which is to be built off the original foundations of the original wharf building has been designed to respect the neighbouring properties with matching facing materials, roof tiles and windows and as such respects the character and appearance of the locality. In addition, whilst the proposed conservatory was not on the original outline planning application, this too is deemed acceptable in terms of scale, design and materials and a 'normal' addition to a dwelling house. Furthermore, once the main house is built the conservatory could be erected as permitted development, without the need for planning permission.

The proposal also includes a raised terrace wrapping around the north and east elevation of the property and the conservatory. It is acknowledged that this encroaches on the line of the former canal; however, this too could be built under permitted development once the main house is built, and as such it is considered acceptable. Moreover, due to the layout and existing boundary treatment there will be no over-looking of loss of residential amenity.

The detached double garage is also considered an acceptable additional to a residential property; the size and design is deemed appropriate and as such the building will not appear out of character or unduly prominent in this location. The site is adequate to provide sufficient on-plot turning facilities. The imposition of a condition will prevent it from being used as separate residential accommodation.

The site forms part of the established garden of Wharf Cottage and as such the existing boundary treatment is adequate. The site layout drawing indicates new tree planting, the finished floor levels and a 1:15 ramped access. These details are considered appropriate and therefore satisfy condition 4 of the outline approval.

Policy CS14 inter alia, aims to protect and enhance the Borough's existing, unique built and cultural assets. With this in mind and as stated by the Inspector, the retention of the existing wharf wall ensures that sufficient acknowledgement of the canal heritage is retained.

In order to address the condition relating to contaminated land imposed by the Inspector a comprehensive Site Investigation and Geo- environmental Study; this has been inspected by the relevant officer's and suitable conditions have been suggested.

Accordingly, the proposed development is acceptable as it complies with the adopted Wrekin Local Plan and the Core Strategy and it is therefore recommended for approval with conditions.

RECOMMENDATION: to APPROVE PLANNING PERMISSION subject to the following conditions:

1. A3 (time limit)
2. D129 (domestic garages: restriction on residential use)

Informatives:

1. SIE22
2. SIE26

REASONS FOR APPROVAL:

The principle of development on this site has previously been established under planning application W2006/1429 which included siting and access. This Reserved Matters application will not have an adverse effect on surrounding residential amenities nor the character of the surrounding area. In addition the proposal respects the original siting of the wharf building and will have no further impact on the canal heritage than that previously approved under the Outline application.

Notes

Agenda Type : A

W2009/0058 Display of 5no. 1200mm x 500mm non-illuminated sponsorship signs Forge roundabout, Rampart Way, Telford Town Centre, Telford, Shropshire.
Recommendation Code: ADG
Ward: Lawley & Overdale

APPLICANT:
Telford & Wrekin Council

RECEIVED ON:
28/01/09

PARISH
Lawley & Overdale

WARD
Lawley & Overdale

CASE OFFICER:
Tom Lewis

OBJECTIONS RECEIVED: None.

MAIN ISSUES: Impact on visual amenity and highway safety.

THE PROPOSAL:

This is a Council application which seeks consent for the erection of 5no. freestanding non-illuminated advertising boards 1200mm x 500mm raised by 400mm on twin poles, on the Forge Roundabout. The signage would advertise The Space Place which is based on Stafford Park. There are currently advertisements on the site which this proposal replaces.

THE SITE AND SURROUNDINGS:

The roundabout is situated on the junctions of the M54, Rampart Way, Hall Park Way and Forgegate. This is one of the main routes through the area and to Telford Town Centre.

CONSULTATION RESPONSES:

The Council's Highways Engineer has raised no objection to the proposal subject to the placing of 3 conditions relating to the sizes and positioning of the sign.

The Parish Council have objected to the proposal on the grounds that the advertisements will lead to a proliferation of signage and road safety.

PLANNING HISTORY:

W2003/1321 – Display of 4 external freestanding spoke signs and 3 petrol filling station freestanding spoke signs – Granted

POLICY CONTEXT:

Wrekin Local Plan Saved Policy S31 – Advertisements, Shop fronts and Hoardings.

PLANNING CONSIDERATIONS:

The proposed signs are 1200mm in width and 900mm above ground at its highest point. Various signs to promote local businesses have been installed at several roundabouts in Telford and Wrekin as part of the Telford and Wrekin Community Sponsorship scheme. The signs are considered generally acceptable where they would not result in visual clutter or a distraction to highways users. In this regard, the Highways Engineer has raised no objections to the advertisements. Furthermore,

providing the existing signs are removed, the proposed adverts would not be harmful to the visual amenities of the area. A condition is therefore recommended to secure this removal. In conclusion it is considered the proposal would comply with policy S31 of the Wrekin Local Plan.

RECOMMENDATION: GRANT ADVERTISEMENT CONSENT subject to the following conditions:

- 1-5. E163 Standard Advertisement consent conditions.
6. The signage should not exceed a width of 1200mm and a depth of 550mm
7. The signage should not be higher than a maximum height of 900mm above the adjacent carriageway channel level.
8. Informative SIE22 Conditions
9. Informative SIE26 Reasons for the Grant Planning Permission

The scale, location and design of the advertisements would respect the visual amenities of the locality and not be a danger to highway safety.

Notes

Agenda Type : A

W2009/0073 Display of 5no. 1200mm x 500mm non-illuminated sponsorship signs
Old Park Roundabout, West Centre Way, Old Park, Telford, Shropshire.

Recommendation Code: ADG

Ward: Lawley & Overdale

APPLICANT:
Telford & Wrekin Council

RECEIVED ON:
27/01/09

PARISH
Lawley & Overdale

WARD
Lawley & Overdale

CASE OFFICER:
Andrew Mackriell

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Visual amenity and highway safety.

THE PROPOSALS:

It is proposed to display five non-illuminated advertisement signs on the central island of the roundabout

SITE AND SURROUNDING AREA:

The roundabout is in the urban area of Telford at a busy highway intersection on West Centre Way outside Telford town centre. This large roundabout is characterised by its attractively landscaped central island with a verdant area of mature planting.

PLANNING POLICY CONTEXT:

Wrekin Local Plan 'saved' Policy S31: Shopfronts, Advertisements and Hoardings.

CONSULTATION RESPONSES:

The Council's Highways Officer has no objections to the proposed signs subject to the dimensions of the signs and their position in relation to the highway conforming to previously agreed details.

The Council's Engineer reports that there are three mineshafts on or near the roundabout and the signs should not be erected within 20 metres of the shafts.

Lawley & Overdale Parish Council are concerned that too much signage may cause a distraction to drivers, with highway safety implications.

PLANNING CONSIDERATIONS:

The proposed signs would be 1200mm across with a total height of 900mm, and this size has been agreed with the Council's Highways Officer as an acceptable size which would not detract from highway safety. Similar sized signs are already a feature on many roundabouts in the Telford area, and the signs are intended to promote local businesses as part of the Telford & Wrekin Community Sponsorship scheme.

The proposed signs would be acceptable in this location and would not detract from the character and appearance of the roundabout. The signs would not result in an unacceptable amount of visual clutter and would not detract from the general amenities of the surrounding area.

RECOMMENDATION: GRANT ADVERTISEMENT CONSENT subject to the following conditions:

- 1-5. Standard advertisement consent conditions.
6. Signs to be set back a minimum distance of 500mm from the carriage way edge.
7. Total height of the signs when displayed not to exceed 900mm.
8. Ground conditions informative SIE17.

Notes

Agenda Type : A

W2009/0074 Display of 4no. 1200mm x 500mm non-illuminated sponsorship signs Horsehay Roundabout, Junction of, Wellington Road/Bridge Road Horsehay, Telford, Shropshire.

Recommendation Code: ADG

Ward: Horsehay & Lightmoor

APPLICANT:

Telford & Wrekin Council

RECEIVED ON:

27/01/09

PARISH

Dawley Hamlets

WARD

Horsehay & Lightmoor

CASE OFFICER:

Tom Lewis

OBJECTIONS RECEIVED: None.

MAIN ISSUES: Impact on visual amenity and highway safety.

THE PROPOSAL:

This is a council application which seeks permission for the erection of 4no. freestanding non-illuminated advertising boards 1200mm x 500mm raised by 400mm on twin poles, on the Horsehay Roundabout. The signage would advertise 'The Smile Works' dentists in Dawley. These are replacing the current adverts.

THE SITE AND SURROUNDINGS:

The roundabout is situated on the A5223 half way between the junction with the M54 and the Ironbridge by-pass. The roundabout is near the edge of the urban district of Telford but has some residential development close by, but not fronting the island.

CONSULTATION RESPONSES:

The Council's Highways Engineer has raised no objection to the proposal.

The Council's Geotechnical Engineers have raised no objection to the proposal subject to the placing of an informative with regard to caution being undertaken on excavations; however this is not considered relevant to the advertisement application.

PLANNING HISTORY:

W99/0584 – Display of 3 advertising boards 1,000mm X 385mm – Full Granted.

W2007/1237 – Display of 4 no. 1,200mm X 500mm non-illuminated advertising boards – Full Granted

POLICY CONTEXT:

Wrekin Local Plan Policy S31 – Advertisements, Shop fronts and Hoardings.

PLANNING CONSIDERATIONS:

The proposed signs are 1200mm in width and 900mm above ground at its highest point; this is the same size as the previously approved adverts which were to advertise Meadowvale. Various signs to promote local businesses have been installed at several roundabouts in Telford and Wrekin as part of the Telford and

Wrekin Community Sponsorship scheme. The signs are considered generally acceptable where they would not result in visual clutter or a distraction to highways users. In this regard, the Highways Engineer has raised no objections to the advertisements. Furthermore, providing the existing signs are removed, the proposed adverts would not be harmful to the visual amenities of the area. A condition is therefore recommended to secure this removal. In conclusion it is considered the proposal would comply with policy S31 of the Wrekin Local Plan.

RECOMMENDATION: GRANT ADVERTISEMENT CONSENT subject to the following conditions:

- 1-5. E163 Standard Advertisement consent conditions
6. The signs being replaced must be removed from the site before the displaying of the new advertisements.
7. Condition requiring the sign to be set back a minimum distance of 500mm from the kerb/carriageway edge.
8. Condition that the total height of the signs when displayed shall not exceed 900mm above the edge of the carriageway.

Notes

Agenda Type : A

W2009/0076 Display of 4no. 1200mm x 500mm non-illuminated sponsorship signs
Donnington Wood Roundabout, Junction of, Celandine Way, Donnington, Telford,
Shropshire.

Recommendation Code: ADG

Ward: Muxton

APPLICANT:
Telford & Wrekin Council

RECEIVED ON:
27/01/09

PARISH
Lilleshall & Donnington

WARD
Muxton

CASE OFFICER:
Andrew Mackriell

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Visual amenity and highway safety.

THE PROPOSAL:

It is proposed to display four non-illuminated signs on the central island of the
roundabout.

SITE AND SURROUNDING AREA:

The roundabout is situated on Donnington Wood Way at the junction with Celandine
Way and Marshbrook Way, adjoining predominantly residential areas.

PLANNING POLICY CONTEXT:

Wrekin Local Plan Policy S31: Shopfronts, Advertisements and Hoardings.

CONSULTATION RESPONSES;

Lilleshall & Donnington Parish Council object to the proposed signs on the grounds
that the signs would add to street clutter and would distract driver's attention, leading
to traffic safety issues.

The Council's Highways Officer has no objections to the proposed signs subject to
the dimensions of the signs and their position in relation to the highway conforming
to previously agreed details.

PLANNING CONSIDERATIONS:

The proposed signs would be 1200mm across, and this size has been agreed with
the Council's Highways Officer as an acceptable size which would not detract from
highway safety. There are no existing signs on this roundabout, however, similar-
sized signs, which are intended to promote local businesses, are already a feature
on many roundabouts in Telford as part of the Telford & Wrekin Community
Sponsorship scheme.

The proposed signs are therefore considered satisfactory, and would not result in an
unacceptable amount of visual clutter. They would not detract from the amenity and
character of the surrounding area.

RECOMMENDATION: GRANT ADVERTISEMENT CONSENT subject to the following conditions:

1-5. Standard advertisement consent conditions

6. Signs to be set back a minimum distance of 500mm from the carriageway edge.

7. Total height of the signs when displayed not to exceed 900mm above the edge of the carriageway.

Notes

Agenda Type : A

W2009/0084 Display of 4no. 1200mm x 500mm non-illuminated signs Hollingsgate Roundabout, Junction of, Hollingsgate & Lawn Central, Telford, Shropshire.
Recommendation Code: ADG
Ward: The Nedge

APPLICANT:
Telford & Wrekin Council

RECEIVED ON:
02/02/09

PARISH
Hollinswood & Randlay

WARD
The Nedge

CASE OFFICER:
Andrew Mackriell

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Visual amenity and highway safety.

THE PROPOSALS:

It is proposed to display four non-illuminated advertisement signs on the central island of the roundabout.

SITE AND SURROUNDING AREA:

The roundabout is situated close to Telford town centre on the town centre 'ring road' at the junction of Lawn Central with Hollingsgate.

PLANNING POLICY CONTEXT:

Wrekin Local Plan 'saved' Policy S31: Shopfronts, Advertisements and Hoardings.

CONSULTATION RESPONSES:

The Council's Highways Officer has no objections to the proposed signs subject to the dimensions of the signs and their position in relation to the highway conforming to previously agreed details for these advertisements.

Hollinswood & Randlay Parish Council has no objections to the proposed signs. Lawley & Overdale Parish Council are concerned that too much signage may cause a distraction to motorists.

PLANNING CONSIDERATIONS:

The proposed signs would be 1200mm across with a total height of 900mm, and this size has been agreed with the Council's Highways Officer as an acceptable size which would not detract from highway safety. Similar sized signs, which are intended to promote local businesses, are already a feature on many roundabouts in Telford as part of the Telford & Wrekin Community Sponsorship scheme.

The signs would replace the existing signs on the roundabout and would not result in an unacceptable amount of visual clutter. Therefore the proposed advert signs are considered satisfactory in this urban location and would not detract from the amenity and character of the surrounding area.

RECOMMENDATION: GRANT ADVERTISEMENT CONSENT subject to the following conditions:

- 1-5. Standard advertisement consent conditions
6. Signs to be set back a minimum distance of 500mm from the carriageway edge
7. Total height of the signs when displayed not to exceed 900mm above the edge of the carriageway.
8. Existing signs to be removed prior to the display of the new signs.

Notes

Agenda Type : A

W2009/0109 Erection of metal railings to replace existing railings and timber fence
St Lawrence Primary School, Preston Upon The Weald Moors, Shropshire.
Recommendation Code: FG
Ward: Church Aston & Lilleshall

APPLICANT:
Telford & Wrekin Council

RECEIVED ON:
05/02/09

PARISH
Preston Upon the Weald
Moors

WARD
Church Aston & Lilleshall

CASE OFFICER:
Andrew Mackriell

OBJECTIONS RECEIVED: None.

MAIN ISSUES: Visual effect of the proposed works in the street scene.

THE PROPOSAL:

It is proposed to install replacement metal railing fencing and a disability access ramp at the school.

SITE AND SURROUNDING AREA:

St Lawrence Primary School is situated adjoining a residential area on the north edge of the village. It has a traditional main school building and the front yard/car-park is enclosed with an existing 1.5 metre high metal fence along the road frontage.

PLANNING POLICY CONTEXT:

Core Strategy Development Plan Policy CS15 and 'saved' Policy UD2 in the Wrekin Local Plan.

CONSULTATION RESPONSES:

The Council's Highways Officer has no objections to the proposals.

PLANNING CONSIDERATIONS:

The replacement metal fencing on the road frontage would be the same height as that existing and would be of an acceptable appearance. The access ramp would be positioned on the inside of this new fencing, and would not affect the existing footway. The proposed fencing within the school site would be higher than the existing wooden fencing which it is to replace, but would not be visually intrusive. Overall these are minor works which would not change the character and appearance of the school and would have little impact on the street scene.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following condition:

1. A3 Standard time limit

REASONS FOR APPROVAL:

The proposals represent acceptable development which would improve facilities at the school while having little effect on the character and appearance of the building. The proposed works would not have a significant impact on the street scene and would not affect the visual amenities of the surrounding area.

Notes

Agenda Type : A

W2009/0117 Erection of boundary wall including piers and finials (Retrospective)
Lilygrace, Farm Lane, Horsehay, Telford, Shropshire.
Recommendation Code: FR
Ward: Horsehay & Lightmoor

APPLICANT:
Mr Stuart Devere

RECEIVED ON:
10/02/09

PARISH
Dawley Hamlets

WARD
Horsehay & Lightmoor

CASE OFFICER:
Elizabeth Attwood

CLLR CLIVE MOLLETT HAS REQUESTED THAT THIS APPLICATION IS
DETERMINED BY MEMBERS AT PLANS BOARD.

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: The scale and size of the wall and impact upon the character and
appearance of the area and residential amenity.

PROPOSAL:

This is a retrospective application following enforcement action for the retention of
the boundary wall, brick piers and finials.

HISTORY:

Planning permission (w2001/0414) for the erection of a dwelling and garage was
granted with conditions by Plans Board on 20th March 2002. Inter alia, the conditions
included submission of details of external materials, enclosure of the site and
landscaping.

Details addressing the above issues were submitted and the conditions were duly
discharged. However, the wall was not built in accordance with the approved details
hence this planning application.

POLICIES:

The following policies are considered relevant in determining this application;

Wrekin Local Plan:
UD2 Design Criteria.

Core Strategy:
CS15 Urban Design.

National guidance:
PPS1 Delivering Sustainable Development.

SITE AND LOCATION:

Lilygrace is a large detached dwelling with an attached garage and accessed via a private drive between neighbouring properties known as Stanwell and The Whispers. Farm Lane is a no through road for vehicles and divided by bollards located near to Stanwell. The character of Farm Lane to the north of the bollards is typified by large individually designed detached dwellings on generous plots, the majority of which are bounded by high walling and accessed via prominent gateways. The dwellings situated to the south of the bollards are slightly more modest with boundary walls of a more domestic scale.

CONSULTATIONS:

Eight direct neighbour notification letters publicised the application; four letters of objection have been received. The issues raised are:

- The walls and piers have reduced the manoeuvring space for vehicles,
- The wall and piers are very high and over powering,
- Out of character,
- The finials are visually grossly excessive,
- Proximity of the wall to the existing hedge could be detrimental,
- Encroachment of entrance pillar on the neighbours land.

The Council's Highway Engineer had not commented at the time of writing this report; any comments received will be conveyed to Members at Plans Board.

The Parish Council had not commented at the time of writing this report; any comments received will be conveyed to Members at Plans Board.

PLANNING CONSIDERATIONS:

The approved wall and pillars measure 2.0m in height which was considered to be the maximum acceptable height without having a detrimental impact on the character and appearance of the surrounding area. This judgement was based on an appraisal of the character of the neighbouring dwellings and the existing streetscene.

The unauthorised walling as built is between 1.43m and 2.0m in height and the pillars measure 2.4m in height, two of which have copings, the other two have 645mm cast stone acorn finials resulting in a total height of 2.9m.

Policy UD2 of the adopted Wrekin Local Plan is the key reference point for the Council in considering the design quality of all development. The approach accords with Government advice set out in PPS1. It sets out the criteria which guides the Council's decision making in assessing proposals. It seeks to encourage the highest quality of design appropriate to the locality.

In considering whether or not a development is of an appropriate design quality, and relates positively to its context, the Council is required to assess it in relation to its scale, form, proportions, materials and spatial quality.

In making its assessment the Council are guided to test it against adopted urban design principles ensuring that development, respects and responds positively to its context, enhances the quality of the local environment. Furthermore, development is expected to respect and integrate with the wider landscape setting and reinforce existing boundary treatments.

Policy CS15 of the adopted Cores Strategy states that the design of development will assist in creating and sustaining safe places, strengthening local identity and projecting a positive image, which will positive influence the appearance of the local environment.

National guidance contained in PPS1, states that design which is inappropriate in its context, or which fails to improve the character and quality of an area, should not be accepted.

Taking this into account it is considered that the proposed walling is acceptable, as are the two piers closest to the highway; these are similar in height and design to others in this part of Farm Lane, and as such respect the character and appearance of the locality and reinforce the existing boundary treatments. However, the two piers located further along the drive and annotated as 'c' and 'd' on drawing number C311-01 Rev A are considered inappropriate. Their excessive height at total of 2.9m (coupled with the coping and the ornate 645mm high acorn finial detail on top) results in a feature which appears as an incongruous, strident and unduly prominent development to the detriment of the locality. Furthermore, the development is judged to be unacceptable as it results in an adverse impact upon the character and appearance of the area.

The comments raised by the neighbours are noted; the issues relating to encroachment and damage to property is a private matter between the applicant and his neighbours. Nevertheless, the Local Planning Authority considers that the scale of the pillars in particular, result is a loss of residential amenity to the occupiers of the neighbouring dwelling by reason of the visual prominence due to their scale and size.

Therefore, as it is not possible to make a split decision on planning applications, the proposal is considered unacceptable as it fails to comply with the Wrekin Local Plan, the Core Strategy and national guidance contained in PPS1. Consequently it is recommended that the application is refused.

RECOMMENDATION: REFUSE PLANNING PERMISSION for the following reasons:

1. The Local Planning Authority considers that the proposed boundary treatment is unacceptable by virtue of its scale and design, which results in an incongruous, strident and unduly prominent development, having a detrimental impact on the character and visual amenities of the surrounding area. Consequently the proposal is contrary to 'saved' policy UD2 of the Wrekin Local Plan 1995-2006 and CS15 of the adopted Core Strategy 2007.

Notes

Agenda Type : A

W2009/0126 Erection of a detached dwelling (outline application)
Land adjacent to, 91, Walker Crescent, St Georges, Telford, Shropshire.
Recommendation Code: OLR
Ward: St Georges

APPLICANT:
Mr Jonathan White

RECEIVED ON:
11/02/09

PARISH
St. Georges & Priorslee

WARD
St Georges

CASE OFFICER:
Anna Robinson

COUNCILLOR OVERTON HAS REQUESTED THAT THIS PLANNING APPLICATION IS CONSIDERED AT PLANS BOARD.

OBJECTIONS RECEIVED: None.

MAIN ISSUES: Scale of development, character and appearance.

THE PROPOSAL:

The application seeks outline planning permission to erect a detached dwelling on land currently used as garden and parking/garaging to No.91 Walker Crescent. The application includes siting of the dwelling and means of access, with all other matters reserved.

THE SITE AND SURROUNDINGS:

The application site comprises an existing modern detached red brick property with single storey side extension and large detached sectional double garage. Hardstanding/driveway and dropped kerb extends across the frontage of the site. The existing property has a relatively modest sized garden bounded by timber fencing. The side and rear of the site adjoin a public footpath, which curves around the site, with sloping grassed area of open space, landscaping and trees beyond. The site is located in a large modern residential estate comprising a mixture of semi-detached and detached properties.

CONSULTATION RESPONSES:

The Council's Highways Engineer has no objection to the proposal.

The Environmental Health Officer (Contaminated Land) recommends that a Land Contamination condition is imposed.

The Fire Authority requests that adequate access for emergency vehicles at the site is provided.

PLANNING HISTORY:

W2008/0361 Erection of 1no. detached dwelling with parking for 2 cars (all matters reserved), Outline refused;

W2005/0366 Erection of a pre-fabricated double garage and brick wall, Full granted

Pre-application enquiry in 2004 regarding erection of detached dwelling – planning advice was that the site could not adequately accommodate a new dwelling, nor would the site provide sufficient private amenity space for existing and proposed dwellings.

POLICY CONTEXT:

Core Strategy Policy
CS5 District and Local Centres in Telford
CS15 Urban Design

Wrekin Local Plan 1995 – 2006
UD2 Design Criteria
H6 Windfall Sites in Telford & Newport

National policy guidance
PPS1 Delivering Sustainable Development
PPS3 Housing

PLANNING CONSIDERATIONS:

This application is a resubmission of the previous scheme for a detached dwelling that was refused and includes siting and means of access, with plans showing driveway to the side of the dwelling located in line with No.91 Walker Crescent, in a central position in the plot. All other matters – scale, appearance and landscaping are reserved for future application. Parking for No.91 would be located in front of the existing dwelling, which is already an area of hardstanding.

The previous outline application (W2008/0361) was refused as the site was considered too small, would be overdevelopment providing insufficient private amenity space to the new dwelling. The shape of the site narrows to the rear, as it is bounded and constrained by the adjacent footpath which curves around the boundary, and this restricts the plot size. The Applicant has had discussions with the Local Planning Authority and the last draft scheme was still considered unacceptable.

The refused scheme comprised a property footprint of approximately 7 metres in length by 4.5 metres in width, and a private rear garden area of approximately 35 sq. metres, measuring some 9m at longest point and approximately 3m at shortest.

The Design & Access Statement asserts that following refusal of the previous scheme, the proposed dwelling has been reduced in width by 1.5 metres, but increased in length by 1 metre and now measures some 7.4m in length by 4.8m in width, which is generally similar to some of the smaller surrounding properties. The property is also positioned in line with the front and rear of the existing dwelling, which serves to maintain the prevailing building line of the street. This reduced width of the dwelling has enabled parking to be located to the side, and the plans identify lawned area at the front of the property.

The existing double garage with a footprint of 6m by 5.2m would be replaced by a dwelling with a footprint measuring 7.4m by 4.8m. The dwelling would be a similar size to the existing garage, although it would be longer and less wide. The new

dwelling would also be similar to some of the smaller semi-detached properties nearby. Therefore the size and alignment of the dwelling would not be out of character.

However, the increase in the length of the dwelling means the dimensions of the private amenity space would appear to be similar to the refused scheme. The increase in the length of the dwelling coupled with the curved and tapered configuration of the site means the rear amenity space for the dwelling remains inadequate.

The D&A Statement also states that there are other properties in the area, in Walker Crescent, Board Close and Leveson Close with similar plot sizes/garden areas. It is noted that there are some modest-sized properties in the vicinity, however the sites referred to appear to be part of the original development of the housing estate and not infill development.

It is the plot size and shape that result in an overly small and restricted plot leaving inadequate rear amenity space for a potentially modest family-sized property. Also, the length of the dwelling has been increased from the previous refusal which would lead to even less garden space.

The Local Planning Authority considers that whilst the amended plans demonstrate that a driveway and parking space can be accommodated at the property, the narrowing nature of the site, its shape and configuration is still a constraint, and the proposed garden area would be significantly smaller than adjoining more uniform shaped plots, due to the location of the footpath to the side and rear. It is considered that the site remains insufficient in size to accommodate a property, and that it would provide inadequate amenity space to the detriment of the character and appearance of the area, appearing cramped and overdeveloped. The previous reason for refusal has not been overcome by the amendments to the plans, and the proposal is therefore contrary to national and local planning policy.

RECOMMENDATION: REFUSE PLANNING PERMISSION for the following reason:

1. The Local Planning Authority considers that the proposal would result in a cramped and overdeveloped form of development, with insufficient private amenity space. The site is considered inadequate in size to satisfactorily accommodate the development, having regard to the prevailing plot sizes in the locality. Accordingly the proposal is contrary to Policies UD2 and H6 of the Wrekin Local Plan 1995 – 2006 and guidance in national Policies PPS1 and PPS3.

Notes

Agenda Type : A

W2009/0191 Installation of roller shutter doors to front and rear elevations and security grills to ground floor windows, fire exit door and two velux rooflights
Spout Farm House, Town Park, Malinslee, Telford, Shropshire.

Recommendation Code: FG

Ward: Malinslee

APPLICANT:
Telford and Wrekin Council

RECEIVED ON:
02/03/09

PARISH
Great Dawley

WARD
Malinslee

CASE OFFICER:
Tom Lewis

OBJECTIONS RECEIVED: No.

MAIN ISSUES: Design and appearance.

THE PROPOSAL:

This is a Council application which seeks approval for the installation of roller shutter doors to front and rear elevations and security grills to ground floor windows, fire exit door and to 2 velux rooflights.

THE SITE AND SURROUNDINGS:

Spout Farm House is a two storey detached building located in the centre of Telford in the Town Park, used as an information centre. The building is situated adjacent to 'Southwater', a man-made lake. Spout Farm House fronts onto an area of hard standing, including a play area and part-covered seating area. The building benefits from natural surveillance during the day, as the park is open every day and both commuters and users of the park pass the building on a regular basis. However, after the early evening the Town Park does not have many visitors and, therefore, the opportunity for anti-social behaviour is increased at certain times of the day.

CONSULTATION RESPONSES:

To date no consultation responses have yet been received and any responses received will be passed up to the committee.

PLANNING HISTORY:

W2008/1027 - Installation of roller shutter doors to front and rear elevations and security grills to ground floor windows, fire exit door and to 2 velux rooflights –
Withdrawn

POLICY CONTEXT:

Wrekin Local Plan 'saved policies':
OL3 Green Network
OL4 Development in the Green Network
UD2 Design Criteria
TC14 Town Centre Design

Core Strategy Development Plan Document

CS4 Central Telford
CS15 Urban Design

PLANNING CONSIDERATIONS:

This application comes about after negotiation over the types of grill and security schemes which would best suit the building keeping it secure yet not compromising its distinguished character and appearance.

The proposed security resolution is to comprise of security grills on all ground floor windows. These are to be installed externally, however these are designed to be of a fine gauze grill and therefore will not be overly imposing on the building and will not overly detract from the character and appearance of the building. These grills will be painted green so therefore will also compliment the green detailing of the building currently.

There will also be a large roller shutter over the entrance of the building. Although this is a large development which does alter the character of the building, it will only be used during the evenings before the building is open. This shutter will also be coated in green in order to help it blend in with the surroundings.

On the roof there are two rooflights which will also be protected by external steel security grilles. These are not seen as prominently in the area due to the angle of the roof pitches these will not be overly visible within the area, however to stay in keeping with the scheme these will still be coated green.

The proposal is sited within the Green Network, however this proposal is considered that it does not detract from the main aims of the Green Network and is an exceptional circumstance to protect a community building. Therefore the proposed developments would not be contrary to policy OL3 and OL4 of the Wrekin Local Plan.

In conclusion it is considered that the proposed security grilles and shutter doors will mitigate any security issues and the proposed development will not be detrimental to the character and appearance of the building or the surrounding area.

RECOMMENDATION: To resolve to grant delegated authority to Head of Planning and Environment to consider any other comments received during the statutory consultation period and to **GRANT PLANNING PERMISSION** subject to the following conditions:

1. A3 - Statutory time limit
2. The colour of the grilles to match the existing green of the windows.
3. SIE22 Conditions
4. SIE26 Reasons for the Grant Planning Permission

REASONS FOR APPROVAL:

The proposed development would respect the character and appearance of the building and not be of detriment to the visual amenities of the surrounding area. The proposed development would not be of detriment to the aims of the green network.

Notes