

PLANS BOARD

Minutes of a meeting of the Plans Board held on Wednesday, 23rd June, 2010 at 6.00 p.m. at the Civic Offices, Telford, Shropshire

PRESENT: Councillors N.A. Dugmore (Chairman), D.G. Chaplin, J.A. Francis, G.M. Green, R.T. Kiernan, F.R. Picken, H. Rhodes and M.J. Smith

ALSO PRESENT: Councillor C.P.R. Mollett (for planning application W2010/0056)

PB-7 MINUTES

RESOLVED – that the minutes of the meeting of the Plans Board held on the 2nd June, 2010 be confirmed and signed by the Chairman.

PB-8 APOLOGIES FOR ABSENCE

None.

PB-9 DECLARATIONS OF INTEREST

None.

PB-10 INTRODUCTION OF SPEAKING AT PLANS BOARD

The Chairman introduced the Scheme for Public Speaking at Plans Board and briefly explained the procedure to be followed.

PB-11 PLANNING APPLICATIONS FOR DETERMINATION

(a) W2010/0036 – Dawley Regeneration, Dawley, Telford, Shropshire

This was an outline planning application by Telford & Wrekin Council for a mixed used development with all matters reserved for later determination. The development was split into two phases and a masterplan had been submitted to illustrate a potential layout of development which would include the following as Phase 1:

- 3.2ha retail to include 0.17 ha of retail units comprising one supermarket and 3 smaller units, public realm, parking, planting and roads
- 10.77ha Phoenix secondary school to include building, hard and soft landscaping playing pitches and BMX track, parking 144 spaces and roads planting and wildlife habitat
- 0.8 footpath and junction works

The school was to be located on the western edge of Phase 1 and sited to create a link to the High Street. The building would be a maximum of 3 storeys with a variety of sports facilities including football, rugby, hockey and cricket pitches, athletics track, games courts and BMX track. The BMX track would

also be available for public and competition use. The supermarket would be located opposite the school, on the northern side of the new access road and, together with 3 new retail units, would be linked to and complement provision within the High Street. A car parking area was proposed to the east of the store.

Phase 2 would comprise:

- 9.28ha hard landscaping to include housing, parking, gardens and roads, to include 342 dwellings comprising of 56 x 2 bed, 228 x 3 bed, 44 x 4 bed and 44 x 5 bed houses.
- 11.24ha soft landscaping to include 4.29ha ecology park, buffer planting, open space and ponds

The residential development was for 20% affordable dwellings with a split of social rented and intermediate properties together with 80% open market dwellings. The housing was split into four character areas, Dawley Green, Dawley Lanes, Hinkshay Edge and Malinslee Mount, with two density levels proposed, as set out in the report. The ecology park was designed to function as both habitat for species and as passive recreation open space.

The proposal aimed to remediate and regenerate this area and Dawley and would provide a mixed use scheme to encourage growth and investment. It was proposed to create a sustainable neighbourhood with the use of a school to support and influence local regeneration. In addition it would improve links between Dawley and the Town Park and provide a mix of new dwellings consistent with Telford Growth Point objectives.

The application was subject to an Environmental Impact Assessment (EIA) and was accompanied by the supporting information listed in the report. The application had been advertised in the local press and on site as an application subject to an EIA and of major significance. In addition 450 immediate neighbours had been notified of the planning application and a Statement of Community Involvement had submitted.

With regard to the issues of ground gas, spontaneous combustion, material management plan, land contamination, dust mitigation and floodlighting, the information submitted was considered sufficient to understand their environmental impacts the Council's Environmental Health Officer had offered no objections subject to conditions relating to land contamination, dust management plans, lighting management plan and informative relating to need for permits under separate legislation.

The Council's Strategic Housing Officer considered that, whilst the proposal for 20% affordable housing was below policy requirements, it was supported by a housing viability study. However, given that the economic conditions could change over the length of the 10 year consent, he recommended that viability be reassessed and higher percentages sought if appropriate up to 38% in line with policy. The tenure mix of 80% social rented and 20% intermediate housing to include shared ownership was deemed acceptable.

The Council's Ecology Officer stated that there was a high botanical diversity across the site, as set out in the report, and a programme of off-site habitat creation restoration and enhancement was required to off-set the impacts of the development. The Council's Highways Engineers, after consideration and amendment of the plans to ensure that there was adequate land available for alterations to Portley Corner, had no objection to the proposal subject to appropriate conditions.

The Highways Agency had directed that planning permission should not be granted at this time, as insufficient information had been provided to ensure that the M54 trunk road continued to serve its purpose. Following the submission of additional information to the Agency, it had agreed that no further assessments were required at junctions 4 and 6 but that further capacity assessments be undertaken at Junction 5.

Great Dawley Parish Council had concerns over the loss of the footpath that ran from the bottom of the High Street to Langley Fold and had suggested a footpath be created across the school grounds. One letter of support had been received from the British Cycling Organisation stating that the standard of the proposed BMX track would enable it to be used for national and regional competition; a facility that was currently not available either within the Borough or the West Midlands region. Two letters of objection had been received local residents, as summarised in the report

Three additional letters of objection, a further letter of objection received from NJL Consulting on behalf of the Co-operative Group, and a letter of support had been received from Montagu Evans, as summarised in the update report tabled at the meeting. In response, the Planning Officer had commented that sufficient evidence had been provided by the applicants to adequately assess the retail impacts on the proposal on Dawley and other local centres. The update report also detailed the contribution of £85,278.13 sought by the Highways Engineer towards highway improvements in and around Telford Town Centre as the result of the 49 peak afternoon trips generated by the residential and retail elements of the development. Following the consideration of this additional information, an amended recommendation was set out in the update report.

The majority of the site was designated as Green Network and currently had informal open space and recreational uses, which this development sought to formalise and manage. Whilst, during redevelopment and construction work, there would be a loss of Green Network, the nature of the proposed development was largely consistent with its function with the retention of 23.05ha of the site as open space in a variety of uses, sports pitches, Ecology Park, buffer planting etc. The remainder of the development for the school building, retail and housing was of a community and economic benefit to regenerate Dawley District Centre and Malinslee and, thus, accorded with the exceptions policy for development within the Green Network.

An EIA had been undertaken and the proposed impacts of the development were described in the report. Officers considered that an appropriate level of mitigation both on and off site was proposed and would be controlled through

conditions. In addition a financial contribution was required for the creation and management of the Ecology Park and its long term monitoring.

The proposal would provide 0.72ha of soft informal and social space and 0.78ha of hard informal and social space in Phase 1, with 5.83ha of public open space including an Ecology Park and a NEAP in Phase 2 in line with the Wrekin Local Plan.

The report detailed the geotechnical issues arising from the site's former industrial uses which had left issues of land contamination. These activities disused mineshafts and some steep slopes, particularly around the perimeter of the site. The Council's Geotechnical Engineer and Environmental Engineers had considered the information submitted in the EIA Statement and were satisfied that these impacts could be adequately mitigated through the use of conditions to provide a safe and stable platform for future development. The proposed layout on the masterplan would ensure that there was adequate consideration given to the constraints of the site, i.e. mineshaft locations.

The proposal, as indicated on the masterplan, included the re-opening of a direct north-south link along New Street, the creation of a new link across the site from New Street to Oxford Road to the north as a major route for the school and supermarket. There would also be a number of smaller roads developed within the new housing development. The proposed school, supermarket and other retail uses, along with the opening up of New Street, would have impacts on the existing junction at Portley corner and the proposal included a scheme of improvements and re-alignment to improve the design and safety of this important junction, the exact details of which would be conditioned. They would also be required prior to the first operation of either the school, supermarket or housing, to ensure that the junction improvements were fully implemented before any part of the development, which would trigger more trip movements, was in use.

There were a number of existing formal and informal routes across the site, for pedestrians, cycles and horses. During construction work there would be minor adverse impact on users but these would be mitigated through the sign posting of alternative routes. The proposal would also include a number of footpaths, cycle ways and bridle ways, creating connections within the site and out to the wider area. However the footway link from High Street to Langley fold would not be retained. Whilst the route was well used, due to its steepness it was unsuitable for wheel chair and pushchair access and a new route was proposed around the athletics track and linking to the existing footpath to the rear of properties in New Street. It was proposed that the new school would occupy the site that this footway currently crossed and, whilst the building would have a wider community usage, access would be restricted at times for pupil safety, which would be incompatible with a footpath link.

The retail assessment undertaken had identified that Dawley was largely used for top-up shopping but there was sufficient growth potential arising from available expenditure capacity on the one hand, coupled with a need for improvements in Dawley to prevent further decline on the other, to justify this

proposal. A sequential test was required to be undertaken for new retail floor space in excess of 200 sq.m. in such an edge of centre location, as detailed in the report. The proposed retail development would contribute to social inclusion and improve choice and the supermarket would generate employment opportunities and reduce requirements for travelling further afield for regular shopping requirements. Officers were satisfied that the evidence provided by the applicant and supported by the Council's retail study, suggested that the proposal would not harm the vitality and viability of Dawley District Centre in terms of retail impact and accorded with local and national planning policy relating to retail planning considerations. The site was in close proximity to bus, pedestrian and cycle routes, and close to residential areas and would offer qualitative improvements to those living close by. Moreover, it would help deliver one of the Councils key objectives to regenerate Borough Towns, of which Dawley was one.

As the application was for outline planning permission, only the issue of the principles of design could be considered at this stage. There were four main facets to the proposal, housing, retail, school and open space. The Design and Access Statement sets out the design principles for each element as described in the report. Accordingly, it was considered that sufficient attention had been given to the development proposal from a design perspective and a design principles document would be secured via condition.

There were no significant sources of air pollution near the site and the road network did not experience significant traffic congestion. However, the excavation of soils on site was likely to generate dust, dependent on weather conditions and the affected area could extend to 200m. Given that residential properties were located within 50m of the excavation sites, a scheme of management was required to mitigate and manage the issue, which would involve measures of sprinklers and hoses, road and haul route cleaning, and wheel washing with monitoring before and during construction.

Background noise levels had been measured and were typical of residential areas. The site remediation works would require the excavation and capping of mineshafts and excavation and compaction of soils and, without mitigation, it was likely that noise levels would significantly breach acceptable levels for significant periods of time. This would be undertaken following best practicable means with stringent noise targets. A key part of this would be the setting of hours of operation to achieve a balance between the needs of residents and those of the developer and would be controlled through planning conditions.

This application was large scale and was intended for completion in two phases. Phase 1 was to start in 2010 but works on `Phase 2 would not be expected to start until after 2013 to allow for off-site ecological mitigation sites to be well established and for economic uncertainty. An extension of the timescale for 10 years would ensure that all reserved matters could be submitted without the outline expiring. Officers considered that this length of timescale was acceptable for the scale of development and, therefore, recommended a 10 year timescale.

The Board noted that the Council, as land owner, could not enter into a Section 106 Agreement with itself with regard to the planning obligations created by this development. Therefore, a memorandum of intention from the Head of Property & Design, setting out the financial and legal agreements, would be appropriate. The report set out the details for each phase and the contributions required, which had been subject to consultation and negotiation with relevant parties.

Mrs. M. Hall (member of the public) spoke against the application and James Dunn (Surveyor, Telford & Wrekin Council) spoke in favour of the application. In particular, Mrs. Hall expressed concern at the loss of the trees and the footpath on Paddock Mount and made reference to the money spent in recent years on improving the Phoenix School, which would be demolished as part of this proposal. James Dunn stressed the importance of the application in setting the building blocks for future generations of Dawley residents to live, play and be educated. In response to Mrs. Hall, he said that the recent science block would be retained within any new development.

Cllr G.M. Green sought clarification for the public that this was only an outline planning application and that the detailed design stage would be undertaken in conjunction with user groups. The Head of Planning & Transport responded that the Council, in seeking to reverse the decline of Dawley, had worked with the Dawley Regeneration Partnership and consulted local residents to develop sustainable regeneration for the future.

RESOLVED – that with respect to planning application W2010/0036 the Head of Planning & Transport be authorised to grant outline planning permission subject to the withdrawal of the Highways Agency Holding Direction, the Council as landowner agreeing that the land would be bound by the following obligations: 20% affordable housing (subject to phased or periodic viability review up to a maximum contribution of 38%), £500,000 highways improvements to Portley Corner and £85,278.13 for highways contributions in and around Telford Town Centre, Public Art contribution of a maximum of £50,000, £15,000 for monitoring and enforcement of conditions and obligations, £172,000 for NEAP, £502,984 for primary education provision and sums of monies (exact figures to be determined on receipt of detailed schemes) for environmental contributions for maintenance of open space and off-site receptor site works and maintenance of new LEAP facility (all financial contributions subject to indexation) and subject to the 35 conditions and 9 informatives as set out in the main report.

(b) W2010/0037 – Dawley Regeneration, Dawley, Telford, Shropshire

This was a full planning application by Telford & Wrekin Council for earthworks, drainage and infrastructure, as enabling works for the previous application, W2010/0036. The earthworks comprised the excavation of the spoil mounds and re-compacting to form a safe and stable development platform to facilitate future development and would include a cut and fill balance to minimise the requirement to dispose of materials off-site to landfill.

The Portley Corner mount was to be reduced in height by approximately 11m. and the Paddock Mount area was to be reduced in height by between 5.5 to 6m in height. The dip to the rear of the Lord Hill Public House was to be raised by approximately 2m, which would create a level development platform adjacent to Dawley High Street, with a gentle slope of 2m over approximately 80m. The area of land between Oxford Road and Langley fold to the east of Phase 1 currently had a natural dip and a slope from north to south. This was to have an infill of between 5 and 11m. which would result in a shallow slope rising from north with a development plateau and then a steeper slope with a level change of 13m over a length of 50m.

The proposal also included the creation of the 0.55km spine road which would be the principal route through the development connecting High Street and New Street with Oxford Road and would also be used for access during engineering works. A detailed planting schedule and habitat creation was also included in the proposal to be delivered following completion of the earthworks engineering.

Due to the nature of previous land uses of the site works were required to prepare the site before development could occur. This land reclamation included treatment of mineshafts, contaminated land and compaction to create suitably stable ground for future development. For the purposes of assessment against local plan policies, officers considered that, whilst the site was largely designated as Green Network, the long term benefit of these works in creating land which was ready for development purposes, were an exception on the basis of the associated environmental and community benefits.

The consultation responses and key issues and planning considerations relating to this application were as set out in (a) W2010/0036 above.

With regard to the dust issues, Members emphasised the importance of a Management Plan and the need for monitoring and adherence to the agreed working hours on the site.

RESOLVED - that with respect to planning application W2010/0037 full planning permission be granted subject to the conditions as set out in the report.

- (c) W2010/0056 – Greenhurst, 14 St. Luke's Road, Doseley, Telford, Shropshire

This application sought outline planning permission for the erection of three detached dwellings within the existing side garden land of Greenhurst. It was a resubmission of application W2007/1277, an extant outline planning permission with all matters except access reserved for a further application. Approval of the current application would enable the time limit for implementation of the scheme to be extended beyond November 2010. This application was a replacement of the extant W2007/1277 and included an indicative layout of the dwellings and garages and the position of a central vehicular access from St. Luke's Road to serve both the new development and

the existing property. Councillor C.P.R. Mollett had requested that the application be determined by the Plans Board.

In response to the 2007 application a Tree Preservation Order was made to protect a number of trees along the eastern boundary of the site. This application, although outline, indicated detached garages positioned well within the Root Protection Area (RPA) of these trees within the red edge of the site, and, therefore, the Arboricultural Officer required that there should be no soil level alterations, service installations, or material storage within the RPA.

One neighbour letter of objection had been received raising concerns that the proposal would adversely affect the character of the existing property and the area, lead to a loss of privacy, loss of wildlife, and damage to the root system of trees protected by TPO. In addition the vehicular access would mean the original boundary wall having to be removed and the additional traffic would be detrimental to highway safety.

The previous application was considered acceptable as the frontage development would be characteristic of the existing linear form of development so reinforcing the local distinctiveness, character and appearance of the area. The indicative layout demonstrated that three dwellings could be accommodated on the site without being detrimental to the protected trees. Furthermore, the site could be adequately drained with a suitable access whilst maintaining the character and appearance of the area.

The Highways Engineer had agreed the central position for the new access to serve the existing and proposed dwellings.

It was considered that the proposal accorded with the relevant national and local planning policies and the principle of residential development had been approved in 2007. The site was large enough to accommodate the properties and associated parking and amenity space and would not have a detrimental impact on adjoining residential amenities, highway safety or trees. Whilst the Arboricultural Officer had raised concerns, the layout was indicative and, therefore, this issue could be resolved at the reserved matters stage. The proposed residential development would be in keeping with the context of the area and of an appropriate scale and density.

Councillor C.P.R. Mollett, speaking on behalf of local residents, referred to the narrowness of St. Luke's Road and the dangers to road users, which would be exacerbated by this proposal. In addition, the density of the proposed development represented a substantial change to the extant planning permission. Three houses would be inserted on a single plot which, given the amount of development in Horsehay & Lightmoor, would not be to the benefit of local residents. Finally, he said that the character of the proposed development would be inconsistent with the existing properties.

Mrs. L. Butler (member of the public) restated the objections set out in the report and added that the existing boundary wall of Greenhurst was built of Broseley brick and should, therefore, be retained.

Mr. R. Field (the applicant) spoke in support of the proposal, in particular the extant planning permission for the site, which showed that the principle of development had already been accepted.

RESOLVED – that with respect to planning application W2010/0056 planning permission be granted subject to the conditions as set out in the report.

(d) W2010/0095 – 69 King Street, Wellington, Telford, Shropshire

The application sought planning permission for change of use from Public House (Use Class A4) to a Residential Institution (C3) with associated Café (A3) open to the public. There would be an integral kitchen, serving bar and seating area leading out on to the courtyard area to the rear. The residential institution would comprise 4no. en-suite bedrooms at ground and first floor level with communal kitchen and lounge facilities. This was an amendment to the previous planning permission (W2009/032) for change of use from Public House to Residential Institution. Councillor D.R. Chaplin, Ward Councillor had requested that the application be determined by the Plans Board.

Wellington Town Council had objected to the proposal on the basis that the property had no suitable parking facilities for delivery vehicles and clients of the proposed cafeteria. It considered that the historic use of the building as a public house had dwindled recently, in part because of the lack of client parking.

The change of use to residential accommodation would provide a 'stepping stone' from care provision to independent living with the applicants providing support from their property on the opposite side of King Street. The only change to the previous application was the incorporation of a café and alterations to the internal layout to accommodate the café facilities, along with the addition of external doors from King Street and the courtyard to the café area. The public house (A4 use class) could be converted to a café (A3) without the need for planning permission. The improved exterior of the building would have a positive impact on the character and appearance of the streetscene and the area and a potential improvement on residential amenity.

With regard to Wellington Town Council's concerns, the proposed use had to be considered in relation to the extant use of the building. Its previous use as a public house would have had delivery vehicles at the property and it was considered that the proposed café facilities would not exacerbate these and the Highways Engineer had raised no objections to the proposal. The scale of the business would be relatively modest forming a complementary function to the main use of the building as a residential institution and would provide the residents with the opportunity to utilise their cookery skills and interact with members of the public.

Whilst there was limited parking provision in the locality, the property was located within walking distance of the District Centre, public car parks, the railway and bus stations. Furthermore, the applicants hoped that much of the potential custom would be from students at New College together with residents

of nearby properties and, thus, it was not considered that the proposal would have an adverse impact on highway safety.

No hours of opening had been indicated on the application forms, therefore officers had suggested 8 a.m. to 6 p.m. with no restriction on days of the week, having regard to the previous use of the property as a public house.

Councillor D. Duce spoke on behalf of Wellington Town Council and reiterated its concerns, as set out in the report. Mr. P. McCarthy (applicant) addressed these concerns and explained that the community cafe would only be open at lunchtimes when there were not a lot of parked vehicles in the vicinity. The cafe would be low key with its main purpose being to provide employment and training opportunities rather than to make a profit. In addition, there would be no delivery vehicles as most of the provisions would be purchased by him and his wife. With regard to the loss of the Public House, he said that it had closed down due to the smoking ban and anti-social behaviour and local residents had signed a petition seeking its closure. In conclusion, he said that he saw his proposal as part of the regeneration of Wellington and would provide a useful social outcomes for vulnerable people.

Members welcomed the proposal, which was an innovative use of a redundant public house.

RESOLVED – that with regard to planning application W2010/0095 planning permission be granted subject to the conditions as set out in the report.

(e) W2010/0097 – 27-31 High Street, Wellington, Telford, Shropshire

This was an application to renew extant planning permission W2007/0536 which was a full application for the demolition of vacant shops, conversion of one building and erection of new buildings to create 12 residential units, including 4no. 1-bed units, 7no. 2-bed units and 1no. 3-bed unit. The proposal also included the provision of 12 parking spaces, cycle store and bin storage.

The scheme would retain no. 27, which was a three-storey building, whilst demolishing nos. 29 and 31, which were two storey buildings and would be replaced by three storey buildings on the same footprint. The design of this front extension continued the rhythm and proportions of the adjacent Locally Listed Building and was proportionate to the building, adjacent buildings and the surrounding character of the area.

The proposal also sought to construct a two-storey rear extension along the eastern boundary of the site. Following previous negotiations regarding the design of the block, the proposal now incorporated many of the features and proportions of the front block, to create a building which included many traditional features associated with Shropshire vernacular. It was, therefore, considered by officers that the design of the proposed scheme reinforced local distinctiveness and complied with Policies, UD2 and H6 of the Local Plan and CS15 of the Core Strategy.

The design of the rear extension would be blind backed development with no windows in close proximity to the flue of the adjacent hot food takeaway and no adverse issues of odour should affect future occupier's amenities. The scheme would also create small individual private gardens or balconies, which would provide more usable space and an acceptable level of amenity for future occupiers. As the site was adjoined by non-residential units to the north and west, there were no issues of overlooking or loss of privacy from windows or balconies.

The proposal would provide 2 on-site car parking spaces and, given the proximity of the site to the district centre, bus and train stations, and the ability for visitor parking on street, it was considered that the parking was acceptable and complied with Policy H6 of the Wrekin Local Plan.

Wellington Town Council had no objection subject to the provision of lay-by parking along the frontage by reducing the footpath width and the Council's Outdoor Recreational Officer had no objections subject to a suitable contribution for off-site recreational facilities.

The update report tabled at the meeting set out an amended recommendation to clarify the S106 Agreement.

Councillor H. Rhodes requested information as to which off-site recreational facilities would benefit from the S106 contribution and the Planning Officer explained that it would those situated in Victoria Road. Members welcomed the application as part of the regeneration of Wellington.

RESOLVED – that with regard to planning application W2010/0097 the Head of Planning & Transport be authorised to grant full planning permission subject to the applicant entering into a Section 106 Agreement to provide financial contributions of £500 per dwelling (for 2+ bed units) towards the provision of off-site recreational facilities and subject to the 12 conditions and 5 informatives detailed in the main report.

- (f) W2010/0120 – Land north of Brookside Primary School, Beaconsfield, Brookside, Telford, Shropshire

This was an application by Telford & Wrekin Council for residential development with all matters reserved for later consideration. A zoning plan had been submitted which identified the maximum area for built development and that for access, parking and gardens. This plan showed an indicative layout with 8 properties with a mix of scale, size and style. There was a mix of parking arrangements demonstrated with on plot parking, garaging and a parking court adjacent to properties, providing at least 24 car parking spaces, which could be accommodated on this scale of development. The proposal was the first phase of a joint venture between the Council and the Homes & Communities Agency to bring forward sites for 100% affordable housing to meet local housing needs.

Brookside & Stirchley Parish Council had objected to the application, stating that the proposal was inappropriate for the area in terms of over-development, poor existing road infrastructure, parking pressures, road safety issues, restricted access for emergency vehicles, loss of open space and visual amenity. The Parish Council appreciated the need for housing but believed efforts should be directed towards the re-use of existing vacant properties. In addition, 22 letters of objection and a petition of 147 signatures had been submitted, as summarised in the report.

The site was designated as 'white' land within the Wrekin Local Plan, where development was permitted in principle. Policy H6 related to residential development within the built up area, which was to be supported if issues of access, parking, drainage, land contamination and stability, impact on adjacent properties, and design could be adequately addressed. Each of these issues was considered in the report to determine if the principle of residential development was acceptable.

With regard to Highways, the site currently included a car park with 9 spaces for the school and residents, which was well used especially for peak school periods. The Council's Highways Engineer had raised concerns that loss of this parking would have a detrimental impact on highway safety at peak school periods due to increased on-street parking. However, if the consent was restricted with a condition to ensure that at least 9 spaces were retained in any proposed layout, this would be sufficient to overcome these concerns. The master plan submitted with the proposal demonstrated that an acceptable layout of development could be accommodated on the site with adequate levels of parking provision and retention of the 9 existing spaces. Officers, therefore, recommended a condition for provision of at least 9 visitor spaces over and above the provision for new dwellings.

The site was an area of open space for informal play as well as car parking and objections had been raised over loss of play space. However, the play space, including MUGA, Skate Park, and playground adjacent to the school, was within the Green Network and this afforded sufficient protection to ensure that there was adequate long term play provision without the retention of this site.

The masterplan indicated that all of the trees on site would be removed. This was a matter of concern and a replacement planting scheme, to be secured by condition, would ensure that there was no long term adverse impact on ecology, and would soften the visual appearance of the site. The development, therefore, accorded with Policy CS11 of the Core Strategy and Policy OL11 of the Wrekin Local Plan

The masterplan indicated two development zones on the east and west of the site which would continue the building lines of the development of the surrounding area. The main difference from the surrounding Radburn estate was that this development had principal elevations facing out on to the road and footpaths to give natural surveillance of public spaces, rather than private spaces. Rear gardens could be located back to back to give clearly defined private spaces. This configuration would allow for a wide variety of affordable

housing types, of a scale which respected the character and appearance of the surrounding area. The location of the development zones would ensure that there was sufficient separation from existing and proposed dwellings to preserve residential amenities. The proposal accorded with Policy UD2 of the Wrekin Local Plan and CS15 of the Core Strategy.

The Council, as land owner, could not enter into a Section 106 Agreement with itself with regard to the planning obligations created by this development. Therefore, the provision of 100% affordable dwellings would be secured through a memorandum of intention. However, the sale of the land would require the new owners to enter into a Section 106 agreement. In addition to the affordable housing, there was to be a financial contribution of £600 per dwelling for maintenance and improvement of local leisure facilities and £1000 per dwelling contributions for local primary school education.

Gillian Bailey, Deputy Clerk of Stirchley & Brookside Parish Council reiterated the concerns summarised in the report. She requested that stringent controls be placed on the permitted hours of work and the delivery and heavy plant vehicles.

Mr. S. Parr (member of the public) said that not all the residents of Brookside had been informed of the process required to speak at Plans Board meetings and asked that determination of the item be deferred to allow all residents to attend. The Chairman responded that only one member of the public who objected to the proposal would have been allowed to speak on behalf of all the objectors. The Head of Planning & Transport said that the appropriate procedures had been followed but that these would be waived in this one instance to allow Mr. Parr to speak. At this point it was proposed by Councillor H. Rhodes and seconded by Councillor M.J. Smith that determination of the application be deferred. The subsequent vote was tied and the Chairman exercised his casting vote to reject the motion. The Council's Solicitor advised the Board that they could reconsider this decision once they had heard all the presentations.

Mr. Parr said that this was the last remaining green space in Brookside, and one that was adjacent to Brookside Primary School. He referred to the potential for anti-social behaviour from the proposed alley ways, the inadequate parking facilities, and the increase in housing density.

Mr. A.R.H. England requested that he be allowed to speak, as he had sent in an e-mail to that effect. The Chairman agreed to exercise his discretion and allow him to speak. Mr. England said that the principle of high density development, which had been current when Brookside was first developed, was no longer considered appropriate. Therefore, further high density development should not be approved and would not assist the regeneration of the area. There was a need for greater areas of open space to improve the quality of life of the local residents.

James Dunn, Surveyor for Telford & Wrekin Council, concluded the public speaking. He noted the concerns that had been raised regarding the anticipated

loss of car parking spaces but asked the Board to note that the masterplan submitted in support of the application showed a total of 22 spaces, 13 of which would be allocated to the proposed dwellings with the other 9 being available for public use, as was the current provision. In addition, to offset the loss of the green space, a contribution of £4,500 was sought to improve the NEAPs in the immediate vicinity. Finally, in response to the concerns raised regarding the proximity of the development site to the Primary School, the developers would be obliged to comply with all the relevant safety laws and regulations and the Council, as applicant, would accept restrictions on the hours of working. In conclusion, he said that the application would meet a much needed demand for affordable housing.

The Planning Officer added that the design of the proposal would provide improved surveillance and so reduce both actual and perceived opportunities for crime. Appropriate conditions relating to the hours of operation and management of the site could be added to the planning permission, if approved, to meet the objections put forward by the Parish Council.

Councillor H. Rhodes moved, seconded by Councillor G.M. Green that a site visit be made before the application was determined and this was unanimously agreed by the Board.

RESOLVED – that determination of planning application W2010/0120 be deferred to allow the members of the Plans Board to make a site visit prior to the next meeting of the 14th July, 2010.

(g) W2010/0129 – 234 The Tuckies, Jackfield, Telford, Shropshire

The application sought full planning permission for the erection of a detached house with a detached garage/studio and vehicular access on land adjacent to the above property on the site of the former Duke of Wellington Public House. The site was located within the Severn Gorge Conservation Area, Ironbridge Gorge World Heritage Site, and designated within the Green Network in the Wrekin Local Plan. The site, which was substantial, and had been cleared and the cellar of the former Public House uncovered and excavated; this would be retained and utilised as part of the proposal.

The Council's Highways Engineer had no objection in principle to the proposal subject to appropriate conditions. The Geotechnical Engineer's comments had been received and the update report tabled at the meeting listed the recommended conditions/informatives. In addition, the update report confirmed that the Ward Councillor, Councillor Louise Lomax, was supportive of development on this site.

Planning application W2008/0867 was refused on four grounds, as set out in the report. Subsequent discussions had taken place with the applicant to resolve these issues and further consideration had been given to the constraint created by the existing cellar structure which to some degree had limited the form of the footprint available

The design of the proposed building had been revised taking into account the previous objections regarding scale, massing, proportions and detailing. Whilst the building was still rather elongated due to the presence of the existing cellar and appeared prominent adjacent to the existing cottages due to its elevated position; the amended proposal had addressed the majority of the planning and conservation concerns and outstanding issues could be resolved by conditions.

With regard to the issue of the substandard visibility of the vehicular access, this had been resolved by repositioning the drive access following advice from the Highways Engineer to ensure the provision of the required visibility splays and other highways issues could be controlled by the imposition of conditions.

The additional information that had been provided with regard to flood risk was also considered to be sufficient and the outstanding drainage requirements could be dealt with by condition.

The Council's Geotechnical Engineer emphasised that the site lay generally within an area where land stability issues had arisen and which would need to be addressed through the imposition of additional conditions and informatives. It was considered that the submitted scheme had overcome the previous reasons for refusal and accorded with the relevant national and local planning policies. The proposed dwelling was considered acceptable in terms of the scale, design and form and would be in keeping with the context of the area and preserve the character and appearance of the Severn Gorge Conservation Area and the Ironbridge Gorge World Heritage Site. It had been demonstrated that the dwelling could be accommodated on the site, which could be adequately accessed with parking provision and private amenity space. In order to ensure proper control over the scale and design of the development and use of the garage/studio, restrictive conditions were proposed.

Mr. A. Williams (Agent for the Applicant) spoke in support of the application and referred to the discussions with the Planning Officers which had resulted in the previous reasons for refusal being overcome.

RESOLVED – that with regard to planning application W2010/0129 the Head of Planning & Transport be authorised to issue planning permission subject to the conditions as set out in the report and to the imposition of additional conditions and informatives on matters raised in the update report.

(h) W2010/0174 – Sutton Hill Centre, Sutton Hill, Telford, Shropshire

The proposal by Telford & Wrekin Council sought approval for the demolition of 19 residential dwellings and 26 garages to allow for the realignment of three access routes to create a linked highway network with a central square together with the relocation of some parking provision. In addition it was proposed to erect a supermarket with four residential units over, and a single storey adjoining hot food takeaway. The location of the new units would be on the site of the former Red Admiral public house. The proposal was a first phase application part of a regeneration plan for Sutton Hill, as part of a wider initiative

and partnership between Telford & Wrekin Council, the Homes and Community Agency, and Advantage West Midlands.

Other than the residential units over the shop, no replacement residential units were planned at this stage but it was intended that the layout created by this proposal would create development blocks for future residential development when the next phase came forward once the housing market had picked up. The sites of demolished properties would be cleared, seeded and fenced until future re-development took place. The report set out the consultation responses received.

Local centres provided a pivotal role in the creation of sustainable communities and the proposed construction of two new retail units, whilst being a reduction in the overall number and size of existing facilities, would continue to support the local community. One unit would combine the supermarket and post office with the separate hot food takeaway in the adjacent shop. Although the units would be smaller than the existing provision, the present space was under utilised and there was one vacant unit. The existing units would be retained and occupied during the construction phase to ensure continuity of services and business would be relocated on completion of the new premises.

The design of the new retail building was contemporary to reflect the modern nature of the surrounding development but was of a simple design and would be a focal point within the centre. The first floor would accommodate four self-contained residential units with a clear distinction between the retail element and residential above through the use of public art and window design. The scale and massing of the building was appropriate for this location and the design reinforced the local distinctiveness of the area. The modern design of the whole was further accentuated by use of “interesting” colour, graffiti panels and contemporary fencing design, helping to provide an ‘urban splash’ and interest. Accordingly, the development complied with Policies CS15 of the LDF and UD2 of the Wrekin Local Plan.

The report detailed the proposed highway and parking changes. The Council’s Highways Engineer was satisfied that the details provided were acceptable subject to issues of visibility and detailed design being dealt with through planning conditions.

The proposal would result in the loss of residential properties, which would usually be resisted where no replacements were proposed. However, in this case the majority of the properties were vacant and residents had been relocated into existing housing stock. The demolition was required to facilitate the realignment of the roads to incorporate natural safety features to reduce traffic speeds. In addition, the demolition and redevelopment of car parking provision would allow for future development of the site, for residential properties, in the later phase of regeneration in Sutton Hill. It was, therefore, considered that the short term loss of accommodation was for a wider community benefit and that the development plots created could, once developed, provide for more than adequate numbers of replacement dwellings. Where only part of a terraced row or garage block would be demolished, the

works would include re-facing exposed party walls to ensure that the character and appearance of the new wall was in keeping with the rest of the dwelling or garage. The vacant land created by the demolition of properties and garages which was not to be used for the new highway would be cleared, grassed over and then secured with fencing. The fencing would be 1.8 m in height and of a mesh design to allow visibility through the site whilst creating a secure space.

The new retail/residential development would front onto the existing open space, which was to be refurbished to create a link between the new and existing developments to create a heart to the local centre and reinforce the use of space. A number of attractive semi-mature trees along Stonegate were to be removed to allow for the realignment of the new road and a replacement landscaping scheme was proposed to ensure that visual amenities of the area were retained through appropriate conditions as recommended by the Council's Arboricultural officer.

RESOLVED – that with regard to planning application W2010/0174 planning permission be granted subject to the conditions as set out in the report.

PB-12 SITE VISIT

RESOLVED – that with respect to planning application W2010/0120 a site visit be made at 4.30 p.m. on Wednesday, 14th July, 2010.

The meeting ended at 7.40 p.m.

Chairman:

Date: