

## **PLANS BOARD**

### **Minutes of the meeting of the Plans Board held on Wednesday, 12<sup>th</sup> May, 2010 at 6.00 p.m. in the Civic Offices, Telford, Shropshire**

**PRESENT:** Councillors I.T.W. Fletcher (Chairman), R.G. Chaplin, N.A. Dugmore (Vice-Chairman), J.A. Francis, G.M. Green, F.R. Picken, H. Rhodes and M. J. Smith

#### **PB-111      MINUTES**

**RESOLVED** – that the minutes of the meeting of the Plans Board held on the 21<sup>st</sup> April, 2010 be confirmed and signed by the Chairman.

#### **PB-112      APOLOGIES FOR ABSENCE**

None.

#### **PB-113      DECLARATIONS OF INTEREST**

Councillor N.A. Dugmore declared a personal interest in planning application W2010/0187 and stated that he would leave the room during determination thereof.

#### **PB-114      APPLICATIONS FOR DETERMINATION**

- (a)      W2009/1074 – Red Oak Car Park, Lawn Central, Telford Town Centre, Telford, Shropshire

The Chairman informed the Board that a detailed objection had been received from another retailer in respect of the application, which required careful consideration by the Council and the applicants.

**RESOLVED** – that planning application W2009/1074 be deferred until a future meeting of the Plans Board to allow for consideration of the detailed objections submitted.

- (b)      W2010/0069 – The Cross Keys Public House, Haybridge Road, Hadley, Telford, Shropshire

This application related 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 to the rear of the building. Hadley & Leegomery Parish Council had requested that the application be determined by the Plans Board.

The car wash business was located at the south-west corner of the site and the washing area took up approximately four of the parking spaces. At present there was a small caravan on the site, that acted as a site office but which contained no electricity or toilet facilities.

The applicant stated that he had been operating from the site for the past three years and that the business employed 3 full-time and 3 part-time employees. He estimated that the number of vehicles cleaned in any one day would average around 15 to 20.

A petition signed by over 200 people and six individual letters had been received supporting the application, including two from adjacent properties. One anonymous letter of objection citing the constant noise emanating from the car wash and visiting vehicles had been received from a local resident and the Parish Council had objected on the grounds, as detailed in the report, relating to its close proximity to residential properties, noise, polluted water, and highway safety issues.

Since a previous planning application (W2008/1335) was refused in September 2009 for the reasons set out in the report, the applicant had attempted to overcome the reasons for refusal. Discussions had taken place with 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 had stated that he intended to replace the current jet wash which was coming to the end of its working life. The EHO had appraised the anticipated noise levels of this new machine but concerns remained about its loudness. However, these had been addressed by enclosing the washer in an insulation box that would bring the noise level down to that of a silent running washer that would then fully comply with the requirements of PPG24. The EHO had now assessed this and had no objections subject to a condition that stated that the noise levels from any machinery used on the site should not exceed 55dB(A) measured at the boundary of the site.

During the applicant's pre-submission discussions with the EHO it had been suggested that a grease and sediment trap be installed which would allow all the waste water to be discharged to the foul sewer. Details of a suitable silt and oil trap had been submitted with the application and had been accepted in principle subject to an appropriate condition. In addition, the EHO had requested a condition restricting the operating hours to 10.00 a.m. to 6.00 p.m. Monday to Saturdays, and 10.00 a.m. to 4.00 p.m. Sundays and Bank Holidays.

The Council's Highways Engineer had 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 considered that the loss of four parking spaces in the car park during the day time was acceptable as most of the spaces were not in use at that time.

The applicant had 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 was a relatively small-scale activity that created employment in the area and provided a facility for the local community.

**RESOLVED – that with respect to planning application W2010/0069 planning permission be granted subject to the conditions as set out in the report.**

(c) W2010/0148 – 8 Spring Village, Horsehay, Telford, Shropshire

This application for the erection of a conservatory with a brick dwarf wall at the rear of the property was part-retrospective as the brick dwarf wall and base had already been constructed on the site due. Once development had commenced the need for planning permission had been highlighted and the applicants had ceased work.

The property had 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 was constructed from a slightly redder brick.

The conservatory proposed was of a modest and a similar size to that of the conservatory at the neighbouring property but would have a hip roof rather than a lean to. This would, therefore, not dominate the site or the surrounding area and would be acceptable in terms of scale, form and massing.

The proposed development would be sited adjacent to the boundary with the neighbouring property but with an obscurely glazed window to prevent overlooking, and which would be conditioned to ensure its retention for perpetuity. The conservatory was to be glazed and, consequently, would not lead to overshadowing as it would let light through. As the property benefited from large gardens, the proposal would leave adequate amenity space within the curtilage of the dwelling.

The existing property had thick UPVC window frames and the conservatory would match these. The bricks used on the dwarf wall were of a similar colour and texture to that of the existing dwelling upon which it was attached. Therefore, the proposal would not be of detriment to the character and appearance of the dwelling, the pair of semi-detached properties or the Conservation Area.

**RESOLVED – that with respect to planning application W2010/0148 planning permission be granted subject to the conditions as set out in the report.**

(d) W2010/0166 – Duke of York, Trench Road, Trench, Telford, Shropshire

This application had been deferred at the Plans Board held on the 21<sup>st</sup> April, 2010 to allow for further details and information to be submitted. The applicant had submitted further details which showed a single point type of fence which would be set back 1.5 metres from the front elevation of the public house building. The gates were shown set back 5 metres from the edge of the footway in accordance with the Highways Officer's recommendation. The street scene was generally mixed on this part of Trench Road with a variety of buildings and frontages and in this context the proposed railings and gates would not be unduly visually intrusive or out of character.

The applicant had also confirmed that these works were needed for security reasons as the car park was used as a congregating area for non-users of the public house.

**RESOLVED — that with respect to planning application W2010/0166 planning permission be granted subject to the conditions set out in the report.**

(Councillor N.A. Dugmore having declared an interest in the following application left the room during determination thereof.)

(e) W2010/0187 – Three Oaks County Primary School, Calcott, Stirchley, Telford, Shropshire

This planning application by Telford & Wrekin Council related to the erection of temporary classrooms, which were required for a temporary period of 4 years to accommodate the pupils from Stirchley Primary School which was presently located on an adjoining site. A new primary school was to be constructed on that site which would entail the amalgamation of both schools as part of Building Schools for the Future's learning communities strategy for the Stirchley area. Upon completion of the new amalgamated school the demountables would be removed and the site returned to its existing state.

The proposal entailed the erection of single storey demountable buildings that would accommodate 7 classrooms, toilets, meeting room, office, and staff room, together with 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 would be located within the school's existing playing field.

One letter had been received from a local resident who felt that the new classroom structure would encroach upon his property and privacy. Stirchley & Brookside Parish Council had raised a number of issues, as summarised in the report. The Council's Highways Engineer had 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 had finished. Sport England had no objections to the application subject to a condition requiring the reinstatement of the school playing field following the removal of the temporary structures.

The location and single storey height of the temporary classrooms had been carefully chosen so as to minimise their impact on the amenities and privacy of adjacent residents. The classrooms had 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 had been designed so that the corridors faced the new hard play area, with the quieter classrooms facing the northern and eastern boundaries. Placing the play area in this location would 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 was intended to introduce an additional pedestrian access into the site at the north-west corner of the site whilst the demountable buildings were being used to 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 would 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 would be discouraged and a sustainable school travel plan developed and promoted

to all parents. It was intended that the schools would operate a 'walking bus' and there were plans to hold cycle training for pupils to encourage older children to cycle to school.

During the temporary period when the demountable classrooms were in place all the pupils would be able to use the playing fields at the rear of the former Bridge Special School which had been unused since 2008, so giving no significant reduction in the size and extent of the play areas available.

**RESOLVED** – that with respect to planning application W2010/0187 planning permission be granted subject to the conditions as set out in the report.

(Councillor Dugmore returned to the room for the remainder of the meeting.)

(f) W2010/0202 – Cheshire Coppice, Admaston, Telford, Shropshire

This proposal was for the erection of a two storey side extension to run adjacent to the existing front facing gable with a further front facing gable, together with a single storey rear extension.

The site was accessed via a long unmade track which ran off Bratton Road. The dwelling was a farmhouse which had previously been physically attached to the surrounding barns and farm buildings to the north of the dwelling. The property was currently unoccupied and being renovated. Through the renovation the property had been separated from the farm buildings due to the building's stability.

The main part of the proposal consisted 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 together with the inclusion of french doors at ground floor level. The rear extension was a modest single storey lean to not visible at the front of the dwelling and would fill in the recess between the existing rear gable and the main wing of the dwelling. The proposed extensions, due to their scale and form, would not dominate dwelling or the surrounding area.

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

The proposed developments were on the opposite side of the property to the nearest neighbouring property, which was over 100m away. Therefore, the proposed development would not be to the detriment of the amenities of neighbouring properties.

On this basis the proposed development complied with policies UD2 of the Wrekin Local Plan and with CS15 of the Core Strategy.

**RESOLVED** – that with respect to planning application W2010/0202 planning permission be granted subject to the conditions as set out in the report.

(g) W2010/0048 – Land behind The Little Theatre, Wellington Road, Donnington, Telford, Shropshire

This planning application from Telford & Wrekin Council related to the provision of a children's BMX bicycle track on a site which was part of a large area of public open space between Wellington Road and New Trench Road in Donnington. Most of the open space was used for informal recreational use but it did 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, together with a cycle rack, seat and litter bin. The facility was intended to be mainly used by children and young people aged between 4 and 16. The nearest residential property was approximately 100 metres from the proposal and the majority of the development would lie directly behind the Little Theatre.

The application site lay within the Council's Green Network as defined in Policy OL3 of the Wrekin Local Plan. Policy OL4 permitted development in the Green Network provided there were exceptional circumstances, it contributed to the aims of the Green Network, or environmental and community benefits were an integral part of the proposal. One of the aims of the Green Network was to provide a supply of open land to meet the diverse recreational needs of the population but it was considered that this proposal complied with those aims.

Donnington had been identified as a part of Telford that was deficient in outdoor recreational facilities, as highlighted in the Council's Outdoor Recreational Strategy, and it was considered that the provision of this BMX track would help to alleviate this and provide important community and recreational facilities for local children and young people. The Council had drawn up the proposals in consultation with the West Mercia Police, Youth Services, Wrekin Riders BMX Club, and the Parish Council and the design and layout of the scheme had been devised by local children and young people in collaboration with the Council's Landscape and Recreation Services.

National guidelines in relation to older children's play provision required a minimum set distance of 30 metres from the edge of the facility to the boundary of existing or proposed residential properties and, in this particular case, the nearest house was over three times the recommended guideline distance. Therefore, it was considered that the proposed facility would not have a harmful or detrimental impact on any residents living in this part of Donnington. Neither would the scale and design of the proposed development have a detrimental impact on the character and appearance of the area.

**RESOLVED** – that with respect to planning application W2010/0048 delegated authority be granted to the Head of Planning & Transport to grant planning permission subject to the conditions as set out in the report.

**PB-115      SITE VISITS**

None.

The meeting ended at 6.17 p.m.

**Chairman:** .....

**Date:** .....