

PLANS BOARD

Minutes of a meeting of the Plans Board held on Wednesday, 25 November, 2009 at 6.00 p.m. in the Civic Offices, Telford, Shropshire

PRESENT: Councillors I.T.W. Fletcher (Chairman), R.G. Chaplin, E.A. Clare (substitute for Councillor F.R. Picken), N.A. Dugmore, J.A. Francis, G.M. Green, Y.C. Hicks (substitute for Councillor H, Rhodes) and M.J. Smith

ALSO PRESENT: Councillor S. Bentley for planning application W2009/0794 and Councillor Y.C. Hicks for planning application W2009/0874

PB-56 MINUTES

RESOLVED - that the minutes of the meeting of the Plans Board held on 4 November, 2009 be confirmed and signed by the Chairman.

PB-57 APOLOGIES FOR ABSENCE

Councillors H. Rhodes and F.R. Picken

PB-58 DECLARATIONS OF INTEREST

Councillor Y.C. Hicks declared an interest in planning application W2009/0874 and stated that, as she would be speaking in support of the application, she would leave the room during determination and voting thereon.

PB-59 PLANNING APPLICATIONS FOR DETERMINATION

- (a) W2009/0009 – The Shropshire Golf Centre, Muxton Lane, Muxton, Telford, Shropshire

This application was deferred at the Plans Board meeting on 15th October 2009 to enable officers to 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.

Officers had considered the possibilities of widening Granville Road and/or providing passing places and of bringing the road up to an adoptable standard. However, investigations had shown that most of the land on either side of the road was in private ownership and, therefore, any potential road widening would not be possible. As a way forward, the Council's Highways Engineer had suggested that the road be adopted by the Council under Section 228 of the Highways Act 1980, although this could not take place until the road improvements had been carried out. Adoption could not be guaranteed as the owner of any section of the road had the right to object. However, if the road was adopted, the surface dressing works would take place in June/July immediately following the implementation of the improvement works and adoption of the road.

In the short term the applicants were willing to take the following measures to encourage greater use of Granville Road:

- The removal of the existing flag sign at the junction of Muxton Lane with Wellington Road that now directed motorists up Muxton Lane
- Updating and amending the internet web site so that all visitors were 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 was clear that all the facilities at the Golf Centre should be accessed along Granville Road

During discussions with the applicants the possibility of closing off Muxton Lane where it joined Granville Road had been explored, as well as placing a barrier between the Golf Centre car parks to prevent movement through the site. However, it was considered that trying to encourage hotel guests to only use Muxton Lane and golfers to only use Granville Road would be difficult to monitor and enforce, and would create too many operational difficulties and could, in the long run, result in more vehicles using Muxton Lane than was currently anticipated.

It was considered that the implementation of the above measures would be sufficient to encourage drivers to access the Golf Club from Granville Road thus alleviating the flow of traffic along Muxton Lane.

Members welcomed the new proposals but the Chairman requested that it be stipulated that the highways improvements be undertaken prior to the commencement of the building works at the Golf Centre.

RESOLVED – that with respect to planning application W2009/0009 delegated authority be granted to the Head of Planning & Transport to grant planning permission subject to the applicants entering into a Section 106 Agreement relating to a financial contribution of £30,000 towards highway improvements in Granville Road and to the conditions as set out in the report.

(b) W2009/0544 – St. Luke’s Catholic Primary School, Church Road, Trench, Telford, Shropshire

This planning application was for the erection of annexe extensions to provide new and improved facilities for church, school, and community use on a site designated as Green Network in the Wrekin Local Plan. St Luke’s Primary School formed part of a larger school complex which also accommodated the Wrockwardine Wood Church of England School. Councillor C.F. Smith, one of the Ward Members, had requested that the application be considered by the Plans Board.

The proposed development, which would be sited 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

together with an extension to the existing car park to provide 42 parking spaces. The proposed one-way system through the site and the chevron parking spaces had been designed to discourage access from Pinewood Avenue or exiting onto Church Road. Overflow parking for 20 cars would be provided on part of the existing playground for related events. The existing pedestrian accesses from Church Road and Pinewood Avenue through the site would be maintained.

Following the demolition of the original Catholic Parish Church in Winifreds Drive, Donnington services had been held at the Army Garrison Church and at St. Luke's School. However neither building was suitable or licensed for wedding or funerals. The applicant, the Shrewsbury Roman Catholic Diocese, tried, whenever possible, to co-locate church, community, and school facilities on the same site, to the benefit of both the school and the parish but had been unable to find an alternative site or building in the Trench/Wrockwardine Wood area.

162 letters of support and a petition signed by 218 people in support of the application had been received, as summarised in the report. In addition, the Rector of Holy Trinity Church in Wrockwardine Wood supported the application as the proposed new facilities would not only benefit St Luke's School and the congregation of Our Lady of the Rosary, but also the wider community of Lower Trench. 27 letters of objection had been received, together with objections from Wrockwardine Wood & Trench Parish Council and Councillor C.F. Smith, as summarised in the report.

The Council's Highways Engineer had no objections to the application but had advised that weddings, christenings, and funerals should take place outside the school opening and closing times. This restriction together with the placing of appropriate signage at the car park entrance and exit points would be subject to conditions. The Council's Environmental Health Officer had no objections to the application but had recommended the imposition of conditions to attenuate noise from the development, as described in the report and that an acoustic fence should be erected along the northern boundary of the site.

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

It was considered that the design of the proposed development related positively to its context as the buildings had an appropriate and distinctive design which would complement and enhance the character and appearance of the surrounding area. The proposal would provide much needed new and improved school, church, and community facilities for local people and the wider community in a sustainable location which was accessible by pedestrians, cyclists, and public transport. Whilst the proposal would result in the loss of Green Network land it would accord with the community aims of the Green Network. The annexe extensions would not have an adverse impact on

the local environment or on amenities presently enjoyed by residents living in the local area and had been designed to echo and complement the style of the existing school buildings by the use of matching external materials, mainly brown bricks and interlocking tiles.

The Chairman invited the two Ward Members for Wrockwardine Wood & Trench to address the Board. Councillor R.E. Groom considered that the need for such facilities on this particular site had not been proven and raised concerns regarding the impact of increased traffic on the immediate area. In conclusion he believed that any benefits of the proposal were outweighed by the disadvantages and was of the opinion that there had been no material changes since a similar application had been refused in 2005.

Councillor C.F. Smith supported the need for a Roman Catholic Church in Telford but raised concerns on this particular site, particularly with regard to the impact of the increased traffic. He agreed with the concerns raised by local residents, who would now be subject to traffic movements all week. He requested that, if approved, no licensed club should be allowed to operate on the site.

In response the Council's Highways Engineer outlined the highway reasons for refusing the 2005 application but explained that the current application was significantly different as a one-way system had now been introduced to overcome the visibility issues when turning right out of the site. He informed the Board that the adjacent roads were of standard estate road width and, therefore, able to accommodate the additional traffic. However, information provided by the applicant had shown that, whilst users of the Army Garrison Church were more likely to drive to Donnington, they were more likely to walk to St. Luke's.

Following a discussion of the issues raised by the Ward Members, the Board agreed that a decision on the application be deferred to allow them to make a Site Visit.

RESOLVED – that planning application W2009/0544 be deferred to the meeting of the Board on 16 December 2009 to allow Members to undertake a Site Visit.

(c) W2009/0615 – 16 – 20 Stafford Street, Newport, Shropshire

This planning application, as originally submitted, related to the development of a sheltered housing for 60 units, 54 of which would be sheltered apartments, comprising 32 one-bedroom units and 22 two-bedroom ones. It also included a communal residents' lounge, laundry, guest suite, and house manager's accommodation. 6 social rental apartments would also be provided within an attached but separate self-contained block at the northern corner of the site with its own amenity space and sitting-out area to the rear. However, since submission of the application the applicants had commenced negotiations with the Wrekin Housing Trust to take over the affordable units but, in order to achieve this the one-bedroomed units had been redesigned to produce 4 two-bedroom and 2 one-bedroom units. As a result, the number of sheltered

apartments had been reduced to 53 but the number of affordable units remained as 6..

The proposal was for a rectangular-shaped building with development along all four sides of the site together with the creation of an internal courtyard to provide a parking court for 21 cars and a landscaped amenity space for the residents. A single point of vehicular access would be provided off Stafford Street, with an archway into the courtyard. The development was predominantly three-storey in height, although there were several two and a half storey elements along Stafford Street to mirror the existing development on the opposite side of the road. External materials comprised red bricks, render, and brown and grey roof tiles and the development would be mainly bounded by railings with brick pillars.

One letter of objection had been received from a local resident, as summarised in the report. Newport Town Council and Newport District Civic Society had both welcomed the potential development of the site but had expressed a number of concerns, as summarised in the report.

The Council's Highways Engineer had no objections subject to the applicants entering into a Section 106 Agreement for financial contributions of £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, £10,000 towards highway improvements at the Stafford Street/High Street roundabout junction, £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 was occupied, and any visibility splays being clear of any obstructions at all times.

The Council's Outdoor Recreation Officer had 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 would include some items specifically for elderly people.

Whilst the provision of 6 affordable dwellings, which equated to 10%, was less than the 35% suggested in Policy CS6 it was considered that in the present economic climate and the current housing market it was a reasonable number to secure and was more than had been negotiated on other sites in the Borough recently.

Normally affordable housing would be 'pepper-potted' around the entire housing development but, in this instance, the developers had maintained that, for operational reasons, they were not willing to have social rented units within their buildings interspersed with the privately owned apartments for the reasons outlined in the report. Following discussions with the Council the applicants had submitted this scheme whereby the social rented units were located within a self-contained block but which was physically attached to the buildings along Stafford Street. This wing of the building would be built to exactly the same specifications as the remainder of the site, both internally and

externally, and no differences in its ownership or management would be discernible from the outside.

The proposed development had been designed to resemble a collection of traditional town houses, and incorporated red brick and light render on the facades, topped by brown and grey roof tiles. It was, therefore, considered that the design and appearance of the proposed development sympathetically respected and responded to its context in the street scene in terms of scale, form, massing, proportions, historic plot layout, boundary treatment, roofscape, and materials. The scheme would enhance the character and appearance of the area, and substantially improve the townscape quality of a site that adjoined the Newport Conservation Area. In addition it was considered that the amount of the site devoted to landscaped gardens and sitting out areas was acceptable given the average age of residents in sheltered accommodation.

The level of car parking provision was acceptable, as the applicants had stated that car ownership levels amongst its residents were very low and the site lay in a highly sustainable location close to Newport Town Centre. In addition, the new bus station lay adjacent to the site with a frequent bus service to Stafford and Telford and irregular services to Wolverhampton and Stoke-on-Trent. Approval of the application would necessitate the relocation of the bus stop situated outside the existing public toilet block to a new position at the north-eastern end of the two existing bus stops and would entail the loss of six parking spaces within the public car park. This was regrettable but it would be offset by the creation of some 30 additional spaces within the Town Centre Improvement Scheme being developed for the High Street.

Stafford Street constituted one of the main vehicular and pedestrian accesses into the town centre and this development would replace a vacant, boarded-up site. The scale, footprint, and design of the proposed apartment building respected, complemented and reinforced the prevailing townscape in this part of Newport, and the resulting development would preserve and enhance the character and appearance of the surrounding area and the adjacent Conservation Area.

Members welcomed the application which met the need for sheltered housing and affordable housing and would be a well-sited development close to the town centre.

RESOLVED – with respect to planning application W2009/0615, delegated authority be granted to the Head of Planning & Transport to grant planning permission subject to the applicants entering into a Section 106 Agreement relating to the provision of affordable housing accommodation and to financial contributions of:

- (i) **£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;**

- (ii) **£10,000 towards highway improvements at the Stafford Street/High Street junction;**
- (iii) **£10,000 towards the relocation of the existing bus stops and bus shelters in the Stafford Street Car Park;**
- (iv) **£20,000 towards the environmental improvements being planned in Victoria Park**

and subject to the conditions as set out in the report.

- (d) W2009/0794 – Roden Lane Farm, Roden Lane, Roden, Shropshire

This application sought permission for the redevelopment of the existing Dogs Rehoming Centre. The Dogs Trust had operated in this location since 1970 with the last major phase of kennel improvements being over 15 years ago. Since then there had been significant changes in the design and construction of Rehoming Centres and the proposal sought to redevelop the site to meet these standards. Therefore, it was considered that the application met the criteria for expansions of existing employment uses as set out in Policy E6, although Roden was not considered a sustainable location.

The rehoming kennels had been designed and would be built to the latest standards, thus reducing stress and noise and providing viewing to the public. The new reception area would be larger than the existing one and would create a welcoming space. The proposed training hall would be used for evening training classes, anticipated to be one day per week. Other additional facilities would be 4 sponsor dog kennels, accessed via the main reception, and on-site veterinary facilities, all of which would be easily accessed by staff and visitors. A Training and Behavioural Assessment Building would be rebuilt away from active parts of the site; intake buildings would be erected away from other active parts of the site under an earth mound, thus reducing any possible noise from the new dogs, and providing a thermal heat store heated by solar thermal panels above the new unit. A Whelping Kennel was proposed to the rear of the existing administrative building, the Manager of the Centre would be relocated to Oakfield House, and staff currently housed there would be relocated in accommodation on the 1st floor of the administrative building and the Manager's house. The older dogs would then be relocated in the Manager's house at ground floor in domestic surroundings. A new sewage treatment plant was proposed in addition to rainwater harvesting for washing kennels and toilet cisterns.

The facility currently accommodated 190 dogs, although the existing permission was for 200 dogs, with the average number presently accommodated being 175. The proposal would provide a total of 82 kennels to accommodate 156 dogs. However, it was likely that the average number of dogs accommodated at any one time would be 125, as some would not be able share. The proposal would, therefore, assist in the rehoming of dogs, create a quicker turnover, and reduce the number on site at any one time and, ultimately, reduce the impact of the business on the surrounding environment.

The proposed development, whilst located in the rural area, had to be specific to meet the needs of the Dogs Trust and the buildings would be situated some

distance from other dwellings. Subsequently, there was no specific vernacular which the proposal needed to reflect. The proposals would introduce a modern building and, subject to the quality of materials, no objections had been raised to the proposed design. The proposed locations of the buildings had been arranged, as near as possible, to the existing built-up area of the site and had also taken account of the need to reduce the dogs' stress thus having a positive influence on animal welfare and the amenity of the surrounding area. Whilst local objections had been noted, further development would require planning consent, which would be considered on its merits at that future time. The proposal did not set a precedent for future development of the remaining fields to the north or west and, subsequently, no objections had been raised to the location of the buildings covered by this application.

The application had been supported by a noise report which had concluded that current levels of noise in the area were a result of road traffic rather than the dogs. No comments had been received from the Council's Environmental Health Officer but calculations had indicated that the proposed site layout would reduce noise levels of barking dogs from the site in comparison to the site in its current form.

One letter of objection has been received from a resident on behalf of the residents of Haughton, as detailed in the report. .

The update sheet tabled at the meeting set out a number of points which the applicant's agent wished to bring to the Board's attention, one of which was the concerns raised by the Council's Arboricultural Officer. The agent had addressed these issues and the Council had confirmed that this was satisfactory and that there were now no objections subject to appropriate conditions.

In conclusion it was considered that the proposed redevelopment would result in the improvement of the facilities for not only the dogs but also the amenities of the surrounding area. It was, therefore, considered that the proposal was considered appropriate and acceptable and was compliant with the Wrekin Local Plan 1995 – 2006, the Adopted Core Strategy and guidance contained in National Planning Guidance.

The Chairman invited Councillor S. Bentley, Ward Member, to address the Board and he raised three points for Members'. The proposal would involve moving the existing facilities further back and some local residents were concerned about the impact on the open countryside. In addition, he would wish to seek guarantees that there were no future plans to extend the site and the present level of management would be both retained and enhanced. He advised the Board that a Site Visit would enable them to more easily determine this application.

RESOLVED -_that planning application W2009/0794 be deferred to the meeting of the Board on 16 December, 2009 to allow Members to undertake a Site Visit.

(e) W2009/0872 – 75 Aintree Close, Leegomery, Telford, Shropshire

The application sought 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. These would be constructed in timber, with tin and perspex sheeting to roof and galvanised weld mesh to front. Beyond the rear boundary was a communal courtyard area with access to rear gardens shared by Nos. 68 to 75 Aintree Close, providing storage for wheelie bins but with no vehicular access.

The new area of enclosed land to the side of the property was 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 had advised that a gate would be added to provide security to the courtyard area.

Householder Permitted Development allowed free-standing structures for use as pigeon lofts but, as these would be located within 2 metres of the boundary of the curtilage of the dwellinghouse and would exceed 2.5 metres in height planning permission was needed. However, under Permitted Development, there was no control on how many sheds and birds could be accommodated within the curtilage of a property. Only the top of the timber structures would be visible above the existing boundary treatments.

Hadley & Leegomery Parish Council object to the application and three letters of objections received, as set out in the report. No formal comments had been received from the Council's Environmental Health Officer.

The proposal was considered acceptable in the context of the area and the streetscene and also in terms of its scale and design. As the area at the side of the dwelling would have 0.9 metre high fencing officers considered that a landscaping scheme should be submitted to maintain the verdant character of the area.

However officers had considered that the enclosure and encroachment across the courtyard access was unacceptable, as this would reduce the access to the area and set a precedent for future applications. Therefore the applicant had been requested to amend the plans so that the additional garden area at the rear infilled the space from the brick wall boundary but did not extend the 1.5 metres across the existing access. The update sheet tabled at the meeting informed Members that amended plans had subsequently been received which reduced the area of land to be enclosed so that it did not extend and obstruct the access. The area of land to be enclosed was, therefore, considered to now be acceptable.

In addition the proposed design and layout of the pigeon lofts had been revised and a single 'L' shaped building measuring 24 sq.m. with a height of 2 metres to eaves, 2.8m to ridge was now proposed, which would combine the 2 pigeon lofts originally proposed. The pigeon loft would be positioned in the centre of

the extended rear garden area and projecting towards the rear of the site. While, the top of the structure would be visible above the boundary fencing, due to the form, design and materials and existing timber garden sheds etc. in the locality, it would not be overly prominent in the streetscene. Furthermore, the colour of the fencing and pigeon loft would be agreed to ensure the development was in keeping with the context of the area. In light of these amended plans, the recommendation in the report had been revised together with an additional condition in relation to the finish/colour of materials to the fencing and the pigeon loft.

Although the top part of the pigeon lofts, above 1.83 metre fencing, would be visible in the streetscene the development would look similar to large garden sheds and would be in keeping with the character of the area and they would not appear unduly prominent as the roofs would slope away from the boundary and the timber walls would match the existing fence boundary.

RESOLVED – that with respect to planning application W2009/0872 planning permission be granted subject to the amended conditions as tabled at the meeting.

(f) W2009/0874 – 87 Dunsheath, Hollinswood, Telford, Shropshire

This application sought permission to erect a free-standing amateur lattice radio mast in the rear garden of this property to replace the previously approved slim pole aerial. The proposed mast would comprise three 'telescopic' sections of lattice metal construction with a horizontal aerial at least 4 metres in length which would be attached to the top of the mast. When fully erected complete with aerial it would be a substantial structure to a height of 17.5m. and would be located approx 0.5m away from the rear elevation of the dwelling. The applicant had acquired the mast apparatus from 8 Hill Fold, Dawley Bank, where it had been allowed on appeal following refusal of planning permission (W95/0279).

Two letters of objection on the grounds of visual intrusion had been received from residents in the surrounding residential area and Hollinswood & Randlay Parish Council considered that the mast would not be in keeping with the residential area and would be visually obtrusive in the locality. A letter had been received from the Radio Society in support of the application.

While paragraph 80 of PPG8 advised that amateur radio masts usually presented few potential planning problems in terms of their size and visual impact over a wide area the proposal also needed to be considered against the guidance given in 'saved' Policy T21 in the Wrekin Local Plan which required telecommunication installations to be designed and sited in order to minimise their visual impact.

Whilst lattice type mast structures had been allowed elsewhere in the Borough, this proposal needed to be considered on its own merits and site specifics. Officers had visited sites at Hill Fold and Cuckoo Oak Green in order to view the circumstances existing at those sites. At both sites the dwellings, while similar in size to 87 Dunsheath, were part of relatively smaller residential estates with a mix of land uses and development in the wider surrounding area

and were in a different setting and context. The aerial approved on appeal at 15 Cuckoo Oak Green and, notwithstanding the verdant backdrop of trees which provided some screening from the adjoining slip road, appeared as a substantial piece of antennae equipment not normally associated with a low-rise residential development.

The applicant had also made reference to an approved 13.7m high radio mast, at 73 Cordingley Way but the pattern of development there was different to that in Dunsheath being of a lower density and with, typically, traditional semi-detached dwellings with longer rear gardens giving a greater distance to adjoining properties to the rear. Thus the mast had less visual impact. In contrast, at Dunsheath, there was a distinct pattern of development and dwellings in closer proximity and 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 but, due to its height when fully extended, would project above the height of the roof of the property. The apparatus was 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 update sheet tabled at the meeting informed the Members that eight letters of support had been received from neighbouring properties and that the applicant had submitted details and photographs of several radio aerials within Telford. Officers had responded that no planning history had been found in respect of several of these aerials.

Therefore, it was considered that the proposed mast 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 application made no attempt to minimise the visual impact of the proposed 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 was 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.

The Chairman invited Councillor Y.C. Hicks to address the Board in support of the application, as she had indicated. She informed the Board that the description given in the officer's report was incorrect as the mast was not free standing but would be fixed to the wall of the property. In addition, the mast at rest was only 5.75m in height, and, therefore, lower than the roof of the property, and would only reach 17.5m when extended. Due to the nature of the applicant's work, he was only able to use the mast 2/3 time per week in the evening and, therefore, for the majority of the time it would not have any visual impact by breaking the skyline. She considered that the policy context set out the report referred mainly to mobile telephone masts and care should, therefore, be taken when applying it masts for a hobby. In addition, she disputed the use of the word 'development' being applied to the mast in the officer's report. With regard to two of the letters of objection received she was of the opinion that these were due to the incorrect height of the mast being

given and to personal issues with the applicant. Other residents with direct visual access to the mast had not lodged objections. In conclusion, she referred to other instances of lattice masts within the Borough.

(Councillor Hicks left the room while the application was determined).

For clarification, the Head of Planning & Transport informed the Board that the use of the word 'development' referred to any structure above ground; it did not have to be a building. He advised Members that the application should be considered on the basis of the impact of size and scale of the mast when fully extended. He further advised that the existence of similar masts elsewhere in the Borough that did not have the benefit of planning permission but against whom no enforcement action had been taken had not set a precedent for approving other masts.

Two Members spoke in support of the application on the grounds that the mast could be retracted and the existence of satellite dishes. However, on being put to the vote, it was:

RESOLVED – that planning application W2009/0874 be refused planning permission for the following reason:

The proposed radio mast represented 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.

(Councillor Y.C. Hicks returned to the meeting for the remaining items of business).

(g) W2009/0876 – Snedshill Trading Estate, Holyhead Road, Snedshill, Telford, Shropshire

This was an application for full planning permission for the erection of a DIY retail warehouse, for occupation by Wickes, extending to 2,931sq.m., together with a 464sq.m. outdoor garden centre and the erection of new foodstore comprising 1,558sq.m. gross floorspace with a net retail sales area of 1,125sq.m. to be occupied by the discount food retailer, Aldi. Provision would also be made for a 594sq.m. external compound area to include a pump house and sprinkler tank installations.

The site comprised some 1.8ha. of land known as the Snedshill Trading Estate and was located to the north of the 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 lay approximately 1 km to the north of the site.

The site was a former quarry, with the remaining quarry face running along its northern and eastern boundaries. This steep embankment represented a prominent feature in the local landscape and contained densely planted evergreen and deciduous trees, thus providing a strong visual context for the development. The site had 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 would need to be re-built in its entirety to retain the proposed car parking area.. Whilst this was a 'gateway' site and prominent in relation to Queensway, Holyhead Road and the Greyhound roundabout, it was relatively secluded and there were few buildings that the site could relate to, with those there were being concealed by trees and shrubs.

Access to the two retail units would from the Holyhead Road by means of a dedicated right turn lane. 182 car parking spaces would be located against the boundary along the 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 would be provided to the rear and side of the DIY warehouse store. From the roundabout, the buildings would be viewed against the backdrop of the hill behind. A new retaining wall was proposed along the frontage to the site, which would form an important element in the street scene and was to be constructed with smooth 'sandstone' masonry blockwork and incorporate recessed panelling to aid design.

The height of the non-food DIY retail warehouse was equivalent to a 2.5 storey building with a height of approximately 10 metres and the foodstore at a lower height of approximately 8.5 metres. The design of the two buildings was broken into two distinctive components with each incorporating common design and elevational treatment. The building would effectively 'sit' on an architectural smooth facing 'sandstone' masonry plinth to a height of 3 metres.. The main upper parts of the building would be clad in a smooth metallic silver cladding framed by a flat panel cladding of the same colour. The theme was to provide a simplistic 'sculptured' form when viewed from a distance in the context of the landscaped slope to the rear of the site.

Officers had been in negotiation with the developer to ensure that the design treatment respected the Council's aspirations for this 'gateway' site and, as a result, the treatment of the entrance to the DIY store had been further enhanced to incorporate a projection to the elevation, the canopy roof remodelled, and a corner feature introduced to the roundabout-facing elevation. A Transport Assessment, a Retail Impact Assessment and a Supplementary Report Flood Risk Assessment Sustainability Statement had also been submitted as part of the application.

Oakengates Town Council had 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, as outlined in the report. A further point of concern was the effect of the proposed food store on the centre of Oakengates, where trade was in a fragile state. However, the Council's Property & Design Section had confirmed that it had received an expression of

Interest from a major food retailer for a site in Oakengates and negotiations were continuing. The retailer was aware of the proposed development of an Aldi store at Snedshill.

The Highway's Engineer had requested the localised widening of the frontage footway to the Holyhead Road and appropriate conditions on the proposed access and pedestrian splitter island. A Travel Plan would be necessary as would a financial contribution to secure off-site highway improvements and monitoring of the Travel Plan.

As set out in the report, the application needed to satisfy the requirements of Planning Policy Statement 6 : Planning for Town Centres. As a general rule any application should satisfy all these requirements, along with relevant local issues and other material considerations. The report set out in detail the justification for approval of the application in respect of the need for the development, the qualitative need, the retail impact considerations, and the sequential test considerations

With regard to the economic effects of the proposal and issues of sustainability, a major element in the success of Wickes was the evolution of the larger warehouse format whereby a large amount of goods were offered for sale from a large site. With regard to the convenience element, the proposal would provide 70 jobs and represent a substantial private sector investment given the current economic climate.

The Transport Assessment submitted by the applicants stated the level of traffic likely to be generated by the current proposed development was significantly below that of the previous proposal and, therefore, no objections had been raised by the Highway Engineer. Following the production of the CTAAP and the clarification of 'major schemes' it was now anticipated that all major developments would be required to share the costs of major highway schemes throughout the Town Centre corridor. The applicant had, therefore, agreed to make Section 106 contributions of £410,872 towards major highways and transportation infrastructure schemes, £10,000 towards monitoring the Travel Plan and £10,000 towards the ongoing monitoring and administration of the Agreement. In addition, they would be required to submit a Travel Plan for consideration and, as the monitoring of such Plans impinged upon the resources of the Highways Section, a financial contribution had been secured for the monitoring of the Travel Plan provisions over a 3-5 year period.

There were a number of mineshafts both on and outside of the application site regarding the impact of the development on the mineshaft to the rear. The update sheet tabled at the meeting informed the Members that the applicants had now resolved the land stability/geo-technical issues to the satisfaction of the Council's Engineering Services and recommended the imposition of appropriate conditions.

The Chairman invited Councillor J.C. Minor, the Ward Member to address the Board. Councillor Minor welcomed the application and the jobs it would bring to Telford. This was a very positive statement in terms of the investment and regeneration in this part of the town. However, he expressed concern at the

omission of any reference to St. George's and its Parish Council in the officer's report and was of the view that a proportion of the proposed Section 106 monies should be used to the benefit of St. George's. In response the Head of Planning & Transport welcomed the support given to the application by the two Ward Members for St. George's but explained that Oakengates had been designated as a Borough Town and included in the Council's regeneration programme, hence the emphasis upon it in the report.

The Board supported the application and considered that it would not have a negative retail impact upon Oakengates or the surrounding area. However, the Chairman asked if the scheme included any mitigation proposals given that there were seven egresses onto this stretch of road between the Greyhound and Priorslee roundabouts and the 'T' Junction between Furnace Road and the Holyhead Road.

In response the Council's Highways Engineer explained that the trip rates associated with this application had been found to be the same as for the previous application for this site, which had been approved. The proposal for both applications included a right hand turn onto the site, with estimated 75 turns per hour in peak times. There would be space in this lane for 6 vehicles. With regard to the S106 contributions sought, the Highways Section now took a holistic approach to the impact on both the CTAAP area and the wider area.

With regard to the issues in respect of the Holyhead Road/Furnace Road the Highways Engineer referred to a number of possible improvements which, for a variety of reasons had not proved to be feasible. However, the highway modelling work being carried out in support of the CTAAP has identified the need for improvements to the highway network in the vicinity of the site and that there was an opportunity to use part of the S106 Agreement contribution to design and implement a traffic signal controlled junction at the Holyhead Road/Furnace Road junction.

In conclusion, officers considered that there was sufficient retail capacity within Telford to accommodate the foodstore proposal and that sequentially, whilst there might be better sites available within Oakengates centre, there was a strong market demand to develop another site in the town centre and that, due to the nature of these retailers, they were comfortable to operate within the same immediate community. The tests of PPS6 had been satisfied on the basis of both quantitative and qualitative need and the planning balancing exercise was heavily influenced by the very positive regeneration elements of the proposal and the opportunities to develop this brownfield site.

RESOLVED – that with respect to planning application W2009/0876 the Head of Planning & Transport be granted delegated authority to grant planning permission 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 be no objection from the Engineering Services on geotechnical grounds, and subject to the conditions as set out in the report, together with the

conditions advised by the Engineering Section and those set out on the update sheet tabled at the meeting.

- (h) W2009/0886 – Public Open Space to Rear of Glendale, Lawley, Telford, Shropshire

This application by Telford & Wrekin Council sought planning permission to erect a neighbourhood equipped area for play (NEAP), ball court and cycle track on this existing area of public open space, part of which lay within the Green Network. The ball court would be bounded by 3 metre high galvanised grille fencing including a seating area, upgraded litter bins and safety signage. The play area would be bounded by 1.2 metre high bow top fencing and the cycle track fencing would be 1.2 metre high flat top. This was a modernisation of the existing facilities following a public consultation exercise by the Council. The site of the existing play area was needed to accommodate new housing as part of the Lawley development.

The Council's Arboricultural Officer had advised a number of measures to mitigate any damage to the adjacent hedge and trees. Lawley & Overdale Parish Council had objected to the proposal and one letter of objection had been received from local residents in Glendale, as summarised in the report. The response to the Parish Council's objections by Landscape & Recreation was also summarised.

The colour of the fencing to the ball court would be green and brown, and the cycle track and play area would be bounded by 1.2 metre high green metal fencing, which would blend in with the surrounding woodland. It was considered that the overall scheme was appropriate to the context of the area, both visually and functionally and the design accorded with local design Policies CS15 of the Core Strategy and UD2 of the Local Plan. There would be no adverse impact on the amenities of the area, as the site was located well away from residential properties, with substantial screening around the boundaries of the recreation land.

The proposed new facility would be located in the Green Network but, in line with Policy OL4, development such as this which provided a community benefit was permitted. In addition, Policy CS10 of the Core Strategy stated that improvements to existing community facilities would be supported.

As the facility would be sited at least 40 metres from the nearest dwellings, which exceeded national NPFA guidelines for proximity of facilities to residential properties, it would not have a detrimental impact on nearby residential amenities. There was no evidence that the instances of past anti-social behaviour cited by the objector would be exacerbated by the proposal, as it was intended that these facilities would result in a reduction in the fear of crime, enhance community harmony and improve the quality of life for the local community.

The Chairman invited one of the Ward Members, Councillor C.P.R. Mollett, to address the Board. He stated that whilst he had worked with the Council's Sports & Leisure Management to encourage the development of this facility, he

has also been asked to represent the views of Lawley & Overdale Parish Council. In doing so he advised the Board that the Parish Council was awaiting a determination on its application for Village Green status which, if approved, would mean it would not be possible to implement these play facilities. The Parish Council also had concerns regarding the inclusion of a BMX track and the loss of trees. Councillor Mollett also informed Members that the proposal site included the area currently used by the Lawley Comets Football Team.

In response the Head of Planning & Transport said that the location of the site had been chosen to have a minimal impact upon local residents. This site had to be viewed within the wider context of the provision of leisure facilities for the proposed 3,500 new houses in Lawley. The loss of football facilities as a result of this application would be compensated for elsewhere in the area by means of the framework being agreed with the developer in respect of all the open spaces in Lawley. In conclusion, he said that the Council had undertaken extensive consultations over many years and that, in so doing, it had to listen to both the concerns expressed by local councils and by local residents.

RESOLVED – that with respect to planning application W2009/0886 planning permission be granted subject to the conditions as set out in the report.

- (i) W2009/0904 – Windmill Primary School, Beaconsfield, Brookside, Telford, Shropshire

This application by Telford & Wrekin Council was for a single storey extension to the school building to provide a new entrance lobby and glazed vestibule, with glazed canopies over the entrances.

The single storey extension would be built on the east elevation of the school building as part of an internal restructuring of space within the existing building to provide two new reception classrooms and a nursery area, which were currently provided elsewhere within the building. Although the extension would encroach onto part of an existing hard surfaced play area, there would be no significant loss of this facility as a result of the proposal.

The proposed extension would be of an acceptable appearance. Although the external facing elevations would be of largely glazed construction, they 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.

RESOLVED – that with respect to planning application W2009/0904 planning permission be granted subject to the conditions as set out in the report.

PB-60 SITE VISITS

RESOLVED – that a Site Visit be made in respect of planning application W2009/0794 (Roden Lane Farm) at 3.30 p.m. and in respect of planning application W2009/0544 (St.Luke’s Catholic Primary School) at 4.15 p.m.

PB-61 PLANNING APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY

The Board received for information details of planning applications that had been determined under delegated powers.

The meeting ended at 8.32 p.m.

Chairman:

Date: