
TELFORD & WREKIN COUNCIL

PLANS BOARD 25TH NOVEMBER 2009

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Schedule 1 : Planning Applications for determination by Board

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

Agenda Type : A

W2009/0009 Demolition of former agricultural buildings and erection of extensions to existing clubhouse to accommodate overnight accommodation and ancillary leisure facilities with associated parking
The Shropshire Golf Centre, Muxton Lane, Muxton, Telford, Shropshire.
Recommendation Code: FG
Ward: Muxton

APPLICANT:
Burhill Golf and Leisure Limited

RECEIVED ON:
06/01/09

PARISH
Lilleshall & Donnington

WARD
Muxton

CASE OFFICER:
Phil Baker

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Increase in traffic along Muxton Lane, Design, Appearance, Development in the Rural Area.

THIS APPLICATION WAS DEFERRED AT THE PLANS BOARD MEETING ON 15TH OCTOBER 2009

At the Plans Board meeting Members asked officers to go away and discuss with the applicants whether any further measures could be taken to make Granville Road more attractive for motorists, thereby encouraging more drivers to use this road to gain access to the Golf Centre rather than using Muxton Lane.

At present the schedule of road improvements that are planned for Granville Road involve drainage works, filling in pot-holes, and providing 1,000 sq metres of new surfacing, and the applicants have agreed to contribute £30,000 to fund them, which the Council's Highways Engineer considers is acceptable.

Your officers have now looked at the possibilities of widening Granville Road and/or providing passing places, and of bringing the road up to an adoptable standard. However, after investigating the situation, it was discovered that most of the land on either side of the road is in private ownership, and any potential road widening would not be possible.

As a way forward, the Council's Highways Engineer has suggested that the road should be adopted by the Council under Section 228 of the Highways Act 1980, although this cannot take place until the road improvements have been carried out.

The adoption cannot be guaranteed because the owner of any section of the road has the right to object, and this must be done within one month from the day on which the legal notice is first displayed on the road. However, if the road does become adopted the Local Highway Authority will then be able to surface-dress it at the earliest possible opportunity. This should then make Granville Road a much more attractive access route to the Golf Centre.

In the short term the applicants have stated that they are willing to take the following measures to encourage greater use of Granville Road, summarised below as follows:

- The removal of the existing flag sign at the junction of Muxton Lane with Wellington Road that now directs motorists up Muxton Lane
- Updating and amending the internet web site so that all visitors are directed to the Golf Centre via Granville Road
- Writing to all the suppliers to the Golf Centre advising that all their delivery vehicles should use Granville Road only
- On the grant of planning permission to update all existing road signs leading to the Granville Roundabout so that it is clear that all the facilities at the Golf Centre should be accessed along Granville Road

In the recent discussions with the applicants the possibility of closing off Muxton Lane where it joins Granville Road was explored, as well as placing a barrier within the Golf Centre to prevent movement through the site. However, it was considered that trying to encourage hotel guests, for example, to only use Muxton Lane and the golfers to only use Granville Road would be difficult to monitor and enforce, and would create too many operational difficulties that could in the long run result in more vehicles using Muxton Lane than is now anticipated.

It is therefore considered that the implementation of the items mentioned above – namely the proposed road improvements to Granville Road, the adoption of this road, and its subsequent surface-dressing, coupled with the applicants' agreed measures as stated in the bullet points above – will be sufficient to encourage as many drivers as possible to use Granville Road to gain access to the Golf centre, and alleviating the flow of traffic along Muxton Lane.

Therefore, the recommendation to Plans Board remains unaltered, as below:

RECOMMENDATION: Subject to the applicants entering into a Section 106 Agreement relating to a financial contribution of £30,000 towards highway improvements in Granville Road, then delegate to the Head of Planning to GRANT PERMISSION subject to the following conditions:

1. A3 – Full permission
2. C120 – Amended plans
3. B15 – External materials
4. B65 – Soakaway test
5. C86 – Car parking
6. B33 – Materials storage/personnel parking
7. B34 – Mud on road
8. Protected species mitigation measures
9. B23 – Landscape design
10. C80 – Landscape implementation
11. Cycle provision
12. Lighting and security lighting

REASONS FOR APPROVAL:

Planning permissions have been previously given to provide hotel accommodation on this site, although these were never implemented. The design and appearance of the new extensions respect the existing buildings on the site. The development uses previously developed land and does not encroach out into the open countryside.

The development will support the existing facilities at the Centre and will not have a detrimental impact on other hotels and leisure facilities in the Telford area. The proposed development will create jobs; provide tourist and business facilities; and increase visitor spending in the area. Transport predictions have shown only a likely small increase in vehicles that would use Muxton Lane, and highway improvements will be carried out along Granville Road to encourage drivers to use this access to the Centre.

This is the original report that was submitted to Plans Board on 15th October 2009.

THE SITE AND THE PROPOSAL:

The Shropshire Golf Centre (SGC), which has been operating at its site on the north eastern edge of Telford since 1992, lies just outside the urban boundary of Telford in the Borough's Rural Area.

The Centre comprises a 27-hole golf course; 30-bay driving range; golf shop; clubhouse; lounge; bar; dining area; and meeting rooms. The club has in excess of 600 members. In addition, conferences, events, and weddings are also held at the Centre.

This planning application relates to the demolition of former agricultural buildings which are now dilapidated and redundant, (the largest of which was irreparably damaged by fire), and the erection of extensions that comprise:

(a) 50 bedrooms of overnight accommodation, in a two storey wing, with the third floor in the roofspace. This proposed block measures approximately 44 metres long and 16 metres wide, and is located on the west side of the complex, parallel to Muxton Lane, necessitating the demolition of the old farm buildings. A lift tower protrudes above the roofline and its hipped clay-tiled roof matches that of the remainder of the new wing

(b) Health and fitness suite, in a two storey wing, with a gymnasium on the first floor and changing rooms on the ground floor. The proposed block measures approximately 26 metres long by 11 metres wide, and is located on the east side of the complex, replacing a building demolished several years ago

(c) 15-metre long swimming pool, in a single storey building measuring 30 metres long and 10 metres wide, adjoining the health and fitness suite, and replacing an existing garage

(d) Extended restaurant, accommodating 110 seats, in a single storey building measuring 14 metres square, in the middle of the complex of buildings

The applicants state that their golfing, conference, and wedding businesses are now well developed and they are seeking the opportunity of enhancing the services

offered to club members, users of the golf course, and conference delegates by offering a modest amount of overnight accommodation and health and fitness facilities.

The applicants state that the bedroom accommodation will mainly cater for visiting golfers and by wedding guests at the weekend, and users of the conference facilities during the week. They consider the accommodation may also be attractive to tourists to the area, as well as during periods when the Telford International Centre is very busy and the Town Centre hotels are full. Members of the golf club will be able to use any of the proposed facilities, and associate membership will be required to use the health and fitness suite and the swimming pool. No membership will be required to use the restaurant and bar.

The design of the new extensions will reflect the appearance of the existing buildings, some of which are former farm buildings and the remainder which are modern additions. External materials are predominantly red/brown bricks and plain clay roof tiles that match in type and colour the materials used on the existing buildings. Fenestration, eaves, lintel and cill details will also replicate those found on the existing buildings on the site

Vehicular access to the site is gained from Muxton Lane to the north and from Granville Road to the south. A total of 243 car parking spaces will be available for the whole complex. There are currently 223 spaces but it has been recognised by the Council's Highways Engineer that there has been an over-provision of spaces for many years on this site.

CONSULTATION RESPONSES:

23 letters have been received from local residents, summarised below as follows:

- Increase in traffic along Muxton Lane, which will exacerbate road safety problems
- Muxton Lane is narrow in places and full of sharp bends. There are also places where cars cannot pass without one giving way to the other. This is not helped by overhanging branches along the road.
- Motorists already use Muxton Lane as a race track. This will increase in future
- It will increase the probability of a serious accident
- Muxton Lane is used for recreational purposes such as walking, cycling, jogging, horse riding, and dog walking by Muxton residents
- It is important that Muxton Lane retains its character as a 'country lane' for the benefit of everyone to use
- Access from Muxton Lane should be on foot only
- Muxton Lane has recently been subject to a 30mph restriction
- In winter cars often skid on Muxton Lane
- Vehicular access should be along Granville Road only. This road should be upgraded to encourage more people to use it. All service vehicles, coaches, and construction traffic should use this access
- If the application is allowed all advertising literature should state that vehicular access is from Granville Road, and a maximum vehicle weight limit imposed on Muxton Lane

- The site is not in a sustainable location. It is not close to a public transport route. The nearest bus stop is a mile away
- Increase in noise from the venue
- The hotel will want more bedrooms in the future
- There are sufficient alternative hotel and leisure facilities in the Telford area
- The present and quiet location of properties in Muxton Lane should not be compromised by the financial gain of others

The Parish Council has concerns regarding the possible increased disruption to local residents by more vehicles using Muxton Lane to access the new facilities.

Transforming Telford is in favour of the proposed development, believing that it will create jobs; enhance visitor and business tourism facilities; and encourage visitors to stay overnight, thereby increasing visitor spending in the area.

The Council's Highways Engineer has no objections subject to the applicants making a financial contribution of £30,000 towards highway improvements in Granville Road.

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

The Council's Drainage Engineer has no objections subject to a condition relating to the need to carry out a soakaway test.

The Council's Arboricultural Officer has no objections, stating that although some trees are affected by the development these are not of any great importance, and therefore not worthy of retention.

The Council's Environmental Health Officer has no objections to the application.

The Council's Planning Ecologist has no objections subject to a condition relating to the implementation of the mitigation measures recommended in the Protected Species Survey.

PLANNING HISTORY:

In 1989 planning permission (ref: W89/0979) was granted to change the use of agricultural land to a 27-hole golf course, with club house and driving range, and conversion of farm buildings to hotel accommodation. The hotel element was not implemented.

In 1991 planning permission (ref: W91/0055) was given to erect a new building to accommodate golf facilities and associated shop, bar, restaurant, and staff flat.

In 1999 planning permission (ref: W99/1027) was given to convert existing buildings and erect a two storey extension to provide a 40-bedroom hotel. This permission was not implemented.

In 2003 planning permission (ref: W2003/0384) was granted to demolish an existing barn and erect a two storey extension to provide changing rooms, golf shop, offices, and new entrance lobby.

PLANNING POLICY:

The following statutory policies are relevant in the determination of this application:
Wrekin Local Plan
UD2 – Design criteria

LDF Core Strategy

CS2 – Jobs

CS12 – Natural environment

CS15 – Urban design

PPS1 – Delivering sustainable development

PPS6 – Planning for Town Centres

PPG13 - Transport

PLANNING CONSIDERATIONS:

Although the application site lies in the Rural Area it abuts the built up area of Telford as shown on the Wrekin Local Plan. The principle of providing overnight accommodation on this site has already been established by the 1989 and 1999 planning permissions, albeit that the hotel elements of the permissions were never implemented.

The new development will be confined to previously developed land that directly adjoins the existing buildings on the site. The overnight accommodation block will replace old redundant farm buildings which have been irreparably damaged and are unsuitable for conversion. The health and fitness suite will be built on cleared land which formerly contained farm buildings. Therefore, no development takes place on 'greenfield' land and none of it will extend the complex out into the open countryside.

Because the site lies outside the urban area, a District Centre or an identified settlement, and is not allocated for development on the Wrekin Local Plan, the applicants were required to undertake a sequential test of alternative hotel sites in order to comply with PPS6. The sequential assessment concluded that there was an identified demand for the hotel development on this site; it was of an appropriate scale; there were no suitable sites available in any other centre, including Telford Town Centre; and that it would not have an unacceptable impact on existing hotels elsewhere in the Telford area.

The Council's Development Plans Officer has concurred with the results of this sequential assessment. He is satisfied that the applicants have proved that the proposed overnight accommodation will support existing facilities, and will not have a detrimental impact on Telford Town Centre and other existing centres. He is also satisfied that the overnight accommodation will be ancillary to the golf club and not be in direct competition with the Town Centre conference/corporate markets.

The proposed development is likely to increase the volume of traffic along Muxton Lane and this is of most concern to local residents. Muxton Lane stretches for 1.2 kms between the Golf Centre and Wellington Road. For the first half of its length from Wellington Road it comprises a 5.5 to 6 metre wide urban street-lit road that serves a considerable number of residential properties.

For the second half, approximately from Halcyon Court onwards, it takes on the character of an unlit rural country lane, with twists and turns, and its width comes down to around 4 metres. Passing places are provided by localised widening.

Muxton Lane is well used by local residents for walking, cycling, horse-riding and other recreational activities, and is one of the main accesses to the Granville Country Park. Therefore, it is considered that any excessive increase in traffic flows along its length would have a detrimental impact on the day-to-day leisure activities of a large number of people.

The applicants commissioned a Transport Assessment which concluded that there would be a 34.4% increase in the number of visitors to the Centre once the whole development was completed and in use – increasing from 62,500 to 83,988 visits per annum. However, this would not equate to a 34.4% increase in car usage because it is anticipated that there will be a significant proportion of combined trips. For example, a member will play a round of golf, then have a swim, and finish off with a drink or meal in the restaurant. Furthermore, the Transport Assessment predicted that over 85% of the health and fitness club members would live within 5 kms of the site, and many of them could either walk or cycle to the Centre.

The applicants have stated that at present 30% of visitors arrive at the Centre by way of Muxton Lane and 70% travel along Granville Road (on-site surveys carried out by the Council have confirmed this ratio). It has been estimated that on a worse case scenario there would be, on average, an additional 46 two-way vehicle trips on Muxton Lane daily. This is assuming one person in a car travelling to use one facility. As many trips will involve more than one person in a car, and more than one facility being used, the Transport Assessment considers that this figure could be significantly lower. This assertion is backed up by the Council's Highways Engineer. Such a relatively small increase in vehicle trips along Muxton Lane is considered to be acceptable by the Council's Highways Engineer, such that he is not able to raise a highway objection.

However, the Highways Engineer is keen to encourage more vehicular journeys to the Centre to take place along Granville Road rather than Muxton Lane. Not only does Granville Road not pass through an established residential area but it links into the regional and national highway network at the ASDA (Granville) Roundabout, where it also provides excellent access to the remainder of Telford.

Unfortunately, at present, parts of Granville Road are in a poor condition, with many pot-holes and drainage problems. This acts as a deterrent to some drivers to use this access to the Centre. In order to make the road more attractive for motorists it needs to be upgraded and improved. A schedule of works has been drawn up and the applicants have agreed to contribute £30,000 to fund them. These works will be undertaken before any of the new facilities are first brought into use. Once these improvements have been carried out it is considered that more drivers will be encouraged to use Granville Road, thereby further alleviating traffic flows on Muxton Lane.

As a result of the potential overlap of uses, and possible increased duration of stay at the site as a result of the new facilities, it is proposed to increase the parking

provision by a modest 20 spaces to give a total capacity of 243 spaces, which the applicant believes accords with the parking requirements contained in PPG13. The Council's Highways Engineer is satisfied with this number of spaces.

The design of the new extensions respects and relates to the appearance of the existing buildings on the site. This will be reinforced by the use of matching external materials. The overall layout and design of the scheme is considered to safeguard and even enhance the character and appearance of the existing site, and the immediate surrounding area. Indeed, the removal of the dilapidated farm buildings will substantially improve the visual amenities of the locality.

Several over-mature and ornamental trees will need to be felled but these are not considered to be of any great importance. A landscaping scheme would be requested that would provide compensatory planting around the site.

In conclusion, it is considered that the proposed development at the Shropshire Golf Centre to provide overnight accommodation and leisure facilities is acceptable. Planning permissions have been previously given to provide hotel accommodation on this site, although these were never implemented. The design and appearance of the new extensions respect the existing buildings on the site. The development uses previously developed land and does not encroach out into the open countryside.

The development will support the existing facilities at the Centre and will not have a detrimental impact on other hotels and leisure facilities in the Telford area. It is anticipated that the proposed development will create jobs; provide tourist and business facilities; and increase visitor spending in the area. Transport predictions have shown only a likely small increase in vehicles that would use Muxton Lane, and highway improvements will be carried out along Granville Road to encourage drivers to use this access to the Centre.

RECOMMENDATION: Subject to the applicants entering into a Section 106 Agreement relating to a financial contribution of £30,000 towards highway improvements in Granville Road, then delegate to the Head of Planning to GRANT PERMISSION subject to the following conditions:

1. A3 – Full permission
2. C120 – Amended plans
3. B15 – External materials
4. B65 – Soakaway test
5. C86 – Car parking
6. B33 – Materials storage/personnel parking
7. B34 – Mud on road
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9. B23 – Landscape design
10. C80 – Landscape implementation
11. Cycle provision
12. Lighting and security lighting

REASONS FOR APPROVAL:

Planning permissions have been previously given to provide hotel accommodation on this site, although these were never implemented. The design and appearance of

the new extensions respect the existing buildings on the site. The development uses previously developed land and does not encroach out into the open countryside.

The development will support the existing facilities at the Centre and will not have a detrimental impact on other hotels and leisure facilities in the Telford area. The proposed development will create jobs; provide tourist and business facilities; and increase visitor spending in the area. Transport predictions have shown only a likely small increase in vehicles that would use Muxton Lane, and highway improvements will be carried out along Granville Road to encourage drivers to use this access to the Centre.

Notes

Agenda Type : A

W2009/0544 Erection of annexe extensions for church, school and community use
St Lukes Catholic Primary School, Church Road, Trench, Telford, Shropshire.
Recommendation Code: FG
Ward: Wrockwardine Wood & Trench

APPLICANT:
Shrewsbury Roman Catholic Diocese

RECEIVED ON:
29/07/09

PARISH
Wrockwardine Wood

WARD
Wrockwardine Wood &
Trench

CASE OFFICER:
Phil Baker

COUNCILLOR CHARLES SMITH HAS REQUESTED THAT THIS APPLICATION
BE CONSIDERED BY THE MEMBERS OF THE PLANS BOARD

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, Increased School, Church, and Community
facilities, Green Network, Access, Parking, Noise and Disturbance.

THE SITE AND THE PROPOSAL:

This planning application relates to the erection of annexe extensions at the St
Lukes Catholic Primary School in Church Road, Trench, to provide new and
improved facilities for church, school, and community use.

The proposed development, which would take place on an area of grass to the west
of the existing school buildings, would comprise a building for a community and
church hall, sacristy, foyer, meeting room, kitchen and toilets. The new annexe has
been designed to echo and complement the style of the existing school buildings.
External materials, mainly brown bricks and interlocking tiles, would match those
used on the existing school buildings. The application site is designated as Green
Network on the Wrekin Local Plan.

The existing car park will be extended to provide 42 parking spaces. Vehicular
access will be from Church Road only, and the exit will be only onto Pinewood
Avenue. The proposed chevron parking spaces have been designed to discourage
either access from Pinewood Avenue or exiting onto Church Road. Overflow
parking, for 20 cars, will be provided on part of the existing playground for events
such as an open day, parents' evening, and a few social events. The existing
pedestrian accesses from Church Road and Pinewood Avenue will be maintained.

St Lukes Primary School lies in the middle of Trench and forms part of a larger
school complex which also accommodates the Wrockwardine Wood Church of
England School. There is a playing field to the south of the site and existing
residential development immediately to the north and west.

The original Catholic Parish Church off Winifred's Drive at Donnington had to be
demolished eight years ago due to severe maintenance and structural problems.

Since then the parish services have been held at the Army Garrison Church at Donnington on Sunday mornings and at St Lukes School on Saturday evenings. Neither of these buildings is suitable or licensed for wedding or funerals.

The Shrewsbury RC Diocese tries to co-locate church, community, and school facilities on the same site, and it feels that when this has been achieved both the school and the parish have benefited enormously. The Diocese looked at the possibility of acquiring other properties, or finding other sites, but could not find one in the Trench/Wrockwardine Wood area.

The proposed building is designed to be flexible in its use, with the main hall capable of being subdivided. The applicants have identified the following uses for the new annexe:

1. Church

There would be a Sunday morning service in the hall and daily mass in the sacristy. Additional masses and services would take place during Lent, Advent, and Christmas time. Evening meetings would be held once or twice a week for 6 to 14 people.

It is anticipated that there would be four weddings a year, normally on a Saturday, and about 12 funerals a year which would be on weekdays but timed to avoid the arrival and departure times of the school.

2. School

The existing breakfast and after-school clubs would relocate to the new annexe, releasing the school hall for more sports activities. The new hall would also be used for whole school assemblies, an indoor play area during inclement weather, and as a further indoor area for PE and other sports.

3. Community

The new buildings would be available for general community use such as mothers and toddlers groups, senior citizens luncheon clubs, uniformed organisations, keep-fit classes, dancing and theatre groups, adult education classes, and health advice and counselling groups. The applicants have stressed that there would be no licensed club within the premises, with the emphasis being on supporting the pastoral and social care of the local community.

CONSULTATION RESPONSES:

162 letters of support have been received, summarised below as follows:

- The development will provide much needed facilities for the children at the school, such as a breakfast club and after-school activities
- It will provide a place of worship for the Catholic population in north-east Telford, and be somewhere to have weddings and funerals
- It will provide new facilities for parents and the local community
- The new car park will be adequate to cater for all the parking needs of the development
- It will enable the current school hall to be reorganised so that modern PE equipment to be installed
- There will be no overlooking of local homes

The Rector of Holy Trinity Church, Wrockwardine Wood, supports the application, stating that the proposed new facilities would not only benefit St Lukes School and the congregation of Our Lady of the Rosary, but also the wider community of Lower Trench who at present have no direct access to a community facility near to where they live.

The Parish Council has sent in a petition signed by 218 people supporting the planning application. The vast majority of the people who signed the petition live in the Trench area.

27 letters of objections have been received, summarised below as follows:

- Extra traffic and parking problems on local roads
- Local roads will not be able to cope with the increase in traffic and parking
- Traffic chaos when funerals take place at school closing times
- Increase in noise from car doors slamming, horns blowing and parents shouting
- Emergency services will not be able to get through
- It will make it less safe for children to play outside
- The site is not big enough
- There are more suitable sites
- The impact on local people will outweigh the benefits to the community
- It is too close to residential properties
- Local residents will not be able to relax in peace and quiet in their gardens
- Extra noise from weddings, parties, and social activities, particularly in the evenings
- Loss of privacy
- Increase in drainage and flooding problems
- Increase in light pollution
- Disruption during the construction period
- Sensitive children will be distressed by the funeral processions
- Loss of playing field

Councillor Charles Smith has made the following comments:

- This is an overdevelopment of the site
- There would be an increase in noise and nuisance to nearby houses
- There would be more congestion in Pinewood Avenue
- The traffic nuisance would be seven days a week, not five as it is now

The Parish Council objects to the application for the following reasons:

- The increase in traffic. It is concerned about the traffic flow from Church Road to Pinewood Avenue, and the effect it would have on that area in general, and particularly on Pinewood Avenue
- Increased parking and traffic problems will affect residents of Broadway Avenue and Pinewood Avenue at weekends, as well as during the five days they suffer from now
- It is concerned about noise and exhaust pollution from the extended car park at the rear of Broadway Avenue properties and the detrimental effect this will have on residents who are trying to enjoy their gardens

- It is concerned about drainage from the car park and that flash flooding may be caused when it rains, and flows into the gardens at Broadway Avenue
- It is concerned that parties at the proposed community centre will disturb residents' peace, particularly when alcohol is involved
- It has received complaints from many residents who border this site and it can see these complaints continuing and increasing if the development goes ahead

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

The Council's Drainage Engineer has no objections subject to the imposition of conditions relating to the submission of full drainage details and surface water run-off rates.

The Council's Highways Engineer has no objections to the application. Before the application was submitted he had discussions with the applicants regarding the size and location of the enlarged car park, as well as the proposed access and egress arrangements. All these items are now regarded as being acceptable. However, he would advise that weddings, christenings, and funerals should take place outside the school opening and closing times, and this will be conditioned. Another condition would be required relating to appropriate signage at the car park entrance and exit points.

The Council's Environmental Health Officer has no objections to the application. Having assessed a Noise Impact Survey that the applicants have undertaken, he has accepted its conclusions that any noise originating from any activity taking place within the annexe extensions, whether it be the organ, singing, or amplified music, will not be any louder at the boundaries of the site than existing noise levels from other sources, such as passing traffic. However, this relies on all windows remaining closed. Therefore, he recommends the imposition of conditions stipulating:- (a) that all windows shall be non-opening and not fitted with any trickle ventilation, and (b) that the roof and all external walls shall be constructed so as to provide a minimum of 45dB of sound attenuation. In addition, to ensure that the nearest residents to the site are not unduly disturbed an acoustic fence should be erected along the northern boundary of the site.

Sport England has raised no objections to the application as the proposed development does not form part of a playing field or affect any other provision for formal sport.

PLANNING HISTORY:

In 2005 planning permission for a Roman Catholic Church, with associated car parking and a new vehicular access was refused for the following reasons:- (a) the development would have a detrimental impact on the character and visual amenities of the surrounding area, it would result in the loss of a playing field, and there was an unsatisfactory demonstration that it needed to occupy land designated as Green network, and (b) the proposed access and parking provision would prejudice the safety and free flow of pedestrian and vehicle users.

PLANNING POLICY:

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

Wrekin Local Plan

LR1 – Provision of Community Facilities

OL3 – Green Network

OL4 – Development in the Green Network

UD2 – Design Criteria

LDF Core Strategy

CS10 – Community Facilities

UD15 – Urban Design

PLANNING CONSIDERATIONS:

Policy LR1 (Provision of Community Facilities) of the Wrekin Local Plan expects proposals for community facilities, including places of worship, to normally be located in District or Local Centres. However, such facilities may be acceptable on other sites providing that certain criteria are satisfied. These criteria, and the Council's response to each one, are summarised as follows:

(a) is located on a public transport route :- the application site is on Route 55, one of Telford's frequent bus services, which runs every 15 minutes on weekdays, and hourly on Sundays, between Telford Town Centre, Oakengates, Donnington, Hadley, and Wellington. This accords with Policy CS10 of the LDF Core Strategy.

(b) demonstrates suitable access arrangements and adequate provision for car parking :- A one-way traffic system from Church Road through to Pinewood Avenue will be introduced, and the existing car park will be extended to provide 42 parking spaces. The Council's Highways Engineer has approved these arrangements. It is considered that the proposed parking provision generally complies with the Council's Parking Standards, although such standards cannot be accurately applied in this case because the facilities will be multi-use in nature.

(c) occupies land allocated for development, or derelict land. Exceptionally, such proposals may be permissible within the Green Network, subject to the provisions of Policy OL4 of the Wrekin Local Plan :- Policy OL4 states that development may be permitted within the Green Network if, amongst others, environmental and community benefits are an integral part of the proposal. In this particular case it is considered that the erection of annexe buildings that would be available for general community use complies with the provisions of Policy OL4.

(d) does not have an adverse impact on the character and amenity of the local area:- It is considered that the erection of these annexe extensions will not have a detrimental impact on either the visual amenities or the prevailing character of the surrounding area. Rather, they will complement and reinforce the existing buildings on the site, to the benefit of the local community.

(e) is not located on a site required to meet essential employment growth :- This site is not allocated for employment on the Wrekin Local Plan.

(f) satisfies the environmental health, urban design, and other appropriate policies in the Local Plan :- A Noise Impact Assessment has been carried out by the applicants, the results of which have been analysed by the Council's Environmental

Health Officer (EHO). He is satisfied that providing all windows remain closed then the noise emanating from any activity taking place within the extensions, whether it be the organ, singing, or amplified music, will not be any louder at the boundaries of the site than existing noise levels from other sources, such as passing traffic. Conditions would be imposed to ensure that all windows are not fitted with opening lights or trickle ventilation. In addition, to ameliorate noise from the car park he is recommending that an acoustic fence is erected along the northern boundary of the site.

Policy CS10 of the LDF Core Strategy states that new community facilities outside of a Town, District, or Local Centre should have good accessibility by foot, cycle, and public transport. In response, this site lies in the middle of the built-up residential area of Trench and is easily reached by a large number of people. An existing cycle shelter will be relocated to the front of the buildings and will be freely available to be used by all visitors to the site. Bus route No.55 runs along Church Road every 15 minutes, as mentioned earlier.

It is considered that the design of the proposed development relates positively to its context and that its appearance will respect and respond to the existing buildings on the site. As such, the buildings have an appropriate and distinctive design which complement and enhance the character and appearance of the surrounding area.

To conclude, it is considered that the erection of these annexe extensions at St Lukes Catholic Primary School will provide much needed new and improved school, church, and community facilities for local people and the wider community. This is a sustainable location which is accessible by pedestrians, cyclists, and public transport. The buildings will be providing community benefits to the local population. Whilst the proposal will result in the loss of Green Network land it will, nevertheless, accord with the community aims of the Green Network. The annexe extensions will not have an adverse impact on the local environment or on amenities presently enjoyed by residents living in the local area, by virtue of visual intrusion, undue noise and disturbance, or the creation of any overlooking problems. Finally, the design and appearance of the proposed buildings not only complement and respect the existing buildings on the site but would enhance the character and appearance of the surrounding area.

RECOMMENDATION: GRANT PERMISSION subject to the following conditions:

1. A3 – Full permission
2. C118 – Submitted plans
3. B15 – External materials
4. B50 – Foul and surface water drainage
5. Surface water run-off rates
6. C86 – Car parking
7. Cycle provision
8. Lighting and security lighting
9. B33 – Personnel parking/materials storage
10. B34 – Mud on road
11. Car park signage
12. All windows to be non-opening and not fitted with trickle ventilation

13. The roof and all external walls to be constructed so as to provide a minimum of 45dB of sound attenuation
14. Erection of two metre high acoustic fence along the northern boundary of the site
15. No weddings, christenings or funerals to take place at school opening and closing times

REASONS FOR APPROVAL:

The erection of these annexe extensions at St Lukes Catholic Primary School will provide much needed new and improved school, church, and community facilities for local people and the wider community. This is a sustainable location which is accessible by pedestrians, cyclists, and public transport. The buildings will be providing community benefits to the local population. Whilst the proposal will result in the loss of Green Network land, it will accord with the community aims of the Green Network. The annexe extensions will not have an adverse impact on the local environment or on amenities presently enjoyed by residents living in the local area, by virtue of visual intrusion, undue noise and disturbance, or the creation of any overlooking problems. The design and appearance of the proposed buildings not only complement and respect the existing buildings on the site but would enhance the character and appearance of the surrounding area.

Notes

Agenda Type : A

W2009/0615 Erection of 54 sheltered apartments, communal facilities, car parking and landscaping, plus 6 affordable elderly apartments

16 - 20, Stafford Street, Newport, Shropshire.

Recommendation Code: FG

Ward: Newport West

APPLICANT:
McCarthy & Stone Retirement

RECEIVED ON:
23/07/09

PARISH
Newport

WARD
Newport West

CASE OFFICER:
Phil Baker

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, Design, Affordable housing, Parking provision, Relocation of bus stops/shelters, Loss of public car parking spaces.

THE SITE AND THE PROPOSAL:

This planning application relates to the development of a sheltered housing scheme at Stafford Street in Newport.

The development consists of a total of 60 units, 54 of which would be sheltered apartments, comprising 32 one-bedroom units and 22 two-bedroom ones. The scheme also includes a communal residents' lounge, laundry, guest suite, and house manager's accommodation.

In addition to the sheltered accommodation 6 social rental apartments (2 one-bedroom and 4 two-bedroom) will be provided within an attached but separate self-contained block at the northern corner of the site. This affordable housing has its own amenity space and sitting out area to the rear of its separate block.

The proposed scheme comprises a rectangular-shaped building, with development along all four sides of the site, and the creation of an internal courtyard which provides a parking court for 21 cars and landscaped amenity space for the residents. A single point of vehicular access is provided off Stafford Street, with an archway into the courtyard.

The development is predominantly three-storey in height, although there are several two and a half storey elements along Stafford Street to mirror the existing development on the opposite side of the road. External materials comprise red bricks, render, and brown and grey roof tiles. The development will be mainly bounded by railings with brick pillars.

The applicants, McCarthy and Stone, specialise in the design and construction of sheltered housing accommodation for elderly people and claim to have completed over 900 schemes in the United Kingdom.

The application site lies on the south eastern side of Stafford Street, approximately 150 metres from the High Street, and on the corner of the entrance into the Stafford Street Car Park. On the opposite side of Stafford Street was the former Smithfield Cattle Market, which has now been redeveloped for residential use. To the south east lies the large public car park, with the Waitrose supermarket beyond. To the north east there is a mixed collection of shops and dwellings, with residential development on the opposite side of Audley Road. To the south west are shops and other commercial establishments which comprise part of Newport's retail core.

In the southern corner of the site there is at present a block of public toilets. These will be demolished as part of the development, and Plans Board approved a new toilet block by the recycling facilities, in the southern corner of the car park, at its last meeting on 3rd November 2009.

The application site lies within the Newport Town Centre Boundary, and is adjacent to, but not within, the Newport Conservation Area. The site formerly contained a number of commercial and industrial buildings but these have now been demolished.

CONSULTATION RESPONSES:

One letter of objection has been received from a local resident, summarised below as follows:

- This noisy site is not the best location for sheltered housing accommodation
- The three-storey element along Stafford Street would overlook the two-storey houses on the opposite side of the road
- The development would entail the loss of badly needed car parking spaces
- The site would be better used as a bus station

Newport Town Council is encouraged to see potential development of the site that has been an eyesore for some considerable time. It feels that the new development has the potential to enhance both the aesthetic appearance of the area and provide benefits to the local economy. However it has a number of concerns regarding some of the detail of the application, summarised below as follows:

- 21 parking spaces are insufficient for all the residents, staff, and visitors. This will put extra pressure on the adjacent public car park
- The archway into the courtyard needs to have sufficient clearance to allow access for emergency vehicles
- Delivery vehicles and short-term stay visitors will be inclined to park on Stafford Street and this will have a detrimental effect on the traffic flow on a street that already suffers from congestion
- The amenity space within the courtyard is very small

Newport and District Civic Society generally welcomes the proposed scheme, given that it brings a development on previously developed land of a facility that is close enough to the shops and facilities in the High Street and the Market Hall, to allow the intended residents easy access, and thus assist the economy of Newport. However, it has a number of concerns, summarised below as follows:

- 21 parking spaces are inadequate for all the residents, staff, family, and friends who come to visit. This will put extra pressure on the public car parks in Newport. Underground parking should be considered on the site

- The proportion of affordable units within the scheme has been reduced, which is considered to be insufficient
- More water and energy saving measures should be introduced into the building

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

The Council's Drainage Engineer has no objections subject to a condition relating to the disposal of foul and surface water from the site. If the surface water is to be discharged to the main sewer the run-off from the development should be reduced by a minimum of 20%, in line with Environment Agency requirements.

The Council's Scientific Officer has no objections subject to a condition relating to contaminated land.

The Council's Highways Engineer has no objections subject to the applicants entering into a Section 106 Agreement relating to financial contributions of:

1. £20,000 towards changing the operation of the Stafford Street Car Park to create a one-way circulation system (with no exit being allowed onto Stafford Street), and improvements to the Stafford Street/Audley Road traffic signal junction
2. £10,000 towards highway improvements at the Stafford Street/High Street junction
3. £10,000 towards the relocation of the existing bus stops and bus shelters in the Stafford Street Car Park

and to conditions relating to the provision of all the proposed parking within the site before the first unit is occupied, and any visibility splays being clear of any obstructions at all times.

The Council's Outdoor Recreation Officer has requested a financial contribution of £30,000 towards the environmental improvements being planned in Victoria Park, in lieu of any on-site provision of recreational or leisure facilities. These improvements will include some items specifically aimed at elderly people such as raised flower beds, new circular walks around the park, a new viewpoint down the canal, and more seating.

The County Council Historic Environment Officer has no objections subject to a condition relating to the approval of a scheme of archaeological works on the site.

PLANNING POLICY:

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

PPS1 – Delivering Sustainable Development

PPS3 – Housing

Wrekin Local Plan

H6 – Windfall sites in Telford and Newport

H23 – Affordable housing

UD2 – Design criteria

S13 – Newport Secondary Zone

T22 – Planning obligations

LR6 – Developers contributions to outdoor recreational open space within new residential developments

LDF Core Strategy

CS1 – Homes

CS6 – Newport

CS8 – Regeneration

CS15 – Urban design

PLANNING HISTORY:

In February 2007 outline planning permission (ref: W2006/0148) was granted for the erection of 13 dwellings and garages on the site. A Section 106 Agreement stipulated financial contributions of £10,000 for highway improvements, £1,000 per dwelling for primary education facilities, and £500 per dwelling towards leisure facilities.

In August 2007 planning permission (ref:W2007/0682) for 53 apartments was refused on design and appearance grounds; insufficient affordable dwellings; and inadequate amenity space for the affordable units.

PLANNING CONSIDERATIONS:

Following the refusal of the 2007 application for sheltered apartments on this site the applicants have had several meetings with Council officers in order to attempt to overcome the reasons for refusal appertaining to this previous application. At a fairly early stage it was agreed that there would be distinct advantages in establishing a new design concept, namely development along the four sides of the site and a courtyard in the middle. These advantages range from being able to address all the principal frontages of the site; improving natural surveillance of the public car park; providing some quieter amenity areas for the residents; screening the parking area and increasing its security; and generally helping to foster a 'sense of place'.

An amended scheme for the site was the subject of a public exhibition in November 2008 at which the applicants claim the visitors to it were generally supportive of the redevelopment proposals. After more negotiations with the Council the applicants submitted their planning application in July 2009.

The application site lies within the Newport Secondary Zone, as shown on the Wrekin Local Plan, where housing development is deemed to be acceptable. Policy S13 states that "the priority should be to encourage the use of vacant sites in the Secondary Zone forresidential uses which support the role of the Centre". The principle of residential development on this site has already been established by virtue of the planning permission for 13 dwellings in 2007.

Policy CS6 of the LDF Core Strategy states that "new housing development within Newport will be expected to deliver affordable housing to the level of 35% of all such development". Normally the provision of affordable housing is 'pepper-potted' around the entire housing development. However, in this particular case, McCarthy and Stone has consistently maintained that for operational reasons they cannot

have social rented units within their buildings interspersed with all their privately owned apartments. These reasons range from the resentment of private residents living next door to someone who is paying little or no rent, or a lower service charge, to Housing Associations unable to afford the relatively high service charges.

Following discussions with the Council the applicants submitted a scheme comprising six social rented units within a self-contained block in the northern corner of the site which is physically joined to the remainder of the development. It is understood that the applicants have entered into a dialogue with the Wrekin Housing Trust who seem very interested in taking on these six apartments when they have been constructed. The Housing Trust requested that these affordable units should be made bigger, and therefore the originally submitted 6 one-bedroom flats have now been redesigned to produce 4 two-bedroom and 2 one-bedroom units, all served by a separate communal lift. This wing of the building will be built to exactly the same specifications as the remainder of the site, both internally and externally, and passers-by would not be able to discern any differences in its ownership or management.

Whilst the provision of six affordable dwellings, which equates to 10%, is less than the 35% suggested in Policy CS6 it is considered that in the present economic climate and the current housing market that it is a reasonable number to secure, and, indeed, is more than have been negotiated on other sites in the Borough recently.

The proposed development has been designed to resemble a collection of traditional town houses, and incorporates red brick and light render on the facades, topped by brown and grey roof tiles. The development maintains solid and substantial frontages onto all the boundaries visible from public viewpoints. By exhibiting a strong and varied building line near the back of the pavement, and by having a variety of roof heights, it reflects, strengthens, and reinforces the form of development on the opposite side of Stafford Street, and in the town centre generally.

It is considered that the design and appearance of the proposed development sympathetically respects and responds to its context in the street scene in terms of scale, form, massing, proportions, historic plot layout, boundary treatment, roofscape, and materials. The scheme will enhance the character and appearance of the area, and substantially improve the townscape quality of a site that adjoins the Newport Conservation Area.

It is considered that the development will not have an adverse impact upon the setting of the Conservation Area. Rather, the scheme's high quality design will complement and reinforce the prevailing character and appearance of the surrounding area.

Given that the average age of a resident in a McCarthy and Stone sheltered dwelling scheme is 78, and that the active use of external amenity space would probably be relatively limited, it is felt that the amount of the site devoted to landscaped gardens and sitting out areas can be accepted. However, Victoria Park lies relatively close to the site and is within easy walking distance. Environmental improvements are currently being proposed for the park which include some items specifically aimed at

elderly people, such as raised flower beds, new circular walks, and more seating. It is considered that the applicants should provide a financial contribution towards these works in lieu of any on-site provision of recreational or leisure facilities.

It is also considered that the provision of 21 parking spaces is acceptable for the development. Not only have the applicants stated that car ownership levels amongst its residents are very low, but this site lies in a highly sustainable location very close to Newport Town Centre, with all its essential day to day facilities a short walking distance away. In addition, the new bus station lies immediately adjacent to the site, where there is a frequent bus service to Stafford and Telford, and irregular services to Wolverhampton and Stoke-on-Trent.

An inevitable consequence of the proposed development will be the relocation of the bus stop that is presently situated outside the existing public toilet block. The new position for this bus stop will be at the north eastern end of the other two existing bus stops. This will entail the loss of six parking spaces within the public car park. Although this loss of spaces is regrettable it will be offset by the creation of some 30 additional spaces within the Town Centre Improvement Scheme being developed for the High Street.

It is considered that the amount of private amenity space allocated to the six affordable units is acceptable and, proportionally, is far in excess of the amount provided for the remaining 54 sheltered apartments.

Following revisions to the external details of the building officers consider that the proposed development is acceptable and can be recommended for approval. Stafford Street constitutes one of the main vehicular and pedestrian accesses into the town centre and this site has been seen as an eyesore for several years now. This development will remove this eyesore and provide an iconic building of some substance and distinction. In turn this will strengthen local identity and improve the image of the town to residents and visitors alike.

To sum up, it is considered that the development of this vacant and prominent site, on the edge of the town centre, and adjacent to one of the main routes into the centre, is acceptable. The scale, footprint, and design of the proposed apartment building respects, complements, and reinforces the prevailing townscape in this part of Newport, and the resulting development will preserve and enhance the character and appearance of the surrounding area, and the adjacent Conservation Area.

It is considered that this is an appropriate site for a sheltered apartment scheme as it lies in a highly sustainable location, adjacent to the new bus station, and within easy reach of the town centre. Being within walking distance of the local shops and other essential facilities, the presence of the development will also help in financially benefitting local businesses and generally boosting the economy of the town.

RECOMMENDATION: Subject to the applicants entering into a Section 106 Agreement relating to the provision of affordable housing accommodation, and to financial contributions of:

1. £20,000 towards changing the operation of the Stafford Street Car Park to create a one-way circulation system (with no exit being allowed onto Stafford

- Street), and improvements to the Stafford Street/Audley Road traffic signal junction
2. £10,000 towards highway improvements at the Stafford Street/High Street junction
 3. £10,000 towards the relocation of the existing bus stops and bus shelters in the Stafford Street Car Park
 4. £20,000 towards the environmental improvements being planned in Victoria Park

then delegate to the Head of Planning to GRANT PERMISSION, subject to the following conditions:

1. A3 – Full permission
2. C120 – Amended plans
3. B15 – External materials
4. C70 – Reveals
5. B33 – Materials storage/personnel parking
6. B34 – Mud on road
7. B23 – Landscaping design
8. C80 – Landscape implementation
9. C86 – Car parking and its surface material
10. Visibility splays and their retention
11. B50 – Foul and surface water drainage
12. Programme of archaeological work

REASONS FOR APPROVAL:

The principle of residential development on this site has already been established by virtue of the planning permission for 13 dwellings in 2007. The site lies within the Newport Secondary Zone on the Wrekin Local Plan which permits residential uses which support the role of the Town Centre.

The design and appearance of the proposed scheme respects and reinforces the form and scale of the existing development on the opposite side of Stafford Street, and in the Town Centre generally. The development will enhance the character and appearance of the surrounding area and substantially improve the townscape quality of a site that adjoins the Newport Conservation Area.

The proposed development will remove an eyesore on this prominent site which is located on one of the main routes into the Town Centre, and provide an iconic building which will strengthen the local identity and improve the image of the town.

This is an appropriate site for a sheltered apartment scheme as it lies in a highly sustainable location, adjacent to the new bus station, and within easy walking distance of the local shops and other facilities. Its presence should financially benefit local businesses and generally boost the economy of the town.

Notes

Agenda Type : A

W2009/0794 Redevelopment of existing dogs rehoming centre including a new purpose built reception and relocation of main entrance
Roden Lane Farm, Roden Lane, Roden, Shropshire.
Recommendation Code: FG
Ward: Ercall Magna

APPLICANT:
Dogs Trust

RECEIVED ON:
18/09/09

PARISH
Ercall Magna

WARD
Ercall Magna

CASE OFFICER:
Valerie Hulme

CLLR BENTLEY HAS REQUESTED THAT THIS APPLICATION IS CONSIDERED BY MEMBERS OF PLANS BOARD

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Impact on visual amenity, residential amenity, highway safety.

PROPOSAL:

Redevelopment of existing dogs rehoming centre including a new purpose built reception and relocation of main entrance.

SITE & SURROUNDINGS:

The application site is located within the village of Roden, situated to the North West of Telford. The site itself is situated on the B5062 through Roden. Residential properties are located in sporadic locations more than ¼ of a mile from the site.

The existing centre has gradually developed on the site of a small scale farm. The ground is relatively level, however there are several large planted mounds formed from previous inert waste created by phases of development. Buildings are generally located to the south east corner of the site, fronting the adjacent highway. The main entrance is located central to these buildings, with the reception to the west, and the managers house to the east. A small parking area for visitors is located within this courtyard. Kennels are located to the north east and west of this parking area. A staff car park has recently been developed to the west of these buildings, which also provides overflow car parking facilities for additional visitors. An additional access to the west was created to the west of the main entrance.

Oakfield House, ¼ mile to the west of the site is currently occupied by members of Dogs Trust Staff, who care for veteran dogs which reside as pets at this address. The field between these dwellings is also within Dogs Trust ownership; 1 Roden Lane is also occupied by Dogs Trust Staff.

Three dwellings, New Farm, 1 & 2 New Farm, Roden Lane are located within 320m to the south west of the development site. These three properties are the closest residential dwellings to be effected by the proposal.

RELEVANT HISTORY:

W2006/0539 Extension to dwelling house and additional kennelling. Withdrawn
W2008/0489 Formation of Staff Parking Area; Approved June 2008.
PE/ 2009/0007 – Redevelopment of Homing Centre.

POLICIES:

Telford & Wrekin Core Strategy DPD 2007

CS7 Rural Area

CS12 Natural Environment

CS15 Urban Design

Wrekin Local Plan 1995-2006 (Saved Policies)

UD2 Urban Design Criteria

E6 Rural Employment

PPS1 Delivering Sustainable Development

PPS7 Sustainable Development in Rural Areas

PPG13 Transport

PPG24 Planning & Noise

CONSULTATION RESPONSES:

Comments are awaited from the Local Authorities Highways Engineer, Environmental Health Officer, and Pollution Control Officer; these will be reported at Plans Board.

The Councils Arboricultural officer raised concerns with regard to the proposal and the loss of some trees. These are subsequently being considered by the applicant and amendments to the impact on trees are awaited.

The Councils Ecologist had also raised concerns with regard to the information submitted. Subsequently an extended phase 1 ecology survey was carried out on the site. The ecologist has raised no objections to the proposal subject to carrying out the recommendations of the report.

The Councils Drainage Engineer raises no objection to the development subject to details of the proposed Sustainable Drainage System.

The Councils Licensing Officer has raised no objections to the development, confirming kennel sizes are sufficient, and has requested a condition relating to kennel occupancy.

The Parish Council support this application, however they also requested conditions regarding signage well in advance of the entrance, a development boundary for the site, and concern over screening to the rear of the site.

One letter of objection has been received from a resident located from the development site. The letter is on behalf of the residents of Haughton. This states there is a background of complaints to Environmental Health with regard to noise at all times of the day, caused by what they consider poor dog management practices rather than the fabric of construction. They consider since the “awful summer of

2006” noise disturbance overall has reduced. They object to the application in its current form on the following grounds:

- Does not deal with land within the curtilages of the domestic buildings of 1 Roden Lane and Oaklands
- lack of detail regarding the use of the field to the west of the existing Dogs Trust Buildings
- Sprawls into more green field land to the west outside of the existing built up area
- Involves construction into green field land immediately north of the existing buildings
- No evidence for need for the oversized site to be in Roden, and why no other site is available nationwide for a development of this scale which does not necessitate spreading into green field

The letter also requests consideration is given to the following:

- Consultation
- Construction
- Noise
- Oakfields and 1 Roden Lane
- The field to the west of the site included within the red line
- Intentions for the west field
- Protection of 1 Roden Lane, Oakfields and the west field from canine care and exercise
- New main building located outside of the current sites curtilage to the west, loss of mature hedgerow, and further sprawl into the rest of the green area
- Sprawl into the north field
- The statement “the main buildings mass is contained within the footprint of the existing centre” is not correct
- Scale of development
- No alternatives suggested

PLANNING CONSIDERATIONS:

Planning Policy Statement 7: Sustainable Development in Rural Areas; *inter alia*, encourages sustainable development that respects and, where possible, enhances local distinctiveness and the intrinsic qualities of the countryside. Furthermore, it discourages the use of Greenfield land, except in cases where there are no Brownfield sites available, and where such land must be used, ensures that it is not used wastefully.

Policy CS7 of the Core Strategy recognises the need to sustain rural communities, by focusing development on a limited number of rural settlements, which include High Ercall, Tibberton and Waters Upton. By focusing housing, employment and service facility development at these centres, a pattern of development should be created that maximises the accessibility of services and facilities to rural resident whilst reducing the need to travel by car and enhancing the local identity and character. The proposal is located at Roden which is not one of the identified areas where rural development including employment is promoted under the recent adopted Core Strategy.

Policy E6 of the Wrekin Local Plan remains a 'saved' policy. This policy requires employment development to be related to agriculture or forestry; of an appropriate scale, type and design sensitive to its location, meet other policy requirements including Environmental Health policies; located in existing rural buildings in or adjacent to settlements, within a farm unit for purposes of farm diversification, or where appropriate to enable the expansion of an existing employment use. New build development will only be located in or adjacent to suitable settlements; and development in the open countryside will be strictly controlled.

Whilst this application does not propose new development perse, the proposal seeks redevelop the existing dog's home, providing better accommodation for the dogs and the number of employees will remain at 27, this must be considered in accordance with both current local and national planning policies. Taking both these policies into account Roden is not considered a sustainable location; however policy E6 allows expansions of existing employment uses where appropriate.

The Dogs Trust has operated in this location since 1970, and later wooden kennels were replaced in 1980 by brick structures. The last major phase of kennel improvements were over 15 years ago to the then accepted best practice standards. Since then there have been significant changes in design and construction of rehoming centres. The proposal seeks to redevelop the site to meet these standards. Consequently it is considered that this principle meets the criteria of policy E6.

Furthermore the proposals seek to replace existing kennels which are not efficient at controlling or containing noise, that are not economically effective, and which cause anxiety to the dogs by virtue of the layout and accessibility.

The proposals seek to reduce the stress of dogs by altering the layout, so that kennels do not overlook exercise areas, this in itself will reduce noise. The rehoming kennels are designed and built to the latest standards, reducing stress, reducing noise and providing viewing to the public; the reception area to be created is larger than previous creating a welcoming space. A training hall is proposed, which has been gradually introduced at other rehoming centres since 2001; this will also evening training classes anticipated at 1 day per week. Four sponsor dog kennels are proposed which should be accessed via the main reception; veterinary facilities are essential to the site, which currently take place off site, the proposal seeks facilities to be easily accessed for staff and visitors. The Training and Behavioural Assessment Building will be rebuilt away from active parts of the site; intake buildings will be erected away from other active parts of the site under an earth mound reducing any possible noise from the new dogs, this will also provide a thermal heat store heated by solar thermal panels above the new unit. A Whelping Kennel is proposed to the rear of the existing admin building; the manager of the centre will be relocated to Oakfield, and staff housed at Oakfield will be relocated in accommodation of the 1st floor of the admin building and the managers house; old dogs will then be relocated in the managers house at ground floor in domestic surroundings. A new sewage treatment plant is proposed in addition to rainwater harvesting for washing kennels and toilet cisterns.

The facility as existing accommodates 190 dogs, although the existing permission accommodates 200 dogs. The average number presently accommodated is 175 dogs. The proposal will provide a total of 82 kennels across the site, accommodating 156 dogs; however it is likely that the average number of dogs accommodated at any one time will be 125 dogs as some will not be able share. It is aimed that the proposal will assist the rehoming of dogs, creating a quicker turnover which is better for the dogs, reducing the number of dogs on site at any one time, and ultimately reducing the impact of the business on the surrounding environment.

Urban Design guidance is found within policy CS15 of the Core strategy, and Policy UD2 of the Wrekin Local Plan. CS15 states the design of development will assist in creating and sustaining safe places. Strengthening local identity and projecting a positive local image. Design will positively influence the appearance and use of the local environment. Moreover, Policy UD2 of the Local Plan requires development to:

- Respect and respond positively to the context,
- Respect and integrate with the wider landscape setting,
- Respect and relate to any adjacent buildings,
- Produces a safe environment and parking provision.

It is considered the proposed development, whilst located in the rural area, has to be specific to meet the needs of the Dogs Trust. These buildings will be situated some distance from other dwellings which are not associated with the Dogs Trust. Subsequently there is no specific vernacular which the proposal must reflect. The proposals will introduce a modern building which will meet the needs of the Dogs Trust, and subject to the quality of materials, no objections are raised to the proposed design. The proposed locations of the buildings have been arranged as near as possible to the existing built up area of the site. However the location also takes account of the need to reduce the dogs stress, which not only will lead to reduced noise impact through barking, but also aid the likelihood of rehoming, having a positive influence on animal welfare, and the amenity of the surrounding area. Whilst local objections are noted, further development will require planning consent and as such will be considered on its merits at that future time. Nor does this proposal set a precedent for future development of the remaining fields to the north or west; subsequently no objections are raised to the location of these buildings being considered under this application.

With regard to noise considerations, comments from Environmental Health are awaited and will be reported at Plans Board. However the application is supported by a noise report which concludes current levels of noise in the area is a result of road traffic, with no noise from dogs. Calculations indicate that the proposed site layout will reduce noise levels of barking dogs from the site in comparison to the site in its current form.

An extended phase 1 ecology survey has been conducted on the site; this concludes the proposed development will not have any adverse impact on ecology or protected species. However the report recommends mitigation methods to ensure wildlife is protected during construction, this can be adequately conditioned.

The proposal involves the loss of two groups of four groups of trees which are located across the site. These mounds are populated with native species and in this

instance we would specify the need to replant on a like for like basis. T21 indicated on the tree report is a magnificent Oak of veteran status, and certainly worthy of retention, preservation and protection, although the tree will need some remedial tree works as stated in the schedule. It is estimated the tree is over 200 years old. The amended tree survey – site plan, shows the new main entrance into the site, which consequently, compromises the protective fencing around T21 and the root protection area of this tree. Subsequently amendments have been requested for the realignment of the track so that it is constructed outside of the root protection area of either, T21 and T23. It is accepted that the realignment of this access track will facilitate tree works to T23 and this is acceptable. Conditions are required to ensure no dig construction around within these root protection areas and service runs.

According to the amended site plan, a new access is to be located underneath T20, however there is already an access path located further south down the hedgerow. Subsequently the arboriculturalist has requested that this access is removed.

The kennels situated by T7 are to be partly demolished, this also falls within the root protection area of this tree, conditions are necessary to ensure a “top down pull back” methodology of demolition, so as not to damage the roots of this tree and ensure its future retention. Conditions are also required to root protection areas of T6 a group of willows, and T3 a group of Hawthorns.

In conclusion it is considered that the proposed redevelopment of the dog’s home following up to date practice will result in the improvement of the facilities for not only the dogs but also the amenities of the surrounding area. Subject to the provision of amended plans relating to root protection areas, and the comments from Environmental Health and the Highways Officer, it is considered that the proposal is considered appropriate and acceptable and is compliant with the Wrekin Local Plan 1995 – 2006, the Adopted Core Strategy and guidance contained in National Planning Guidance and therefore recommended for approval with conditions.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

1. A3 - Full with no reserved matters
2. C120 - Amended Plans
3. B15 - Samples of Materials
4. B33 - On site Construction
5. B34 - Mud on Road
6. Non Standard - Details of Suds
7. Non standard - Mitigation methods as per ecology report.
8. Non Standard - Tree protection during construction, including service runs
9. Non standard - Tree and hedge replanting.
10. Non Standard - Kennel accommodation
11. Non Standard - Managers House and Oakfield House use
12. Non standard - Hours of use
13. C79 - Maintenance of existing hedges
14. C80 - Landscape implementation
15. C86 - Car parking

Notes

Agenda Type : A

W2009/0872 Change of use from open space to private garden land, erection of 1.83m high fencing and erection of 2no. pigeon lofts
75, Aintree Close, Leegomery, Telford, Shropshire.
Recommendation Code: FG
Ward: Hadley & Leegomery

APPLICANT:
Mrs Anne Paddock

RECEIVED ON:
08/10/09

PARISH
Hadley & Leegomery

WARD
Hadley & Leegomery

CASE OFFICER:
Anna Robinson

HADLEY & LEEGOMERY PARISH COUNCIL HAS REQUESTED THAT THIS APPLICATION IS CONSIDERED BY MEMBERS AT PLANS BOARD

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, Character and appearance.

THE PROPOSAL:

The application seeks planning permission for the change of use of land at the side and rear of No.75 Aintree Close to private garden land with the erection of 1.83 metre high timber fencing and the erection of 2 pigeon loft buildings on the land. The pigeon lofts would measure 6 metres in length by 2 metres (2.6m with mesh on front) and 2 metres to eaves height, 2.7 metres to ridge. They would be constructed in timber, with tin and perspex sheeting to roof and galvanised weld mesh to front.

The new area of enclosed land to the side of the property is intended to be a vegetable and flower garden to match the existing front garden area of the dwelling, and would be bounded by 0.9 metre high arch top feather edge panels. The rear garden area would comprise slabs and landscaping and would be bounded by 1.8 metre high feather edge fence. In addition to the fencing at the rear of the site, the Applicant has advised that a gate will be added to provide security to the courtyard area.

Householder Permitted Development allows free-standing structures for use as pigeon lofts. However, because they are located within 2 metres of the boundary of the curtilage of the dwellinghouse and exceed 2.5 metres in height planning permission is needed. Under permitted development, there is no control on how many sheds and birds can be accommodated within the curtilage of a property.

THE SITE AND SURROUNDINGS:

The application site comprises a three-storey semi-detached property on a prominent corner plot in Aintree Close, with side gable facing main road, Leegate Avenue. The front garden is bounded by approx. 0.9 metre high fence. An area of landscaping extends along the length of the side of the dwelling and rear garden, and comprises mixed shrub planting to a height of more than 2 metres, dwarf wall and approx. 1.8 metre high timber fence located along the rear garden boundary.

Existing sheds/ pigeon lofts take up the majority of the private rear garden area, but only the top of the timber structures are visible above the existing boundary treatments.

Beyond the rear boundary is a communal courtyard area with access to rear gardens shared by No.'s 68 to 75 Aintree Close, providing storage for wheelie bins. There is no vehicular access to this area.

Public footpath and grass verge with bus shelter are located directly to the side of the application site. An area of public open space with mature trees is located in front of the property. Further trees and landscaping are located on the opposite side of Leegate Avenue.

CONSULTATION RESPONSES:

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

The Environmental Health Department's formal comments are awaited. They have indicated that pigeon lofts do have the potential to produce noise and odour and birds could carry disease; however this is somewhat mitigated by the types of pigeon that are kept by pigeon fanciers. There are problems of disease from wild birds which cannot be controlled. Members will be updated.

Hadley & Leegomery Parish Council object to the application on the following grounds:

- The proposed enclosure of the land and erection of fencing at this prominent site would be detrimental to the immediate environment and would be contrary to Policy CS11 of the Core Strategy and UD2(c) of the Wrekin Local Plan
- The pigeon lofts would take up the majority of the garden boundaries and could accommodate a significant number of birds, causing a noise and smell nuisance to neighbouring properties.

Three letters of objection have been received from local residents with the following comments:

- Insufficient space between houses already
- Applicants have a variety of animals and birds in their garden – pigeons, dogs, ferrets and chickens, and local residents would be further affected by the “extension to this menagerie”
- Access at the rear of the properties would be reduced and restricted by the erection of a gate
- Enclosure of the land would exclude others from extending their gardens at the rear into the courtyard area
- Health risk from additional pigeons, particularly to children, odours during the summer, and damage to cars and washing from pigeons flying above property
- Loss of privacy, light and overbearing effect
- Impact on safety of residents using communal space (courtyard area)

PLANNING HISTORY: None.

POLICY CONTEXT:

Local Development Framework Core Strategy
Policy CS15 Urban Design

Wrekin Local Plan
Policy UD2 Urban Design Criteria

National Planning Policy
PPS23 Planning and Pollution Control
PPG24 Planning and Noise

PLANNING CONSIDERATIONS:

The proposal to enclose and change the use of additional land at the side of the property and the erection of 1.8 metre high fence along the back edge of the pavement is considered acceptable. The principle of the change of use of land is appropriate in the context of the area and the streetscene. The side of the dwellinghouse will remain relatively open with fencing at a height of 0.9 metres. Fencing to the rear garden will be in keeping with existing boundary treatments at the property and adjoining garden boundaries which adjoin the courtyard. The amended proposal is acceptable in terms of the scale and design, and will not appear overly prominent in the streetscene. The area at the side of the dwelling would have 0.9 metre high fencing and officers consider that a landscaping scheme should be submitted to maintain the verdant character of the area.

However officers would consider the enclosure and encroachment across the courtyard access to be unacceptable. This reduces the access to the area and would set a precedent for others. Officers have therefore requested the Applicant to amend the plans so that the additional garden area at the rear infills the space from the brick wall boundary but does not extend the 1.5 metres across the existing access. There are no details of gates to enclose the courtyard access and this would be outside the red line site area, thus this cannot form part of the application.

The Applicant already has pigeon lofts/ sheds in situ within the rear garden area, which are dark brown timber to match existing fencing. The proposed structures would be positioned on the side and rear boundaries of the extended rear garden area. The top part of the pigeon lofts, above 1.83 metre fencing would be visible in the streetscene; however the development would look similar to large garden sheds and would be in keeping with the character of the area. The height of the structures will be higher than the proposed boundary fencing by a maximum of 0.9 metres, although they will not appear unduly prominent, with the roofs sloping away from the boundary, and the timber walls matching the existing fence boundary. The form, design and materials of the structures are in keeping with existing development at the site. The development therefore conforms to urban design policies in the Core Strategy and Wrekin Local Plan. Officers do not consider that the area of land subject to the change of use is an area of open space and thus Policy CS11, referred to by the Parish Council is not considered relevant in the assessment of this application.

It is noted that the pigeon lofts could potentially produce noise and odours and that the pigeons along with wild birds could carry disease; and formal comments are being sought from the Environmental Health Officers in this regard. However, officers would assert that under Class E of the Town & Country Planning Act

(General Permitted Development) (Amendment) (No. 2) (England) Order 2008, buildings that are incidental to the enjoyment of a dwellinghouse, such as keeping pigeons are permitted development. In this instance, the pigeon lofts only require planning permission as they exceed 2.5 metres in height (to ridge) and are located within 2 metres of the boundary of the curtilage of the dwellinghouse.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to submission of satisfactory amended plans and the following conditions:

A3 - Statutory time limit

C120 - Amended Plans

Landscaping scheme

REASONS FOR APPROVAL:

The principle of the change of use of land is appropriate in the context of the area and the streetscene. The proposed fencing and pigeon lofts are considered acceptable in terms of the scale, design and siting, and will not be out of character with the existing context of the property and area. The proposal should not have an adverse impact on the residential amenity of the adjoining properties in Aintree Close.

Notes

Agenda Type : A

W2009/0874 Erection of a free standing 17.5m high retractable amateur radio mast and aerials *****AMENDED DESCRIPTION*****

87, Dunsheath, Hollinswood, Telford, Shropshire.

Recommendation Code: FR

Ward: The Nedge

APPLICANT:

Mr Trevor Bate

RECEIVED ON:

09/10/09

PARISH

Hollinswood & Randlay

WARD

The Nedge

CASE OFFICER:

Andrew Mackriell

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: The visual impact of the proposed radio mast on the amenities of adjoining properties and potential harm to the character and appearance of the surrounding area.

THE PROPOSAL:

It is proposed to erect a free-standing amateur lattice radio mast in the rear garden of No. 87 Dunsheath. When fully extended, the retractable mast would have a total height of 17.5 metres.

SITE AND SURROUNDING AREA:

No. 87 is a two-storey dwelling situated in Dunsheath which is one of the roads which forms the residential 'new town' estate of Hollinswood, east of Telford town centre. Dunsheath has a distinct pattern of high density development with mainly small two-storey dwellings which are mostly attached or in staggered terraces grouped around cul-de-sacs and parking areas. Most dwellings have small rear gardens, and there are footpaths between the groups of dwellings. The rear garden to No.87 is largely defined by the side elevations to Nos. 88 and 90. The rest of the garden is enclosed by close-boarded fencing and there is little significant planting or other screening, other than a shed/summerhouse.

PLANNING POLICY CONTEXT:

PPG 8: Telecommunications

Wrekin Local Plan: Policy T21 Telecommunications

Wrekin Local Plan: Policy UD2 Design Criteria

LDF Core Strategy Policy CS15 Urban Design

PLANNING HISTORY:

Earlier this year a retrospective application for a single pole radio aerial attached to the rear elevation of No.87 Dunsheath was approved under Ref: W2009/0545.

The applicant has acquired the proposed larger 'lattice' mast apparatus which is the subject of this application, from another property in Telford (No.8 Hill

Fold, Dawley Bank) where the mast was allowed on appeal following refusal of planning permission under Ref: W95/0279.

In support of the current application the applicant also refers to an appeal decision which allowed a similar retractable lattice-type radio mast for a dwelling at 15 Cuckoo Oak Green, Madeley in 1996.

CONSULTATION RESPONSES:

Two letters have been received from residents in the surrounding residential area which object to the proposal on the grounds of visual intrusion.

Hollinswood & Randlay Parish Council consider that the mast would not be in keeping with the residential area and would be visually obtrusive in the locality.

A letter has been received from the Radio Society in support of the application.

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

PLANNING CONSIDERATIONS:

Paragraph 80 of PPG8 advises that amateur radio masts usually prevent few potential planning problems in terms of their size and visual impact over a wide area. Masts will need to be high enough to operate efficiently and to minimise the possibility of interference.

The advice given in Paragraph 80 of PPG8 is noted, however, the proposal should also be considered against the guidance given in 'saved' Policy T21 in the Wrekin Local Plan which requires telecommunication installations to be designed and sited in order to minimise their visual impact. Policy CS15 in the LDF Core Strategy expects development to positively influence the appearance and use of the local environment. 'Saved' Policy UD2 in the Wrekin Local Plan requires development to respect the context, both visually and functionally, and enhance the quality of the local environment.

The single pole radio aerial previously approved under Ref: W2009/0545 is considered to be of an acceptable size and appearance. It is currently in situ and being a slim line pole erected up alongside the gable end of the house it is not unduly visually intrusive in the surrounding area.

The applicant now wishes to replace this slim pole aerial with a larger, ground-based mast, lattice type structure, which would be free-standing in the rear garden. The larger radio mast is currently laid horizontally in the rear garden of No. 87 and comprises three 'telescopic' sections of lattice metal construction. There is also a horizontal aerial at least 4 metres in length which would be attached to the top of the mast. When the mast is fully erected complete with aerial it would be a substantial structure. The mast would be located approx 0.5m away from the rear elevation of the dwelling.

Whilst lattice type mast structures have been allowed elsewhere, the proposal for the mast at No.87 Dunsheath should be considered on its own merits and site specifics. Officers have visited the sites at Hill Fold and Cuckoo Oak Green in order

to view the circumstances existing at those sites. According to the Planning Inspectors for each case, there were sufficient mitigating factors in order to allow the mast. In both these sites the dwellings, while similar in size to No.87 Dunsheath, are part of relatively smaller residential estates and there is a mix of land uses and development in the wider surrounding area. The aerial approved on appeal at 15 Cuckoo Oak Green is in situ and, in your Officer's opinion, notwithstanding the verdant backdrop of trees which provides some screening to the site from the adjoining slip road, it does appear as a substantial piece of antennae equipment not normally associated with a low-rise residential development.

The mast is no longer in situ at No.8 Hill Fold, having been removed to 87 Dunsheath. No.8 Hill Fold is an end terrace and the mast was positioned adjoining the gable end (side elevation) of the dwelling, where it would have been sufficiently set back from the adjoining Cemetery Road, and partially viewed against the wall of the house, rather than as a free-standing structure. The adjoining trees would also have provided some screening and reduced its visual impact in the street scene.

The applicant also refers to a 13.7m high radio mast, which was approved by the Council at No.73 Cordingley Way (Ref: W2003/0120). The pattern of development on this housing estate in Donnington is different to that in Dunsheath. It is lower density and typically the dwellings are traditional semi-detached with longer rear gardens giving a greater distance to adjoining properties to the rear, resulting in the mast having less visual impact.

At Dunsheath, there is a distinct pattern of development and dwellings are in closer proximity. There are views of the rear elevation and garden area of No.87 from the parking area at the end of the cul-de-sac. The existing 1.8m high fencing enclosing the garden would do little to mitigate the impact of the lattice mast when fully extended. The lower section of the mast would be screened from some viewpoints by adjoining dwellings. However, due to its height when fully extended (17.5m) it would project above the height of the roof of the property and the apparatus is likely to be visible at various points in the surrounding area and street scene, and would appear as an incongruous feature in this residential area. The additional horizontal aerial that would be attached would further exacerbate this visual intrusion.

Therefore it is considered that the proposed mast at No.87 Dunsheath would have a significantly greater impact on the character and amenity of the surrounding area than the similar apparatus approved at Cordingley Way and allowed on appeal at Hill Fold and Cuckoo Oak Green. The dense layout of the housing development in Dunsheath combined with the lack of screening for the mast would result in a visually intrusive feature. Furthermore, the mast would be a substantial free-standing structure which would not relate specifically to any elevation or element of the dwelling and due to its overall height and appearance would therefore appear out of character in this predominantly low-rise residential area.

The application as submitted contains no attempt to minimise the visual impact of the proposed 17.5 metre high mast on the surrounding environment, contrary to

the advice and guidance given in national planning policy (PPG8) as well as the objectives of local planning policy contained in CS15 of the LDF and 'saved' Policy UD2 in the Wrekin Local Plan. Therefore in this case it is considered that the radio mast would be a visually intrusive and incongruous feature which would have a detrimental impact on the character and amenity of the locality.

RECOMMENDATION: REFUSE PLANNING PERMISSION for the following reason:

The proposed radio mast represents an unacceptable development by reason of its size, overall height, design and appearance, which would be visually intrusive and out of character in the context of the surrounding residential area. The proposal, therefore, would be an incongruous feature which would be detrimental to the visual and residential amenities of the area and would, therefore, be contrary to the established objectives of 'saved ' Policies UD2 and T21 of the Wrekin Local Plan, and Policy CS15 of Local Development Framework Core Strategy Development Plan Document.

Notes

Agenda Type : A

W2009/0876 Erection of 1no. Class A1 DIY retail warehouse with garden project centre and 1no. Class A1 food store with associated parking, servicing and access
*****AMENDED PLANS*****

Snedshill Trading Estate, Holyhead Road, Snedshill, Telford, Shropshire

Recommendation Code: FG

Ward: St Georges

APPLICANT:
Liberty Mercian Limited

RECEIVED ON:
08/10/09

PARISH
St. Georges & Priorslee

WARD
St Georges

CASE OFFICER:
Gareth Thomas

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Retail Impact, Highway and Transport Impact, Planning contributions (section 106), Design issues, Green Space designation.

THE APPLICATION SITE:

The site comprises some 1.8 ha of land known as the Snedshill Trading estate, located to the north of Holyhead Road, adjacent to the Town Centre as defined in the Local Plan, and approximately 1km to the north of the Town centre's retail core. Oakengates lies approximately 1 km to the north of the site.

The site is a former quarry, with the remaining quarry face running along its northern and eastern boundaries. This steep embankment represents a prominent feature in the local landscape and contains densely planted evergreen and deciduous trees, thus providing a strong visual context for the development. The site is bounded to the west by the A442 Queensway and to the south by Holyhead Road. The Central Park office development lies on the southern side of Holyhead Road. A bridge over the A442 Queensway links Holyhead Road to the Greyhound Roundabout. The site has been cleared of former industrial buildings leaving the remnants of the frontages to the former buildings, lowered and used partly as an existing retaining wall, which will need to be re-built in its entirety to retain the proposed car parking area.. The site can be described as a 'gateway' site as it is prominent in relation to Queensway, Holyhead Road and the Greyhound roundabout; but it is relatively secluded and there are few buildings that the site can relate to - there are employment related buildings on the opposite side of Holyhead Road (Castle Trading Estate) forming part of the Central Park estate, but these are concealed by trees and shrubs.

THE PROPOSAL: This is an application for full planning permission comprising two main elements:

Unit A: Erection of a DIY retail warehouse, for occupation by Wickes, extending to 2,931 sq m (31,550 sq ft) gross, together with 464 sq m (5,000 sq ft) outdoor garden centre. Provision is also made for a 594 sq m (6,400 sq ft) external compound area, to include pump house and sprinkler tank installations. For retail impact purposes the net retail sales area for the DIY store and associated outdoor centre comprises a total of 2,491 sq m (26,807 sq ft) representing 85% of the gross floorspace.

Unit B: Erection of new foodstore comprising 1,558 sq m (16,770 sq ft) gross floorspace with a net retail sales area of 1,125 sq m (12,110 sq ft) to be occupied by the discount food retailer, Aldi. The proposed ratio between food:non-food would be 85:15.

Access to the two retail units is intended to be taken from Holyhead Road which will incorporate a dedicated right turn lane. 196 car parking spaces is proposed which will be located against the boundary along Holyhead Road with the buildings located to the rear backing on to the former quarry face embankment. A service area and an enclosed garden centre facility will be provided to the rear and side of the DIY warehouse store. A new retaining wall is proposed along the frontage to the site and this itself will form an important element in the street scene and is to be constructed with smooth 'sandstone' masonry blockwork and incorporate recessed panelling, in which to aid design. Arguably when passing close to the site, it is the proposed retaining wall which will comprise the dominant design feature. The site at this point is elevated with the buildings set back into the site. From the roundabout, the buildings will be viewed against the backdrop of the hill behind.

The height of the non-food DIY retail warehouse is equivalent to a 2.5 storey building, with a height of approximately 10 metres with the foodstore at a lower height of approximately 8.5 metres. The buildings will sit in the context of the quarry face to the rear, which rises to an approximate height of 20 metres. The design of the two buildings is broken into two distinctive components with each incorporating common design and elevational treatment. The building will effectively 'sit' on an architectural smooth facing 'sandstone' masonry plinth to a height of 3 metres, which will be the part of the building that will provide the localised environment for the shopper. The same materials will be used incidentally for the retaining wall fronting the highway noted above. The main upper parts of the building will be clad in a smooth metallic silver cladding which in turn will be framed by a flat panel cladding of the same colour. The theme is to provide a simplistic 'sculptured' form when viewed from a distance in the context of the landscaped slope to the rear of the site. The Design & Access Statement explains that 'this will effectively set off the landscape slope to the rear...and not detract from the drama of the landmark site'.

Officers have been in negotiation with the developer in an effort to ensure that the design treatment respects the Council's aspirations for this 'gateway' site. Following this dialogue, the treatment of the entrance to the DIY store has been further enhanced to incorporate a projection to this elevation and the canopy roof remodelled and a corner feature introduced to the roundabout facing elevation.

Reports Submitted as part of the application

Transport Assessment Retail Impact Assessment and Supplementary Report Flood Risk assessment Sustainability Statement

PLANNING HISTORY Application Ref W2004/0977 - Outline Permission for retail warehouse and garden centre REFUSED July 2005 on design grounds

Application Ref W2005/1240 - Outline Permission

DEVELOPMENT PLAN National Planning Policy: Planning Policy Statement (PPS) 1: Delivering Sustainable Development PPS1: Planning & Climate Change Supplement to PPS1 Planning Policy Guidance (PPG) Note 4: Industrial, Commercial and Small Firms PPS 6: Planning for Town Centres PPG 13: Transport

Regional Spatial Strategy for the West Midlands Preferred Options: Policy PA12B Non-Strategic Centres Policy T2 Reducing the Need to Travel - especially by car; reduce the length of journeys Policy T7 Car parking and management - maximum standards in line with PPG 13.

Local Development Framework Creation of network of mixed-use District Centres to provide services and facilities; Policy CS 5: District and Local centres in Telford Oakengates, inter alia, will be the focus for new development meeting the needs of their respective communities.

Wrekin Local Plan Policies: Policy S1 Service Centre Hierarchy

A hierarchy of service centres will be maintained by directing development and investment into the existing service centres in accordance with their role in the hierarchy.

The out of centre retail parks and the Town Centre sits at Level 1 of the hierarchy, with the District Centres (including Oakengates) comprising Level 2 of the hierarchy.

The site is not located in the Town Centre or a District Centre, and is therefore an out-of-centre location and not sequentially preferable.

Environment policies UD1-3, UD5 and UD6 Employment Policy E4 Transport Policies T4, T22

Map 1 contained within the Wrekin Local Plan identifies gateways and corridors and in the context of Policy UD6 the site the subject of this application is contained within a notation identifying it as a gateway site. Policy UD6 states: 'The design of buildings and sites in these locations should pay particular attention to: a) be an appropriate scale, form and materials b) respect and reinforce existing landmarks and focal points c) incorporate high quality boundary treatments and to carefully locate and design car parking and storage areas d) include high quality soft and hard landscaping treatments e) consider sensitive advertisement design.'

CONSULTATION RESPONSE:

Town Council. The Town Council has previously drawn attention to the need for a plan for managing traffic on the whole length of Holyhead Road between the Greyhound Island and the Priorslee Roundabout. The development could attract pedestrians from the Ketley Bank area, which emphasised the need for better crossing facilities at the Greyhound Island, where the underpasses were unpopular and little-used. As to vehicles, the development would result in several hundred daily movements onto and from the site. That would put increased pressure on the Greyhound Island's capacity, which had been reduced by recent modifications, and where restricted visibility also limited capacity. Suggested realigning the exit road

from the A442 to a new roundabout or accommodating an exit from/access to the new development. A benefit of such an arrangement would be that eastbound traffic from the A442 would no longer have to go around the congested Greyhound Island.

Another point of concern was the effect of the proposed food store on trade in the centre of Oakengates, where trade was in a fragile state.

Town Council OBJECTION: 1. That Telford and Wrekin Council be asked to require the realignment of the exit from the A442 onto a roundabout junction with the access to/egress from the development site. (Councillor J Trafford abstained from voting on this resolution).

2. That a formal objection be lodged to the proposal for a food store, on the grounds of the damaging effect on the economy of the centre of Oakengates.

3. That Telford and Wrekin Council be urged to require a section 106 agreement to enable traffic movements on the adjoining roads to be made safe; and to enhance the centre of Oakengates and/or provide community facilities.

Highway Authority - localised widening of the frontage footway to Holyhead Road required. The proposed access and pedestrian splitter island will need to be conditioned. Travel Plan necessary. Financial contribution necessary to secure off-site highway improvements and Travel Plan monitoring.

Engineering Services - The building is located sufficient distance from mineshafts. Shallow mining drill and grout condition necessary. Design of Holyhead Road retaining wall to be subject of further consideration of specifications by civil engineer. Note: Further conditions may be necessary following ongoing consideration.

Environmental Health (Land Contamination) Land contamination condition necessary given the site's previous uses.

Severn Trent Water - No objection subject to prior approval of surface and foul drainage

Property & Design: Planning Services asked about the retail development proposed for Oakengates Town Centre as part of the Oakengates Regeneration programme, Estates & Investments went to the market in September 2009 to seek expressions of interest for the provision of a retail store on the New Street car park, Oakengates. An expression of Interest has been received from a major food retailer and negotiations are continuing. The retailer is aware of the proposed development of an Aldi store at Snedshill.

Third Party Representations: Peacock & Smith acting for Wm Morrison Supermarkets Plc: Objection: Quantitative need: - Despite Council's retail study which suggests sufficient capacity to support additional retail floorspace, this does not in itself justify proposal. The applicants have underestimated Aldi's benchmark turnover by some £2m in the Retail Assessment. Qualitative Need: should be provided within town centres in accord with PPS 6. Scale: has not been addressed as a key test of PPS 6. Sequential Approach: the site is equidistant from both

Oakengates and Telford town centre; should incorporate TC sites in the sequential analysis; Impact: The proposed Aldi turnover will likely to be £6m - the applicant has estimated actual turnover, which will be 35% below benchmark turnover. Thus impacts on other stores can not be realistically assessed or addressed.

PLANNING CONSIDERATIONS:

PLANNING POLICY Planning Policy Statement 6 : Planning for Town Centres is probably the guiding policy in relation to this planning application. It sets out Government's policies for town centres and the 'main town centre uses', which of course includes retail uses. The Government's key objective for town centres is to promote their vitality and viability by planning for growth of existing centres and focussing developments in such centres.

PPS 6 requires a pro-active, plan-led approach to planning for town centres. It contains requirements in relation to the plan making functions of Councils, but also contains the Government policy requirements in relation to the determination of planning applications for main town centre uses. PPS6 states that local planning authorities should require applicants to demonstrate:

* The need for development * That the development is of an appropriate scale * That there are no more central sites for the development * That there are no unacceptable impacts on existing centres; and * That locations are accessible - sustainability is regarded as a core development policy

As a general rule any application should satisfy all these requirements, along with relevant local issues and other material considerations.

The Need for the Development: In terms of need, it is fair to say that local planning authorities should place greater weight on quantitative need, particularly in relation to convenience retailing.

The emphasis in the remainder of this section on need relates to the proposed Aldi store on the basis that there is an extant planning permission for the erection of a larger Wickes DIY Warehouse (Permission reference W2005/1240). The Council has commissioned robust evidence in support of its development plan and particularly, to support the policies contained within the Central Telford Area Action Plan. Members should be aware that despite the objection from a competitor to the Aldi component (see above), this objector did not question the evidence base relied upon by the current applicants in relation to quantitative need. But Members need to be aware of the evidence and this is summarised below.

White Young Green Retail and Leisure Study and Town Centre Capacity Studies (May 2009 Updates)

In May 2009, WYG produced an update of their retail need study and prepared an additional study looking at site availability to meet this need within the vicinity of the Town Centre. The White Young Green Study forms part of the Council's evidence base and informs the LDF policies and the Council feels it should be the basis for determining future retail requirements.

The WYG Study (2009 update) shows that based on an additional 26,500 homes by 2026 (scenario for Telford borough in RSS), there is a need for an increase in convenience retail floorspace of between 1715 to 3,430 sq.m (net) by 2011 and 2,560 to 5,120 sq.m (net) by 2016. This need is expressed as a range as it is dependent on a number of factors such as the end operator.

The applicants using the growth scenarios have translated the floorspace requirements to equate to potential turnover capacity to assess whether the proposed Aldi would take up a disproportionate amount of the available capacity within the Borough given the timeframe scenarios above. Although we can speculate the probable success of an Aldi store at this location in terms of likely turnover - and the objector has certainly questioned Aldi's assessment of turnover - it clear that there is a strong quantitative need for additional convenience floorspace in the Borough (excluding outlying areas such as Newport) that even with the Aldi proposal at this location, there is considerably more surplus capacity available to support this and indeed other convenience floorspace.

The applicant states that the turnover requirement compares very favourably with the forecast growth, regardless of which scenario is considered and as stated above, the objector does not seek to oppose the proposal on this particular element of PPS 6. Your officers believe that the test of quantitative need has been met and that there are no grounds to suggest that the absorption of available expenditure and floorspace by this modest sized store would prejudice the Council's strategic position on retailing.

Qualitative Need There is an argument to suggest that there continues to be leakage of expenditure on non-food retailing in particular to other competing centres such as Shrewsbury and Wolverhampton. The same can be said to a lesser extent to food shopping. Moreover leakage of expenditure necessitates trips, usually by car.

The proposed retail warehouse DIY store would provide a modern, purpose-built unit. The applicants argue that the B&Q store at The Bridge Retail Park occupies a 'first-generation' retail warehouse. A Homebase warehouse is situated at the Wrekin Retail Park. It is argued that the proposal would provide a major qualitative improvement in Telford's DIY offer - a fact supported previously. Given the existence of extant outline permission, it would be difficult to argue against this claim.

The applicants emphasise the fact that there is not a conveniently located deep discount food store within the Oakengates/St George's/Ketley areas and consider this to be a major shortcoming and deficiency in the context of the relevant provisions of policy guidance which seek to ensure that all sectors of the community have access to a full range of shopping facilities. The applicants suggest that the proposed store could remedy this deficiency and enable Aldi to meet the requirements of important consumer groups more effectively such as those on lower incomes. The applicants consider that the closure of the Netto 'deep discount' store at the Wrekin Retail Park, adds further weight to the qualitative need for this store. Households with low incomes and limited mobility will have less choice in terms of where to shop; the proposal (Aldi) may help to provide this opportunity and satisfy the qualitative argument.

Retail Impact Considerations Members will recall that at about the time of the outline planning application at this site, there was a competing proposal at Priorslee; this went to call-in inquiry and the application refused in May 2004. The applicants argue that this releases some £8m of capacity to further increase turnovers of existing and proposed DIY stores in Telford. Moreover another store (Focus) at Southwater Way has closed thus releasing further expenditure capacity. Notwithstanding this rather academic argument, the Council was content to release permission for a further DIY store at Snedshill in 2006 and this remains extant.

Given the lack of DIY operators in the Telford Town Centre, it is accepted that the Town Centre is unlikely to be affected by the proposed DIY operation here. In terms of impact on Oakengates, the applicants previously agreed that they would not compete against existing retailers operating within Oakengates by selling directly comparable goods and this can be subject to a condition. Your officers are satisfied that the proposed DIY retail warehouse will not have a severely detrimental impact on the basis of retail impact.

In terms of convenience (food) shopping and impact, the applicants have produced evidence in the form of shopper surveys and expenditure analysis together with WYG evidence to better understand the impacts arising from the proposed foodstore. They have also analysed existing operators in Oakengate centre and in the north of Telford. The applicants' retail impact assessment shows that the Aldi store would not offer a wide choice of products such as newsagents, bakery, and delicatessen and will therefore not compete and/or take trade away from Oakengates. Additionally it is understood there to be a prospect of a 372 sq. m top-up store in Oakengates which the applicants consider would complement the Aldi proposal and offer a different shopping 'experience' in terms of quality to the local population. The Property & Design colleagues confirm that there appears to be market interest in providing a suitable operator for a site within the Town Centre at Oakengates and negotiations are continuing for the disposal of the site to a 'quality' brand operator. Although this will provide circa 375 sq m (gross) floorspace and therefore probably 'top-up' shopping provision, it does secure the future of Oakengates as a shopping destination and a reflection of market acceptability that the Aldi operation is highly unlikely to impact on Oakengates town centre and that the nature of the shopping offer between Aldi and the proposed 'quality' operator at Oakengates is entirely complementary rather than the stores competing 'head-to-head'.

The closure of the 'Netto' operation at The Wrekin Retail Park has probably released further retail expenditure which can be absorbed by discount operators, such as Aldi.

The applicant's willingness to enter into Section 106 agreements with Telford and Wrekin Council to help improve the centre of Oakengates and by providing signage directing people to Oakengates, encouraging combined trips to the two could assist in mitigating the effect of any trade diversion to Snedshill.

Accordingly, your officers are satisfied that the proposed foodstore is unlikely to have a detrimental impact on Oakengates town centre.

Sequential Test Considerations The sequential approach (sequential equating to an analysis of 'sequentially preferable sites' in relation to town centres/edge of centres/out-of-town sites to accommodate a particular retail proposal) should be applied to all development proposals for sites that are not in an existing centre nor allocated in an up-to-date development plan document. All options in the centre and centres, including where necessary the extension of the centre should be fully explored.

The applicant states there are no suitable or available sites within or adjacent to Oakengates district centre that could realistically accommodate a similar sized DIY development together with dedicated customer car parking and associated servicing provision. There is an argument to suggest that options such as Spencer's Market site at Southwater in the town centre and car park sites in Oakengates identified in the SHLAA should have been considered and the applicant demonstrating with evidence why such options may not be suitable, available or viable. But given the extant permission for a DIY store at Snedshill, it is difficult to see how the current proposal can be resisted on sequential grounds. DIY stores by their very nature (size, servicing and parking requirements) rarely sit comfortably within town centres and it is generally acknowledged that edge and out of centre sites will need to be explored.

Turning to the convenience retailing element of this proposal, in sequential terms, a site within the centre of Oakengates should be explored before moving to an edge of centre location. The applicants have explored town centre sites, most of which considered suited to accommodate this development are in Council ownership (car parks). They consider that none are available or their release desirable as this would impact on the local community. But the emerging position strongly suggests that a site within the town centre of Oakengates will shortly be brought forward and that interest has been expressed by a quality retailer. The applicants' position on this is reliant on that site coming forward in the short term and that the two developments occupying different sectors of the food retailing provision (discount v. quality) may be beneficial to Oakengates. The local community therefore has the potential to benefit from two new food stores rather than one, thereby enhancing the retail offer and competition. An additional argument is that the Snedshill Aldi proposal if rejected would not necessarily result in that store being redirected to a site within Oakengates centre.

Members may highlight the vulnerability of the current Co-operative store that appears to be under-trading in the town centre of Oakengates but nevertheless contains the local Post Office facility. However the applicants have argued that the assumed vulnerability should not be used as a reason to withhold planning permission for their development as the two stores have a different market and the vulnerability is probably due to under-investment by the Co-op.

Overall, it is concluded reasonably that there are no sites that can be described as readily available for this proposal that would be sequentially preferable.

ECONOMIC EFFECTS AND SUSTAINABILITY ISSUES:

Again given the extant planning permission that exists for the proposed DIY retail warehouse proposal, it is not necessary to require excessive consideration of these

issues. Nevertheless, it is clear that Wickes is undoubtedly a successful retailer that has developed and refined its methods of supplying, presenting and selling DIY and related goods, including to the local building fraternity. A major element in its success has been the evolution of the larger warehouse format whereby a large amount of goods is offered for sale from a large site. PPS6 recognises that some types of retailing, such as large stores selling bulky goods may not be able to find suitable sites within existing centres. By subdividing into possibly a larger number of smaller store formats may increase costs associated with traffic costs and congestion.

Accessibility of the development by a choice of transport and the impact of travel by car is a major issue in PPS6 and PPG13. Public transport is available in the form of quality bus routes and Oakengates railway station is some 1km away. Improvements to the strategic highway network is proposed in the form of 'major schemes' as described in CTAAP. The applicants have offered a financial contribution to this, which has been accepted as reasonable level of contribution by highway colleagues.

In relation to the convenience element (the Aldi component), the applicants point out that despite the Town Council's concerns, the Chamber of Commerce supports this proposal and that a 550 strong petition has been lodged in support. The Snedshill proposal will provide 70 much needed new jobs into the area and will represent a substantial private sector investment which must be viewed as significant in these current times. Moreover, the proposal will introduce two new retailers into the area and the applicants believe that this will lift the profile of the site and corresponding area.

In these circumstances, it is the view of your officers that the proposal is consistent with national, regional and local planning policy and will not result in harm to the town centres of Oakengates or Telford or undermine the principal strategy of the Wrekin Local Plan and TCAAP. It will not either undermine the functioning of Oakengates as a District Centre and principally Local Plan Policy S16.

HIGHWAY CONSIDERATIONS:

The Transport Assessment has assessed the level of traffic generation resulting from the current proposals and compares this to that considered in the TA in the 2005 planning application and assesses the implications of predicted changes in background traffic flows suggested by the traffic modelling undertaken by the Highway Authority. The level of traffic likely to be generated by the current proposed development is significantly below that considered under the previous proposal. That being so, no objections are posed by the Highway Authority to the development. However, the previous applicant offered substantial funds via a section 106 Agreement towards major highway schemes, including the Greyhound Link. Since that date, CTAAP has emerged and 'major schemes' clarified. It is anticipated that all major developments will be required to share the costs of major highway schemes throughout the Town Centre corridor. The applicants have been in negotiations with the Highway Authority to agree a suitable contribution. In addition, the applicants will be required to submit a Travel Plan for consideration by the LPA in consultation with the Highway Authority. The monitoring of Travel Plans is becoming an involved task for the Highways section and it is necessary to secure a

sum that can be used to monitor Travel Plan provisions over a 3-5 year period. The applicant has agreed a financial contribution towards this.

On the basis of the above paragraph Members are advised that the development will not impact unacceptably on highway matters.

FLOOD RISK AND DRAINAGE CONSIDERATIONS:

The Environment Agency's indicative floodplain maps show the site of the proposed development to be outside the extreme flood risk area of any major watercourse in the area - Flood Zone 1 (low risk). There have been discussions held between the applicant and STW and the Council's Drainage section. There has been some questioning of whether the development should be served by enhanced on site storage facilities to further reduce discharge rates, and potential flood consequences downstream, with the applicant claiming that its proposal meets the requirements for surface water attenuation on brownfield land as required by PPS25. A condition will be imposed requiring further approval of the detailed drainage design. STW will permit discharge into their system provided the rate of discharge does not exceed current rates.

DESIGN CONSIDERATIONS:

This is a Gateway site and its status does have Development Plan implications in that we should expect high standards of design. The site is visible from both the Greyhound Roundabout and Queensway but the development has to deal with technical geotechnical constraints that inhibit a road frontage design response. However it is still possible to achieve a design that is of appropriate scale, form and design thereby providing sufficient presence in this landscape/townscape position. Your officers feel that the proposal as amended achieves a distinctive design and townscape statement and should be supported.

GEO-TECHNICAL CONSIDERATIONS:

There are a number of mineshafts, in particular located at the front of the site and an important one that falls just outside the site to the rear but which needs careful attention to avoid threatening the capped shaft through piling operations. The location of mineshafts along the frontage to the site has had a bearing on the design and location of the buildings on site (see above). Further intrusive investigations will be necessary and the Council's Engineering Services are still in detailed discussions regarding the impact of the development on the mineshaft to the rear. It is likely that the discussions will be concluded by the time of Plans Board, or sufficiently to support the proposal subject to conditions. Members will be updated at Plans Board on these issues.

Section 106 Contributions:

Negotiations have taken place to secure contributions to highway schemes in the CTAAP area. In addition it is now a familiar feature in other authorities to require the developer to make a contribution towards monitoring and administration of section 106 Agreements. It is becoming clear that pressures placed on monitoring and enforcement of section 106 Agreements requires additional resources to effectively compliance with agreed obligations. It is recommended that the section 106 Obligation contributions comprise: £410,872 towards major highways and transportation infrastructure schemes plus a further £10,000 towards monitoring the

Travel Plan and a contribution of £10,000 towards the ongoing monitoring and administration of the Agreement. In the event of any financial contributions remaining unspent following a period of five years from the date of the agreement or payment of the sums of money, the contributions or any parts of the contributions remaining unspent will be repaid to the applicant.

CONCLUSIONS:

The current (revised) application has been the subject of protracted discussions and presentation of evidence over many months and needs to be considered in accordance with the policies contained within the Development Plan and other material planning considerations, including national planning guidance on retailing. Planning Policy Statement 6 is fundamental to the consideration of the foodstore element of the proposal and the issues raised therein have been carefully assessed. The Town Council is concerned in relation to the impact of the development on Oakengates Town Centre and it is the foodstore element that needs most care in our deliberations. However your officers believe that there is sufficient retail capacity within Telford to accommodate the foodstore proposal and that sequentially, whilst there may be better sites available within Oakengates centre, there is strong market demand to develop another site in the town centre and that due to the nature of these retailers, they are comfortable to operate within the same immediate community. This argument is based on the fact that there are no conveniently located deep discount foodstore within the Oakengates/St George's/Ketley areas and this is a major deficiency in terms of satisfying the needs of all sectors of the community to have ready access to a full range of shopping facilities. The tests of PPS6 are satisfied on the basis of both quantitative and qualitative need and your officers believe that the planning balancing exercise is heavily influenced by the very positive regeneration elements of the proposal and the opportunities to develop this brownfield site.

Subject to the further clarification of geo-technical aspects of the proposal, your officers are content that a favourable recommendation can be given to this proposal.

RECOMMENDATION: That upon the signing of a section 106 Agreement to secure the payment of £410,872 towards major highways and transportation infrastructure schemes plus a further £10,000 towards monitoring the Travel Plan and a contribution of £10,000 towards the ongoing monitoring and administration of the Agreement and there being no objection from Engineering Services on geotechnical grounds, the Head of Planning & Transportation is delegated to grant planning permission, subject to the following conditions, together with conditions advised by the Engineering Section:

1. A3 - Standard Expiry date
2. C120 - Amended Plans
3. B15 - Samples of materials
4. B23 - Landscaping
5. C 80 - Landscaping scheme implementation
- 6-8 A0 - Non-standard highway conditions
9. B65 - Drainage
10. Land Contamination condition
11. B34 - Mud on Roads
12. C87 - Car parking, loading

Notes

Agenda Type : A

W2009/0886 Provision of a neighbourhood equipped area for play
Public open space to rear of, Glendale, Lawley, Telford, Shropshire.
Recommendation Code: FG
Ward: Horsehay & Lightmoor

APPLICANT:
Telford & Wrekin Council

RECEIVED ON:
07/10/09

PARISH
Lawley & Overdale

WARD
Horsehay & Lightmoor

CASE OFFICER:
Anna Robinson

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, Design and appearance, Impact on adjoining residential amenity, Green Network.

THE PROPOSAL:

The application seeks planning permission to erect a neighbourhood equipped area for play (NEAP), ball court and cycle track on an existing area of public open space at the rear of Glendale in Lawley. The ball court will be bounded by 3 metre high galvanised grille fencing and includes a seating area, upgraded litter bins and safety signage. The play area will be bounded by 1.2 metre high bow top fencing and the cycle track fencing will be 1.2 metre high flat top.

THE SITE AND SURROUNDINGS:

The site comprises an existing area of public open space surrounded by substantial screening of trees and hedges on the north and east boundaries located in a residential area, with a small equipped children's play area and football goalposts located at the southern end of the area of public open space. Current hours of use of the facilities are dawn to dusk with no illumination to the area. Part of the site area is designated as Green Network. A Definitive Public Right of Way crosses the site from east to west from the residential development in Glendale to Bartholomew Road. A vehicular access point is located from Glendale leading to a small hard surfaced parking area on the western boundary of the site.

The nearest residential properties to the proposed play facilities are some 40 metres away to the east and west.

CONSULTATION RESPONSES:

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

The Pollution Control Officer has confirmed that there are no objections, in terms of noise and nuisance from the proposed development.

The Arboricultural Officer advises that a 3 metre gap should be left between the play area and the adjacent hedge to enable maintenance of the hedge to continue. He also states that as the woodland matures, the proposed play area will be cast in shade during the summer and may remain frozen during winter mornings. Leaf litter

could be a problem and the Ash trees could cause damage up to 10 metres from the trunk of the tree, so the inclusion of a root barrier on the woodland side may be necessary. During construction of the play area, the hedgerow should be protected by HERAS fencing at a distance of approximately 2 metres from the hedge to ensure the Root Protection Area of the hedgerow is not damaged by the works.

Lawley & Overdale Parish Council object to the proposal on the following grounds:

- The parish council is seeking village green status for 2 sites in Lawley including the application site.
- There is concern regarding the loss of trees and hedges on the land. Members of the Parish Council have requested a tree survey.
- They do not consider that Telford & Wrekin Council has carried out sufficient public consultation for the proposal and believe the evidence to upgrade the playing field has been based on a limited number of responses
- The parish council has consulted the local community to determine what facilities young people would like at Rock Road Play Area, which yielded far greater number of responses than the Lawley play provision. The results have been forwarded to Telford & Wrekin Council, although they have not being considered.
- Lack of up to date information from Telford & Wrekin Council regarding the position on the upgrade of all play areas within the parish
- Process of upgrading all play areas within the parish has been ongoing since November 2005. Parish Council Members consider that given the length of the process, the planning application should be withdrawn enabling time to consider the village green proposal.

One letter of objection has been received from local residents in Glendale who have a number of concerns regarding the development, summarised below:

- Very few children live in Glendale, and the majority of the occupants in the Glendale area are elderly or disabled
- Elderly and disabled residents have a right to peace and quiet
- The play area would be open from 7.30am to 9.30pm, but nobody to police the activities leading to anti social behaviour
- At the rear of the property is a public footpath which provides access to the field – previous problems of anti social behaviour – damage caused to fence etc.
- Proposed development will increase noise and nuisance to the rear garden area
- The development is intended for the new residents of Lawley who will not be affected by noise from their children using the play facilities
- Sufficient play provision already – Telford Town Park

PLANNING HISTORY:

W2004/0980 Residential development comprising 3300 dwellings, employment/mixed-use commercial/leisure development, erection of a primary school and community centre, infrastructure works and associated recreational space and landscaping, Outline granted

Funding for the refurbishment and relocation of the equipped play facilities has been secured from Section 106 contributions as part of the overall Lawley development.

POLICY CONTEXT:

Local Development Framework Core Strategy
Policy CS10 Community Facilities
Policy CS11 Open Space
Policy CS15 Urban Design

Wrekin Local Plan

Policy UD2 Urban Design Criteria
Policy OL3 Green Network Policy
Policy OL4 Development in the Green Network

PLANNING CONSIDERATIONS:

The proposed development would provide improved facilities of the existing children's equipped play area, along with the creation of a ball court for a range of activities such as basketball and 5-a-side football, seating area and a small cycle track to meet the recreational and play needs of the local community. The site of the existing play area is needed to accommodate new housing as part of the Lawley development.

The proposal is a modernisation of the existing facilities and follows a public consultation exercise by Telford & Wrekin Council to establish the type of facilities and activities the local community prefer at this location in order to meet the expectations of the young people who would use the NEAP. The development is modern in design and materials, and reflects other similar play facilities that have been permitted in other parts of the Borough.

The colour of the fencing to the ball court would be green and brown, and the cycle track and play area will be bounded by 1.2 metre high green metal fencing, which will blend in with the surrounding woodland. It is considered that the overall scheme is appropriate to the context of the area, both visually and functionally, providing a much improved facility for young people. Officers consider that the design accords with local design policies CS15 of the Core Strategy and UD2 of the Local Plan require the development to reflect the existing context, in terms of the scale, design and form etc. There will be no adverse impact on the amenities of the area. The site is located well away from residential properties, with substantial screening around the boundaries of the recreation land.

The proposed new facility will be located in the Green Network as defined by policy OL3 of the Wrekin Local Plan. Policy OL4 permits development in the Green Network provided where community benefits, such as recreational facilities would form an integral part of the proposal. The scheme would therefore meet the aims of the Green Network and provides important community facilities for local residents. Furthermore, Policy CS10 of the Core Strategy states that improvements to existing community facilities will be supported.

In response to the Parish Council objections, the Landscape and Recreation team states the following:

- The Village Green application is currently being investigated by Legal Services and includes the planning application area and land that is proposed

for residential development owned by the Homes & Communities Agency. The provision of freely available children's play provision has been identified in the Lawley Masterplan for a number of years (prior to the Village Green application). The council is therefore opposing the Parish council's application for Village Green status on Telford & Wrekin Councils part of the site to ensure freely available children's play is available to meet the needs of the community.

- The trees are located outside application site area and are on the existing play area site. No trees are to be felled are adversely affected by the provision of new children's play equipment, as this is proposed to be located on a flat area of amenity grass 3 metres away from an existing hedgerow, allowing maintenance of the hedgerow.
- The survey the Parish refers to relates to facilities in Overdale (Rock Road) and not Lawley. Telford & Wrekin Council has carried out extensive consultation for the Lawley NEAP, as detailed in the application.
- There is no valid reason for the application to be withdrawn and the Applicant wishes the proposal to be determined Members of Plans Board at the earliest opportunity.

The equipped play facilities on this area of public open space formed part of the original Lawley proposal and there has been extensive public consultation to establish a suitable scheme for the local community. It is sited at least 40 metres from the nearest dwellings, which exceeds national NPFA guidelines for proximity of facilities to residential properties. Thus the development will not have a detrimental impact on nearby residential amenities, such as noise and nuisance. There is no evidence that the anti social behaviour experienced at adjacent properties would be exacerbated by the proposal. In fact it is intended that through these play facilities, there will be a reduction in the fear of crime and that it will enhance community harmony and improve the quality of life for the local community.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

A3 - Statutory time limit

HERAS fencing to be erected 2 metres from the hedge to protect it during construction of play area

REASON FOR APPROVAL:

The proposed replacement and additional play facility respects the context of the site and would complement the long term aims of the green network in this locality as a community facility for recreation. The scale and design of the proposed development will not have a detrimental impact on the amenities of the area and will not adversely impact any residential properties.

Notes

Agenda Type : A

W2009/0904 Erection of a glazed vestibule and entrance lobby with glazed canopies to 2no. entrance doors

Windmill Primary School, Beaconsfield, Brookside, Telford, Shropshire.

Recommendation Code: FG

Ward: Brookside

APPLICANT:

Telford & Wrekin Council

RECEIVED ON:

15/10/09

PARISH

Stirchley & Brookside

WARD

Brookside

CASE OFFICER:

Andrew Mackriell

OBJECTIONS RECEIVED: No.

MAIN ISSUES: Design and appearance of the school extension and impact on the amenities of the surrounding area.

THE PROPOSALS:

The application is for a single storey extension to the school building to provide a new entrance lobby and glazed vestibule, with glazed canopies over the entrances.

SITE AND SURROUNDING AREA:

Windmill Primary School is situated within and serves the residential area of Brookside and occupies a relatively large and open site with adjoining playing field and hard-surfaced play areas. The school building has been previously extended and modernised.

PLANNING POLICY CONTEXT:

LDF Core Strategy DPD Policy CS15 Urban Design
Wrekin Local Plan 'saved' Policy UD2

CONSULTATION RESPONSES:

Stirchley & Brookside Parish Council have reported no objections to the application.

PLANNING CONSIDERATIONS:

The single storey extension would be built on the east elevation of the school building and is part of an internal restructuring of space within the existing building that will provide two new reception classrooms and a nursery area, which are already provided elsewhere within the building. The extension would encroach onto part of an existing hard surfaced play area, however the proposal would not result in a significant loss of this external play area.

The proposed extension would be of an acceptable appearance. Although the external facing elevations would be of largely glazed construction, it would harmonise satisfactorily with the existing school building. Curved polycarbonate canopies would feature over the new entrance doors.

The extension to the school building would have little impact on residential amenities in the surrounding area.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

A3 - Standard time limit.

C68 - External materials to match existing building

REASONS FOR APPROVAL:

The proposed extension would be an acceptable addition to the main school building which would be of a satisfactory design and appearance and would not have a significant detrimental impact on the street scene or the amenities of the surrounding residential area.

Notes