

PLANS BOARD

Minutes of a meeting of the Plans Board held on Wednesday, 15th September, 2010 at 6.00 p.m. in the Civic Offices, Telford, Shropshire

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

PB-34 MINUTES

RESOLVED – that the minutes of the meeting of the Plans Board held on the 25th August, 2010 be confirmed and signed by the Chairman.

PB-35 APOLOGIES FOR ABSENCE

None.

PB-36 DECLARATIONS OF INTEREST

Councillor R.T. Kiernan declared a personal interest in planning application TWC/2010/0295 and did not subsequently vote on the recommendation to make a Site Visit.

PB-37 DEFERRED/WITHDRAWN APPLICATIONS

The Chairman recommended to the Board that two of the application on the agenda, TWC/2010/0055 (38 Limekiln Lane, Lilleshall, Newport, Shropshire and TWC/2010/0295 (The Piggeries, Rodington, Shropshire, be deferred to allow Site Visits to be made. In addition, he requested Members agree to a Site Visit in respect of application TWC/2010/0338 (Land off Osbaston Road, Rowton, Shropshire). This application would be submitted to the next meeting on the 6th October for determination and agreeing to a Site Visit in advance rather than at the next meeting would facilitate the determination process for the applicant.

PB-38 SITE VISITS

RESOLVED – that the following Site Visits take place on the 6th October, 2010:

3.20 p.m. TWC/2010/0055- Land off Osbaston Road, Rowton, Shropshire
3.50 p.m. TWC/2010/0295 – The Piggeries, Rodington, Shropshire
4.20 p.m. TWC/2010/0338 – 38 Limekiln Lane, Lilleshall, Newport, Shropshire

PB-39 PLANNING APPLICATIONS FOR DETERMINATION

(a) TWC/2010/0055 - 38 Limekiln Lane, Lilleshall, Newport, Shropshire.

RESOLVED – that determination of planning application TWC/2010/055 be deferred until the meeting of the Plans Board on 6th October, 2010 to allow a Site Visit to take place.

(b) TWC/2010/0295 - The Piggeries, Rodington, Shropshire

RESOLVED – that determination of planning application TWC/2010/0295 be deferred until the meeting of the Plans Board on 6th October, 2010 to allow a Site Visit to take place.

(Councillor F.R. Picken left the meeting before determination of the following application. As the agenda order had been changed to facilitate those people wishing to speak at the meeting, he had been present for the determination of all of the other applications on the agenda.)

(c) TWC/2010/0319 - Windmill Primary School, Beaconsfield, Brookside, Telford, Shropshire

This application by Telford & Wrekin Council was for the erection of a single storey building to the east of the main school to form a new Sure Start 'Family Centre'. Members had approved the first phase of the planned development in November 2009 (W2009/0904) and the second phase in January 2010 (W2010/1055). The Family Centre, which would provide an integrated base for a range of specialist provision for local families with young children, would be used mainly between 9:00 am and 3:00 pm, although After School Cubs would run until 6:00 pm. Additionally, weekend provision might also be available dependant upon the needs of the local community. The proposal also included an alteration of the boundary fencing, re-alignment of a footpath, and removal of a Leylandi hedge. .

No comments or objections had been received from neighbouring properties and Stirchley & Brookside Parish Council supported the proposal. Comments received from Council officers were as summarised in the report.

The proposed new building had been designed to be sympathetic to the previous approvals and on-going works and, therefore, was considered appropriate and with no adverse affects upon the visual amenity of the area. This proposed development would add an additional 195 sq.m. to the footprint of the existing building and, therefore, its scale was deemed appropriate and relatively minor within the context of the overall school complex and site.

The proposed development would not result in any loss of car parking, playground or playing field and, as the fencing used in the re-alignment of the boundary would match the existing fencing, it would have no adverse impact upon the streetscene, the wider landscape or the school's amenities. A replacement footpath would link the existing paths to compensate for that lost as a result of the new building.

The removal of the hedge was considered acceptable and the benefits provided by the new centre would outweigh the loss of the trees, although an appropriate information would be included to protect nesting birds.

RESOLVED – that with regard to planning application TWC2010/0319 planning permission be granted subject to the conditions as set out in the report.

(d) W2009/0937 - Auto-Tech, Prince Street, Madeley, Telford, Shropshire

This application sought outline planning permission for the erection of 14 dwellings following the demolition of the existing dwelling and commercial units on the site. The submitted indicative site layout and elevation plans showed a terrace of 4 two-storey 2 bed roomed properties and a terrace of 5 three storey 3 bedroom dwellings facing Kemberton Road, two pairs of semi-detached dwellings facing Prince Street and a detached dwelling on the corner of Prince Street/Quayside and the dead-end road. The elevational drawings showed traditional features including brick segmental arches above ladder casement windows, gable roofs, chimneys to some of the properties and sash windows and panelled doors set in pedimented door casing to the three storey dwellings.

The semi-detached dwellings would each have their own driveway for parking two cars off Prince Street and the detached dwelling would have a two car drive off the dead-end road. Access to the two terraces was via a new driveway off Prince Street, between the pairs of semi detached houses, leading to a central parking area providing 18 car parking spaces and bin storage areas. This communal access was located in a similar position to the existing vehicular site access.

Councillor G.M. Green, the Ward Member, and officers had suggested that no.37 Prince Street, the other half of the grass verge and the truncated highway should be included within the application site to enable a more comprehensive redevelopment of the area. However, whilst the Council's Highway Engineer had confirmed that there would be no objection in principle to the inclusion/sale of the unused highway, subject to a survey of any underground public service utilities, the applicants were not in a position to include these additional parcels of land and did not intend to develop the site, preferring to sell it with planning permission, although there might be an opportunity to enlarge to site at a later date when/if it was sold.

Madeley Parish Council had no objection in principle but had requested financial contributions for recreation purposes. The Council's Highway Engineer had no objections in principle subject to appropriate conditions and the Geotechnical Engineer had recommended a mining informative. A contribution of £21,009 had been requested by the Council's Capital Planning Officer and a contribution of £6,800 had been requested by Outdoor Recreation Officer towards recreational facilities which could go towards landscaping and replacement seating on a nearby area of amenity land opposite The Miner's Arms. No objections had been received from surrounding properties.

The buildings that would be demolished had little historic merit and no or limited architectural merit. Therefore, their loss would not be detrimental to the character and appearance of the area and the redevelopment was an opportunity to enhance the visual amenity of an area, which, although not in the Severn Gorge Conservation Area or the Ironbridge Gorge World Heritage Site, was located on one of the main access roads.

Whilst the detailed appearance of the proposed dwellings would be considered through the Reserved Matters application, the Design & Access Statement indicated a traditional design and a mix of two and three storeys, which was considered

appropriate for the site, its context and surrounding residential properties. Moreover, the indicative layout had satisfactorily demonstrated that the site was sufficient to accommodate 14 units with adequate off-street parking, private amenity space, separation distances and bin storage. The location was within the built up area of Telford within walking distance of Madeley Shopping Centre, employment opportunities, various amenities and public transport facilities and was, therefore, considered a sustainable location.

As detailed in the report, Planning Policy Statement 23 required development proposals for sites where there was reason to suspect contamination to include an assessment of the risks and identification and appraisal of the options for remediation. Therefore, given the previous uses of the site as a foundry and motor repair garage, it was considered necessary to impose conditions relating to contaminated land to ensure that risks to future users of the land and neighbouring land were minimised, and that the development could be carried out safely without unacceptable risks to workers and neighbours.

Councillor G.M. Green, Ward Member, spoke in support of the application which was welcomed by local residents and wished to place on record her thanks to the planning officers for their assistance in bringing this application to a satisfactory conclusion.

RESOLVED – that with regard to planning application W2010/0937 delegated authority be granted to the Head of Planning to grant planning permission subject to the applicant entering into a Section 106 agreement to provide financial contributions towards outdoor recreation facilities and education and to the conditions as set out in the report.

(e) W2009/0971 - Land at 57 Wrockwardine Road, Wellington, Telford, Shropshire

This was an application for full planning permission for the erection of a purpose built two storey care home with detached garage for up to four young people with live-in carers. The application site was a lawned area within the grounds of 'The Birches', which currently accommodated children under the care of Young Options, the applicant, under the Use Classes Order which permitted a dwelling to be occupied without the need for planning permission by a person or a family or by no more than six residents living together as a household, including where care was provided. The new dwelling would be used as a replacement care home for four young people with emotional and behavioural difficulties, who had been referred by Local Authorities as it was not possible for them to be cared for by their birth families. The residents would live together as a family with permanent staff/carers sleeping over on a rota basis. Once the new care home had been built The Birches would be sold on the open market. Councillor R.G. Chaplin, Ward Member has requested that the application be considered by the Plans Board,

Four letters of objection had been received, as summarised in the report. The Council's Highway Engineer had no objections providing specified work, as set out in the report, was undertaken to ensure that the development did not adversely impact

upon highway safety. Other Council consultees had no objections and West Mercia Police had confirmed that there were no issues from their perspective.

The new building comprised a two-storey property with a half hipped roof and symmetrical and asymmetrical gable features on the front elevation. Two lounges, a kitchen/dining room, a quiet room and a staff room would be provided on the ground floor with a hall, stairs and landing leading to four en-suite young people's bedrooms and one en-suite staff room and a house bathroom. The detached garage would have a duo-pitched roof. The property had been designed in such a way that it could easily be used as a private dwelling house in the future should circumstances dictate this.

The site was within walking distance of the town centre and a bus route and was, therefore, a highly sustainable location in line with Policy CS5 of the Core Strategy. The site could accommodate a single dwelling, had adequate off-street parking, private amenity space and separation distances without adversely affecting the residential amenity of neighbouring properties or the streetscene. The scale and design of the property were suitable for the area and would respect 'The Birches' and the imposition of a condition in respect of materials would ensure the satisfactory appearance of the proposed building. It was, therefore, appropriate to the wider context and character of the area and in line with local and national policy.

The existing use of 'The Birches' was permitted development therefore, should not be considered material in determining this application. Representations made by neighbours had been noted but they did not justify the refusal of this planning application. As set out in the report, there was no evidence that the existing care facility was the cause of alleged anti-social behaviour in the locality. Therefore, there was no reason to believe that a purpose built Care Home would result in a change in the existing status quo.

Given that the proposed development was partially sited on a former railway line and that land contamination was a material planning consideration, particularly where sensitive uses such as a day nursery or housing likely to be used by families with children were involved, appropriate action, as outlined in the report, would be required, and relevant conditions imposed.

Councillor R.G. Chaplin, Ward Member, addressed the Board on behalf of the local residents. They had co-existed with the existing care home for a number of years but had concerns about this application. Wrockwardine Road was residential up to The Birches but thereafter became a narrow country lane with an entrance on to the Silkin Way and no pavements. Residents considered that it would be hazardous to authorise another property in this location particularly as the volume of traffic had increased over recent years. In addition, although the application site was large, visitors' cars had to park off-site thus blocking both adjacent driveways and Wrockwardine Road; this being increased by the use of The Birches for meetings. The existing home had a detrimental impact on the locality and caused hassle to residents, which could be exacerbated if twice as many young people were accommodated on the site if it proved not possible to sell The Birches.

Richard Jones, the Regional Head of Young Options, spoke in support of the application. He said that he had sympathy with the concerns put forward by the residents but would assure them that the organisation had a very good reputation in the care sector. He also gave an assurance that Young Options had no intentions to operate both properties as care homes, a point on which they would be happy to agree to the imposition of an appropriate restriction of use or condition to confirm this position. With regard to the parking of vehicles, he accepted the comments made by Councillor R.G. Chaplin and said that meetings were no longer being held on the site.

The Planning Officer suggested that the concerns regarding parking could be addressed by a condition restricting the use of the facility for meetings and by a Section 106 obligation being placed on any approval to ensure that The Birches was no longer used as a care facility once the new one had been built. However, the Council's Solicitor advised that he would wish to give further consideration to the feasibility of whether a residential dwelling could be restricted in this way. In view of this, the Head of Planning recommended that officers be given delegated authority to negotiate an appropriate agreement and conditions and seek the agreement of the applicant. If this agreement was not possible, the Board agreed the application be approved as it stood.

Members indicated support for the application, which would benefit young people, was acceptable subject to appropriate conditions.

RESOLVED – that with regard to planning application W2009/0971 the Head of Planning be authorised to grant planning permission subject to the conditions as set out in the report and, provided that there was scope to do so, subject to the owner entering into an appropriate section 106 Agreement and/or the imposition of additional conditions to restrict the future use of The Birches as a care facility and to restrict the use of the proposed new care home for meetings.

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

This application was for outline planning permission, with all matters reserved for subsequent approval, for:

- The erection of a new supermarket to provide a minimum 7,030 sq.m. gross internal floor area and maximum 7,950 sq.m. (Use Class A1). The floorspace to incorporate a travelator and lobby with the supermarket located entirely at ground floor.
- The erection of retail/office units to provide minimum 700 sq.m. 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 was 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 was proposed as sui generis uses.

- A 24 hour Petrol Filling Station (PFS) 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 a travelator into the sales area and reconfiguration of the remaining Red Oak Car Park to provide 245 spaces
- Highway alterations – minor alterations were proposed to enhance access/egress arrangements. Entry to the undercroft car park and PFS would be from the Hollinsgate 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.

Determination of this planning application was deferred at the 12th May 2010 meeting of the Plans Board so that further consideration could be given to an objection received from a major retail operator within the Town Centre.

The planning application covers a site of 3.329 ha and was located within the Primary Shopping Area (PSA) of Telford Town Centre with good access connection to the Box Road. The site currently comprised the car park to Asda and the Shopping Centre and was sub-divided into two parts, Red Oak Car North and Red Oak Car Park South with the PFS related to the Asda store occupying the eastern boundary facing Grange Central. The application site was not considered to be located within or adjacent to a 'sensitive area' and, therefore, there were no significant environmental constraints that impinged on the proposal.

The application was subject to a formal Environmental Impact Assessment under the Town & Country Planning (EIA) (England & Wales) Regulations 1999 and it was against the submitted maximum and minimum parameters that significant environmental effects had been assessed. The application was accompanied by an Environmental Statement and supporting information and, 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 1st April 2010, additional "environmental" information was submitted, as listed in the report. The application had been advertised in the local press and on site as an application the subject of EIA and of major significance.

A detailed Design & Access Statement accompanied the application in support of the parameters-based outline application and detailed the design principles and concepts that had been applied to the proposed development, illustrated how the project had evolved and the options considered. The indicative scheme provided a potential landmark building using existing transport routes and incorporating a travelator to an undercroft car park with the edges of the proposed supermarket incorporating mixed retail/commercial uses to achieve street frontage. Although there would be a net reduction in car parking, this would be compensated for by enhancing linkages to the Ash Grey Car Park. An urban square would be created and public realm additions would provide an attractive shopping street. The elevations of the building were proposed as a mixture of timber louvers wrapping

around the entire façade, which would be broken by green planting the elevations and the “wrap” would be enhanced with a repeating vertical polished metal column and light boxes to create a rhythm across its length. The louvers and light boxes would be increased in height at the north-east corner to screen the service yard.

Planning permission had previously been granted to Asda for the Civic Offices site and for the mixed commercial/office/retail/hotel/residential development at Southwater. There was no linkage between this proposal and these developments but it was considered that the current proposal would not affect their viability nor, in combination therewith, have any unacceptable planning implications.

The report set out in detail the consultation responses received. Asda, the principal objector to the proposal, had raised a number of concerns a summary of the exchange of letters between both parties agents was set out in the report and a summary of two further was tabled at the meeting.

The application site was allocated for Use Class A1 (Retail) on the Town Centre Inset Map and Policy TC2 of the Wrekin Local Plan stated that development of further shopping within the Town Centre boundary would only be permitted in accordance with Policies TC3, TC4, TC6 and TC14. The Plan further stated that additional shopping floor space should be developed around and integrate with the existing Telford Centre, a requirement which was met by the proposed development. Policy TC1 permitted new development and changes of use which contributed to its function as a multi-purpose sub regional centre. The Plan also promoted new retail development and improvement of access to and around the Town Centre.

The proposals accorded with Policy CS4 – Central Telford’ of the Telford Core Strategy, which identified Telford as a strategic town centre acting as a service centre for the sub-region and the Borough and met the aim of providing a vibrant mixed use development as an extension to the Shopping Centre and PSA and, in particular, helping to enhance the town centre’s role in the wider area. In addition, in line with the emerging policies of the Central Telford Action Area Plan, it supported a vibrant retail, office, commercial-mixed use development. Thus the principle of development was entirely consistent with both adopted and emerging policy against which the proposal would be assessed.

As referred to above, the application had been the subject of further ‘Environmental Information’ whereby the applicants had sought to overcome many of the initial issues raised by consultees to the original submission in December 2009. The proposals had been further refined in respect of the outstanding areas of potential conflict that had arisen during the consultation process. There was a difference of opinion between the applicants and Asda in relation to previous discussions between the two parties but the main issue for the Local Planning Authority was whether this site could deliver a supermarket for a quality operator, not necessarily Asda. In terms of the inconvenience and disturbance to the current Asda operation as building works progress, the applicants had suggested that this was a private issue between the parties and cited Government guidance that such issues should not be used as a bar to genuine regeneration proposals.

Following the objections submitted by Asda, the Council's retained retail consultants, White, Young, Green (WYG), were invited to comment on whether the proposed reduction of car parking available at Red Oak might impact unacceptably on the town centre as the principle sub-regional shopping destination for the Telford area. WYG considered that this was not a factor that would prevent the granting of planning permission for an appropriate town centre use, particularly given the availability of other town centre car parks. The proposal could bring forward up to 15,000 sq.m. of retail floorspace, which was significant given the location of the site and the relevant planning policies. CTAAP Policy CT2 (Retail) had established 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 was no similar retail floorspace limit for convenience retailing and no requirement in policy terms to require a sequential analysis in this instance, given the site's location within the PSA.

Since submission of the application, a new Planning Policy Statement, PPS4 - Planning for Prosperous Economies, Policy had been issued, Policy EC10 of which required all planning applications for economic development to be assessed against a series of wider impact considerations. In line with these considerations, the proposal was within the PSA and on brownfield land which was significantly under-utilised. Therefore, it would provide significant investment and assist in the further regeneration of the Town Centre. However, Asda, had maintained that a development of considerable additional convenience floorspace might not be conducive to these wider regeneration and economic development objectives. Given Telford's sub-regional status, they maintained that, if planning permission was granted for this prime Town Centre site, it should be for comparison shopping rather than convenience. In addition, it should be part of an overall Master Plan for the Town Centre that had clear phasing arrangements and had been the subject of full consultation. WYG had been asked to comment on this specific issue and had reported that the development was consistent with CTAAP in that other uses appropriate to this area included convenience retail. They did not support the objector's contention that there were adequate policy grounds to oppose the development, including the assertions that the development was premature. In the view of officers there were other opportunities to develop and redevelop land/buildings/car parks for comparison retailing. The objector had also referred to the reduction in car parking arising from this development and its impact on the economic viability and vitality of the Town Centre and, whilst this reduction was acknowledged, their view was not supported by Highway Officers or by CTAAP.

The relevant highway and transportation issues were detailed in the report. Concerns had been expressed in relation to the seasonal capacity constraints at the Hollingsgate Roundabout but the Council's Highways Officers had no objections although they had recommended further changes at the detailed matters stage. The Red Oak Car Park was a short stay surface car park providing 722 spaces, 69 of which were for disabled users and 8 for parents with children which would be reduced to 534 spaces, with 37 spaces for disabled users and 8 for parents with children. The applicants maintained that this, together with the under-utilised Grey Ash Car Park, would provide sufficient overall car parking provision. Whilst this reduction could be of concern to Members, it had long been recognised that there was scope to reduce surface car parking provision in the Town Centre to help towards achieving wider aspirations including the creation of a wider mix of uses and

activities, a social and cultural heart and a distinctive physical townscape. The applicants intended enhancing the linkages from the Red Oak to the Ash Grey car parks via an enhanced pedestrian way linking the new/existing development to Ash Grey, helped by incorporating frontage retail/office development at ground floor level to the new supermarket.

The parameter plans submitted with the application indicated that the existing access points would be retained with minor adjustments to enhance accessibility and provide a degree of flexibility that enabled the Highway Authority to condition the access requirements in an appropriate manner. Details of the proposed arrangements were set out in the report. Highways Officers, whilst supporting the development in principle, had identified matters requiring further discussions at the Reserved Matters stage relating to the access/egress arrangement at Grange Central, the use of barrier control for the parking regime, agreement of the internal circulatory routes, no access to the PFS from Grange Central, and clarification of the service access to the small retail/office units. In addition, a car parking strategy would need to be submitted.

Although the site was well connected with the surrounding area from pedestrian and cyclist standpoints, the present pedestrian environment was affected by the speed of traffic on the Box Road and was not attractive. The Town Centre was well served by the bus terminus and coach station and there were 3 bus stops within 400 metres of the site. The proposal would provide enhanced walking/cycling facilities including a new at-grade pedestrian and cycle facility and, therefore, it was considered that the proposed development was conveniently located for alternative transport modes of travel.

The Council's 'plan-led' approach through CTAAP to mitigate for potential traffic impacts arising from strategic developments proposed within the Town Centre would necessitate Section 106 contributions for both this site and other developments that came forward. The Section 106 package offered by the applicants included contributions that, together with those from other Town Centre developments, could be used towards improvements to the M54 junction. Following assessment of the impacts of the development by Highways Officers a financial contribution of £658,675 would be necessary towards the provision of Major (highway, transport and traffic) Schemes together with a contribution of £5,000 for Travel Plan monitoring. The Council would also seek a contribution of £100,000 to commission public art on the site, or elsewhere in the Town Centre in line with Local Plan Policy, and a sum of £10,000 to monitor and enforce the Section 106 Agreement and conditions.

The report also outlined the geotechnical, land contamination, ecology, nature conservation, drainage and flood risk issues, which had been fully assessed with any impacts being adequately mitigated through the imposition of appropriate conditions.

In presenting the report the Strategic Development Manager informed the Board that there were two principle issues to which they needed to give consideration.

1. With regard to the Town Centre retail policy, CTAAP was currently at a transitional stage and carried no weight, therefore the effective document when considering the application was the Wrekin Local Plan. But whichever

document was applied, the application would be in compliance and would fulfil the Council's aspirations to promote the Town Centre as a sub-regional centre. Whilst there was opposition to the growth of comparison shopping, this did not diminish the importance of supporting convenience retail for the benefit of the local population and for which the retail evidence submitted maintained there was sufficient capacity in the Town Centre. In addition, the application was complementary to the Civic Offices site on the opposite side of the box road and would take full advantage of existing transport links. The proposed supermarket would be located within the heart of the Town Centre and PPS4 would tolerate convenience goods retail within the PSA. In addition, the wider picture would support an expanding needs forecast for Telford up to 2021.

2. Whilst this was an outline application only, a full Transport Assessment had been submitted including the improved pedestrian links with which the Highways Authority was satisfied. A number of practical issues had been raised but these could be resolved by redesigning and appropriate conditions.

With regard to car parks, the busiest were the Red Oak and the Ash Grey. Objectors had stated that the Red Oak Car Park in particular was at full capacity during the peak period of 2-3 p.m. on Saturdays. If approved, the application would result in the loss of 180 spaces, which would be less convenient for some shoppers. However, this could be met by a redistribution of parking needs within the Town Centre which, even at peak periods, had sufficient capacity overall across all seven car parks. The majority of shoppers would still be able to park on Red Oak most of the time apart from the peak 2-3 pm period and seasonal periods. The Highway Authority had no objections but had recommended conditions principally requesting approval of a Car Park Management Plan to further help to manage peak flows by interactive signage and messaging and the operation of barriers.

In conclusion, the main qualitative issue was the improved convenience food offer and consumer choice met by the application, which would raise the profile of the town and allow it to compete with other centres and out of centre areas within the Borough. As part of wider service offer, the proposed offices and evening uses would enhance the Town Centre leading to regeneration opportunities, provision of a focal point to the northern entrance, and public road improvements. The Highway Authority did not believe that there would be an unacceptable impact on the highways network and would, additionally, provide off-site benefits.

William Marsh of RPS Planning Consultants, on behalf of Asda, said that it had traded on its existing site for twenty years and had considerable experience of retailing, together with a commitment to public service in Telford in the long term. Asda was of the view that this application was premature given that it had a lease on the site up until 2014. In addition, the proposed design was not as good as the existing building, would not be commercially viable for Asda, and would not be attractive to a third party operator.

He further stated that the proposed car parking strategy did not work, as it relied upon all parking areas at the Town Centre equal convenience, and the need for

supermarket trolley bays to be available. The reliance upon the Cherry Pink Car Park was not sensible, as it was full much of the time leading to congestion. He asked the Board to take account of the fact that Asda had a lease on the Red Oak Car Park until 2014 and served 50,000 shoppers per week. The Red Oak Car Park had 600 spaces the majority of which be hoarded off during construction to the detriment of Asda. In conclusion, he said that, although Asda believed that its concerns had not been addressed by the applicant, it had no principle objection to the premise of two supermarkets at the Town Centre and welcomed the competition. If the Board granted permission after careful consideration of the application, he requested that it include conditions to re-locate the existing Asda store off-site before commencement of work on site to allow continuity of trade over the period of construction.

Julia Bunting, of Drivers Jones Deloitte, speaking on behalf of the applicant, said that this application for retail development in the Town Centre was in accordance with both national and regional policy including CTAAP. If approved, it would add vitality and secure a key anchor to the north of the PSA. A number of technical matters had been raised with the applicant, some of which had been referred to by William Marsh, and the applicant had been negotiating with Asda for nine months to resolve them, both construction and post-construction. In addition, they had spent considerable time amending the application with relevant conditions to the satisfaction of the Council officers. No objection to the application had been made by either the Highways Agency or the Highways Authority. Much work had also been done in respect of the car parking issues and what had been proposed was supported by Council officers. Despite the application being supported by policy and the resolution of all the technical issues, Asda had raised two main points. Firstly, there was a Covenant on the site preventing the implementation of development. However, she informed the Board that this was not a planning consideration, a view supported by Government guidance. Secondly was the issue of prematurity whereby Asda had no objections in principle but considered it would preclude the proper planning of the Town Centre in the future. However, the Trustees' Master Plan, as supported by Council officers, were committed to bringing this forward in phases of which this application was the first one. In conclusion, she said that there were no policy grounds on which to refuse permission. .

Members welcomed the application and the start of the refurbishment of the Town Centre. They noted the concerns voiced by William Marsh but were satisfied that the applicant had worked with officers to resolve the issues. There would be some disruption during the construction process which would need to be managed. As set out in the report, the Chairman had concerns regarding the car parking and he asked that the applicant consider these at the detailed application stage. He further asked that consideration be given to the inclusion of a pick up and drop off point, as outside Primark, which would assist employees and reduce pressure on the car parks.

The Strategic Projects Manager responded that the potential disruption to Asda had been raised with applicant through the EIA process and they had agreed to relocate the builder's compound elsewhere on the Red Oak Car Park and were willing to accept conditions in relation to the approval of a detailed logistics plan to allow orderly development with least disruption to Asda. He, therefore, recommended the

inclusion of an additional standard condition to achieve this when granting planning permission.

RESOLVED – that, having fully considered the Environmental Statement submitted with the application and the Statement of Conformity with the Environmental Statement, the Head of Planning be authorised 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, £5,000 for the monitoring of the Travel Plan, £100,000 for public art and £10,000 to monitor and enforce the section 106 Agreement/conditions, subject to the planning conditions as set out in the report and to an additional condition requiring the submission and approval by the Local Planning Authority of a Logistics Plan. The Head of Planning to be also authorised to alter the detailed wording both as to conditions and obligations, if required.

The meeting ended at 7.10 p.m.

Chairman:

Date: