

**TELFORD & WREKIN COUNCIL**

**PLANS BOARD**

**12<sup>th</sup> MAY 2010**

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W2009/1074

Red Oak Car Park, Lawn Central, Telford Town Centre, Telford, Shropshire.  
Outline application for erection of supermarket (Use Class A1), retail and/or office units (each with flexible uses within Use classes A1 or A2 or A3 or A4 or A5 or B1), reconfigured petrol filling station, car parking, public realm and associated landscaping, access and servicing arrangements

**APPLICANT**

Telford Trustee No. 1 & 2

**RECEIVED**

11/12/2009

**PARISH**

Lawley and Overdale

**WARD**

Lawley & Overdale  
The Nedge

**CASE OFFICER**

Gareth Thomas

**MAIN ISSUES:** Economic Development, contribution to vitality viability of town centre, Access and parking, Land Stability, Pollution Control.

**SITE DESCRIPTION**

The planning application covers a site of 3.329 ha in area and is located within the heart of the town centre, bounded by Lawn Central to the north, Grange Central to the east and the present Asda store and Telford Shopping Centre to the south and west.

The site is located within the Primary Shopping Area (PSA) of Telford Town Centre and enjoys good access connection to the Box Road. The site currently comprises the car park to Asda and the Shopping Centre and is subdivided into two parts, known as Red Oak Car North and Red Oak Car Park South. The petrol filling station (PFS) related to the Asda store occupies the eastern boundary facing Grange Central. The site is accessed from the Box Road in the north eastern corner for vehicular traffic. There is a pedestrian bridge crossing over Lawn Central along the northern boundary that links the car park with the railway station, office quarter etc.

There is a gradient across the site comprising a fall of some 6.4m north west to south east. The application site is not considered to be located within or adjacent to a 'sensitive area' and there are therefore no significant environmental constraints that impinge on this proposal. Prior to the town centre development, the area was historically used for coal and ironstone mining, with the former Lawn Colliery operating up to 1927.

**RELEVANT PLANNING HISTORY**

There are no planning decisions within the application site that have relevance to the consideration of this proposal. The Telford Shopping Centre was built circa 1973, including the car park and PFS the subject of the application site.

**THE APPLICATION**

By way of background explanation, the application contains parameter plans that depict upper and lower limits for height, width and length of proposed buildings and

corresponding maximum and minimum floor spaces that can be achieved on site. The application is subject to a formal Environmental Impact Assessment under the Town & Country Planning (EIA) (England & Wales) Regulations 1999. It is against these maximum and minimum parameters that significant environmental effects have been assessed.

The application is for outline planning permission with all matters reserved for subsequent approval and is for the erection of a supermarket (Use Classes Order A1), retail and/or office units (each with flexible uses within Use Classes Order A1 or A2 or A3 or A4 or A5 or B1) together with a reconfigured petrol filling station (PFS). The proposal will include an undercroft car park with the supermarket situated above at ground floor level. The existing PFS is reconfigured to allow a more efficient access/egress arrangement. A number of small units will be located around the edge of the supermarket incorporating a range of uses, including Use Class Order A1-A5 and/or B1. The proposal utilises a significant portion of the Red Oak car park and although the undercroft car park will provide some compensatory provision, there will be a net loss in car parking. The principal elements of the proposal comprise:

- A new supermarket to provide a minimum 7,030 sq m gross internal floor area (GIA) and maximum 7,950 sq m GIA. The floorspace incorporates a travelator and lobby with the supermarket located entirely at ground floor.
- Retail/Office Units to provide minimum 700 sq m GIA and maximum 2,810 sq m within Use Classes Order Uses A1 or A2 or A3 or A4 or A5 or B1. Flexible planning permission is sought to enable the units to be used for any of the uses specified (A1 – shops; A2 – banks etc; A3 – restaurants etc; A4 – pubs and bars; B1 – offices). A further 505 sq m minimum and 695 sq m maximum is proposed as sui generis uses.
- 24 hour Petrol Filling Station comprising a reconfigured access to improve ingress and egress with the PFS building developed to between 505 and 695 sq m and incorporating a retail element up to 110 sq m.
- Car Parking and cycle parking provision – 289 car parking spaces provided underneath the supermarket with direct link via travelator into the sales area and reconfiguration of the remaining Red Oak car park to provide 245 spaces
- Highway alterations – minor alterations are proposed to enhance access/egress arrangements. Entry to the undercroft car park and PFS would be from the Hollingsgate roundabout; entry and exit from the undercroft parking/PFS/Red Oak South parking onto Grange Central to the south of the PFS; exit onto Grange Central to the south of the PFS.
- A new ground level pedestrian crossing across Grange Central would be provided to the south of the PFS.

The Application is accompanied by an Environmental Statement and by supporting information, as follows:

- (i) Design and Access Statement and Addendum;
- (ii) Planning Statement;
- (iii) Transport Assessment
- (iv) Retail Statement;
- (v) Energy Statement;

- (vi) Sustainability Statement;
- (vii) Environmental Statement (including Technical Appendices and Non-Technical Summary);

In response to issues raised during the consultation period, further information was requested by the Council under Regulation 19 of the Town & Country Planning (England & Wales) Environmental Impact Assessment Regulations and on 1<sup>st</sup> April 2010, the following “environmental” information was submitted to the Council:

- (i) Addendum to Planning Statement
- (ii) Revised Design and Access Statement
- (iii) ES Addendum
- (iv) Parameter Plans
- (v) Access arrangements
- (vi) Cumulative impacts assessment to take account of the recent Asda planning permission and Southwater development
- (vii) Construction impacts

The EIA Regulations, supported by precedents set by UK case law, have established a code of compliance for the process of EIA and the contents of environmental statements. As a consequence of two cases associated with Rochdale Council, an ES supporting an outline application must present a description of the proposals that is reasonably representative of the eventual development and be of sufficient detail to effectively identify, predict and assess the significance of any potential environmental impacts. This EIA has identified and developed certain parameters for assessment. These parameters, along with the written ES and application description allow the likely significant effects to be assessed and appropriate mitigation measures to be secured.

The components of the proposal comprise:

**Supermarket:** Within the building block RO1, a supermarket of between 7,030 sq m GIA and 7,950 sq m GIA is proposed. A lobby and travelator increases this GIA figure (675/770 sq m) which will be situated on the southern edge of the building. A service yard is proposed on the north eastern side of the building. A 24 hour operation is proposed with restrictions on Sunday and Bank Holiday.

**Flexible Retail/Office Units:** Additional floorspace is proposed to wrap around the south and western periphery of the supermarket providing between 700 and 2,810 sq m GIA. This part of the development will provide active retail frontages onto the newly formed street. The number and size of units will be determined at Reserved Matters stage. Flexible planning permission is sought that would allow any uses within the range specified above.

**PFS** – the existing facility will be reconfigured with the shop/filling station developed to between 505 and 695 sq m which could include up to 110 sq m of ancillary office/retail space.

Importantly, a very detailed Design & Access Statement accompanies the application in support of the parameters based outline application and details the design

principles and concepts that have been applied to the proposed development. It shows how the project has evolved and the options considered. The site evaluation process identified key opportunities:

- Opportunity to use sustainable material pallet appropriate to local sources
- Opportunity to provide an architectural landmark to an important gateway site into the town centre that improves the streetscape both day and night
- Provision of a new shopping street
- Creation of a new town square

Although the applicants state that their proposal is just one way that would meet these objectives, a fair level of detail has been submitted. The indicative scheme provides a potential landmark building that uses existing transport routes, incorporates a travelator to an undercroft car park. The edges of the proposed supermarket incorporate mixed retail/commercial uses to achieve street frontage. There will be a net reduction in car parking but this is compensated by enhancing linkages to Ash Grey Car Park. An urban square is to be created and public realm additions will provide an attractive shopping street. The elevations of the building are proposed as a mixture of timber louvers wrapping around the entire façade; the façade is broken by green planting the elevations and the “wrap” is enhanced with a repeating vertical polished metal column and light boxes to create a rhythm across its length. The louvers and light boxes are increased in height at the north east corner to screen the service yard.

## **PUBLICITY AND CONSULTATION**

The application has been advertised in the local press and on site as an Application the subject of EIA, as a departure Application and of major significance.

Environment Agency: No objections - recommend conditions requiring SUDS, land contamination risk assessment and remediation if found necessary.

Highways Agency: Holding Objection. Further details requested in relation to trip distribution and junction capacity assessment together with comments in relation to Travel Plan meeting DfT guidelines.

TWC Highways Section: Comments awaited

TWC Engineering Section: satisfied that the revised parameter plans show the build development to be beyond 5m from the mineshaft positions. It should be noted that detailed investigation will need to be carried out before development commences when the actual position of the mineshafts are determined and the treatment details finalised. Note: it may be necessary to adjust the development footprint accordingly. Therefore no objections to the proposed development subject to conditions

TWC Planning Ecologist: The site is currently of low ecological value, consisting of car park and areas of ornamental planting.

A detailed landscaping strategy should be conditioned or developed at reserved matters stage by a suitably qualified ecologist, which will:

Incorporate the planting of native trees and shrubs with local provenance to create boundary features, improving the sites ecological value and habitat connectivity  
Target the planting of BAP species for the development to contribute to Local Biodiversity Action Plan (LBAP) targets  
Consider the inclusion of brown/green roofs and living walls  
Ensure that the overall ecological value of the site is greater post development than pre-development  
Include details of how habitats and features on site will be maintained

A nesting bird informative is recommended

Natural England: No objection

Council's Environmental Policy Officer: There are some positive 'sustainability' aspects of the application, i.e.:

Natural Daylighting

Low Energy Lighting

Air Source Heat Pumps

At the moment the scheme is rated at BREEAM 'Very Good', with aspirations for BREEAM 'Excellent'

Taking this into account it is recommended that a minimum of BREEAM 'Very Good' Retail rating is conditioned. This is based on a growing range of examples of different building types achieving 'Excellent' without excessive additional cost, but recognising that site-specific constraints can prevent this

Drainage Engineer: The groundwater has not been confirmed under the site. Given neighbouring sites have a relatively shallow groundwater level; and the application involves underground car parking facilities, in order to prevent inundation or structural damage of the car parking facility and to effectively manage any interruption of the groundwater flow routes, there must be further investigation of the groundwater levels across the site.

The Council welcomes the developers' efforts to meet the requirements of Telford and Wrekin's Supplementary Planning Document: Flood Risk and Water Quality; by attempting to limit the amount of surface water flows discharging to the public sewer by 50% and providing underground storage and SUDs to attenuate on site flows up to a 1 in 100 year (+30%) storm event. Any rainwater harvesting devices or green / brown roofs will not be accepted as a mechanism to reducing the attenuation storage on site, this is because once the devices are full or saturated, there are no further attenuation benefits.

The FRA did not consider routing of any exceedence flows across the site. These are the flows that occur once the surface water sewerage system for the site has exceeded its design capacity. This information will need submitting with the detailed design and may require alterations to the layout on the site.

Recommend conditions

Pollution Control: Ground contamination should be considered at this stage – site-specific information has not been covered although previous report is mentioned in the ES; however conditions can be imposed requiring on-site investigation and risk assessment together with remediation requirements if deemed necessary.

Asda (through RPS Planning & Development Ltd)

Raised the following concerns:

- Concern at the misstating of Asda’s position in taking the supermarket proposed by the Trustees
- Concern at the failure of the Trustees to take account of Asda’s lease rights over the Red Oak Car Park
- Objection relating to impacts on the operation of the existing Asda store in terms of noise, disturbance and health & safety considerations
- Concern that car parking solution/provision is insufficiently explained within the application.
- Concern that the proposal does not take account of the Civic solution
- Concern that the application could fail to deliver the active frontages and uses if the maximum floorspace is utilised

**PLANNING POLICY CONTEXT**

Saved Wrekin Local Plan Policies

|     |  |
|-----|--|
| TC1 | Town Centre                            |
| TC2 | New Shopping Development in Telford TC |
| TC3 | Leisure Uses and A3 Uses               |
| TC4 | Mixed Use Development                  |
| TC6 | Office Development                     |
| S1  | Service Centre Hierarchy               |

Core Strategy 2007 Policies:

|       |  |
|-------|--|
| CS4   | Central Telford                                      |
| CS8   | Regeneration   |
| SR3   | Sustainable Design and Construction                  |
| PA11  | The Network of Town and City Centres                 |
| PA12A | Comparison Retail Floor space Requirements 2006-2026 |

**PLANNING POLICY BACKGROUND**

Wrekin Local plan (1995-2006) – This Plan together with the Structure Plan and Core Strategy form the Development Plan. The Structure and Local plans are however becoming increasingly out of date and being superseded by LDF documents. However the ‘saved policies’ of the Local Plan will continue to have weight in the determination of planning application.

The Site lies within the Telford Town Centre and is allocated for Use Class A1 (Retail) on the Town Centre Inset Map. Policy TC2 states that development of further shopping within the Town Centre boundary will only be permitted in

accordance with Policies TC3, TC4, TC6 and TC14. The accompanying text within the Local Plan states that additional shopping floor space should be developed around and integrate with the existing Telford Centre. The Proposed Development accords with this. Policy TC1 permits new development and changes of use which contribute to its function as a multi-purpose sub regional centre. Moreover the plan also promotes new retail development and improvement of access to and around the Town Centre.

Telford Core Strategy - The Core Strategy Development Plan Document (DPD) was adopted in December 2007 and is the key strategic LDF document that sets out the vision and spatial development strategy for the area and for subsequent DPS to follow.

Telford is identified as a Strategic Town Centre under the adopted Revised RSS 2008 and a Town centre in the Core Strategy. PAS11 of RSS states that the Strategic town centres will be the focus for major retail development. This proposal conforms with this regional policy.

'Policy CS4 – Central Telford' in the adopted Core Strategy, identifies Telford as a strategic town centre which acts as a service centre for the sub-region and Borough. It aims to strengthen and enhance its role as the hub of the service centres hierarchy by:

- Creating more shops, homes, offices, cafes and restaurants; sport, recreation and leisure facilities;
- Containing a mix of uses, developed at a higher density;
- Encouraging more people into the town centre especially during the evening;
- Creating a safer and more pleasant environment in which to walk, and limiting the impact of car use by improving public transport links;
- Promoting the role of Telford Town Park as a significant sport, recreational, open space, and leisure asset for the Central Telford area, the town, the Borough and the wider sub region.

The development proposals are in conformity with the Core Strategy in meeting its aims for Telford town centre by providing a vibrant mixed use development as an extension to the Shopping Centre and PSA, and in particular would help enhance the town centre's role in the wider area.

The Council is currently pursuing a more up to date spatial development approach through the LDF process and has submitted the Central Telford Area Action Plan (CTAAP) document to the Secretary of State following a period of consultation. As Members will be aware CTAAP has been the subject of further evidence gathering and further revisions lodged with the Secretary of State in preparation for Examination later in the year. CTAAP in its current form has limited weight as a tool for development control at this particular time. Nevertheless it reflects the Council's spatial planning ambitions and is worthy of mention.

The emerging CTAAP sets out a strategy and policies for the spatial development of Central Telford including the town centre. The applicants have prepared a 'masterplan' for development of The Round which seeks a wider mix of uses and

better linkages to the surrounding areas. This is consistent with the CTAAP Vision and Objectives as identified in Policy TC1 – the Town Centre Core Character Area.

## **KEY ISSUES AND PLANNING CONSIDERATIONS**

### **The Development Plan**

(See also Section 6 above for detailed appraisal of relevant planning policies)

Before considering the key planning issues in detail, consideration should be given to the status of planning policy documents that have been described above and what weight should be given to the various documents in the determination of the application.

The Development Plan comprises the following documents:

The Regional Spatial Strategy (RSS) for the West Midlands. The RSS contains policies that apply to development generally and which need to be taken into account when preparing the Local Development Framework (LDF). LDF documents are required to be in general conformity with the RSS.

Shropshire and Telford & Wrekin Joint Structure plan 1996-2011. By Direction of the Secretary of State in September 2007, a number of Structure Plan policies were saved until expressly replaced by new LDF policies.

Telford Core Strategy – The Core Strategy Development Plan Document was adopted in December 2007 and is the key strategic LDF document that sets out the vision and spatial development strategy for the area and for subsequent DPDs to follow.

The Wrekin local Plan was prepared in the mid /late 1990s and adopted in February 2000 with an end date of 2006. In September 2007 certain policies were saved, recognising that they were consistent with national policy and up to date. Whilst not part of the LDF these policies remain in force and form part of the Development Plan.

### **The ‘Principle’ of the Development Proposals**

The Application Site is located entirely within the PSA of the town centre. The town centre is defined by the Adopted Wrekin Local Plan (2000). Policies within that Plan, and summarised in the previous section, support the principle of the proposals. The Plan supports development within the town centre that will contribute to its multi purpose sub regional role. Retail, office, restaurant, leisure and commercial uses are all supported.

The emerging Central Telford Area Action Plan, whilst emerging as a policy document, sets a series of development parameters within character areas that define the Central Telford area. The emerging policies support a vibrant retail, office, commercial-mixed use development.

Thus the principle of development is entirely consistent with both adopted and emerging policy against which the proposal will be assessed.

As stated elsewhere, the application was the subject of further 'Environmental Information' in April 2010 when the Applicants sought to overcome many of the initial issues raised by consultees to the original submission in December 2009. The proposals have been further 'refined' in respect of the following "outstanding" areas of potential conflict that arose during the consultation process, as follows:

- Asda objection – there is difference of opinion between the applicants and Asda in relation to previous discussions between the two parties but the main issue for the LPA is whether this site can deliver a supermarket for a quality supermarket operator, not necessarily Asda. In terms of the inconvenience and disturbance to the current Asda operation as building works continue on a new store, the applicants suggest that this is a private issue between the parties and cite Government guidance that such issues should not be used as a bar to genuine regeneration proposals. Moreover they offer an analysis of three scenarios that might arise and suggest that all three development scenarios could work to the benefit of the long term planning of the Town Centre.
- Further clarification of the applicants' intention to provide a fit-for-purpose store to prevent retail expenditure leakage from the PSA, to provide a mix of units to wrap around the proposed supermarket in order to maximise the vitality of the site and spin-off trade to other PSA shops. The applicants consider that the development will provide a new high quality frontage including additional A1-A5 and B1 floorspace

The additional 'Environmental Information' provided related to the following matters:

- Revision of parameter plans to avoid the presence of existing mineshafts on site (5m exclusion zones)
- Revision of parameter plans so that the Council can retain flexibility on the position of the access at a later stage.
- Details of construction impacts.
- Cumulative impacts considered as part of an addendum to the ES to take account of the recent Asda and Southwater development proposals.
- Environmental Statement Addendum

## **Retail Impact**

The proposal could bring forward up to 15,000 sq m of retail floorspace and is significant. The site is located within the defined PSA of Telford Town Centre and is allocated for Retail (Use Class A1) on the proposal map of the Wrekin Local Plan. The principle of retail development is supported by Saved Local Plan Policy TC2 and is located within the PSA of an established Regional Town Centre as set out in the hierarchy of centres defined in Policy PA11 of the West Midlands RSS Phase 2. CTAAP Policy CT2 (Retail) establishes a need for 65,000 sq m gross comparison retail development to be provided within the Town Centre Core to 2016, with the majority coming forward within the PSA. There is no similar retail floorspace limit for convenience retailing.

There is no requirement in policy terms to require a sequential analysis in this instance, given the site's location within the PSA, the primary focus for retail development.

### **Wider Impact Considerations**

Since the application was lodged, the Government has issued a new Planning Policy Statement - PPS4 - Planning for Prosperous Economies.

PPS4 Policy EC10 requires all planning applications for economic development to be assessed against a series of wider impact considerations, which are dealt with in turn below:

a) *whether the proposal has been planned over the lifetime of the development to limit carbon dioxide emissions, and minimise vulnerability and provide resilience to, climate change;*

The Council's ambitions for Telford is to deliver a highly sustainable and attractive town centre that opens up Central Telford for future investment and creates a vibrant, attractive community that provides a high quality of life for residents. The development occupies a highly sustainable location, being a brownfield site within the Town Centre which is accessible by public transport. The applicants appear committed to high standards of design and has committed to achieving at least BREEAM 'Ver Good', with an aspiration to achieve 'Excellent'. A BREEAM Pre-Assessment has been undertaken and this concludes that BREEAM 'Very Good' is easily achievable. The applicants have also indicated that low carbon and renewable technologies would be considered at the design stage. In addition, CHP plants may be incorporated that could also serve the Shopping Centre.

b) *the accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car, the effect on local traffic levels and congestion (especially to the trunk road network) after public transport and traffic management measures have been secured;*

The site is well located to public transport nodes. Pedestrian and cycle movement is given high priority on-site with strong pedestrian and cyclists links to/from the site being proposed.

c) *whether the proposal secures a high quality and inclusive design which takes the opportunities available for improving the character and quality of the area and the way it functions;*

Although expressed in outline, a substantial amount of illustrative material has been submitted that demonstrates the applicant's intention to create a landmark building at this prominent corner of the Box Road. Although the high quality depicted in the outline submission cannot be guaranteed, the proposals now before the Council guarantees a benchmark for detailed discussion at the Reserved Matters stage. The development will help create a key part of the town centre through the enhancement of pedestrian desire lines and an enhanced public realm and shop frontages.

- d) *the impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives;*

The proposal is within the PSA on brownfield land which is significantly under-utilised. It will provide significant investment and will assist in the further regeneration of Town Centre.

## **Highway and Transportation Issues**

The existing Red Oak Car Park is accessed from Lawn central and from Hollingsgate roundabout junction in the north-east quadrant of the Box Road. Entry from Lawn Central is via a single lane carriageway into the car park which is barrier controlled. Access is also available from the Hollingsgate roundabout into the car park and PFS. Traffic can merge once the barrier has been traversed.

The Red Oak Car Park exit is situated on Grange Central. At the point of exit vehicles can travel northwards towards Hollingsgate roundabout or southwards towards Coach Central. Traffic lights control this exit.

The Red Oak Car Park is a short stay surface car park providing 722 spaces of which 69 are for disabled users and 8 are parent and child spaces. The proposal results in this provision being reduced to 534 spaces, which includes 37 disabled spaces and 8 parent and child spaces. The applicants maintain that this provision together with the under-utilised Grey Ash Car Park will provide sufficient car parking provision overall.

The parameter plans submitted with the application indicate that the existing access points will be retained with minor adjustments to enhance accessibility. By incorporating maximum and minimum parameters, this provides a degree of flexibility that enables the Highway Authority to be condition the access requirements in a flexible manner. The existing car park exit onto Grange Central will be redesigned to provide both access and egress and vehicles entering at this point will now have the option to access the PFS. A proposed new secondary “right turn only” exit is proposed approximately 70 m to the south of the existing egress and allows traffic to exit the site from its most southernmost part onto Grange Central towards Coach Central.

Service vehicles will access and exit the supermarket from the proposed access/egress point on Grange Central and unload at the east side of the development. Service vehicles will enter via the signalised access on Grange Central then utilise a service ramp to service the store. Service traffic to the PFS will continue to use the Hollingsgate roundabout. Service vehicles to the small units will have two options either through the car park or through Hollingsgate roundabout.

Although the site is well connected with the surrounding area from pedestrian and cyclist standpoints, the present pedestrian environment is affected by speed of traffic on the Box Road and is not attractive. The Town Centre is well served by the Town Centre bus terminus and coach station off Coach Central and the site enjoys 3

existing bus stops within 400 metres of the site. The proposal provides enhanced walking/cycling facilities including a new at-grade pedestrian and cycle facility.

It can be reasonably argued that the proposed development is conveniently located for alternative transport modes of travel.

Following testing of highway impacts the indicative scheme proposed would provide adequate mitigation and, to summarise the following design improvements are incorporated:

- Hollingsgate Roundabout
- Entry/exit onto Grange Central
- Secondary exit onto Grange Central
- Servicing
- Layout of PFS
- Car parking layout
- Car park strategy
- Interim Travel Plan

The Highways Agency initially directed that the application be deferred and sought clarity on a number of detailed points relating to trips data, capacity impact on Junction 5 of the M54, need for Framework Travel Plan in the absence of full travel plan and the modelling used for the TA. Following a series of meetings with the Agency, the position appears to be close to resolving and your Officers are expecting the Holding Direction to be lifted before the Plans Board meeting. Members will be aware that the Council is pursuing a 'plan-led' approach (through CTAAP) to mitigate for potential traffic impacts that will arise from strategic developments proposed within the Town Centre, including a wider package of infrastructure improvements that will necessitate section 106 contributions for this Site (and other developments that will come forward). The section 106 package offered by the Applicants includes contributions that together with other contributions from other town centre developments can be used towards improvements to the M54 junction thereby allowing the Highways Agency to be in a position to support the proposals. It is expected that a Grampian condition will be attached to prevent development from commencing until such a time as the Junction 5 of the M54 is improved.

### **Geotechnical and Land Contamination Issues**

The site has historically been used for coal and ironstone mining and inevitably there is the potential for on-site contamination that may be disturbed through development works. Moreover mineshafts are located within the north-east corner of the site adjoining the Hollinswood roundabout.

Potential on-site contamination sources include colliery waste, fill material, mine gas and fuel and chemical storage. It is suggested that the site represents a low to medium risk under the Environmental Protection Act. Conditions are recommended by the Land Contamination Officer.

Mineshafts (up to 11 in number) exist on site. Revisions to the ES and parameter plans have now been received and the propose supermarket building has been set

back by 5m from the edge of the known mineshafts and zones of influence. Further site investigations will be necessary post decision to ensure that the mineshafts have been or will be treated satisfactorily.

### **Ecology and Nature Conservation issues**

The ES notes that the site is currently of low ecological value with just trees providing the minimal of habitat opportunity. The Council's Ecologist agrees. The design although in outline does minimize loss of trees and provision will be made for shrub and tree planting. Furthermore, the applicants point to their intention to include ecological enhancements such as green/brown roof and 'living walls' that could enhance the biodiversity of the site. Conditions are recommended by the Council's Ecologist. It is considered that this is sufficient, not so much as mitigation but for enhancement of biodiversity.

### **Drainage and Flood Risk**

PPS25 'Development and Flood Risk' 2006 emphasises the importance of taking into account the consequence and not just the probability of future flooding events and adopts a risk based approach to steer development to areas of least probability of flooding, taking account of climate change. The Council has produced a strategic Flood Risk Assessment. The Site is located within Flood Zone 1 and as the probability of flooding at the site is less than 0.1% (or less than 1 in every 1000 years) the site is classified as being of low risk.

In terms of groundwater flooding, the proposal indicates a 4m excavation to provide undercroft parking which could cause a restriction of shallow water groundwater beneath the application site. The undercroft would be constructed from concrete and water-proofed to ensure the structure is impermeable. This can be fully designed at the detailed stage.

The Draft SPD on Surface Water requires that the surface water run-off emanating from the development on brownfield sites should be reduced by 50% from the existing discharge rate. The proposal indicates that two underground storage tanks will be provided together with SUDs. Your Drainage Engineers and the Environment Agency have no objections and recommend conditions.

### **PLANNING OBLIGATIONS REQUIREMENTS**

The Council as both local planning authority and local highway authority intend to adopt a plan-led approach to planning contributions, particularly in terms of infrastructure provision and this is entirely consistent with the Government's Community Infrastructure Levy (CIL) approach. In relation to local highway network, the Council is using both a VISUM and VISSIM model to ascertain the impact of future development proposals on the adjacent highway network that will lead to an improved understanding of corresponding mitigating highways and transportation measures that will ameliorate these impacts.

Members will be familiar with the scale of developments that will emerge over the next few years within the town centre in particular. Clearly developments cannot be

allowed to proceed without contributing to infrastructure improvements and it is now becoming accepted practice to seek financial contributions towards major highway schemes based on the number of additional trip generation. The level of contributions has been assessed based on this methodology, which of course has been used elsewhere, most recently, with the Asda and Southwater proposals.

The LHA has assessed the impacts arising from the development using their own methodology and traffic modelling and advise that in accordance with the plan-led approach, a financial contribution of £658,675 will be necessary towards the provision of Major (highway, transport and traffic) Schemes.

In addition, the Council should seek a contribution to public art in line with Local Plan Policy. Known as the percentage for art approach, it is recommended that a sum of £100,000 be required to commission public art on the site or elsewhere in the Town Centre.

In addition, and in line with recent developments a sum of £10,000 be sought to monitor and enforce section 106 Agreement and conditions.

## **CONCLUSIONS**

The application has been the subject of an Environmental Statement under the Town & Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. The impacts have been fully assessed by the Local Planning Authority and the conclusions reached that any outstanding environmental effects can be satisfactorily mitigated with the use of planning conditions.

The proposed retail store has been fully considered and assessed to be in accordance with guidance in PPS4, the RSS and Core Strategy policies CS3 and CS4. The illustrative details accompanying the proposals indicate that there are very good prospects that the proposed store can be designed to reflect the site's gateway status, respect and positively enhance surrounding environs and strengthen the local identity of Telford Town Centre. The site layout creates and reinforces pedestrian linkages to produce a safe and secure environment in accordance with the urban design policies in the Core Strategy and Wrekin Local Plan. The traffic movements generated by the development can be accommodated without detriment to highway safety. The layout also provides adequate car parking and bike storage provision. Issues of ground conditions, flooding, drainage, ecology, noise and pollution have been fully assessed and it is considered that any impacts can be adequately mitigated through the imposition of suitable conditions. The proposal creates a demand for additional off-site requirement, which can be adequately achieved through planning obligation contributions.

## **RECOMMENDATION:**

That, having fully considered the Environmental Statement submitted with the application and the Statement of Conformity with the Environmental Statement, providing that the Highway Agency withdraws its Holding Objection, delegate to the Head of Planning & Transport authorisation to **GRANT OUTLINE PLANNING PERMISSION** subject to the signing of a Section 106 Obligation for a financial contribution of £658,675 towards the provision of major (highway, transport and

traffic) schemes, £100,000 for public art and £10,000 to monitor and enforce the section 106 Agreement/conditions, subject to the following planning conditions (the detailed wording both as to conditions and obligations if required to be altered is also delegated to the Head of Planning & Transport):

1. A08 Standard Time Limit
2. A02 Time Limit – Submission of reserved Matters
3. B01 Standard Outline (all matters Reserved)
4. B19 Access
5. B29 Site Environmental Management Plan
6. B31 Land Contamination
7. B Custom Groundwater investigation
8. B Custom Surface Water limitation
9. B91 - EA standard condition - SUDs requirement
10. B Custom Management of exceedence flows
11. B60 Design of Cycle Facilities
12. C38 Development in accordance with deposited plans
13. B64 – slope stability
14. B25 – Shallow mining
15. B Custom – Mineshafts ground investigation requirement and treatment solutions if necessary
16. B Custom Retaining walls designs required to conform to site stability analysis under Condition 13
17. B Custom - Near Surface Ground investigation
18. B Custom – Foundation Design
19. B Custom - Highways Agency condition(s)
20. B Custom – Environmental health conditions
21. B Custom – Highway conditions

Reasons for Approval: see above

#### Informatives

I06 – Section 106 Agreement

I30 - Conditions need to be discharged

I16 – Caution mining area

I34 - Reason for Outline Consent having regard to Development Plan etc

RA Custom – Reason for Outline Consent

All wild birds, their nests and their young are protected during the nesting period under The Wildlife and Countryside Act 1981. If work is taking place during this period and nests are found work in the affected area must stop until the end of the nesting period.

W2010/0069

The Cross Keys PH, Haybridge Road, Hadley, Telford, Shropshire.

Change of use of part of public house car park into hand car wash including siting of a portacabin (Retrospective)

**APPLICANT**

Mr Zana

**RECEIVED**

25/02/2010

**PARISH**

Hadley and Leegomery

**WARD**

Hadley & Leegomery

**CASE OFFICER**

Phil Baker

THE PARISH COUNCIL HAS REQUESTED THAT THIS APPLICATION BE CONSIDERED BY THE COUNCIL'S PLANS BOARD

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Noise, disturbance, access, traffic generation.

**THE SITE AND THE PROPOSAL**

This application relates to the retrospective change of use of part of the public house car park into a hand car wash, and the siting of a portacabin, at the rear of the Cross Keys Public House, Haybridge Road, Hadley

The Cross Keys Public House is located on the south side of Haybridge Road, which is the main road running through Hadley. Vehicular access is direct from Haybridge Road and runs through to the rear of the public house. The tarmaced surface car park has an overall capacity to accommodate at least 25 cars.

The application site has boundary treatments which comprise 1.8 metre high close boarded timber fences along the eastern, southern and western boundaries, supplemented by shrubs and trees at various intervals around the site boundary. A footpath running from Haybridge Road to Mafeking Road lies adjacent to the western boundary.

The car wash business is located at the south west corner of the site and the washing area takes up approximately four of the public house parking spaces. At present there is a small caravan on the site, that acts as a site office, which contains no electricity or toilet facilities.

The applicant states that he has been operating from the site for the past three years. He claims that his business employs 3 full-time and 3 part-time employees, and he wishes to operate Monday to Saturday from 10.00am to 6.00pm and on Sundays and Bank Holidays from 10.00am to 4.00pm. He estimates that the number of vehicles cleaned in any one day will average around 15 to 20.

A similar application (ref: W2008/1335) was refused in September 2009 on the grounds of (a) an unacceptable use in a predominantly residential area, (b) insufficient information to demonstrate that the car wash will not adversely affect the adjoining residential amenity through noise generation, and (c) insufficient information to demonstrate that the car wash will not have an adverse environmental

impact through potential pollution. This application has been submitted with more supporting information.

## CONSULTATION RESPONSES

A petition signed by over 200 people, and six individual letters, have been received supporting the application. Two of the letters have been submitted by local residents who back onto the site, and they claim that the business has not caused any noise, nuisance, disruption, or other trouble since it commenced three years ago.

One anonymous letter of objection has been received from a local resident. The grounds of objection relate to the constant noise, shouting, and music emanating from the car wash and visiting vehicles.

The Parish Council objects to the application on the following grounds:-

- The principle of a car wash in close proximity to residential properties is unacceptable
- The washing equipment generates noise which causes nuisance to neighbours wishing to enjoy the amenity of their gardens
- Polluted waste water will run over the surface of the car park
- Egress from the site is difficult because of restricted visibility in a south westerly direction. A higher number of vehicles will enter and leave the site than when it was used solely as a public house. There are therefore concerns about highway safety.

The Council's Environmental Health Officer has no objections subject to conditions requiring (a) that noise levels from any machinery do not exceed 55dB(A) at the boundary of the site, (b) all drainage from the car wash passes through a silt and oil trap, and drains into the foul sewer, and (c) operating hours are restricted to 10.00am to 6.00pm Monday to Saturdays, and 10.00am to 4.00pm on Sundays and Bank Holidays.

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

## PLANNING HISTORY

In September 2009 planning permission (ref: W2008/1335) to change the use of part of the car park at the Cross Keys Public House into a hand car wash was refused on the grounds of (a) an unacceptable use in a predominantly residential area, (b) insufficient information to demonstrate that the car wash will not adversely affect the adjoining residential amenity through noise generation, and (c) insufficient information to demonstrate that the car wash will not have an adverse environmental impact through potential pollution.

## PLANNING POLICY

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

Wrekin Local Plan  
UD2 Design Criteria

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

PPS1 Delivering Sustainable Development  
PPS23 Planning and Pollution Control  
PPG24 Planning and Noise

#### PLANNING CONSIDERATIONS

Since the previous planning application was refused in September 2009 the applicant has attempted to overcome the reasons for refusal. Discussions have taken place between the applicant and the Council's Environmental Health Officer (EHO) with regard to noise generation and water pollution to try to resolve the issues and concerns raised in the previous application.

The applicant has stated that he intends to install another jet wash to replace the one currently in use which is coming to the end of its working life. The proposed jet wash is claimed to be one of the quietest on the market. The EHO appraised the anticipated noise levels of this new machine but still had concerns about its loudness. He did, though, state that the problem was not insurmountable so long as the washer was enclosed by an insulation box that would bring the noise level down to an acceptable limit. This insulation box would fit around the proposed jet wash, and would reduce the noise to that of a silent running washer that would then fully comply with the requirements of PPG24.

The EHO has now assessed the proposed car wash and the insulation box, and now raises no objection to the proposals subject to a condition which states that the noise levels from any machinery used on the site shall not exceed 55dB(A) measured at the boundary of the site.

During the applicant's pre-submission discussions with the EHO it was suggested by the EHO that a grease and sediment trap must be installed which would allow all the waste water to be discharged to the foul sewer. Details of a suitable silt and oil trap have been submitted with this application, which have been accepted in principle by the EHO. The provision of the silt trap, and an assurance that all the water from the car wash will be disposed of in the foul sewer, would be covered by planning conditions.

The Council's EHO also wants a condition restricting the operating hours to 10.00am to 6.00pm Monday to Saturdays, and 10.00am to 4.00pm Sundays and Bank Holidays.

The Council's Highways Engineer has no objections to the application, considering that the vehicular flows emanating from the car wash facility would be relatively low and insubstantial, and that the use would not prejudice any highway safety concerns. He also considers that the loss of four parking spaces in the car park during the day time is acceptable as most of the spaces are not in use at that time.

In conclusion, it is considered that the applicant has been able to overcome the previous reasons for refusal. Insufficient information had been submitted in the

previous application for the Council to be able to assess the level of harm that would be caused by the car wash. However, the Council's EHO has now received sufficient assurances about noise levels which address his previous concerns. Therefore, your officers now believe that with appropriate conditions the application can be recommended for approval.

The applicant has demonstrated to the Council's satisfaction that the car wash would be able to operate without creating unacceptable levels of disturbance, without having a harmful effect on the residential amenities of local residents through excessive noise generation, and without any adverse environmental impact through water pollution. This is a relatively small-scale activity that creates employment in the area and provides a facility for the local community. Only one anonymous letter of objection has been received from a local resident, and the Council's Planning Enforcement Officer has not received any complaints about the car wash for the past two years. Moreover, two letters of support have been received from local residents who back onto the site.

**RECOMMENDATION: GRANT PERMISSION** subject to the following conditions:-

1. Full permission
2. Development in accordance with submitted plans
3. Full details of proposed portacabin
4. Noise levels from any machinery not to exceed 55dB(A) at the site boundary
5. Provision of a silt and oil trap
6. All water from the car wash to be disposed of in the foul sewer
7. Operating times to be restricted to 10.00am to 6.00pm Monday to Saturday, and 10.00am to 4.00pm Sundays and Bank Holidays

#### **REASONS FOR APPROVAL**

The applicant has been able to overcome the previous reasons for refusal. He has demonstrated to the Council's satisfaction that the car wash would be able to operate without creating unacceptable levels of disturbance, without having a harmful effect on the residential amenities of local residents through excessive noise generation, and without any adverse environmental impact through water pollution. This is a relatively small-scale activity that creates employment in the area and provides a facility for the local community.

W2010/0148  
8, Spring Village, Horsehay, Telford, Shropshire.  
Erection of a conservatory to rear (part retrospective)

**APPLICANT**  
Mr Ray Hoof

**RECEIVED**  
23/02/2010

**PARISH**  
Dawley Hamlets

**WARD**  
Horsehay & Lightmoor

**CASE OFFICER**  
Tom Lewis

OBJECTIONS RECEIVED: No

**MAIN ISSUES:**

The principle of development and impact on the neighboring properties amenities and its impact on the character and appearance of the area.

**THE PROPOSAL:**

The proposal is to erect a conservatory with a brick dwarf wall to the rear of the property. The application is part-retrospective as the brick dwarf wall and base is already constructed on the site. This is as a result of incorrect pre application advice which wrongly stated that planning permission was not required. Once development commenced the need for planning permission was highlighted and the applicants have ceased work and sought partially retrospective consent. The application has consequently been brought before Plans Board for determination.

**THE SITE AND SURROUNDINGS:**

The application site comprises a large semi-detached dwelling on the corner of two roads. The main road around the Horsehay Pool runs to the south of the plot with a track off this running up the west of the site. The dwelling is accessed from the south of the site with a large detached garage.

The pair of dwellings originally would have been a similar size and style with a small projecting gable porch to the front. At the rear of the property there is a central rear facing gable feature. Number 8 has had previous extensions including the addition of a rear projecting gable addition to the south of the dwelling with a single storey addition to the side. The two storey addition is constructed from a slightly redder brick. The adjoining neighbour has also had further additions including a two storey rear projecting gable and a lean-to timber conservatory.

The property benefits from large gardens to the side and rear which are at a slightly lower level than the existing dwelling. These are bounded to the side by a timber fence with trellising above to a height of approximately 1.8m.

**CONSULTATION RESPONSES:**

The Council's Ecologist has raised no objections to the proposals subject to the placing of an informative with regards to protected species.

The Council's Geotechnical Engineers have raised no objections to the proposals subject to the placing of a condition with regards to foundation design and two informative with regards to caution being exercised on excavations.

#### PLANNING HISTORY:

W81/0743 – Erection of a double garage with construction of a vehicular access – Granted

W94/0865 – Erection of a two storey extension – Granted

#### POLICY CONTEXT:

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

CS 15 – Urban Design

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

UD2 – Design Criteria

HE3 – New development in Conservation Areas

#### PLANNING CONSIDERATIONS:

The conservatory proposed is of a modest size, being of a similar size to that of the conservatory at the neighbouring property, number 8, however the proposed conservatory will have a different style roof pitch being hip roofed rather than lean to. The proposed modest development to the rear of the property will therefore not dominate the site or the surrounding area, being acceptable in terms of scale, form and massing.

The existing property has thick UPVC window frames and the conservatory will match this. The bricks used on the dwarf wall are of a similar colour and texture to that of the existing dwelling upon which it's attached. Therefore the proposed modest conservatory will not be of detriment to the character and appearance of the dwelling, the pair of semi's or the conservation area.

The proposed development will be sited adjacent to the boundary with the neighbouring property, it will however include an obscurely glazed window to prevent overlooking, and this will be conditioned to ensure retention of the obscure glazing for perpetuity. The conservatory is to be glazed and consequently your officers consider that this will not lead to overshadowing as it will let light through. The proposed conservatory will therefore respect the neighbouring properties and not be of detriment to the adjoining semi detached dwellings amenities. In addition as the property benefits from large gardens, the proposal will leave adequate amenity space within the curtilage of the dwelling.

The Council's Geotechnical Engineers had originally requested a condition about foundation design with regards to landfill gas, the foundations are however already in place and therefore following examination of the case particulars this condition is now considered to be unnecessary.

In conclusion the proposed conservatory is considered by officers to respect and relate to the character and appearance of the existing pair of semi detached dwellings within the conservation area and will not be detrimental to the neighbouring

properties amenities. On this basis the proposed development complies with policies UD2 and HE3 of the Wrekin Local Plan along with CS15 of the Core Strategy.

**RECOMMENDATION: GRANT PLANNING PERMISSION** subject to the following conditions:

1. A3 - Full with no reserved matters
2. D130 - Obscure windows
3. Informative - Conditions
4. Informative - Reasons for granting planning permission
5. Informative - Protected species.
6. Informative - SIE17 Exercise caution
7. Informative - SIE20 Contaminated land

**REASONS FOR APPROVAL:**

The proposed conservatory is a modest extension to the building which does not detract from the character of the building or surrounding area. Furthermore, the proposal will not adversely impact on neighbouring properties amenities in terms of light and outlook.

W2010/0166

Duke of York, Trench Road, Trench, Telford, Shropshire.

Erection of a single storey rear extension and erection of high fencing and gates to car park entrance

**APPLICANT**

Mr Pal Singh Atwal

**RECEIVED**

02/03/2010

**PARISH**

Wrockwardine Wood &  
Trench

**WARD**

Wrockwardine Wood &  
Trench

**CASE OFFICER**

Andrew Mackriell

*THIS APPLICATION WAS DEFERRED AT PLANS BOARD ON THE 21 APRIL FOR FURTHER DETAILS AND INFORMATION TO BE SUBMITTED*

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Design and appearance of the railings and gates in the street scene, highway safety.

**THE PROPOSALS:**

The application is for a single storey rear extension to the Duke of York restaurant building which would face onto the rear car-park area, and the erection of 1.8 metre high metal railings and associated gates along the currently open street frontage to the premises adjoining Trench Road. The applicant states that the fence and gates are required for security and to prevent unauthorised parking in the customer car-park.

**SITE AND SURROUNDING AREA:**

The Duke of York is a former traditional public house which has been converted to a restaurant. The main building fronts Trench Road and although the site is just to the east of the local parade of shops, the surrounding area is predominantly residential with a mixture of house types and road frontages, with other commercial shop premises in the vicinity.

**PLANNING POLICY CONTEXT:**

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

**CONSULTATION RESPONSES:**

Wrockwardine Wood & Trench Parish Council do not object to the rear extension, however the Parish does object to the proposed metal fencing and gates on the grounds that they would detract from the street scene, reduce visibility for vehicles exiting the pub car-park, and could cause congestion near a busy road junction.

The Council's Highways Officer does not object to the proposals but requires that the gates should be sited a minimum of 5 metres from the rear edge of the highway boundary, and the railings would be acceptable at 1.8metres high provided they are not installed within the visibility splay.

#### PLANNING CONSIDERATIONS:

The single storey extension to the rear of the building would be an acceptable addition which would have little impact on the amenities of the surrounding area.

Officers consider that the proposed metal railings and gates on the Trench Road frontage, would be acceptable additions in the street scene. The applicant has submitted further details which show a single point type of fence which would be set back 1.5 metres from the front elevation of the pub building. The gates are shown set back 5 metre from the edge of the footway in accordance with the Highways Officer's recommendation.

The street scene is generally mixed on this part of Trench Road with a variety of buildings and frontages. In this context the proposed railings and gates would not be unduly visually intrusive or out of character.

**RECOMMENDATION:** Delegate authority to the Head of Planning and Transport to **GRANT PLANNING PERMISSION** for the amended plans received on the 30 April 2010 which show a satisfactory fence design and position with the gates set back 5 metres, subject to the following conditions:

1. A03 Time limit (3 years).
2. C01 External finishing materials of the extension to match existing building
3. Details of the colour and finish of the metal fence and gates shall be submitted to and approved in writing by the Local Planning Authority.

#### REASONS FOR APPROVAL:

The proposed extension would be an acceptable addition to the rear of the building in terms of its design and appearance and would not have a significant detrimental impact on the amenities of the surrounding area. The railings and gates would be acceptable in the street scene, and their position would not detract from highway safety.

W2010/0187

Three Oaks County Primary School, Calcott, Stirchley, Telford, Shropshire.  
Erection of a temporary seven classroom demountable annexe, extension to existing car park, formation of new hard play area and associated pathways, new pedestrian entrance and linked covered walkway

**APPLICANT**

Telford & Wrekin Council

**RECEIVED**

09/03/2010

**PARISH**

Stirchley and Brookside

**WARD**

The Nedge

**CASE OFFICER**

Phil Baker

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Design, Appearance, Parking, Loss of playing field

**THE SITE AND THE PROPOSAL**

This planning application relates to the erection of temporary classrooms at the Three Oaks County Primary School, Calcott, Stirchley. The demountable classrooms are required for a temporary period of 4 years in order to accommodate the pupils from the existing Stirchley Primary School which is presently located on an adjoining site in Stirchley. The intention is then to construct a new primary school at the existing Stirchley Primary School site which would entail the amalgamation of both schools. This forms part of the Building Schools for the Future learning communities strategy for the Stirchley area. Upon completion of the new amalgamated school the demountables will be removed and the site will be returned to its existing state.

In detail the proposal entails the erection of single storey demountable buildings that would accommodate 7 classrooms, toilets, meeting room, office, and staff room. The application also includes an extension to the existing car park, a new hard play area, a covered walkway to the existing school building, new footpaths, and another pedestrian entrance. The wooden-clad buildings will be located within the school's existing playing field.

The existing Three Oaks Primary School, which comprises single storey buildings of traditional brick construction, is located in a predominantly residential area, although there are some local shops adjacent to its main entrance.

12 additional parking spaces will be provided and these will be located at the north east corner of the site, adjacent to the existing car park.

**CONSULTATION RESPONSES**

One letter has been received from a local resident who feels that the new classroom structure will encroach on his property and privacy.

The Parish Council has raised two issues. Firstly, that no tree survey had been undertaken, and secondly it is concerned about the significant reduction in play area, and wonders whether any consideration has been given to using two storey demountable buildings.

The Council's Highways Engineer has no objections subject to conditions relating to the provision of additional car parking, and the reinstatement of damaged roads and footpaths after the construction works have finished.

Sport England has no objections to the application subject to a condition requiring the reinstatement of the school playing field following the removal of the temporary structures.

#### PLANNING POLICY

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

##### Wrekin Local Plan

LR1 Provision of community facilities

UD2 Design criteria

##### LDF Core Strategy

CS10 Community facilities

CS15 Urban design

#### PLANNING CONSIDERATIONS

The location of the temporary classrooms has been carefully chosen so as to minimise their impact on the adjacent residents. They have been restricted to single storey in height in order to protect the privacy of neighbouring residents. The classrooms have been designed with the lowest possible ridge lines and eaves so as to correspond with the scale of the existing buildings on the site, and to reduce the visual impact on their surroundings.

The layout has also been designed so that the corridors face the new hard play area, with the quieter classrooms facing the northern and eastern boundaries. Placing the play area in this location will also have the effect of minimising the impact of the noise of children at play times on the residential properties beyond the northern boundary.

It is intended to introduce an additional pedestrian access into the Three Oaks site – in the north west corner of the site – whilst the demountable buildings are being used which would enable the Stirchley Primary School pupils to more easily access their temporary school buildings without having to make a long and circuitous journey around Stirchley. This will also help to alleviate the build up of excessive traffic around the existing Calcott entrance to the Three Oaks Primary School.

The transport of children by car will be discouraged and a sustainable school travel plan will be developed and promoted to all parents. It is intended that the schools will be running a 'walking bus' and there are also plans to hold cycle training for pupils to encourage older children to cycle to school.

During the temporary period when the demountable classrooms are in place and the new amalgamated school is being constructed all the pupils will be able to use the playing fields at the rear of the former Bridge Special School which has been unused since 2008. There will therefore be no significant reduction in the size and extent of

the play areas available for the two schools concerned. It has also been confirmed that no trees will need to be removed to accommodate the demountable classrooms.

In conclusion, the demountable classrooms are required for a temporary 4-year period to accommodate pupils whilst a new school is constructed which would involve the amalgamation of the Three Oaks and Stirchley Primary Schools as part of the Council's Building Schools for the Future Learning Communities Strategy for the Stirchley area.

The design and appearance of the demountable classrooms will not adversely affect the character and visual amenities of the site or the surrounding area, and the proposed development will not have a detrimental impact on the residential amenities presently enjoyed by the occupants of adjoining and existing dwellings by virtue of any undue overlooking, loss of light, or any overbearing effect.

**RECOMMENDATION: GRANT PERMISSION** subject to the following conditions:-

1. Temporary planning for 4 years
2. Development in accordance with submitted plans
3. Car parking provision
4. Reinstatement of damaged roads and footpaths
5. Reinstatement of existing playing field following removal of temporary structures

#### **REASONS FOR APPROVAL**

The demountable classrooms are required for a temporary 4-year period to accommodate pupils whilst a new school is constructed which would entail the amalgamation of the Three Oaks and Stirchley Primary Schools as part of the Council's Building Schools for the Future Learning Communities Strategy for the Stirchley area.

The design and appearance of the demountable classrooms will not adversely affect the character and visual amenities of the site or the surrounding area, and the proposed development will not have a detrimental impact on the residential amenities presently enjoyed by the occupants of adjoining and existing dwellings by virtue of any undue overlooking, loss of light, or any overbearing effect.

During the temporary period when the demountable classrooms are in place pupils will be able to use the playing fields at the rear of the former Bridge Special School which has been unused since 2008. There will therefore be no significant reduction in the size and extent of the play areas available for the two schools concerned.

W2010/0202

Cheshire Coppice, Admaston, Telford, Shropshire.

Erection of a two storey side and single storey rear extension

**APPLICANT**

Mr & Mrs S Rawlings

**RECEIVED**

09/03/2010

**PARISH**

Wrockwardine

**WARD**

Wrockwardine

**CASE OFFICER**

Tom Lewis

OBJECTIONS RECEIVED: No

**MAIN ISSUES:** The principle of development, its impact on the neighboring properties amenities and its impact on the character and appearance of the area.

**THE PROPOSAL:** The proposal consists of the erection of two storey side extension which runs adjacent to the existing front facing gable with a further front facing gable. The proposal also includes a single storey rear extension.

**THE SITE AND SURROUNDINGS:**

The site is accessed via a long unmade track which runs off Bratton Road. The dwelling is a farmhouse and has previously been physically attached to the surrounding barns and farm buildings to the north of the dwelling. The property is currently unoccupied and is being renovated. Through the renovation the property has been separated from the farm buildings due to the buildings stability. The property has only one neighbouring property, which is also accessed off the lane. The neighbouring dwelling, Wickets Farmhouse, is a timber dwelling with a mono pitch roof on the opposite side of the track, approximately 100m away.

The dwelling has a main gable ended wing running across the plot with a forward projecting gable to the east of the dwelling. The main part of the dwelling has a bay window at ground floor level and a lean to porch against the projecting gable. The top of the front facing gable is rendered and painted cream. Renovation work has started to improve the standard of living accommodation and this includes the addition of small extensions under permitted development and rebuilding of some parts.

**CONSULTATION RESPONSES:**

No responses received.

**PLANNING HISTORY:**

No relevant planning history.

**POLICY CONTEXT:**

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

CS 15 – Urban Design

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

## UD2 – Design Criteria.

### PLANNING CONSIDERATIONS:

The main part of the proposal consisting of the two storey wing to the side of the dwelling matching the form of the existing front projecting gable with render to the top of the gable. The new wing will be different as it also includes french doors at ground floor level. The rear extension is a modest single storey lean to not visible at the front of the dwelling which fills in the recess between the existing rear gable and the main wing of the dwelling. The proposed extensions, due to their scale and form, do not dominate dwelling or the surrounding area.

To ensure the proposals are in keeping with the character and appearance of the main dwelling, conditions can be placed to ensure that the materials used match those of the existing dwelling. The fenestration details are of a similar size and style to those of existing dwelling. Consequently the proposed extensions respect and relate to the character and appearance of the main dwelling and the surrounding area.

The proposed developments are on the opposite side of the property to the nearest neighbouring property, and this is over 100m away. Therefore the proposed development is not of detriment to the amenities of neighbouring properties.

In conclusion the proposed extension is considered by officers to respect and relate to the character and appearance of the existing dwelling and will not be detrimental to the neighbouring properties amenities. On this basis the proposed development complies with policies UD2 of the Wrekin Local Plan along with CS15 of the Core Strategy.

### RECOMMENDATION:

GRANT PLANNING PERMISSION subject to the following conditions:

1. A03 - Full with no reserved matters
2. C01 - Materials to match that of the existing.
3. C38 - In accordance with the approved plans
4. Informative - Conditions
5. Informative - Reasons for granting planning permission

### REASONS FOR APPROVAL:

The proposed extension in terms of scale, mass and design respects the context of this rural area. The development will not adversely impact on neighbouring properties amenities.

TWC/2010/0048

Land behind, The Little Theatre, Wellington Road, Donnington, Telford, Shropshire, TF2 8AW

Provision of a childrens BMX bicycle track

**APPLICANT**

Derek Owen

**RECEIVED**

30/03/2010

**PARISH**

Lilleshall and Donnington

**WARD**

Donnington

**CASE OFFICER**

Phil Baker

OBJECTIONS RECEIVED: No

MAIN ISSUES: Character and appearance of the area, Residential amenity.

**THE SITE AND THE PROPOSAL**

This Council planning application relates to the provision of a children's BMX bicycle track on land behind The Little Theatre, Donnington Road, Donnington.

The application site is part of a large area of public open space between Wellington Road and New Trench Road in Donnington. Most of the open space is used for informal recreational use, but it does contain two formal football pitches, an equipped children's play area, and a ball court and youth shelter.

The proposed BMX track would be 40 metres long by 24 metres wide, and would rise to 2 metres at its highest point with the various ramps and berms. The development would also include a cycle rack, seat and litter bin. The facility is intended to be mainly used by children and young people aged between 4 and 16. Similar BMX tracks have been provided within the Borough at Malinslee, Leegomery and Aqueduct.

The nearest residential property is approximately 100 metres from the proposal – on the southern side of Wellington Road – and the majority of the development lies directly behind the Little Theatre.

**CONSULTATION RESPONSES**

The Parish Council has no objections to the application, and has worked closely with the Council's Leisure Services Officer, and been kept regularly informed.

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

**PLANNING POLICY**

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

Wrekin Local Plan

LR4 – Outdoor recreational open space

OL6 – Open Land

LDF Core Strategy

CS11 – Open Space

## PPS17 – Planning for Open Space, Sport, and Recreation

### PLANNING CONSIDERATIONS

The application site lies within the Council's Green Network as defined in Policy OL3 of the Wrekin Local Plan. Policy OL4 permits development in the Green Network provided there are exceptional circumstances, it contributes to the aims of the Green Network, or environmental and community benefits are an integral part of the proposal. It suggests that such benefits would include community and recreational facilities. One of the aims of the Green Network is to provide a supply of open land to meet the diverse recreational needs of the population. It is considered that this proposal complies with the aims of the Green Network.

The applicants have stated that Donnington has a high percentage of children and young people, yet it possesses few recreational facilities for children, and limited outdoor facilities for young people. Donnington has been identified as a part of Telford that is deficient in outdoor recreational facilities, as highlighted in the Council's Outdoor Recreational Strategy. It is considered that the provision of this BMX track will help to alleviate this deficiency, and provide important community and recreational facilities for local children and young people.

The Council has drawn up the proposals for the BMX track in close consultation with the West Mercia Police, Youth Services, Wrekin Riders BMX Club, and the Parish Council. The design and layout of the scheme has been devised by local children and young people in collaboration with the Council's Landscape and Recreation Services. The project is giving children and young people in the area the rare opportunity to make a positive contribution to their community and to take some pride and ownership in their environment.

National guidelines in relation to older children's play provision require a minimum set distance of 30 metres from the edge of the facility to the boundary of existing or proposed residential properties. In this particular case the nearest house is over three times the recommended guideline distance, and therefore it is considered that the proposed facility will not have a harmful or detrimental impact on any residents living in this part of Donnington.

The proposed BMX track respects the context of the site and would comply with the long term aims of the Green Network by providing an important community and recreational facility for children and young people. The proposal would not have an adverse effect on any nearby residential properties with regards to noise and disturbance. The scale and design of the proposed development would not have a detrimental impact on the character and appearance of the area.

**RECOMMENDATION:** Delegate to the Head of Planning to GRANT PERMISSION, subject to the following conditions:-

1. Full permission
2. Development in accordance with submitted plans

## REASONS FOR APPROVAL

The proposed BMX track respects the context of the site and would comply with the long term aims of the Green Network by providing an important community and recreational facility for children and young people.

The proposal would not have an adverse effect on any nearby residential properties with regards to noise and disturbance. The scale and design of the proposed development would not have a detrimental impact on the character and appearance of the area.