
TELFORD & WREKIN COUNCIL

PLANS BOARD – 24TH SEPTEMBER 2008

Schedule 1 : Planning Applications for determination by Board

`A' List : Major developments and/or cases in conflict with policy

- W2008/0437** Change of use from industrial (Use class B1/B2/B8) to an indoor climbing centre (Use class D2) **The Malthouse, Springfields, Newport, Shropshire.** Recommendation Code: FG - Ward: Newport South..... **1**
- 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..... **8**
- W2008/0811** Change of use from residential to after school club **139, Crescent Road, Hadley, Telford, Shropshire.** Recommendation Code: FR - Ward: Hadley & Leegomery **15**
- W2008/0838** Erection of a community centre and 5no. bungalows with associated access and parking **Haybridge Hall Bungalows, Haybridge Road, Hadley, Telford, Shropshire.** Recommendation Code: FG - Ward: Hadley & Leegomery **21**
- W2008/0863** Demolition of existing single storey WC and entrance lobby and erection of two storey front extension to dwelling **37, Ainsdale Drive, Priorslee, Telford, Shropshire.** Recommendation Code: FG - Ward: Priorslee **25**
- W2008/0870** Erection of 2 dwellings following demolition of existing church buildings (Outline planning Permission) **St Marys Church Hall, Red Lees, Ketley, Telford, Shropshire.** Recommendation Code: OLG - Ward: Ketley & Oakengates **28**
- W2008/0916** Erection of single rear extension and pitched roof with canopy at front of property **8, Paddock Close, Wellington, Telford, Shropshire.** Recommendation Code: FG - Ward: Haygate **32**
- W2008/0921** Extension to sports hall to form after school club **Shortwood School, Limekiln Lane, Wellington, Telford, Shropshire.** Recommendation Code: FG - Ward: Arleston **35**

- W2008/0923** Erection of a 1.2metre fence to front of property (Retrospective) **48,**
Harley Close, Wellington, Telford, Shropshire. Recommendation Code: FR -
 Ward: Dothill **38**
- W2008/0962** Removal or abatement of 6no. trees protected by Tree Preservation
 Orders **18, Highfield, Church Aston, Shropshire.** Recommendation Code:
 TPG - Ward: Church Aston & Lilleshall..... **40**
- W2008/0973** Conversion of existing Grade II Listed Building into 5 residential flats
 and extension of parking onto Vineyard Road **Portway House, Plough Road,**
Wellington, Telford, Shropshire. Recommendation Code: FG - Ward: College
 **42**
- W2008/0976** Conversion of existing Grade II Listed Building into 5 residential flats
 and extension of parking onto Vineyard Road **Portway House, Plough Road,**
Wellington, Telford, Shropshire. Recommendation Code: LBG - Ward:
 College **45**
- W2008/1002** Erection of 4no. non-illuminated display boards **Madeley**
Roundabout, Parkway, Madeley, Telford, Shropshire. Recommendation
 Code: ADG - Ward: Cuckoo Oak..... **48**
- W2008/1039** Construction of over-spill car park to accommodate 142 cars, extension
 of access road and diversion of public footpath **Blists Hill Museum, Legges**
Way, Madeley, Telford, Shropshire. Recommendation Code: FG - Ward:
 Cuckoo Oak..... **50**

Agenda Type : A

W2008/0437 Change of use from industrial (Use class B1/B2/B8) to an indoor climbing centre (Use class D2)

The Malthouse, Springfields, Newport, Shropshire.

Recommendation Code: FG

Ward: Newport South

APPLICANT:
Mr Karl Smith

RECEIVED ON:
03/04/08

PARISH
Newport

WARD
Newport South

CASE OFFICER:
Anna Robinson

THIS APPLICATION WAS DEFERRED AT THE 23RD JULY 2008 PLANS BOARD TO ENABLE THE APPLICANTS TO ESTABLISH THE CORRECT SITE AREA AND SUBMIT AMENDED PLANS SHOWING THE PARKING LAYOUT.

Following Members' visit to the application site on 23rd July and the resolution to defer the decision to enable the Applicants to submit plans identifying the correct site area, an amended parking layout and supporting information have been submitted.

The amendments now reflect landownership and the resultant site has been reduced in size which in turn has led to the loss of available parking space. However the amended parking layout has been drawn up in discussion with the Council's Highways Engineer, and there have been further highways comments regarding the amended plans and additional information. The new layout would comprise 7 car parking spaces, along with motorbike and mini bus parking. Bicycle parking is to be located within the building. Motorbike parking shall be accommodated along the wall of the building, enabling greater turning space for cars and mini buses.

The Highways Engineer has provided revised comments, summarised below:

- If the extant industrial use of the site was reinstated, this would be more intrusive in terms of the vehicular impact on the area.
- The parking shortfall could not be accommodated on adjoining residential streets or the Industrial Estate without consent from the associated landowners; but accepts the parking bay adjacent to Linden Hall Surgery on Station Road could accommodate some overspill from the climbing centre.
- Accepts climbers are likely to use sustainable modes of transportation, but as this facility will be the only one of its type in the area, car usage is likely although there is a likelihood of climbers travelling together to the climbing centre. Therefore any approval should be subject to submission of Green Travel Plan.
- Proposed wall has capacity of 5 to 6 people climbing at any one time. The Applicants propose putting a booking procedure in place, which should help to regulate the level and turnover of parking requirements within the site.
- Larger numbers will only attend facility if in organised group. It is intended that they would arrive by mini bus.
- The amended parking layout will improve manoeuvrability of vehicles within the site.

The Highways Engineer concludes there are no highways objections to the scheme, but that the previous conditions 3, 4, 5 and 6 outlined on the 23rd July Plans Board report should be imposed.

Many of these points reiterate previous comments made during the application process. However, it is noted that whilst a booking procedure and limiting numbers of climbers would help to regulate the level of parking in the site and on adjoining streets, this would be self-regulation only, and could not be controlled by condition or enforced.

The amended plans now show the correct site area and whilst parking is constrained by the limited area, the Highways Engineer has no objection to this layout and possible overspill parking in the bay on Station Road.

There are no changes to the recommendation to approve the change of use of the industrial unit to a climbing centre, and the conditions also remain unchanged. A copy of the original report to Members at Plans Board is attached below.

THIS APPLICATION WAS DEFERRED AT THE LAST PLANS BOARD MEETING (2ND JULY 2008) TO ENABLE MEMBERS TO FURTHER CONSIDER THE PROPOSAL WITH THE BENEFIT OF A SITE VISIT.

A COPY OF THE REPORT IS ATTACHED FOR INFORMATION. THERE HAVE BEEN NO CHANGES TO THE REPORT, AND THE RECOMMENDATION REMAINS TO GRANT PLANNING PERMISSION SUBJECT TO CONDITIONS.

NEWPORT TOWN COUNCIL HAS REQUESTED THAT THIS PLANNING APPLICATION IS CONSIDERED AT PLANS BOARD

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, impact on residential amenity and highways issues - parking and access.

THE PROPOSAL:

The application seeks planning permission for a change of use of 'The Malthouse', a modern industrial unit to an indoor climbing centre.

No external changes to the building would occur, but associated parking and turning space within the site forms part of the application, utilising the existing area of hard standing.

THE SITE AND SURROUNDINGS:

Existing modern portal framed industrial unit located in the centre of a developing residential area, approximately 600 metres south of Newport town centre. The extant use of the building is industrial (use classes B1, B2 and B8), although it is currently vacant.

The building covers approximately two-thirds of the site, the remaining area to the west is hard standing, with hedging to the west boundary, timber fencing to the north, red brick wall and fencing to the south. Metal vehicular gates are located at the entrance, at the end of a narrow driveway, flanked by a substantial red brick wall and hedge with timber fencing beyond.

The surrounding residential development comprises: The Maltings conversion located to the northern boundary of the site, at a considerably lower ground level; rear gardens to properties in Station Road located to the east; two established detached dwellings, Stanmore and Clevelands to the west, (whose rear gardens would adjoin car park); and new, higher density residential development to the south. The access to the site comes directly off the new estate road of a small residential development, Town Wells Mews. New residential development is under construction directly south of the building.

Between the residential developments and Springfields Industrial Estate is a right of way linking larger modern housing developments to the west to the main road, Station Road. The Industrial Estate comprises a number of small units.

CONSULTATION RESPONSES:

The Highways Engineers have made the following comments on the amended proposals for this use:

- The parking layout is not ideal (but an improvement on the original proposals).
- The additional staff parking would have double parking implications, but would be acceptable if limited to staff parking only.
- The addition of a space for a minibus and motorbike and cycle parking is welcome.
- Parking shortfall can not be fully accommodated on surrounding streets and consent from landowners would be necessary for parking within the industrial estate.
- The parking bay on Station Road adjacent to Linden Surgery could accommodate some overspill parking.
- Whilst sustainable transport modes may be used by climbers, sensitivity of parking in Towns Wells Mews and being only facility of this nature in the area, it would be likely to generate traffic, therefore a Travel Plan should be submitted, promoting sustainable travel modes and managing parking demand.

As the climbing centre use would require less parking than other more intensive indoor sports facilities, or its current industrial use (B1, B2 and B8), which would normally require 19 spaces and an articulated lorry space the Highways Engineers resolved to have no objection to the proposal, subject to conditions and a requirement that the use is limited to a climbing wall and not other leisure uses.

Environmental Health Officer has confirmed that there are no objections with regard to noise and disturbance to adjoining residential properties, as the climbing wall is within the building. There is also no concern regarding traffic movements.

Newport Town Council objects to the change of use to the climbing centre, due to the increase in parking and traffic flow through a developing residential area; and that planning permission has previously been granted for demolition of the building and erection of new residential development on the site.

Two neighbour objections have been received from residents in the adjoining Town Wells Mews. The following issues have been raised:

- Location of building is not suitable for climbing centre use
- Existing problem of too many cars in vicinity - impact of additional traffic
- Insufficient parking provision within existing estate
- Site is not large enough and the access too narrow
- Impact of buses/vans accessing the site
- Difficulties caused to emergency vehicles
- Further residential development proposed in the area
- Height of wall along access - exiting vehicles will not be seen
- Existing highway safety issues at Town Wells - pedestrians and cyclists
- Location of access thought to be for infrequent delivery/collection vehicles when building was a storehouse - approx. once a week
- Creation of increased noise from cars and increase in people ('teenagers') "hanging" around.

PLANNING HISTORY:

W2007/0492 Erection of a two storey building to provide 4no. apartments, following demolition of storage building, Approved. Various planning history between 1970s and 1990s referring to use of building for storage, office use, conversion to leisure centre.

Climbing Centre at Audley Avenue Industrial Estate, Newport - (W2007/0296 Refused, W2007/0890 Approved - resolved parking issues in original planning application).

POLICY CONTEXT:

National Planning Policy PPS6 Planning for Town Centres - Sequential test
PPG13 Transport PPG17 Planning for Open Space, Sport

Wrekin Local Plan 1995 - 2006 LR1 Provision of Community Facilities Appendix B Parking Standards

Core Strategy Policy CS6 Newport Policy CS10 Community Facilities

PLANNING CONSIDERATIONS:

The proposal is for change of use of the existing industrial unit to a climbing centre. No external works to the building are proposed. There is existing planning permission for a similar use on Audley Avenue Industrial Estate, but the Applicants consider this new location more suitable as it is closer to Newport town centre and hence offers greater opportunities for visitors to use alternative transport modes to the car. The supporting information makes reference to the accessibility of the site by public transport, cycling and walking, as well as being

close to the main road network in the area.

Policy CS6 of the Core Strategy requires development in Newport that will support its role as a Market Town including development that supports the town's economy and increasing accessibility to key services and other facilities including sports, leisure and recreation facilities. Policy CS10 of the Core Strategy states that the provision of new facilities to meet the needs of local residents will be supported. Delivering sustainable and accessible sporting, leisure and recreational services is a key objective for the Borough. Such development should be in District and Local Centres to ensure they are accessible and will promote social inclusion. The provision of the climbing wall in this location complies with the requirements of these policies and will enhance the provision of sporting, leisure and recreation facilities in Newport.

Policy LR1 of the Wrekin Local Plan also requires community facilities to be provided within the District or Local Centres including Newport. Outside the centres a sequential approach should be adopted. Proposals should demonstrate that the site is accessible, adequate parking facilities provided, it will not have an adverse impact on the character and amenity of local areas.

A sequential test has been submitted as part of the application to demonstrate why the proposed site is the best location for the climbing centre. The applicant considered that the majority of buildings within the centre of Newport, as well as other industrial units, were inappropriate for use as an indoor climbing centre due to insufficient floor area or ceiling height, limited availability for use on certain days, or in the case of some of the industrial units, their distance from Newport town centre. Other industrial units were considered too large.

The applicant notes that there are very few facilities of this nature in the area, with reference made to a climbing centre in Wolverhampton, and hence there would be potential interest and catchment from a wider area across Shropshire and Staffordshire.

Officers consider the location of the development on the edge of Newport town centre to be generally appropriate as there are options to use sustainable modes of transport, and the amended parking layout now includes provision for minibus parking and bicycles. However, there is a lack of frequent bus services along Station Road, with few routes to the main towns (and potential visitor base of Telford and Stafford). The site is, however, within 500 metres of the town centre. Nonetheless car use is likely but there is a public car park at the southern end of the centre.

There are no specific parking standards relating to a Class D2 use of this size. PPG13 (Transport) suggests that for Class D2 units over 1000sqm there should be 1 space per 22sqm. The Wrekin Local plan suggests 1 space per 25sqm for indoor sports facilities, which would equate to approximately 30 parking spaces. The proposed development provides 7 spaces plus 3 for staff. It is anticipated that most public use of the climbing centre will be in the evenings and at weekends.

The Highways Engineer has assessed the amount of car parking required on the basis of the area proposed area for actual climbing activities and not the size of overall the unit, as the internal floor area also includes toilet facilities, administrative area, and storage space. There is on-street parking nearby adjacent to Linden Hall Surgery on Station Road. The Highways Engineer has resolved to have no objection, subject to conditions controlling the use, intensification and submission of a Green Travel Plan to promote sustainable travel.

With regards to the Town Council and neighbour objections the use of the building as a climbing centre will be a relatively quiet use with all of the activities inside the building. The potential noise would be from traffic movements, but the Environmental Health Officer has no objection with regard to the proposal, and hours of use can be conditioned to minimise any impact on residential amenity.

However, the proposed change of use must also be considered in relation to the extant use of the building. The existing industrial use (Class B1, B2, and B8) would enable the unit to be used for offices, light industry, general industry or storage, and with this there could be the potential for frequent HGV movements delivering/transporting goods to and from the unit. It is considered that the proposed use as a climbing centre would be far less intrusive and have less impact on the residential amenities of the area than re-establishing its former industrial use.

On balance it is considered that the proposal should be supported. It will provide additional community/leisure facilities within Newport and for the wider area in accordance with policies in the Core Strategy and Wrekin Local Plan. The nature of the use itself within the building is of a quiet nature and should not unduly disturb nearby residents. Its proximity to Newport Town centre makes it generally accessible and visitors can walk or cycle to it. Whilst there will be only limited parking on site, there is nearby on-street parking. This coupled with a Travel Plan that will require the applicant to actively promote alternatives to the car will help address the parking situation. Finally it is considered that this development will have less impact on the residential amenities of nearby dwellings than the current industrial/storage use of the site.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

- 1) A3 - Timescale
- 2) C120 - Amended plan (parking arrangements)
- 3) D138 - Restrict use within D2 class - Climbing centre only.
- 4) No intensification of use (increase in number of climbing walls available) without prior written permission from Local Planning Authority.
- 5) D135 - Hours of operation 8am - 10pm (including Sundays) - staff to have vacated unit and site by 10pm.
- 6) Prior to first use as climbing centre, Green Travel Plan to be submitted and approved by Local Planning Authority.
- 7) C78 - No removal of landscaping/boundary treatments unless agreed in writing by Local Planning Authority.

REASONS FOR APPROVAL:

The proposed change of use would provide additional community/leisure facilities in Newport and for the wider area in accordance with policies in the Core Strategy and Wrekin Local Plan. The nature of the use itself within the building is of a quiet nature and should not unduly disturb nearby residents. Although the bus service is somewhat limited at present, the site is close to Newport Town centre which makes it generally accessible and visitors can or walk or cycle to it. There will be only limited parking on site, but when taking into account that the climbing wall does not occupy the entire building, as there are ancillary functions, it is considered that parking demand will not be unduly high. This coupled with a Travel Plan that will actively promote alternatives to the car will help address any shortfall in parking provision. It is considered that this development will have less impact on the residential amenities of nearby dwellings than the current industrial/storage use of the site.

Notes

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

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 du 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 fro 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 it 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:

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

REASONS 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

W2008/0811 Change of use from residential to after school club
139, Crescent Road, Hadley, Telford, Shropshire.
Recommendation Code: FR
Ward: Hadley & Leegomery

APPLICANT:
Al-Huda Trust

RECEIVED ON:
14/07/08

PARISH
Madeley

WARD
Hadley & Leegomery

CASE OFFICER:
Phil Baker

CLLR MALCOLM SMITH AND HADLEY PARISH COUNCIL HAVE REQUESTED THAT THIS APPLICATION BE DETERMINED BY THE COUNCIL'S PLANS BOARD

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Suitability of residential premises for community use. Affects on amenity, Noise, Disturbance, Traffic.

THE SITE AND THE PROPOSAL:

This retrospective planning application relates to the change of use of a residential dwelling to an after-school club for religious teaching, in Crescent Road, Hadley.

The applicants state that for the past 10 years they have been teaching basic Islamic studies to children between the ages of 5 and 16, with the aim of assisting the community with the escalating problem of gang culture, associated drug problems, and racial tension. They initially operated from a hired hall in Hadley Junior School until December 2006 when the school was demolished to make way for the Hadley Learning Centre. However, the applicants claim that they have been unable to meet at the new school because of its reluctance to support a single religious faith. Since that time they have operated from 139 Crescent Road which they have purchased as a Trust.

The applicants believe that the building lends itself to the individual teaching of up to 70 pupils, although they currently teach only 40 children. The hours of opening would be from 4.30pm to 6.00pm during term time and school holidays.

The applicants state that they chose this location because of the close proximity of the Hadley Learning Centre, which would enable some of the pupils to walk the short distance to the club. They feel it will minimise transportation problems and will require less reliance on cars to transport the children. They envisage that a maximum of 6 vehicles will drop students off between 4.15pm and 4.30pm, and the same number of vehicles will pick them up between 5.45pm and 6.00pm. However, they believe that many students would either walk or cycle to the premises.

The property comprises a two storey 3-bedroom semi-detached house. No external changes would be made to the house. The only internal alterations have seen a bedroom wall knocked down to create two teaching rooms on the first floor. The

main teaching room is on the ground floor. The property also includes a kitchen and toilet on the ground floor and a bathroom on the first floor. Five proposed on-site parking spaces are shown on the submitted plans.

If planning permission is granted the applicants would still then need to obtain Building Regulation approval. This would cover matters such as floor loadings, ventilation, access thresholds and gradients, wheelchair access, fire resistance, fire exits, and additional sound insulation between the property and the adjoining semi-detached house.

CONSULTATION RESPONSES:

29 individual and 40 duplicated letters of support have been received. The letters have emphasised the following points:

The after-school club benefits the children and the local community

- It teaches children values, good morals and principles, good manners, learning skills, and to respect other people
- There are minimal parking problems as children are dropped off and then picked up later

12 letters of objection have been received from local residents. The grounds of objection relate to:

- This is a small house in a residential area
- The house is not big enough to accommodate 70 children
- Adversely affects the character of the residential area
- This is purely a money making business
- The house should not be used for business purposes
- It causes disruption to local people
- Children leaving the premises cause distress to local residents
- There is another Islamic school nearby
- They should be using the Hadley Learning Centre or the community centre
- The house is also being used in the evenings and on Sundays by adults
- It contravenes the deeds of the property
- There are health, safety, and fire issues
- Increases in traffic problems and congestion
- Prejudices road safety/increase in accidents
- Increase in drainage and sewerage problems

The Parish Council objects to the application on the grounds that the proposed use would be wholly inappropriate in this established residential area. The other points it raises are as follows:

- The numbers attending the site (stated as up to 70) would have an adverse impact on neighbouring residential properties
- Vehicles delivering and collecting attendees will cause excessive traffic congestion and obstruction of the highway at the start and finish times of the activities
- The proposed change of use would result in the loss of an established good quality three-bedroom residential property at a time when the local authority is required to deliver substantial numbers of new houses to meet local need and demand

- Whilst the application states that a maximum of 6 vehicles will be present to drop off and pick up students, residents have reported that significantly greater numbers of vehicles have been present
- The property is unsuitable both in terms of its construction and its size to accommodate safely up to 70 students plus staff members
- More suitable accommodation already exists in the Hadley/Wellington area for this type of activity
- Once a change of use is granted, there is concern that there would be an escalation of the use of the premises for associated activities which would make an even greater impact on the surrounding residential area
- At a meeting of the Parish Council in December 2007 a number of residents of Crescent Road were in attendance and expressed their concerns about the proposed use of the property which was already taking place at that time

West Mercia Constabulary supports the principle of the after-school club, feeling that it goes some way to filling a gap in youth development education in this area.

The Telford & Wrekin Council Neighbourhood Coordinator for North West Telford supports the application as the club will provide valuable services for the community, engaging children and young people into positive activities and helping to keep them off the streets, with the aim of developing their social and moral skills.

The Telford & Wrekin Council Connexions 4 Youth Development Manager supports the proposal as it encourages mixing between young people from different communities in Telford, and encourages young people to develop positive attitudes in their lives and to respect other people in their community.

The Telford Race, Equality and Diversity Partnership supports the application, feeling that the club is developing policies and practices for safeguarding children and young people, and providing a suitable setting in which these people can learn and develop their faith and other areas of learning.

The Council's Highways Engineer has no objections to the application.

PLANNING HISTORY:

In December 2007 a planning application (ref: W2007/1456) to change the use of the premises from residential to an education centre (more a maximum of 40 pupils) was withdrawn before being determined. A Planning Enforcement Notice has been served on the applicants which requires the building to be returned to its former residential use, but its enforcement is in abeyance pending the outcome of this planning application.

PLANNING POLICY:

Policy LR1 of the Wrekin Local Plan states that proposals for community facilities, including places of worship and education, will in principle be permitted providing that the proposed development is located in a District or Local Centre. Where the applicant can demonstrate that there is no suitable site which is reasonably available within a District or Local Centre, the Council will adopt a sequential approach to site selection providing that the proposed development:

- (a) is located on a public transport route

- (b) demonstrates suitable access arrangements and adequate provision for car parking
- (c) occupies land allocated for development, or derelict land
- (d) does not have an adverse impact on the character and amenity of the local area
- (e) is not located on a site required to meet essential employment growth
- (f) satisfies the environmental health, urban design and other appropriate policies in the Plan

Policy CS10 of the LDF Core Strategy states that the provision of new community facilities to meet the needs of local residents will be supported. The new facilities should be located in Town, District, or Local Centres. Outside such locations they should have good accessibility by non-car travel modes.

PLANNING CONSIDERATIONS:

There seems to be little doubt that a facility of this type and nature is needed in the Telford area. The Council's Neighbourhood Co-ordinator and Youth Development Manager, and the West Mercia Constabulary, all support the principle of this after-school club because of the valuable service it provides and the positive benefits it gives to the young people who attend it, and to the wider community as a whole.

However, the main issue is whether this is the right location for this facility. The proposal involves introducing a non-residential use into this long established and predominantly residential area. 139 Crescent Road is an ordinary 3-bedroom semi-detached house in the middle of a large housing estate approximately 600 metres away from Hadley District Centre.

Therefore, Members need to decide whether the positive aspects and benefits of allowing this facility outweigh the problems that local residents claim they have experienced over the last year or so, and which could well increase in the future if 70 pupils are in attendance.

Your officers consider that this is an inappropriate and unsuitable site for an after-school club because it does not comply with the planning policies in the Wrekin Local Plan and the LDF Core Strategy.

Firstly, the site does not lie within an established District and Local Centre but is situated in the centre of a suburban housing estate.

Secondly, the premises are not located on a public transport route, and the site does not have good accessibility by non-car travel modes.

Thirdly, access arrangements and adequate provision for car parking have proved to be a problem to many residents living in the vicinity of the site. Whilst some children may be able to walk or cycle to these premises there is no doubt that many others would travel by car, at a time of the day that is likely to coincide with the evening rush hour traffic.

There is, therefore, the potential for a large number of vehicular trips to be made to and from the site at a time when other residents in the area will be arriving home from work, leading to increased activity and traffic movements that have an impact on this established residential area. Furthermore, the increase in parked cars in the

vicinity of the site interferes with the free flow and safety of vehicles and pedestrians along this stretch of Crescent Road that could create a potential traffic accident hotspot in the future.

Fourthly, it is felt that the use has had a detrimental impact on the character and appearance of the local area. The daily arrival and departure of the pupils causes noise, disturbance, and distress to neighbouring residents by virtue of adverse effects like car doors slamming, car radios playing, and children generally talking, shouting, and congregating outside the property, all of which adversely affect the residential amenities that local people should reasonably expect to enjoy in their homes. Having up to 70 children visiting these premises every weekday all through the year also has a harmful impact on the prevailing character of this established residential area.

The Development Control Practice (Ref: 26.17) states that when Planning Inspectors have dismissed applications relating to religious activities they have followed a conventional line of concluding that a modest dwelling in a residential road is quite unsuited for religious uses because of its size and location.

The applicants declare that since having to leave the Hadley Junior School they have been unable to find alternative premises in the Hadley area, and that “no allowance was made for the Al-Huda Trust in the new school (the Hadley Learning Centre) as they were reluctant to support a single faith”. However, the headmistress of the HLC has stated that the school is always very supportive and sympathetic to the needs of different religious faiths, and that when the school opened it did, in fact, offer accommodation to the Trust for this after-school club. This offer was subject to 3 conditions. Firstly, the activities would have to be monitored; secondly, the club leaders would have to be CRB checked; and thirdly, they would have to pay to hire the rooms. The Trust subsequently decided to decline the offer.

Therefore, in conclusion, it is considered that the community and social benefits of providing this facility in this location on this site do not provide sufficient justification in overcoming the strong policy presumption against having this use in the middle of a predominantly residential area.

It is felt that the nuisance and disturbance that this facility has imposed on the local residents (which would undoubtedly increase if 70 children attended the club), together with the potential highway safety issues from increased car journeys to and from the site, would lead to an adverse impact on the character and amenity of the surrounding area, contrary to Policy LR1 of the Wrekin Local Plan and Policy CS10 of the LDF Core Strategy.

RECOMMENDATION: REFUSE PLANNING PERMISSION for the following reason: The Local Planning Authority considers that the change of use of this property from a residential dwelling to an after-school club is unacceptable. It is felt that the intensity of the proposed use within a modest residential property in a predominantly residential area would adversely affect the residential amenities presently enjoyed by people living in the surrounding area by reason of traffic generation, noise, nuisance, and general disturbance. The proposed use is therefore contrary to the provisions of Policy LR1 of the Wrekin Local Plan and Policy CS10 of the LDF Core Strategy.

Notes

Agenda Type : A

W2008/0838 Erection of a community centre and 5no. bungalows with associated access and parking

Haybridge Hall Bungalows, Haybridge Road, Hadley, Telford, Shropshire.

Recommendation Code: FG

Ward: Hadley & Leegomery

APPLICANT:
Wrekin Housing Trust

RECEIVED ON:
15/07/08

PARISH
Hadley & Leegomery

WARD
Hadley & Leegomery

CASE OFFICER:
Phil Baker

CLLR MALCOLM SMITH HAS REQUESTED THAT THIS APPLICATION BE DETERMINED BY THE COUNCIL'S PLANS BOARD.

OBJECTIONS RECEIVED: No.

MAIN ISSUES: Principle of development, Design, Appearance, Access, Parking, Effect on trees.

THE SITE AND THE PROPOSAL:

This Application relates to the erection of 5 terraced bungalows and a community building on land adjacent to Haybridge Hall, Haybridge Road, Hadley.

At present the site comprises of Haybridge Hall, an impressive, but unlisted, early 19th century house, and 19 one-bedroom bungalows which are located around a green within the spacious grounds of the Hall. There are many fine specimen trees within these grounds but none of them are protected by Tree Preservation Orders.

The Hall contains communal rooms which are used by the site residents, as well as four flats, which because of the poor condition of the building have not been occupied for many years.

The applicants are proposing to dispose of the Hall, whilst retaining the existing bungalows, and supplementing them with the erection of the 5 additional bungalows and a separate community building. The Hall would be sold off with the original covenant that states that the building must be used 'for the benefit of the elderly'. The applicants have suggested subdividing the building into dwellings for sale to the active elderly or converting it into a residential/nursing home for the elderly. Any such development would require a separate planning application and is not for consideration here.

The five terraced bungalows would be located to the east of the Hall, on a north-south alignment, and the community building would be situated centrally on the site so as to provide easy access to serve all the residents of the existing and new bungalows. This building has been designed to replace the facilities currently available in the Hall.

The bungalows would contain two bedrooms, living room, dining room/kitchen, and a bathroom. They would all have a small front garden and there would be a shared communal garden at the back. The community building would be a modern, functional, single storey structure which would contain a communal room, conservatory, kitchen, office, laundry, and toilets. The external materials of all the buildings would comprise light red/brown bricks and dark brown concrete tiles.

A new vehicular access to serve the new bungalows and community building would be provided from the front driveway of the Hall. This would incorporate part of an existing footpath for part of its length. A total of 14 new parking spaces would be provided for the new bungalows and community building.

The new and existing bungalows are only let to people who are at least 55 years old.

CONSULTATION RESPONSES:

There were no consultation responses from local residents.

Councillor Smith has requested that this application be considered by Plans Board because of the concern by some residents of Hadley about the application and any future use of the grounds.

The Parish Council has no objection to the application.

The Council's Highways Engineer has no objection.

The Council's Environmental Health Officer has no objection subject to the imposition of conditions relating to land contamination.

PLANNING HISTORY:

There is no recent planning history relating to this site.

PLANNING POLICY:

The following policies are relevant in the determination of this application:

Wrekin Local Plan

H6 – Windfall sites in Telford and Newport

UD2 – Urban design

LDF Core Strategy

CS1 – Homes

CS5 – District and local centres in Telford

PLANNING CONSIDERATIONS:

It is considered that the proposed development is acceptable. This site lies within the urban area of Telford in a predominantly residential area. It is shown as "white land" on the Wrekin Local Plan where residential development would in principle be acceptable. It is felt that the new buildings have been carefully placed on the site so as to retain the most important and established trees within the grounds of Haybridge Hall.

The design and appearance of the new bungalows and community building respect and relate positively to their context and surroundings of this bungalow community. Their architectural style has deliberately been kept plain and simple in order not to detract from the more impressive Hall.

The proposed buildings would not adversely affect the character and appearance of the site or the surrounding area, and the development would not prejudice the residential amenities of neighbouring properties by virtue of any overlooking, loss of light, or any overbearing effect.

In relation to the layout of the bungalows, the applicants were asked to consider introducing some degree of stagger, similar to the other bungalows on the site. However, they have declined to amend their drawings, feeling that the development should be kept simple and low key so as not to detract from the main Hall, and to form a coherent space bounded by the new and existing buildings. They believe the present design shows a simple symmetry of hipped gable ends which complement the rhythm of three porch structures in between. They also feel that the present design echoes the appearance of old almshouses, and contrasts well with the formality of the Hall opposite. This is not felt to be an overriding matter which warrants recommending a refusal.

The Council's Trees Officer has concerns relating to the future health and stability of the important sequoia and yew trees on the site which are in those places where the new road will encroach within the root spread of these trees. He is insisting that all works within these areas are carried out in strict accordance with best arboricultural practice, namely BS5837:2005. This includes hand digging in the vicinity of the new road and the installation of a cellular confinement system that entails laying the road on top of the ground rather than in it. These matters would be covered by appropriate conditions.

In short, it is considered that the proposed development is acceptable. The design and layout of the new buildings would relate to and respect their surroundings, and will not damage the existing mature trees within the site. The development will not be harmful to the residential amenities of nearby dwellings or detrimental to the character and appearance of the site or the surrounding area.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

1. A3 – Full permission
2. C118 – Submitted plans
3. B15 – External materials
4. Land Contamination
5. C86 – Car parking
6. C75 – Tree protection during construction
7. C76 – Tree protection – no burning
8. D125 – Removal of permitted development rights
9. Hours of working
10. B33 – On site construction
11. B34 – Mud on road
12. Method Statement for the construction of the new access road

REASONS FOR APPROVAL:

The site lies within the urban area of Telford in a predominantly residential area. It is shown as "white land" on the Wrekin Local Plan where residential development would in principle be acceptable. The design and appearance of the new bungalows and community building respond to and respect their surroundings. The buildings have deliberately been kept plain and simple so as not to detract from Haybridge Hall. The development would not prejudice the health and stability of the mature established trees within the grounds of the Hall.

The proposed buildings would not adversely affect the character and appearance of the site or the surrounding area, and the development would not prejudice the residential amenities of neighbouring properties by virtue of any overlooking, loss of light, or any overbearing effect.

Notes

Agenda Type : A

W2008/0863 Demolition of existing single storey WC and entrance lobby and erection of two storey front extension to dwelling
37, Ainsdale Drive, Priorslee, Telford, Shropshire.
Recommendation Code: FG
Ward: Priorslee

APPLICANT:
Mr & Mrs Bowater

RECEIVED ON:
23/07/08

PARISH
St. Georges & Priorslee

WARD
Priorslee

CASE OFFICER:
Anna Robinson

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

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Scale and design, Character and appearance, Impact on adjoining residential amenity

THE PROPOSAL:

The proposal is for the erection of a two storey front gable extension across the width of the dwelling, and projecting 2.1 metres, (2.9m including bay window), closer to the highway. The development would replace an existing single storey mono-pitch porch lean-to. The two storey extension would comprise of entrance hall, dining room and w.c at ground floor, and enlarged bedrooms 1 and 2, with en-suite bathroom at first floor level.

THE SITE AND SURROUNDINGS:

The application property is a modern red brick detached dwelling, located in a prominent corner position adjacent to a cul-de-sac of further houses and bungalows. The property is located in a modern residential estate comprising a mix of house types, including a number of dwellings of the same design and form as the application property. The dwelling currently has a small projecting lean-to porch/ w.c element to the front, with blank elevation fronting road, and door and window to side elevations. There is a small open front garden area, with a detached garage at the side set back beyond the rear of the house.

CONSULTATION RESPONSES:

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

The Environmental Engineers recommend approval with the following Informatives – Sie17 (Exercise Caution) and Sie20 (Contaminated Land).

St Georges & Priorslee Parish Council recommend approval.

Councillor Ian Fletcher advises that he has been approached by a resident to request the application is considered at Plans Board. The following reasons for objection are summarised below:

- Overdevelopment of the property, with significant increase to its size
- Impact on amenity of neighbour who lives opposite application site – problem of overlooking from first floor windows
- Front extension encroaches on building line

One neighbour letter of objection has been received from No.9 Ainsdale Drive, summarised below:

- Development would be totally out of keeping with other properties in Ainsdale Drive and the surrounding area
- No other properties in Ainsdale Drive are of this design or character
- Extension is huge and would not enhance the village setting unique to Ainsdale Drive
- Development would compromise privacy to the property

PLANNING HISTORY:

W2003/0480 Change of Use of Open Space to Private Garden Land and Relocation of Existing 1.8m High Fence, Refused

W97/0987 Erection of a Two Storey Front Extension, Granted

POLICY CONTEXT:

Core Strategy Policy

CS15 Urban Design

Wrekin Local Plan:

UD2 Design Criteria

PLANNING CONSIDERATIONS:

The proposal seeks planning permission for a two storey front gable extension to the property, replacing the existing single storey front porch. The existing property is of a form and design which is replicated at other properties in Ainsdale Drive, but equally the estate consists of a mix of house types, where there is no overriding form of development or a strong building line in the estate.

The site area is relatively constrained by the access road to the front, but the plans demonstrate that a small area of the front garden will remain, and the development will not overhang or encroach on the public highway. There are no highway objections.

The development will increase the floor area of the modest-sized property by approximately 40% and take the dwelling 2.9 metres closer to the highway. The proposed extension is located to the front and would therefore alter the character and appearance of the property from its current form in this prominent location. However, it should be noted that previous planning permission was granted for an extension of a similar size and design to the proposed scheme in 1998, although it was not implemented. The main differences between the previous approval and this current scheme are, the development originally extended across the entire frontage of the property, but is now set in 225mm either side. The new submission also

comprises changes to windows and canopy. However, the development does not vary significantly from the previous approved scheme.

With regard to the objections to the scheme, whilst there would be no other properties of this exact design or character and the extension will project beyond the front of the existing building, there is not a particular established form or character of development in Ainsdale Drive. The extension should not have a detrimental impact on the residential amenity of neighbouring properties, due to the position and orientation of the application property and adjoining dwellings. There is a distance of some 13 metres from No. 41 Ainsdale Drive opposite in the cul-de-sac and there are no windows proposed on the side gables of the property to affect either No.41 or No.36 next door, and the extension would not lead to a loss of privacy to No.9 Ainsdale Drive opposite, due to the orientation of the properties.

Officers consider that the previous approval is a material consideration in assessing the current similar scheme and conclude that the extension to the frontage would not have a significant or adverse impact on adjoining properties or the character and appearance of the area.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

- 1) A3 - Statutory time limit
- 2) C68 - Materials to match existing
- 3) No windows to side elevations

Informatives:

Sie17 Exercise caution

Sie20 Contaminated Land

REASONS FOR APPROVAL:

The development is considered acceptable in terms of the design and form in relation to the context of the area, and will not have an adverse impact on the residential amenity of the nearby properties.

Notes

Agenda Type : A

W2008/0870 Erection of 2 dwellings following demolition of existing church buildings
(Outline planning Permission)
St Marys Church Hall, Red Lees, Ketley, Telford, Shropshire.
Recommendation Code: OLG
Ward: Ketley & Oakengates

APPLICANT:
Reverend Evans

RECEIVED ON:
09/07/08

PARISH
Ketley

WARD
Ketley & Oakengates

CASE OFFICER:
Phil Baker

CLLR SEAN KELLY AND KETLEY PARISH COUNCIL HAVE REQUESTED THAT THIS PLANNING APPLICATION BE DETERMINED BY THE COUNCIL'S PLANS BOARD.

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, Access, Demolition of building.

THE SITE AND THE PROPOSAL:

This outline planning application (to include access) relates to the demolition of St Mary's Church Hall at Red Lees, Ketley, and the erection of two detached houses on the site.

The Church Hall lies directly to the south of St Mary's Church in Red Lake. It is understood that most of the church hall was built as a school in the mid 19th Century. A later extension, which doubled the size of the building, was built after the Second World War. Both parts of the building are externally constructed in brown bricks, with blue roof slates. It is understood that the building has been vacant and disused for several years because of serious structural problems.

The church hall is physically attached to two residential dwellings. One dates from the late 19th Century and was built for the resident schoolmaster, and the other was built after World War 2.

The proposed development would comprise two detached houses. An indicative layout has been submitted with the application which shows how the two dwellings could be laid out on the site, although the applicant has stated that he only wants to agree the access at this outline stage. Matters relating to layout, scale, external appearance, and landscaping would be left to the reserved matters stage.

The site is approached from Red Lees along a driveway which is shared with the adjoining property, Keston.

CONSULTATION RESPONSES:

One letter has been received from one of the adjoining properties stating that the western wall of the Church Hall is a party wall shared with the east wall of their house, and that they are worried that the demolition of the Church Hall could cause serious structural damage to their house. They feel that the absence of a surveyor's report on the party wall is lamentable as it means that no assessment of the risks of demolishing the Church Hall, as well as the structural integrity of the east wall of their house, is possible. The residents are also concerned that the development of this site would make it impossible to empty a septic tank at the rear of their property.

Councillor Kelly objects to the application because:

- (a) the land should not be used for residential development.
- (b) there is an adjoining wall to another residential property.

The Parish Council has objected to the application on the grounds that it is not possible to agree the proposed development without the detailed replacement parking scheme.

The Council's Highways Engineer has no objections to the application.

The Council's Geotechnical Engineer has no objections, subject to conditions relating to shallow mineworkings, contaminated land, and landfill gas mitigation measures.

Severn Trent Water has no objections to the application, subject to a condition relating to drainage.

PLANNING HISTORY:

In February 2008 an outline planning application (Ref: W2008/0280) to demolish the Church Hall and erect two detached houses on the site was withdrawn before being determined.

PLANNING POLICY:

The following policies are relevant in the determination of this application:

Wrekin Local Plan

H6 - Windfall sites in Telford and Newport

UD2 - Urban design

LDF Core Strategy

CS1 - Homes

CS5 - District and local centres in Telford

PLANNING CONSIDERATIONS:

This site lies within a predominantly residential area within the Red Lake area of Ketley. The site is within the urban area of Telford and is shown as "white land" on the Wrekin Local Plan where residential development would in principle be acceptable.

Members should be aware that as the Church Hall is not a Listed Building or in a Conservation Area, that it could be demolished at any time without needing planning

permission. However, other non-planning consents must be obtained before any demolition can take place.

Firstly, under Section 80 of the Building Act 1984, applicants would have to submit a Demolition Notice to the Local Authority stating how the adjacent and remaining buildings would be made weatherproof and structurally sound. A Section 81 Notice would then be issued by the Local Authority confirming exactly what would need to be done to these adjoining properties, and these items would be the subject of stringent Building Regulation conditions.

Secondly, prior to any work taking place a Notice under the Party Wall Act would need to be submitted by the developer of the land to both affected neighbouring properties. This Notice would give the neighbours the right to agree or dispute any proposed works before they are carried out.

Efforts to find alternative uses for the Church Hall have been unsuccessful because of the dilapidated condition of the premises. A Commercial Feasibility Report, prepared by a firm of local estate agents, concluded that the building does not lend itself to any conversion or adaptation to a commercial or business use, and, in any case, such uses would probably conflict with the residential nature of the immediate area around the site.

It is felt that the site is large enough to accommodate two detached dwellings, together with their associated access, parking and private garden requirements, without prejudicing the character and visual amenities of the surrounding area. The development would not adversely affect the residential amenities of neighbouring dwellings by virtue of any overlooking, although the design of the actual dwellings would need to carefully consider the position of windows.

In view of the fact that almost all the properties in this part of Red Lake are in residential use it is considered that the erection of two dwellings on this site would be acceptable.

RECOMMENDATION: GRANT OUTLINE PERMISSION subject to the following conditions:

- 1) A8 – Standard outline
- 2) A2 – Submission of reserved matters
- 3) B10 – Standard outline
- 4) B11 – General details required
- 5) B41 – Shallow mineworkings
- 6) B44a – Contaminated land
- 7) C100 – Landfill gas mitigation measures
- 8) B50 – Drainage
- 9) C122 – No approval of layout

REASONS FOR APPROVAL:

The application site lies within a predominantly residential area within the urban area of Telford and is shown as “white land” on the Wrekin Local Plan. Planning

permission is not required to demolish the Church Hall, and other non-planning legislation is available to ensure that the demolition work will not have an adverse effect on the structural stability of the two adjoining houses. The site is large enough to accommodate two new detached houses without having a detrimental impact on the character and visual amenities of the surrounding area. The development would not adversely affect the residential amenities of neighbouring dwellings by virtue of any overlooking.

Notes

Agenda Type : A

W2008/0916 Erection of single rear extension and pitched roof with canopy at front of property

8, Paddock Close, Wellington, Telford, Shropshire.

Recommendation Code: FG

Ward: Haygate

APPLICANT:

Mr P Southcroft

RECEIVED ON:

28/07/08

PARISH

Wellington

WARD

Haygate

CASE OFFICER:

Lucy Yates

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Design and appearance, impact on amenity.

THE PROPOSAL:

Erection of a single rear extension and pitched roof with canopy at front of property

THE SITE AND SURROUNDINGS:

Semi-detached house located on a corner plot within a residential area of Wellington. The front of the property faces onto a junction of Paddock Close and a branch of the road where it divides to the south. The side/rear of the dwelling faces main part of the road and is highly visible within the street scene.

The dwelling has a front garden which is bounded by a large hedge. The boundary then changes to a brick wall to the side of the property which continues to form the parking area to the rear.

The property has been previously extended to the side in addition to a conservatory to the rear. Due to the fact that part of the rear garden has been separated for parking space and access to the detached garage, also located in the rear garden, amenity space is currently limited.

CONSULTATION RESPONSES:

Wellington Town Council - object on grounds of overdevelopment of the site and that the extension would be out of keeping with the existing dwelling.

Highways - no objections.

No neighbours have commented or objected to the proposal.

PLANNING HISTORY:

W2008/0618 Erection of rear extension and canopy, full refused

The previous reason for refusal was as follows:

The Local Planning Authority considers the proposal to extend No.8 Paddock Close would result in an overdevelopment of the site which would have a significant detrimental impact upon amenity. The proposal is therefore considered contrary to national planning guidance contained in PPS3: Housing.

POLICY CONTEXT:

In consideration of the proposals, the following policies are considered relevant:

Wrekin Local Plan 'saved policies':

UD2 Design Criteria

Core Strategy Development Plan Document:

Policy CS 15 Urban Design

Planning Policy Statement 3: Housing (paragraph 16)

PLANNING CONSIDERATIONS:

The Local Planning Authority considers that the design and scale of the proposed additions are proportionate to the existing dwelling, in line with saved policy UD2 of the Wrekin Local Plan. The previous scheme was refused on the grounds of overdevelopment, as the property would have had insufficient amenity space. However, as the wall in the rear garden which currently forms a parking space will be moved, the gain in area will allow sufficient amenity space whilst still accommodating the extension, so the loss of amenity space would be negligible.

The proposal includes the relocation of 1 parking space from the rear garden adjacent to the detached garage, to the front garden. The Local Planning Authority considers the relocation of the car parking space acceptable as currently there is no parking provision at the front of the property due to the ramp which provides disabled access to the house. However, neighbouring properties have parking spaces to the front of the dwelling so the relocation is considered in keeping with the character and appearance of the immediate locality. Highways have raised no objections to the proposal.

No objections have been received from neighbours; however Wellington Town Council has objected on the grounds of overdevelopment and the proposal being out of keeping with the existing development. The Local Planning Authority considers that overdevelopment of the site is no longer an issue due to the gain in space in the rear garden from the repositioning of the wall and that the proposal for a single storey rear extension and canopy to the front of the property is not out of keeping with the existing dwelling, but respects the character of the property and would not appear incongruous within the street scene.

The proposal is therefore considered acceptable, as the previous reasons for refusal have been overcome and sufficient amenity space will be retained, in line with national planning guidance contained in PPS3: Housing.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

- 1) A3 – Time limit
- 2) C68 – Materials to match

REASONS FOR APPROVAL:

The Local Planning Authority considers that the proposal for a single storey rear extension and canopy to the front of No.8 Paddock Close, Wellington would be

acceptable additions that are subservient in scale and in keeping with the design of the existing dwelling. In addition, it is considered that the proposal will not have an adverse impact upon amenity and therefore the previous reasons for refusal have been overcome.

Notes

Agenda Type : A

W2008/0921 Extension to sports hall to form after school club
Shortwood School, Limekiln Lane, Wellington, Telford, Shropshire.
Recommendation Code: FG
Ward: Arleston

APPLICANT:
Mr Mal Yale Telford & Wrekin

RECEIVED ON:
08/08/08

PARISH
Wellington

WARD
Arleston

CASE OFFICER:
Emma Green

OBJECTIONS RECEIVED: No.

MAIN ISSUES: Principle of use, impact on the character and appearance of the area and on amenities of adjoining residential properties.

THE PROPOSAL:

This application seeks planning permission for the erection of an extension to the existing sports hall to form after school club. The extension is approx 12.7m deep and 8.6m wide and will form a reception area, large family area, associated toilets and soft play area, which is fenced in with canopy over and a smaller grassed play area.

The site is to provide after school provision for 16 to 24 children aged between 5 and 11 years old.

THE SITE AND SURROUNDINGS:

The application site is a collection of school buildings, which are accessed of Limekiln Lane. These buildings were used in conjunction with Old Hall School, which has now been relocated in Wellington. The site includes a various buildings, sports hall and swimming pool and other out door recreation facilities including tennis courts. These are to be for the benefit of the new Shortwood Primary School (which is situated opposite), and other local schools.

There are residential properties located to the south of the site, at least 75m from the proposed extension. The rear gardens of these properties are adjacent to the boundary, which is formed from a 1.8m fence and a number of mature trees and other planting. With new residential properties under construction approx 25/30m to the north, north east of the proposed extension, with mature trees and new fencing to form the boundary.

CONSULTATION RESPONSES:

Wellington Town Council have raised no objection to the proposal

The Councils Highways Engineer has raised no objection to the proposal.

Following the notification of neighbouring properties and the display of site and press notices, no letters have been received from local residents.

POLICY CONTEXT:

The following policies are relevant in the determination of this application:

Core Strategy

CS10 Community Facilities

CS15 Urban Design

Wrekin Local Plan

LR1 – Provision of Community Facilities

UD2 – Design Criteria

PLANNING CONSIDERATIONS:

Policy CS10 relates to community facilities, with new facilities being located in Town, District, Local Centres and key rural settlements, outside these locations, should have good accessibility by foot, cycle and public transport. In this case the site is existing school grounds on the edge of Wellington District centre, with good accessibility by foot, cycle and public transport. The use as an after school club, is also linked to the existing use of the site and is therefore considered acceptable and accords with the principles of this policy.

The extension is to be constructed of materials to match the existing building and the scale, massing, height and details of the extension are in keeping with the main building. Your officers consider that the proposal would not have an adverse impact on the visual amenities of the area.

Your officers consider that the proposal is unlikely to have a detrimental impact on the neighbouring residents given the separation distances, and the screening that the proposed development is afforded by, existing buildings and the mature trees and planting along with fencing along the boundaries of the site.

The facility will utilise the existing car parking provision on the site for staff and parents. There is adequate parking provision for the existing school use and the new proposed after school club.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

- 1) A3 – Full with no Reserved Matters
- 2) NS – Materials to accord with details specified in application form
- 3) SIE22 – Conditions
- 4) SIE26 – Reasons for the Grant of Planning Permission

REASONS FOR APPROVAL:

The proposed extension is acceptable in terms of scale, mass and design and in keeping with the context of the site. The proposed community use as an after school club is acceptable within the context of this educational facility, and has appropriate links to the existing primary school. The proposal would not be harmful to the residential amenities of nearby dwellings.

Notes

Agenda Type : A

W2008/0923 Erection of a 1.2metre fence to front of property (Retrospective)
48, Harley Close, Wellington, Telford, Shropshire.
Recommendation Code: FR
Ward: Dothill

APPLICANT:
Ms Veronica Brown

RECEIVED ON:
05/08/08

PARISH
Wellington

WARD
Dothill

CASE OFFICER:
Tom Lewis

CLLR KAREN TOMLINSON HAS REQUESTED THAT THIS PLANNING APPLICATION BE CONSIDERED BY PLANS BOARD.

OBJECTIONS RECEIVED: No.

MAIN ISSUES: The impact of the proposals on the visual amenities of the street scene.

THE PROPOSAL:

The application seeks to obtain retrospective permission for the erection of a 1.2m high fence to the front of the property.

THE SITE AND SURROUNDINGS:

The property is a relatively modern detached bungalow and most of the surrounding properties are of a similar age. The property backs on to the Charlton School. To the north west of the property there is some mature trees and vegetation before the neighbouring property, number 52. To the south east the property directly adjoins the neighbouring 46.

The area is characterised by open plan frontages although some properties do have fencing along the side separating the plots. This mostly consists of interwoven wooden panel fencing. Few properties have boundary treatments at the frontages and these mostly consist of low walls of approximately 0.3m in height. The original permission for the four bungalows removed permitted development rights for fences at the fronts of the houses to safeguard the visual appearance of the area.

CONSULTATION RESPONSES: At the time of writing the statutory consultation period had not expired however any consultation responses will be provided on as an update at plans board.

PLANNING HISTORY:

W94/0278 – Erection of four detached bungalows with garages and construction of new vehicular/pedestrian access – Granted

W95/0032 – Garage extension – Granted

W96/0218 – Erection of a conservatory - Granted

POLICY CONTEXT:

In the consideration of the proposals, the following core strategy policies are considered relevant:

CS 15 – Urban Design

Also the following Wrekin Local Plan saved policies are considered relevant:

UD2 – Design Criteria.

PLANNING CONSIDERATIONS:

The area is characterised by open plan frontages, which has been secured via the removal of permitted development rights on the original application. The proposal is for the retention of a 1.2m high wire mesh fencing to the back of the pavement. It is considered that the height and location of the boundary treatment, creates an incongruous feature within the street scene, which is significantly detrimental to the character of the area.

The fencing, that is metal wire fencing coated and coloured green, is not a traditional residential boundary feature and is more suited to be used as security fencing such as at the nearby Charlton School, and is considered uncharacteristic within this residential setting, and detracts from the character and appearance of the area therefore being contrary to policy CS15 of the Core Strategy and UD2 of the Wrekin Local Plan (Saved policies).

RECOMMENDATION: REFUSAL OF PLANNING PERMISSION for the following reasons:

1. The Local Planning Authority considers that the proposed fencing, by reason of its scale, design and materials, creates an incongruous feature which is detrimental to the character and appearance of the street scene and general area. Accordingly, the proposal is contrary to Policies CS15 of the Local Development Framework – Core Strategy 2007 and UD2 of the Adopted Wrekin Local Plan 1995 - 2006.

Notes

Agenda Type : A

W2008/0962 Removal or abatement of 6no. trees protected by Tree Preservation Orders

18, Highfield, Church Aston, Shropshire.

Recommendation Code: TPG

Ward: Church Aston & Lilleshall

APPLICANT:
Mr Colin Pratt

RECEIVED ON:
14/08/08

PARISH
Chetwynd Aston

WARD
Church Aston & Lilleshall

CASE OFFICER:
Andrew Mackriell

ANDREW EADE, COUNCIL LEADER, HAS REQUESTED THAT THIS APPLICATION BE CONSIDERED BY PLANS BOARD.

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Whether the subject trees are worthy of retention, and the impact that the felling of the trees would have on the overall amenity provided by tree cover in the area.

THE PROPOSAL:

The application is for consent to fell six scots pine trees within the garden of No.18 Highfield which are part of a group Tree Preservation Order.

SITE AND SURROUNDINGS:

Church Aston is a suburban residential area on the outskirts of Newport. It has a mainly low density housing layout characterised by extensive tree cover with many mature and attractive trees contributing to the amenity of the area. Highfield is a residential cul-de-sac situated on the eastern edge of the village comprising detached dwellings. No.18 is a two-storey dwelling situated near the entrance to the cul-de-sac and occupies a large plot, the garden area to the side of the house featuring conifer and deciduous trees.

PLANNING POLICY:

'Saved' Policy OL11 in the Wrekin Local Plan.

PLANNING HISTORY ON THE SITE:

In addition to planning approvals for extensions to the dwelling there have been a number of previous applications for selective tree felling at the property. The most recent of these was Ref: W2007/0694 which granted consent for the felling of five trees and the pruning of three others. Consent was granted under Ref: W2007/0050 for the felling of one pine tree. An application under Ref: W2005/0152 for the felling of 16 Sycamore trees and 7 pine trees was withdrawn.

CONSULTATION RESPONSES:

Church Aston Parish Council object to the application on the grounds that the removal of the trees is unnecessary and will deprive Church Aston of some excellent specimens of Scots Pine, which would be detrimental to the village skyline.

One letter has been received objecting to the tree felling on the grounds that the trees contribute to the quality of the local environment, form a distinctive backdrop in Church Aston, and are a natural habitat which should be preserved.

The Council's Tree Officer has reported with no objections to the proposals.

PLANNING CONSIDERATIONS:

The Council's Tree Officer is of the opinion that the subject coniferous trees do not merit a Tree Preservation Order. The trees offer poor visual amenity, and in addition he considers them to be potentially hazardous. The pine trees demand light and they are competing with the large broadleaved trees on the site.

Whilst the trees are tall and visible in the area, they are of a poor appearance with high crowns and sparse foliage on the lower stems, and do not contribute significantly to public amenity. There is plenty of existing tree cover in the surrounding area, therefore it is considered that the loss of these six pine trees would not impact significantly on the existing wooded character of the village.

Consent for the tree felling would, therefore, be consistent with the objectives of 'saved' Policy OL11 in the Wrekin Local Plan, which seeks to protect trees where they are of significant amenity value and make a valuable contribution to the character of a settlement.

Like-for-like replanting is not required, and in what is a suburban domestic garden, forest-sized species would be inappropriate. The Council's Tree Officer recommends two replacement broadleaves.

RECOMMENDATION: GRANT TREE PRESERVATION ORDER CONSENT subject to the following conditions:

1. Tree felling to be carried out by an appropriately qualified and insured professional arboricultural contractor.
2. Details, including the size and species of two replacement broadleaved trees together with a timetable for their planting shall be submitted to and agreed in writing by the Local Planning Authority within six months of the above trees being felled.

REASONS FOR APPROVAL

The application for consent to fell the pine trees should be granted. There are other trees on the site, as well as on adjoining land, including pine trees, which will continue to contribute to the character and amenity provided by trees in the area. A condition requiring two replacement broadleaved trees to be planted on the site would be appropriate, in accordance with the Tree Officer's recommendations.

Notes

Agenda Type : A

W2008/0973 Conversion of existing Grade II Listed Building into 5 residential flats and extension of parking onto Vineyard Road
Portway House, Plough Road, Wellington, Telford, Shropshire.
Recommendation Code: FG
Ward: College

APPLICANT:
Telford & Wrekin Council

RECEIVED ON:
22/08/08

PARISH
Wellington

WARD
College

CASE OFFICER:
Emma Green

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of use, Impact on character and appearance of Listed Buildings, parking and highways.

THE PROPOSAL:

The proposal is for conversion of premises to 5 flats, 4 x 2-bedroomed flats on the ground floor and first floor flat and 1 x 3 bedroomed flat on second floor. The proposal also includes the demolition of existing boundary wall with Vineyard Road and the wall is to be repositioned closer to the road, retaining a smaller verge. This alteration along with acquisition of land to the rear of Portway House of Charlton Flats will give provision for 8 car parking spaces, accessed off shared driveway adjacent to No. 3 Plough Road.

SITE AND SURROUNDINGS:

Portway House is Grade II Listed, three storey building, situated on Plough Road in Wellington. The building was previously occupied by Severn Hospice, but the property is now vacant. There is a garden area to the front of the building and parking area to the west. There is a shared vehicular entrance point to the property off Plough Road.

The property is on Plough Road, within Wellington District Centre. This road is a one way road, leading off Church Road.

CONSULTATION RESPONSES:

The Council's Conservation Officer: No objections subject to conditions regarding the new wall details and materials.

The Council's Highways Engineer: Comments are awaited.

The Council's Ecology Officer: Comments are awaited

Wellington Town Council: Comments are awaited.

Following notification of neighbours, display of press and site notices, 1 letter has been received from a neighbour raising concerns of safety of pedestrians exiting

their property onto the shared driveway with Portway House and impact on privacy and comfort.

PLANNING HISTORY:

W2007/1450 - Listed Building consent for retrospective security grills to windows and doors - Approved temporary consent for 2 years in December 2007.

POLICY CONTEXT:

National Guidance

PPS1 - Delivering Sustainable Development

PPS3 - Housing

PPG15 - Planning and the Historic Environment

Core Strategy

CS1 - Homes

CS5 - District and Local Centres in Telford

CS14 - Cultural, Historic and Built Environment

CS15 - Urban Design

Wrekin Local Plan

UD2 – Design Criteria

H6 - Windfalls Sites in Telford and Newport

HE16 – Alterations and Additions to Listed Buildings

PLANNING CONSIDERATIONS:

The proposal is for the conversion of the existing Grade II Listed Building from office use (the previous occupier was Severn Hospice) to 5 residential flats. There are to be no external alterations to the building, with the layout of the flats utilising existing doors, windows and roof lights.

The site is within a secondary retail zone, and conversion to residential is considered appropriate within this area. Furthermore, the adjacent uses are predominantly residential in character and are therefore considered to accord with policies CS1, CS5 and H6.

The proposal will not adversely impact on the fabric of the Listed building and will preserve the character and appearance the building in accordance with policies CS14 and HE16.

The proposal includes demolition and rebuild of a boundary wall along Vineyard Road. It reduces the width of the verge, but still retains sufficient verge to ensure that the character and appearance of Vineyard Road is maintained. The wall is modern and of no historic merit, so there is no objection in terms of impact on the setting of the Listed building to the demolition and repositioning of this boundary. The proposal will result in loss of some planting and trees; this is considered acceptable, subject to replacement planting.

Internally, the alteration allows for a larger car parking area with provision for 8 spaces. The minimum requirement set out in Appendix B of the Wrekin Local Plan would be for 7.75 communal spaces. It is considered that the 8 spaces give an

acceptable level of parking for 5 flats, in this highly sustainable location, within the district centre of Wellington and with good level of access to public transport (buses and trains). The proposal is considered to accord with policy H6.

The adjacent neighbour has raised issues of visibility within the site, and potential blind spot to rear of his property. It is considered a condition for a reversing mirror, would be sufficient to over come any concerns.

There is a walled garden to the frontage of the property, which will provide a sufficient sized communal garden area for the occupiers of the 5 proposed flats.

The adjacent property, no. 3 has a number of windows in the side elevation. There will be no direct issues of overlooking or loss of privacy from the main house or the walled private garden. There will be traffic and pedestrian movements along the shared access adjacent to this property. However, it is considered that the level of activity will not be significantly increased from the existing use and will therefore not have any adverse impact on the amenities of the adjacent properties.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

- 1) A3 - Full with no reserved matters
- 2) B16 - Details of materials for wall
- 3) B19 - Details of enclosure
- 4) NS - Details of siting of a reversing mirror
- 5) C86 - Car parking
- 6) C90 - Gates
- 7) NS - Replacement tree and planting scheme
- 8) Sie22 - Conditions
- 9) Sie26 - Reasons for granting of Planning Permission

REASONS FOR APPROVAL:

The principle of residential development is acceptable within this highly sustainable location within Wellington District Centre. The works would preserve the special character and appearance of the Listed Building and Conservation Area. The traffic movements generated by the development could be accommodated without detriment to highway safety. The proposed development would not be harmful to the residential amenities of nearby dwellings.

Notes

Agenda Type : A

W2008/0976 Conversion of existing Grade II Listed Building into 5 residential flats and extension of parking onto Vineyard Road
Portway House, Plough Road, Wellington, Telford, Shropshire.
Recommendation Code: LBG
Ward: College

APPLICANT:
Telford & Wrekin Council

RECEIVED ON:
22/08/08

PARISH
Wellington

WARD
College

CASE OFFICER:
Emma Green

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of use, Impact on character and appearance of Listed Buildings.

THE PROPOSAL:

The proposal is for conversion of premises to 5 flats, 4 x 2-bedroomed flats on the ground floor and first floor flat and 1 x 3 bedroomed flat on second floor. The proposal also includes the demolition of existing boundary wall with Vineyard Road and the wall is to be repositioned closer to the road, retaining a smaller verge. This alteration along with acquisition of land to the rear of Portway House off Charlton Flats will give provision for 8 car parking spaces, accessed off shared driveway adjacent to No. 3 Plough Road.

SITE AND SURROUNDINGS:

Portway House is a Grade II Listed, three storey building, situated on Plough Road in Wellington. The building was previously occupied by Severn Hospice, but the property is now vacant. There is a garden area to the front of the building and parking area to the west. There is a shared vehicular entrance point to the property off Plough Road.

The property is on Plough Road, within Wellington District Centre. This road is a one way road, leading off Church Road.

CONSULTATION RESPONSES:

The Council's Conservation Officer: No objections subject to conditions regarding the new wall details and materials.

Wellington Town Council: Comments are awaited.

Following notification of neighbours, display of press and site notices, 1 letter has been received from a neighbour raising concerns of safety of pedestrians exiting their property onto the shared driveway with Portway House and impact on privacy and comfort.

PLANNING HISTORY:

W2007/1450 - Listed Building consent for retrospective security grills to windows and doors - Approved temporary consent for 2 years in December 2007.

POLICY CONTEXT:

National Guidance

PPS1 - Delivering Sustainable Development

PPS3 - Housing

PPG15 - Planning and the Historic Environment

Core Strategy

CS1 - Homes

CS5 - District and Local Centres in Telford

CS14 - Cultural, Historic and Built Environment

CS15 - Urban Design

Wrekin Local Plan

UD2 – Design Criteria

H6 - Windfalls Sites in Telford and Newport

HE16 – Alterations and Additions to Listed Buildings

PLANNING CONSIDERATIONS:

The proposal is for the conversion of the existing Grade II Listed Building from office use (the previous occupier was Severn Hospice) to 5 residential flats. There are to be no external alterations to the building, with the layout of the flats utilising existing doors, windows and roof lights.

The site is within a secondary retail zone, and conversion to residential is considered appropriate within this area. Furthermore, the adjacent uses are predominantly residential in character and are therefore considered to accord with policies CS1, CS5 and H6.

The proposal will not adversely impact on the fabric of the Listed Building and will preserve the character and appearance of the building in accordance with policies CS14 and HE16.

The proposal includes demolition and rebuild of boundary wall along Vineyard Road, it reduces the width of the verge, but still retains sufficient verge to ensure that the character and appearance of Vineyard Road is maintained. The wall is modern and of no historic merit, so there is no objection in terms of impact on the setting of the Listed building to the demolition and repositioning of this boundary.

RECOMMENDATION: GRANT LISTED BUILDING CONSENT subject to the following conditions:

- 1) A4 - Listed Building/Conservation Area Consent
- 2) B16 - Details of materials for wall
- 3) B19 - Details of enclosure
- 4) Sie22 - Conditions
- 5) Sie26 - Reasons for granting of Listed Building Consent

REASONS FOR APPROVAL:

The principle of residential development is acceptable within this highly sustainable location within Wellington District Centre. The works would preserve the special character and appearance of the Listed Building and Conservation Area.

Notes

Agenda Type : A

W2008/1002 Erection of 4no. non-illuminated display boards
Madeley Roundabout, Parkway, Madeley, Telford, Shropshire.
Recommendation Code: ADG
Ward: Cuckoo Oak

APPLICANT:
Telford & Wrekin Council

RECEIVED ON:
14/08/08

PARISH
Madeley

WARD
Cuckoo Oak

CASE OFFICER:
Tom Lewis

OBJECTIONS RECEIVED: No.

MAIN ISSUES: Impact on visual amenity and highway safety.

THE PROPOSAL:

The proposal is for the erection of 4no. freestanding non-illuminated advertising boards 1200mm x 500mm raised by 400mm on twin poles, on the Madeley Roundabout. The signage would advertise Elliot Bridgman which is based on Stafford Park. There are currently advertisements on the site for the same company which this proposal replaces.

THE SITE AND SURROUNDINGS:

The roundabout is situated on the junctions of Kemberton Road, Queen Street, Legges Way, Parkway and High Street. This is one of the main routes through the area and to Madeley town centre.

CONSULTATION RESPONSES:

At the time of writing the statutory consultation period had not expired however any consultation responses will be provided on as an update at plans board.

PLANNING HISTORY:

W2003/1092 – Display of 4 non-illuminated advertising boards – Granted

POLICY CONTEXT:

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

PLANNING CONSIDERATIONS:

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. The signs are an adequate size for the island and are therefore acceptable.

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

REASONS FOR APPROVAL:

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

W2008/1039 Construction of over-spill car park to accommodate 142 cars, extension of access road and diversion of public footpath
Blists Hill Museum, Legges Way, Madeley, Telford, Shropshire.
Recommendation Code: FG
Ward: Cuckoo Oak

APPLICANT:
Ironbridge Gorge Museum

RECEIVED ON:
09/09/08

PARISH
Madeley

WARD
Cuckoo Oak

CASE OFFICER:
Shawn Fleet

OBJECTIONS: No.

MAIN ISSUES: Green network, loss of trees, vehicle and pedestrian access, impact on neighbours, character and appearance.

PROPOSAL:

Construction of overspill car park to accommodate 142 cars, extension of the access road and diversion of public footpath.

SITE AND SURROUNDINGS:

The site lies to the north of the Blists Hill museum and is accessed off the Legges Way through an access point shared with the existing car parks. The site can also be reached via a series of public footpaths across the into and through the site linking the public still too sudden hail to the north of East.

The site is slipping in character falling from the north or east to the South West and is currently heavily wooded with a series of self asset trees and associated undergrowth.

To the northeast lie a number of residential properties which are accessed off Reynard supply at its closest comment on the site lies some 40 m away from the nearest dwelling, 10 Reynard's Meadow and approximately 25 m away from the edge of their garden.

HISTORY:

An earlier scheme for the development of a 242 space car park was withdrawn in 2007 following concerns over the scale of development and the impact on the surrounding landscape (reference number W2007/0094).

In addition, there have been a series of recent planning applications for the extension of this film is in including a new visitor centre and extensions to the main centre and associated works.

PLANNING POLICY:

Wrekin Local Plan
EH7 Contaminated Land

EH8 Remedial Action On Contaminated Land
EH14 Land Stability
UR2 Design Criteria
T4 Development Principles
OL4 Development In The Green Network
HE3 New Development In Conservation Areas
SG1 World Heritage Site
SG7 Tourism
SG8 Museum Sites

CONSULTATION RESPONSES:

At the time of writing the report, no consultation responses have been received.

PLANNING CONSIDERATIONS:

This application raises a number of issues with regard to the impact of the car park on the surrounding environment. The site is identified in the Wrekin Local Plan as being part of the green network and accordingly, inappropriate development would be resisted. The policy however provides a number of exemptions for proposals which provide community or environmental benefits, is complementary to the aims of the green network or there are exceptional circumstances. Accordingly, the merits of the case need to be appraised against the criteria supporting the green network policy.

It is recognized that the Blists Hill museum represents a significant asset to the Gorge providing a detailed history of the historic culture and environment of the area context to the role of the Gorge to the wider community. In this respect, its importance cannot be underestimated in terms of supporting the social heritage of the area for future generations.

In considering exceptions to Policy OL4, proposed uses should be open in nature and contribute to environmental and community benefits. In this instance the car park will not result in the enclosure of the space with buildings. Although there will be a loss of self-set trees, the environment around the periphery site will be thinned allowing the trees that remain to grow in a more healthy manner. In respect of the community benefits, this scheme will, as previously mentioned, help support the role of the museum.

The museum has looked at a number of alternative options for the provision of facilitating visitors to the complex including reducing people's reliance on the use of the private car and supporting more sustainable modes of transport. There is an ongoing commitment from the museum to address parking but there is also a recognition of the current situation and anticipated visitor numbers following the completion of the new visitor centre and works around the Victorian street.

Whilst the use of the existing space within the car parks for meeting anticipated needs has been optimised, there remains an overriding demand to accommodate anticipated visitor numbers in a safe and appropriate manner which is not detrimental to the overall character and appearance of the Gorge or the surrounding area.

In this instance, therefore there is some merit in considering the development of this site or parking as it is away from the public highway network and as a result is unlikely to be observed by visitors to the Gorge who are not attending the museum.

The resulting scheme will clearly lead to the erosion of some of the tree cover within the Gorge however this will be through the felling of naturally self-set trees which individually are of little intrinsic value to the character and appearance of the Gorge. It is only through their collective character that they provide definition to the environment. The final comments of the arboricultural officer are awaited however it is understood from initial pre-application advice that the loss of these trees is acceptable in principle subject to an appropriate landscaping condition.

The comments of the environmental conservation officer are also expected and as with the issue of the trees, it is felt that the loss of planting on this site can be mitigated against through appropriate conditions.

The Council's Highway Engineer has been involved in in-depth discussions on the principle of the scheme on both the issue of providing parking and the relationship with sustainable travel principles but also on the details of the scheme. In addition to this application, the museum has entered into a series of programmes to promote other modes of travel within the Gorge which have been undertaken in conjunction with the Council. The museum is committed to minimising reliance on the public car and will be seeking to promote alternatives where possible. In the short term however, the museum accepts that a travel plan would assist in managing the use of the car park to address the environmental impact of its use. The requirement to submit and agree a travel plan is therefore recommended as a condition should the application be approved.

The terms of the detail, the application follows the principles set out in earlier pre-application discussion and details of comments will be provided that the plans will meeting if available.

The site, as with many others in the Gorge, has a history of instability in part cause through the deposition of waste materials during the earlier mining works in the locality. As a result, some parts of the Gorge suffer from landslip and this needs to be fully understood if consent is to be granted.

The applicants have been in close liaison with the Council's Geotechnical Engineers on this aspect of the proposal as the scheme includes an element of cut and fill to create level plateaus for the vehicles. It is understood that the detailed design is in accordance with the agreed principles as set out by the Council's engineers and on this basis it is felt that the scheme is in accordance with the relevant policies in the Wrekin local plan.

One of the main concerns with the earlier proposal was the impact of the parking area would have on the amenity levels of residents neighbouring onto the site. This application has been reduced in area significantly through the reduction of an area of land which lay at the foot of the properties in Reynard's Meadow with the number of cars being catered for falling from 242 cars to 142.

The proposed car parking is now situated some distance away to the right hand side of the garden of number 10 Reynard Meadow and as a result will not have a direct impact on the resident's enjoyment of their property.

During the consultation for the earlier application, the concerns raised by the residents related to issues of antisocial behaviour including late-night use of the car park, safety for people using the footpath around the globe quality and impacts on the character and appearance of the Gorge and the loss of the ecological habitat associated with the area.

The museum themselves are concerned about the issues of antisocial behaviour which on occasions has been a problem for the existing car parks associated with the museum. It is the museum's intention to only use this car park as an overflow facility when the two closer car parks are in full use otherwise it would remain secured through a barrier and locking arrangement which will help minimise antisocial behaviour on the site. This can be controlled by condition. The museum already takes action to secure their property against antisocial behaviour and the site would be encompassed under the same management really.

In terms of the impact on the footpaths around the site, some of the concerns raised earlier have now been addressed by minimising the size of the car park and allowing some of the existing footpaths to lie alongside the car park. One footpath that is identified that runs through the site will be subject to operate a closure order to read over the footpath alongside the boundary of the site.

Whilst the character of the footpath and the walks through the woodland will be altered somewhat, it is felt that the current footpath through the secluded dark woodland area is underused and it's diversion will not have a significant impact on the movement of people through the area.

The impact on the wildlife in the area has been considered by the applicant and it is felt that the harm that may occur can be addressed through appropriate conditions. The comments of the ecological officer in this respect are awaited.

Having considered the detail of this application in particular against the form of the previous proposal and the comments raised earlier, it is felt that this scheme represents a significant improvement over the earlier application. Although comments are still anticipated in respect of this application, it is felt the scheme is acceptable subject to conditions based on previous consultation.

RECOMMENDATION: Subject to no new additional material matters arising then delegated authority be granted to the Head of Planning to GRANT PLANNING PERMISSION subject to the following conditions:

- 1) A3 – 3 Years
- 2) Non Standard – Control of pollution during construction
- 3) Non Standard – Protection of surface water drainage
- 4) Non Standard – Design of foundations
- 5) Non Standard – Before the car park is brought into use, a visitors vehicle management plan shall be submitted to and approved in writing by the Local Planning Authority and there after implemented and retained in operation.

- 6) Non Standard – Drainage details to be submitted and approved in writing by the Local Planning Authority prior to the commencement of development.
- 7) B15 – Submission of samples
- 8) B24 – Details of earthworks
- 9) B25 – Landscape management plan
- 10) B26 – Landscape maintenance
- 11) B34 – Mud on road
- 12) C118 – Development in accordance with deposited plans
- 13) Non Standard – No lighting shall be installed or operated within the car park without the prior written consent of the Local Planning Authority.
- 14) Non Standard – Details of security arrangements including control barriers to be submitted to and approved in writing by the Local Planning Authority prior to the operation of the car park.

Informatives

- 1) SIE22 – Conditions
- 2) SIE26 – Reasons
- 3) Non Standard – Footpath diversion order required

REASONS FOR APPROVAL:

This application is deemed to be in accordance with the policies in the adopted local plan and will support the operation of the Blists Hill Museum as an important resource in preserving the heritage of the Gorge and World Heritage Site.

Notes