

TELFORD & WREKIN COUNCIL

PLANS BOARD

9TH MARCH 2011

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TWC/2010/0288
T A Jervis, Holywell Lane, Lightmoor, Telford, Shropshire, TF4 3QJ
Erection of 26no. dwellings and alterations to existing access road

APPLICANT
Metis Estates Ltd,

RECEIVED
29/11/2010

PARISH
Dawley Hamlets

WARD
Horsehay and Lightmoor

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Accessibility and Sustainable Development, Design and Density, Green Network and Trees.

PROPOSAL:
Erection of 26 no. dwellings and alterations to existing access road.

SITE AND SURROUNDINGS:
The site is 0.9 hectares in area and includes the former depot for T. A. Jervis haulage, a number of ancillary industrial outbuildings and areas of hardstanding.

The site is accessed off Hollywell Lane, with the vehicular entrance being situated in close proximity to the junction with Holly Road that leads to Little Dawley. To the north lies a public footpath and beyond that the former Ennstone concrete pipeworks. To the east is an area of land that accommodates 3 no. dwellings owned and occupied by the family of the applicants. Beyond this and to the south and west of the site are areas of open and landscaped land, designated as green network.

A former canal and railway line lie to the east of the site and tree belts can be found on the north, east and western boundaries.

PLANNING HISTORY:
W2008/0792 – Erection of 14 no. dwellings and improvements to existing private access road – Withdrawn 22nd April 2010.

PLANNING POLICY CONTEXT:
National Planning Guidance:
PPS1 - Delivering Sustainable Development
PPS3 – Housing

LDF Core Strategy:
CS1 – Homes
CS5 – District and Local Centres in Telford
CS9 – Accessibility and Social Inclusion
CS15 – Urban Design

Saved Wrekin Local Plan Policies:

EH8 – Remedial Action on Contaminated Land
UD2 – Design Criteria
H6 – Windfall Sites in Telford & Newport
H22 – Community Facilities
H23 – Affordable Housing
T4 – Development Principles
OL3 – Green Network
OL5 – Extensions and Redevelopment in the Green Network
LR4 – Outdoor Recreational Open Space
LR6 – Developer Contributions to Outdoor Recreational Open Space
Provision

CONSULTATION RESPONSES:

Dawley Hamlets Parish Council – No comment.

Arboricultural – Objects as there is a group Tree Preservation Order on the western boundary of the site in the green network designation.

Drainage Engineers – Support subject to condition.

Education – Support subject to planning contribution of £35,796 towards primary school facilities within the vicinity of the development to be secured through a S106 agreement.

Ecology – No comment.

Environmental Health – Support subject to conditions

Environmental Sustainability – Recommends that the development be constructed to achieve Level 3 of the Code for Sustainable Homes, then be upgraded to Level 4 for any development that occurs after April 2013.

Geotechnical – Support subject to informative.

Highways – The access road does not meet adoptable standards and will not be adopted, but support subject to contribution of £10,000 towards improvement of local public right of way network to be secured through a S106 agreement.

Parks & Open Spaces – Support subject to planning contribution of £14,400 toward provision existing recreational resources to be secured through a S106 agreement.

Strategic Housing – Support subject to developer identifying and providing 6 no. affordable housing units to be secured through a S106 agreement.

Shropshire Fire Services – Support subject to standard informative.

Shropshire Wildlife Trust – It is unlikely that there will be direct ecological impacts and possible effects on the surrounding green network.

Neighbours and Other Interested Parties - Two letters of objection have been received from local residents regarding the following issues of concern:

- Increase in traffic
- Highway safety
- Design and density
- Drainage capacity
- Loss of green space and habitat

PLANNING CONSIDERATIONS:

The proposal is for 26 no. dwellings and alterations to the existing access and is pursuant to a previous application for 14 no. dwellings that was withdrawn in April last year due to issues with density, design, sustainability and planning obligation matters.

The existing use of the site is as a longstanding haulage yard and ancillary uses and is not subject to any planning restrictions or controls. The applicant claims at present that there are some 45 HGV movements in and out of the site per day, typically between the period of 05:00 and 18:00 hours. The removal of a commercial use from a predominantly residential area with a restricted highway network is considered to represent betterment in principle.

The site is well connected to Lightmoor by existing footpaths and bridleways and to a lesser extent to the services provided at Little Dawley. The applicants can not make connections to the existing footpath that runs to the north of the site due to land ownership issues, but they can allow for future connections by forming footpath links to the edge of their property should the opportunity to connect arise. Future development opportunities in this area may provide the potential for future connections.

Policy CS9 of the Core Strategy refers to accessibility and social inclusion. It is considered this proposal seeks to improve accessibility by means of off-site works to improve the local public rights of way network through a £10,000 contribution to be secured by way of a S106 agreement. A regular bus service also services the site and, although not every 30 minutes, it is considered the site is connected to local service centres and to the wider transport network.

The density of the site is now more akin to the expected 30 dwellings per hectare expected in PPS3 and the layout has been amended to allow for double fronted dwellings at plots 21-26 to allow natural surveillance and connections with the public footpath and allow for privacy to the dwelling known as Highfield. In this regard the proposal is now considered to be acceptable.

There are 20 no. 3 bedroom dwellings at 2/2.5 storey and 6 no. 2 bedroom apartments in a single 3 storey block that is proposed. The apartment block has been located at the lowest level of the site to ensure that it does not dominate other buildings or the surrounding open area. Each dwelling has its

own parking spaces and the apartment block incorporates parking and a separate bin and cycle store outbuilding.

Six affordable housing units are to be provided in the area as shown on drawing number SK-06 rev F. The mix of these units is still to be determined but there will be a requirement that no more than 14 no. open market dwellings shall be occupied until the affordable housing units are provided or the land transferred to a registered social landlord.

The site drainage has been assessed by the Council's engineers who have no objections to the scheme subject to a condition for a foul and surface water drainage being submitted for the local planning authority's approval in conjunction with them.

Part of the site (western boundary) is green network. The aims of the green network are as follows:

- To maintain Telford's image as an attractive place to live and work
- To retain and enhance the individual identity and/or sense of local community through the separation of built up area with green wedges
- To provide easily accessible 'green lungs'
- To provide a supply of open land to meet the diverse recreational needs of the expanding population
- To protect, enhance and maintain the ecological and geological heritage of Telford
- To provide open space linkages through which footpath, cycleway and ecological corridors can join different parts of the Town

The green network policy is a very useful policy at protecting important open spaces. However, appeals have been won and lost on the merits of the green network and each case must be dealt with on its merits. In considering this development proposal through a site visit and the plans and pictures before you, it is your officers' opinion that the particular green network to be developed does not serve the aims and objectives set out above.

Policy OL5 of the Wrekin Local Plan refers to extensions and redevelopment in the green network. It is felt that in this instance the value of the small element of green network to the western boundary of the site will not significantly affect the function of the green network in the locality and its inclusion within the development site is considered acceptable provided the applicants come forward with a suitable landscape enhancement plan and accommodate trees where appropriate through the use of conditions.

Whilst it is acknowledged that a group TPO sits on the western boundary of the site, it is understood that the trees are of amenity rather than specimen value. The group consists of 8 no. ash and 9 no. sycamore trees. Whilst still important, it is considered that it would be unreasonable to refuse the development to go ahead as the LPA considers that the principal trees can be accommodated within the scheme. This will require careful consideration to determine the exact trees to be retained. The Council's Arboricultural Officer

did originally object to the proposal; however the exact trees to be felled can be determined and agreed on site with the LPA in conjunction with the Council's Arboricultural Officer, as such a condition is proposed to that end. Additional landscaping is also proposed for the site and the detail can be secured through condition.

In conclusion the principle of residential development on this brownfield site is considered acceptable as it makes the best use of land within the Telford urban area. The existing industrial use does not sit well alongside residential properties and its removal will enhance the peaceful nature of the locality. The site is connected by several footpaths to Lightmoor centre and school and Little Dawley. It is considered the proposed residential layout makes the best use of the topography of the land and the design of the dwelling types is considered appropriate to the setting. The proposal is subject to the securing of the planning contributions toward affordable housing, education, leisure and public right of way improvements and appropriate conditions.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to signing of appropriate legal documentation for planning contributions for affordable housing, recreation, education, highway improvements and the following conditions:

1. A04 Time limit – Full with no reserved matters
 2. B06 Sample of materials
 3. B07 Sample brick panel
 4. B13 Details of enclosure
 5. B14 Landscape design
 6. B17 Landscape management plan
 7. B30 Soil contamination
 8. B33 Foul and surface water
 9. B44 Protection of new dwellings from noise
 10. B73 Trees protective fencing
 11. B74 Trees services root protection
 12. B80 Site environmental management plan
 13. Bcustom Trees to be removed agreed with LPA prior to development
 14. C07 Trees – no burning
 15. C08 Trees soil level
 16. C09 Trees material storage
 17. C10 Hedge protection
 18. C12 Landscape implementation hard and soft
 19. C38 Development in accordance with deposited plans
 20. D01 Removal of all permitted development rights
-
- I06 Section 106 agreement
 - I17 Mineral area
 - I20 Contaminated land
 - I22 Protected species
 - I32 Fire authority
 - I40 Conditions
 - I41 Reason for grant of permission

REASON FOR APPROVAL:

The proposal seeks permission for 26 no. dwellings and alterations to an existing access. The issues of principle have been addressed and the proposal is not considered to be out of keeping with policy objectives. Given the existing use and brownfield nature of the site, the proposal is considered to be appropriate given the links to local centres through the reinforcement of local footpath links. Existing principal trees can be retained and the landscape enhanced through appropriate conditions. Should the planning contributions be secured, it is considered appropriate to grant full planning permission.

TWC/2010/0420 Sytch Lane, Waters Upton, Shropshire TF6 6NT
Change of Use of land to provide Sewage Pumping Station (including the provision of new access, hardstanding, erection of a kiosk and associated fencing and landscaping) **** Additional Information Received ****

APPLICANT

Severn Trent Water Limited

RECEIVED

02/08/2010

PARISH

Waters Upton

WARD

Ercall Magna

THIS APPLICATION WAS DEFERRED AT 17TH NOVEMBER 2010 PLANS BOARD TO ENABLE THE APPLICANT TO CONSIDER AND SUBMIT A PLAN OF ALTERNATIVE SITES TO JUSTIFY THEIR SITE SELECTION

For information, a site meeting was held by Waters Upton Parish Council on 19th January 2011 for the Applicant, Severn Trent Water to present and discuss alternative sites with the Parish Council, Councillor Bentley and the residents of Sytch Lane. Following the meeting, the Parish Council asked the Applicant to consider one of the alternative sites outlined on the plan ('Alternative Site 2') as the local residents preferred this option over the application site. No details have been presented regarding exactly what the development in this revised position would constitute; however it is understood that the pumping station would be located in the highway and a kiosk adjacent, with associated underground works not requiring planning permission.

This alternative site has been investigated by STW in more detail. STW has concluded that this is not a suitable alternative on health and safety (H&S) grounds and has stated "The practice of installing Pumping Stations in the highway has presented the Company with numerous H&S issues over the years and currently we are seeking funding to re-site many of the facilities into private land. To consider and approve such designs will only provide further H&S issues and obviously we cannot accept any new installation where safety is compromised". Furthermore, "...all sites, whether new or existing require maintenance and with the arrangement of a Sewage Pumping Station (SPS), Well Cleansing and Pump Removal is relatively common practice. The proposed Sytch Lane SPS is located in a narrow road where the types of operation mentioned would easily necessitate its closure to through traffic both for the safety of our operators and the public".

Accordingly STW has requested that the current application is determined in its present form. The local residents' preferred alternative site/scheme has not been submitted formally; therefore the Local Planning Authority must determine the application as submitted. Your officers previously recommended approval, assessing that the application complied with national and local planning policies. The location, design and form of the proposal were considered acceptable subject to a condition being imposed which required additional landscaping to mitigate the visual impact of the development. Officers still consider the proposed site and design of the

development are acceptable and therefore recommends approval subject to the conditions set out in the original Plans Board report.

- | | | |
|---|----------|---|
| 1 | A04 | Time limit – Full with no reserved matters |
| 2 | B14 | Landscaping design – including planting to northern boundary |
| 3 | B custom | Details of site lighting column to be submitted and agreed |
| 4 | C21 | and shall only be used for emergency maintenance |
| 5 | C38 | Visibility splays
Development in accordance with deposited plans |

REASON FOR APPROVAL:

The proposed pumping station is considered acceptable as it will enable improvements to existing Severn Trent Water sewerage services in the area and is appropriate in terms of the scale, design, form and materials in keeping with development at other pumping stations and will not be overly prominent in the area, with suitable landscaping. The proposal will not have a detrimental impact on adjoining residential amenities.

A copy of the previous Plans Board report (17th November 2010) is attached below for information.

THIS APPLICATION WAS DEFERRED AT 27TH OCTOBER 2010 PLANS BOARD TO ENABLE MEMBERS TO UNDERTAKE A SITE VISIT

The Environment Agency (EA) has provided comments regarding the proposal, stating that whilst it has not been required by the EA, in their opinion the development should provide for a more sustainable long term water treatment option. They advise Government advice in the form of Circular 3/99 - Planning Requirement in respect of the Use of Non-Mains Sewerage incorporating Septic Tanks in New Development, primarily concerns itself with the alternatives to mains drainage. However it does refer to a hierarchy of water treatment, and states that the first presumption in drawing up development proposals should be to provide a system of foul drainage discharging into a public sewer. In this case Severn Trent Water are seeking to install this 'presumption', c/o a local pumping station in place of the existing septic tank as a means of enhancing the water environment. The EA would be unlikely to support a replacement septic tank, unless a pumping station and thereafter a private treatment plant option had been discounted. Accordingly, the EA has no objection to the proposal.

Officers consider the EA's comments provide greater clarity regarding the proposal. The scheme represents an upgrade to Severn Trent Water's sewage treatment assets serving Waters Upton and Sytch Lane, and whilst it is not required by the EA, the EA acknowledges that the scheme will have benefits to water quality and the wider local water environment.

No changes have been made to the officer recommendation presented to Members at 27th October Plans Board. A copy of the report is attached below.

WATERS UPTON PARISH COUNCIL HAS REQUESTED THAT THIS APPLICATION IS CONSIDERED BY MEMBERS AT PLANS BOARD

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Design, Character and appearance, Impact on residential amenity, Highways issues, Loss of hedge

PROPOSAL: The application submitted by Severn Trent Water seeks planning permission for the change of use of existing agricultural/ grazing land to a sewage pumping station with associated access on to Sytch Lane, hardstanding (turning head), kiosk, fencing and landscaping.

SITE AND SURROUNDINGS:

The site comprises an area of agricultural land adjacent to established residential properties off Sytch Lane to the north of Waters Upton. It is bounded by substantial hedge screening to the highway boundary, as well as timber and wire fencing. There is currently no vehicular access, only a farm gate at the entrance of the adjacent land. The nearest residential properties are located approx. 20 metres to the north, 50 metres to the south, with further properties in East View located opposite the site to the west. The River Tern is located more than 200 metres to the east of the site.

PLANNING HISTORY:

W92/0498 Erection of Two Dwelling Houses, Outline Refused (OLR)
W93/0375 Erection of One or Two Dwellings with Construction of New Vehicular/Pedestrian Access, OLR

Pre-application advice was sought; however no formal response was given

PLANNING POLICY CONTEXT:

National Planning Guidance
PPS1 Delivering Sustainable Development

Saved Wrekin Local Plan Policies
UD2 Design Criteria

LDF Core Strategy
CS7 Rural Area
CS15 Urban Design

CONSULTATION RESPONSES:

Waters Upton Parish Council objects to the development and has requested that they and Councillor Bentley the Ward Councillor speak at the Plans

Board meeting. They were prepared to support a proposal for mains sewage in Sytch Lane; however they state the Environment Agency has confirmed that it is not a necessity and the Parish Council believes there are alternative sites where the development would be located further from residential properties (eg. on Sytch Bank).

The Council's Highways Engineer has requested that visibility splays of 2m x 43m are provided. This visibility splay cannot be achieved to the south of the site access; however the Agent and Highways Engineer have discussed and agreed a revised splay of 2m x 30m to the south.

The Geotechnical Engineers have no objections to the proposal.

The Environmental Planner has no objections to the proposed development.

Environmental Health has not formerly commented on the application; however they consider as there is a sufficient distance between the development and adjacent properties, the pumping station will not have an adverse impact on adjoining amenity in terms of noise and odour.

Seventeen letters of objection (including duplicates) have been received from local residents; their comments are summarised below:

- The dwellings in Sytch Lane have existing septic tanks and do not require the sewage pumping station for 12 properties
- No residents have requested their septic tanks be replaced
- Substandard effluent draining into River Tern could be improved by more regular emptying and maintenance of existing septic tanks
- River quality is good and wildlife is flourishing
- Distance from River
- Cost of upgrade
- Intention to dispose of 'grey water' only
- Eyesore on open land in quiet residential area
- More suitable alternative locations elsewhere
- Scale of development – facility at Long Lane more compact than proposed development
- Adverse impact on character of area with some historic buildings
- Limited visibility
- Increased traffic – problems to other highway users
- Proposal does not appear to be in response to Environment Agency (EA) requirements nor problems with water quality
- Is intention to build new large residential development?
- Delays in consultation process and no green notice – insufficient time for residents to properly consider application and manipulation of democratic process
- Other development refused on site for residential properties in 1990s
- Further development on site would not require planning permission
- Removal of hedgerow – loss of wildlife and impact on character and appearance of area
- Smell and noise from pumps

PLANNING CONSIDERATIONS:

Severn Trent Water has statutory responsibilities for the provision of water and sewerage services and proposes improvements to pumping stations and a pipeline along a 4km area from the proposed site at Sytch Lane to an existing pumping station further south on A442. The improvement scheme includes the proposed new pumping station at Sytch Lane leading to an established sewage treatment works 0.7km to the south in Waters Upton where a new pumping station is proposed, which will in turn pump flows to Long Lane pumping station and onwards to Rushmoor sewage treatment works. There are other current planning applications in association with the upgrades at Waters Upton and Rushmoor. The new pumping stations are required by Severn Trent to provide adequate sewerage services in the local area.

As a statutory sewerage undertaker, Severn Trent Water does have permitted development rights for much of the underground works, such as the chambers that are part of the proposed pumping station and the pipeline which would link the new pumping station to existing facilities. Planning permission is required for the change of use of the land, the kiosk, access and hardstanding, fencing.

The policies that are considered relevant in regard to this application are design guidance contained in Planning Policy Statement 1 (PPS1), and local planning policies. National guidance contained in PPS1 states that development should be of a high quality design and should reinforce local distinctiveness, and where it is inappropriate in its context or fails to improve the character and quality of an area, it should not be accepted. CS15 of the Core Strategy outlines design of development will create and sustain safe places and strengthen local identity, positively influencing the appearance and use of the local environment. Policy UD2 of the Wrekin Local Plan states that development must respect and respond positively to the context, and enhance the quality of the local environment through high quality, and it will be assessed in relation to its scale, design, form and materials etc.

The kiosks constitute glass reinforced plastic boxes set on concrete plinths, of a design, materials and finish in keeping with other Severn Trent Water kiosks in the area and approved in other parts of Telford. The main kiosk measures 2200mm x 600mm with a height of 2300mm, with the smaller adjacent kiosk measuring 500mm x 500mm with height of 1750mm and would be coloured holly green to help blend the development with its rural setting within the village. The access, measuring nearly 35 metres in length, would be tarmaced at the entrance to the site and the remaining area surfaced in concrete. The proposed post and rail fencing would measure 1.2 metres in height. The applicants' agent has advised that the lighting column indicated on the plans would be used only when emergency maintenance is required. It would measure a maximum of 3 metres in height and would be orientated so the light illuminates the chambers and wet wells and does not lead to dispersal of light to adjoining properties. The details are still being prepared; therefore this additional information would need to be conditioned. However

given its position and orientation towards the site, the lighting column should not impact on adjoining amenity.

The existing site is relatively well screened along the boundary to the highway and whilst much of the existing hedge will be removed to provide new access and visibility splays, replacement planting to the front on a new line set back from the highway, and rear of the site is proposed. Officers also consider that the boundaries adjacent to residential properties should also be screened to minimise the impact of the development in the area and will impose a condition. The proposed kiosks will be set back from the highway and will not be prominent from the highway.

In response to some of the neighbour concerns, whilst Waters Upton is listed in Policy CS7 as one of the key settlements where new development in the rural area will be focussed, officers can clarify that Sytch Lane is not currently allocated to receive new housing. Local residents have raised concerns about the impact of the development on amenity, in terms of traffic generation, noise and odour and the character of the area. Whilst it is acknowledged that the proposed pumping station will lead to the loss of a small area of agricultural land, it will not generate a significant increase in vehicle movements. Its design and materials and the associated landscaping will minimise its impact in the semi-rural location. It is also considered that there will not be a significant impact on the amenity of nearby residential properties. The upgrade to the treatment works is intended to improve sewerage services in this part of Telford and given the scale, design and materials of the proposed development, the proposal is considered acceptable.

Severn Trent Water's Agents have responded to the Parish Council concerns as follows:

- STW is unable to comply with the EA discharge as they cannot get to the tank in the field to maintain it and there is no sampling point on it.
- If the pumping station is located outside the village STW would be required to lay sewers to another pumping station site. A pumping station is required to cross the river as it cannot be achieved with a syphon (due to the flow being too small). This is therefore not a feasible option. Furthermore, such a solution, if it was feasible would be very expensive due to sewers being much more expensive and would likely have to be laid down the road, potentially requiring a road closure and great disturbance to residents.

In response to the neighbour objections, Severn Trent Water's Agents have responded as follows:

- **Future housing development** - scheme not designed for future housing development in the vicinity, and not aware of any such development in locality. Scheme proposed is at a capacity to accept sewage from properties in Sytch Lane and East View, meeting design standards of STW of a minimum 100mm pipe to prevent potential blockages, and reduce maintenance requirements.
- **Existing water quality** - no specific water quality tests of river undertaken. Whilst habitat survey found wildlife along river, does not

prove water quality is of any particular quality. With regards to discharge levels into the watercourse this is a separate issue.

- **Manipulation of democratic process** - no manipulation of democratic process. Delays occurred in validation of the application, but have not impacted on compliance with respective statutory legislation or notification/consultation periods.
- **No proper consultation** - No statutory requirement for STW to hold consultations prior to submission of planning application. However meeting requested by the Parish Council also attended by local residents and STW representatives prior to submission of the proposal to LPA; and at request of the Parish Council, a Public Consultation event was carried out on 7 July 2010, attended by large number local residents.
- **Hedgerow removal** - Required to provide visibility splays and adequate and safe access to, and egress from the site. Hedgerow is of no special value, and replacement native hedgerow proposed to be provided to rear of visibility splay, likely to increase ecological value of the area.
- **Noise/Odour** - Pumping station will be self contained and constructed of impermeable concrete construction fitted with sealed covers, minimising odour. With regards noise, kiosk will only contain electrical control and telemetry equipment. All pumps and pipework will be located underground and secured on resilient mountings to suppress noise and vibration. It is unlikely that any noise will be heard above the existing background noise levels.
- **Will only deal with grey water** - Existing septic tanks and STW continuation does not deal solely with 'grey water' but all sewerage discharge from the properties.
- **Location of pumping station** – Site identified as most suitable location for the pumping station and relates to potential for gravity feed from the existing septic tanks, and a requirement to pump the waste to the Sewage Treatment Works as a gravity fed system is not acceptable to serve the settlement. The proposed pumping station is located over the existing sewer, creating less disturbance, and being a further reason for the choice of location to which this application relates.
- **Economic/Commercial Sense** - The scheme is required to ensure compliance with the descriptive consent (from EA), and has been subject to consideration of optioneering and life costings. The cost/economics of the scheme however is not a material planning consideration.
- **The Environment Agency (EA) would not grant permission to continue with current levels of discharge into river from East View/Sytech Lane** - STW already holds permission in respect of a Consent agreed by the EA in 2007; however STW are unable to meet the level of treatment, or other requirements such as sampling points that the discharge requires.
- **Does STWL have an ongoing policy to convert septic tank systems to mains sewerage via pumping stations?** - STW has number of these small septic tank replacements. Most are being converted to pumping stations, others, where it is possible, are being

sewered directly into an existing system for treatment at an existing Sewage Treatment Works. In this instance, it is not possible to connect into an existing system.

- **No desire for residents to connect to the STW sewerage network** - The residents of East View have been looking after their septic tanks for a number of years at their own cost, which is why the other septic tank in the field (STW ownership) has never blocked and has never been maintained as a result. Under the Drainage Act 1937, Severn Trent as sewerage undertaker (and its predecessors) became responsible for sewerage infrastructure from a 'set point of connection' for properties constructed prior to 1937. This is the reason for the scheme.
- **Regular increase in traffic** - The vehicle movements for a pumping station, once built, will be limited. The pumping station will be monitored remotely so only if there is a problem will the station be attended. Normal attendance, besides cutting grass etc., is approx maintenance visits up to 4 times a year (a small van) and a tanker visit twice a year for cleaning the well. Besides that any further visit will be created only if there is a problem at the works. No highway objections have been received with regards to the above proposal, although a request for visibility splays has been requested. The proposed layout will enable any service vehicles to be located off the highway, ensuring no negative impact on highway safety.

In conclusion, whilst officers note Waters Upton Parish Council's and local residents' concerns, the proposed pumping station is considered acceptable in this location as it will enable improvements to existing Severn Trent Water sewerage services in the area and is appropriate in terms of the scale, design, form and materials, considered in keeping with development at other pumping stations and the proposal will not be overly prominent in the area, with suitable landscaping. The proposal will not have a detrimental impact on adjoining residential amenities.

RECOMMENDATION: to GRANT PLANNING PERMISSION subject to resolving the provision of visibility splays and the following conditions:

- | | | |
|---|----------|---|
| 1 | A04 | Time limit – Full with no reserved matters |
| 2 | B14 | Landscaping design – including planting to northern boundary |
| 3 | B custom | Details of site lighting column to be submitted and agreed |
| 4 | C21 | and shall only be used for emergency maintenance |
| 5 | C38 | Visibility splays
Development in accordance with deposited plans |

REASON FOR APPROVAL:

The proposed pumping station is considered acceptable as it will enable improvements to existing Severn Trent Water sewerage services in the area and is appropriate in terms of the scale, design, form and materials in keeping with development at other pumping stations and will not be overly prominent

in the area, with suitable landscaping. The proposal will not have a detrimental impact on adjoining residential amenities.

TWC/2010/0586 4 Woodwell, Red Lake, Telford, Shropshire. TF1 5EA
Erection of a detached two storey dwelling with detached single garage
following demolition of existing garage block

APPLICANT

Mr & Mrs G Allen

RECEIVED

07/12/2010

PARISH

Ketley

WARD

Ketley and Oakengates

THIS APPLICATION WAS DEFERRED AT THE LAST MEETING OF THE
PLANS BOARD FOR A SITE VISIT

THE WARD MEMBER, COUNCILLOR SEAN KELLY, HAS REQUESTED
THAT THIS APPLICATION SHOULD BE CONSIDERED BY THE
COUNCIL'S PLANS BOARD

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, Design and Appearance, Access,
Parking

THE PROPOSAL:

This application comprises the demolition of an existing garage block and the erection of a two storey dwelling, and a detached single garage, at 4 Woodwell, Red Lake, Ketley. The proposed dwelling accommodates a living room, dining room, kitchen, study, utility room, and hall on the ground floor, and two bedrooms and a bathroom on the first floor. External materials comprise rendered walls and plain clay roof tiles.

SITE AND SURROUNDINGS:

The application site lies within an established residential area on the edge of Red Lake in the Parish of Ketley. The site lies near the end of a cul-de-sac and is at present within the curtilage of No.4 Woodwell: part of it is occupied by two domestic garages, and the remainder is part of the large garden of this particular property.

To the east of the site lies the dual carriageway of Mossey Green Way, together with two semi-detached cottages, Nos 4 and 6 Woodwell, and to the west is a raised pit mound which was the site of a modern bungalow until some four years ago. To the north is a motor car dealership and filling station which is situated on the corner of Mossey Green Way and Holyhead Road.

To the south is an area of public open space, bisected by a footpath which would be slightly realigned if the proposed development is granted.

PLANNING HISTORY:

In 2009 a planning application (ref: W2009/0879) to erect a detached dwelling on this site was withdrawn before being determined.

PLANNING POLICY CONTEXT:

Wrekin Local Plan

H6 – Windfall sites in Telford and Newport

UD2 – Design Criteria

LDF Core Strategy

CS1 – Homes

CS5 – District and Local Centres in Telford

CS15 – Urban design

PPS1 – Delivering Sustainable Development

PPS3 - Housing

CONSULTATION RESPONSES:

One letter of objection, signed by the occupants of three dwellings, has been received. The grounds of objection are as follows:

- The applicants did not obtain planning permission before erecting the two garages on the site
- It would result in overdevelopment of the area
- The proposed dwelling is not sympathetic to the character of the area
- Part of the site is the subject of a covenant that prevents it being used as anything other than open space
- The development would restrict access for emergency vehicles as they would not be able to turn round
- Adjoining dwellings would be overlooked
- An established holly hedge will need to be removed

The Parish Council has no objections to the application, but consideration should be given to protecting the mature trees on the site.

The Council's Geotechnical Engineer has no objections subject to a condition relating to shallow mineworkings.

The Council's Drainage Engineer has no objections subject to conditions relating to soakaway drainage and improvements to the existing septic tank.

The Council's Highways Engineer has no objections subject to a condition relating to the provision of the replacement parking for 4 Woodwell.

The Council's Ecologist has no objections subject to wildlife informatives relating to nesting birds, replacement planting, and the erection of bird boxes.

PLANNING CONSIDERATIONS:

The site is shown as 'white land' on the Wrekin Local Plan, within the built-up urban area of Telford and within a predominantly residential area, where appropriate residential development is acceptable in principle.

The surrounding area comprises a loosely formed grouping of late 19th Century cottages, many of which have rendered walls and plain clay roof tiles. It is considered that the design and appearance of the proposed dwelling, with

its dormer windows in the roofspace, relates positively to its context, and respects and reflects the existing properties in the vicinity of the site.

A new dwelling on this site would not adversely affect the character and appearance of the site or the surrounding area, or have a detrimental impact on the residential amenities presently enjoyed by the occupants of adjoining and existing development by virtue of any undue overlooking, loss of light, or any overbearing effect.

The application site is not situated in a prominent or conspicuous location, and the erection of the proposed dwelling would barely be seen from any surrounding public viewpoint.

As part of the overall development a new car parking area for the existing house at No. 4 Woodwell would be provided off an existing vehicular access at the corner of Mossey Green Way and Quarry Lane (the presence of an untreated mineshaft and trunk sewers prevent the erection of a replacement garage). A condition would be imposed to ensure that the new parking area is fully provided before the existing garage block is demolished. Given that the existing garages will be demolished it can be clearly demonstrated that there will be no potential increase in traffic movements along this part of Quarry Lane.

There are no Tree Preservation Orders on any of the trees in and around the application site. Five small trees would be felled but these are predominantly small fruit trees which individually possess very little visual impact on the wider area. Planning conditions would ensure that the remaining trees would be retained and adequately protected by fencing during the construction period. A two metre high hedge will also need to be removed but this would be replaced by a new hedgerow along the road boundary on Woodwell. No significant excavation of the site will be required and the existing ground levels will be retained. Additional landscaping and tree planting will be carried out around the site to provide a visual foil to the proposed dwelling, and to enhance the existing landscaping that already exists.

The Council's Planning Solicitor has confirmed that the restrictive covenant that prevents the land being used for anything other than open space is not a material consideration in the determination of this planning application, and that there is no need for the applicants to secure their release from it before any permission is granted. He affirms that the release of covenants and the processing of planning applications are altogether separate matters.

In conclusion, it is considered that the proposed development is acceptable. The application site is large enough to accommodate this modestly sized house, and the size of the proposed dwelling is commensurate with the size of the site and surrounding properties. It is considered that the development can take place without detracting from the character and appearance of the site and without adversely affecting the residential amenities of neighbouring residents. The design and appearance of the dwelling respects its

surroundings and there will be no increase in traffic movements along this part of Quarry Lane as a result of the development.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

1. A04 – Full permission
2. B06 – Samples of materials
3. C38 – Submitted plans
4. C06 – Reveals around windows
5. B14 – Landscaping design
6. B26 – Shallow mineworkings
7. B35 – Soakaway drainage
8. Improvements to existing septic tank
9. C19 – Car parking
10. D03 – Restrictions on use of garage
11. B23 – On-site construction
12. B24 – Mud on road
13. D11 – Hours of work
14. B73 – Trees: protective fencing
15. B74 – Trees: services root protection
16. C07 – Trees: no burning
17. C08 – Trees: soil levels
18. C09 – Trees: materials storage

REASON FOR APPROVAL:

The site is shown as 'white land' on the Wrekin Local Plan, within the built-up urban area of Telford and within a predominantly residential area, where appropriate residential development is acceptable in principle.

The application site is large enough to accommodate a detached dwelling, and the size of the proposed dwelling is commensurate with the size of the site and its surroundings. The design and appearance of the proposed dwelling relates positively to its context, and respects the existing properties in the vicinity of the site.

A new dwelling on this site would not adversely affect the character and appearance of the site or the surrounding area, or have a detrimental impact on the residential amenities presently enjoyed by the occupants of adjoining and existing development by virtue of any undue overlooking, loss of light, or any overbearing effect.

TWC/2010/0589 Little Dawley Snooker Club, Holly Road, Little Dawley, Telford, Shropshire, TF4 3HA
Change of use of existing Snooker Club (Use Class D2) to convenience retail store (Use Class A1) **** Amended Plans Received ****

APPLICANT
SEP Properties

RECEIVED
12/10/2010

PARISH
Dawley Hamlets, Great Dawley

WARD
Dawley Magna

COUNCILLOR A. WILLIAMS HAS REQUESTED THAT THIS APPLICATION IS CONSIDERED BY MEMBERS AT PLANS BOARD

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, Highways issues, Impact on residential amenity, Design and appearance

THE PROPOSAL:

The application seeks planning permission for the Change of use of the existing Snooker Club (Use Class D2) to a convenience retail store (Use Class A1) at Little Dawley Snooker Club on Holly Road.

SITE AND SURROUNDINGS:

The application site comprises an existing flat roofed c.1960s building constructed in brick and cladding with ramp access to front entrance. The building is set back from the highway with hardstanding to the front and side; vehicular access is directly on to Holly Road. The building is slightly elevated from the highway, which slopes down towards the junction with Trinity Road. The site is open at the front of the building with the parking area to the side bounded by metal railings and garden fencing adjacent to 1 Trinity Road, a detached bungalow. There is an area of landscaping on the corner of the Trinity Road outside the application site.

A Definitive Right of Way runs across the site at the side of the building and continues to the rear of properties in Trinity Road. The application site is located in an established residential area with a number of local facilities located along the highway such as Public Houses, Chinese takeaway and an existing small convenience store. The site is approximately 1km from the edge of Dawley District Centre. Holly Road is on a main bus route.

The building operated as a Snooker Hall from the mid-1980s until the end of 2010 and is currently vacant. Prior to its use as a Snooker Hall, it was Holly Road Stores (A1 retail use).

PLANNING HISTORY:

W81/0310 Use of Premises for Storage with Ancillary Office Accommodation, Authorisation under New Towns Act

W84/0211 Change of Use to Unlicensed Snooker Hall, Full granted

W86/0227 Renewal of Permission for Unlicensed Snooker Hall, Full granted
W2001/1018 Residential development (Outline), Outline granted

PLANNING POLICY CONTEXT:

National Planning Guidance
PPS1 Delivering Sustainable Development
PPS4 Planning for Sustainable Economic Growth
PPG13 Transport
PPG17 Planning for Open space, Sport and Recreation

Saved Wrekin Local Plan Policies
UD2 Design Criteria
S1 Service Centre Hierarchy
LR1 Provision of Community Facilities

LDF Core Strategy
Policy CS9 Accessibility and Social Inclusion
Policy CS10 Community Facilities
Policy CS15 Urban Design

CONSULTATION RESPONSES:

Dawley Hamlets Parish Council initially raised no objection, subject to the owner ensuring litter is kept to a minimum around the site. However since reconsultation on additional information and amended plans, the Parish Council objects to the proposal and makes the following comments:

- Concerns over safety in regard to access and egress on to Holly Road
- Proposal would create unacceptable volume of additional traffic on Holly Road
- Not convinced that the applicant will be able to persuade wholesales to deliver using small to medium sized vehicles
- Applicant will be unable to secure Post Office at shop
- No safe storage for LPG to be sold as too close to residential properties
- Impact on other local businesses and facilities if store opens

Councillor Adrian Williams has raised concerns on behalf of residents.

Great Dawley Parish Council has no objection to the proposal.

Highways: no objection subject to conditions that no development shall take place until details of access improvements, including layout, construction and sightlines have been submitted and approved; further details for the parking of vehicles have been submitted and approved; and specific details delineating the Public Right of Way from the car park and vehicular access are submitted and approved; and standard Highways informative.

Geotechs: no comment

Drainage: no comment

Sport England: objects to the loss of the site used for sports and leisure, and makes the following comments:

- It is evident that information has been provided which seeks to justify the use of the site as a convenience store in the context of PPS4 but it does not appear that the application gives consideration to the loss of the existing snooker hall and the subsequent loss of opportunities for sport and leisure pursuits.
- It is understood that prior to the recent change of ownership, the snooker club was a successful, sustainable business with 17 snooker tables, serving a membership in excess of 300. There does not appear to be any information provided in support of the change of use proposal to indicate that alternative provision is available to meet this demand for snooker facilities.
- Without any evidence to indicate that there is no demand for this site to be retained for sport and leisure, Sport England consider that such sites should not be lost to alternative uses. This principle is also contained within Planning Policy Guidance Note 17 (Par 10). Rather than evidence indicating the site to be surplus to requirements, the club membership figures appear to indicate a significant local demand for snooker facilities. Even in the event that there is other available provision to meet the local demand for snooker, it is our view that the need for the site to be used for other sport and leisure uses should be explored before opportunities for alternative use as considered.

5 individual neighbour letters of objection, 107 duplicate letters and a petition containing 186 names have been received, with their comments summarised:

- Building was once operated as a supermarket until 1980s – high volume of traffic
- Existing problems with speeding traffic along Holly Road
- Insufficient parking provision/ disabled parking space, and reversing on to Holly Road
- Highways safety issues due to excess traffic/ bus route/ proximity to junction with Trinity Road/ position of Right of Way through site
- Delivery vehicles to Snooker Club park on frontage of site which, if continued would cause problems for customer parking
- Impact of opening hours and congregation of youths/ anti-social behaviour on residential amenity
- Further convenience store in Little Dawley not required – existing Premier store is well run with adequate parking facilities, and there are other convenience stores within walking distance/ larger supermarkets in the wider South Telford area
- Noise and pollution
- Newspaper distributors will not consider further outlets in area, and despite repeated attempts to reinstate Post Office, this has been unsuccessful. Also lack of suitable storage for LPG, so queries what store will provide
- Loss of leisure amenity within neighbourhood – Snooker Hall still needed

PLANNING CONSIDERATIONS:

The proposal comprises the change of use of the existing Snooker Hall to a convenience store selling general grocery items, newspapers, entertainment items such as CDs and DVDs, and alcohol, subject to gaining a licence. Amended plans have been provided indicating that the floor area would comprise 598m² of retail floor area, with office, storage and w.c. to the rear of the building.

To the front and side of the property, existing hardstanding parking areas would be formally laid out to provide 19 car spaces and parking space for delivery vehicles. A clear route is indicated across the site for the Definitive Right of Way. The existing access arrangements are to be utilised with access and egress on to Holly Road.

It is intended that the store will seek to use local suppliers and businesses, and will provide full and part-time jobs which will equate to 6 full-time equivalent jobs. The site is in a sustainable location within an established residential area; on a bus route, and the applicant intends to provide employment to local residents, thus benefiting the local community and economy.

Policy CS10 of the Core Strategy asserts that local shops along with public houses and other local facilities form part of the fabric of a community, and this store would improve access to essential services. The supporting information makes reference to the possibility of having a Post Office within the shop; however the plans do not indicate specific layout of retail floor area. The addition of a Post Office would be supported and would be a benefit to the local community. Thus whilst a sporting facility (snooker club) would be lost through the change of use, community benefits would be maintained, with the addition of a local shop and potentially a Post Office.

The supporting information states that the proposal has been submitted to change the use of the premises as the site is currently unoccupied and in a state of disrepair due to economic trends. No information has been submitted with regard to marketing of the premises.

In accordance with requirements in PPS4 which outlines that a sequential assessment is required for planning applications for main town centre uses which are not within existing centres, additional justification has been submitted outlining the reasons that this unit is most suitable for the proposed use and why other available units within the locality would not be suitable due to their size, buildings located over two floors, insufficient parking provision etc. Officers consider that sufficient information has been provided to comply with this policy.

In considering the change of use of the site, officers have had regard to the existing Use Class D2 and the other activities that could operate from this site without planning consent and there would be no control over hours of use if activities changed within the same Use Class. This includes various other sport and recreation facilities such as swimming baths or gym, and cinema,

music and concert hall, bingo hall. Such businesses could also see an intensification of use and parking requirements; therefore the change of use to a shop is considered acceptable. In addition, given the site's highly accessible location within a residential area, the shop would be located within walking distance of the local community.

The application states that deliveries to the facility will be made by small and medium-sized vehicles rather than articulated lorries, and in this regard the Highways Engineer has assessed that the access and turning arrangements for delivery vehicles are sufficient to maintain highway safety. In terms of parking provision, the Highways Engineer considers the provision of 19 spaces and associated layout is acceptable; furthermore 3 of the spaces at the front of the site are designated as staff parking in order to reduce the number of vehicles reversing on to Holly Road from these spaces. As existing vehicle spaces are not marked on the site, subsequently with this proposal, parking facilities and arrangements can be improved. Consequently it is considered the proposal will not prejudice the free flow or safety of highway users.

In addition the supporting information outlines that the existing building is in a poor condition and requires renovation to ensure it is weather proof and to improve the building's appearance. In this regard, the proposal includes alterations to the front elevation to create a new shop front with additional glazing and sliding double doors, and signage above. Also to the frontage, a new roller shutter door is proposed as an entrance for deliveries. In this regard, the design and appearance of the proposed development is considered acceptable and in keeping with the existing building and the area. The proposed development therefore accords with design policies.

The hours of opening are not indicated on the application form; however the supporting information states the proposed hours are 6am to 10pm. These hours are considered to be inappropriate due to the impact on adjoining residential amenity and it is asserted that more appropriate hours would be 7am to 10pm Mon to Sat and 9am to 6pm on Sun/Bank Hol. Taking account of the availability to change the use and the lack of control of opening hours for development within Use Class D2, it is considered the proposal will not adversely affect residential amenity through condition.

The Parish Council and neighbour objections are noted; and whilst the supporting information outlines certain items will be sold at the site (such as LPG), officers recommend a planning condition to ensure that there is no external storage and all items for sale or storage shall be located within the building which will control how the store operates and protect adjoining residential amenity. The proposed convenience store would be located within an area with an existing small local shop and close to Dawley District Centre; however given the size of the unit, this could provide a complimentary business and more choice to the area, and increase local shopping facilities.

Sport England's comments are noted; however the applicant has advised that the Snooker Club closed and due to the costs in renovating the building,

retention of the former use was not viable. Whilst a sporting facility will be lost, it is maintained that a community facility will still be provided. Policy CS10 has been tested at appeal. The Inspector concluded that there is no requirement for marketing of the site, but the fact the site is vacant indicates a lack of need for the facility. Furthermore, specialist uses will attract people from a wider area of Telford and Wrekin, and such provision exists within Central Telford. A snooker hall does not form a day to day need, whereas a local shop does. Subsequently, whilst the loss of the snooker hall is unfortunate, it is considered that the proposal is not contrary to policy CS10 of the Core Strategy, or national guidance in PPG17.

On balance, the proposal to change the use of the Little Dawley Snooker Hall to a convenience store is considered acceptable. The design and appearance of the frontage is in keeping with the building. Furthermore, the change of use would not be detrimental to the residential amenities of the adjoining properties in Little Dawley, subject to appropriate opening hours, and there will be sufficient parking provision for the convenience store.

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

1. Time limit
2. Details of access improvements, including layout, construction and sightlines to be submitted and approved
3. Further details for parking of vehicles to be submitted and approved
4. Specific details delineating Public Right of Way from car park and vehicular access to be submitted and approved
5. Details of bin storage to be provided
6. Details of any lighting/security devices to be submitted and agreed
7. Hours of opening
8. No external storage – all items for sale or storage to be retained within building

REASON FOR APPROVAL:

The proposal to change the use of the Little Dawley Snooker Hall to a convenience store is considered acceptable. The design and appearance of the frontage is in keeping with the building. Furthermore, the change of use would not be detrimental to the residential amenities of the adjoining properties in Little Dawley, and there will be sufficient parking provision for the convenience store.

TWC/2010/0755 Enterprise Garage, Trench Lock, Hadley, Telford, Shropshire, TF1 5SZ
Erection of a building for restaurant (Use Class A3) and drive-through (Use Class A5) unit with parking following demolition of existing garage building

APPLICANT

Enterprise Garages Ltd

RECEIVED

03/12/2010

PARISH

Hadley and Leegomery

WARD

Hadley and Leegomery

COUNCILLOR MALCOLM JOHN SMITH, HAS REQUESTED THAT THIS APPLICATION SHOULD BE CONSIDERED BY THE MEMBERS OF PLANS BOARD

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of re-development of the site, effect on the vitality and viability of Hadley and the neighbouring District Centres, residential amenity, highway safety and design.

THE PROPOSAL:

This is a full application for the erection of a building for restaurant (Use Class A3) and drive-through (Use Class A5) unit for KFC with parking following demolition of existing garage building.

SITE AND SURROUNDINGS:

The application site is located on Trench Lock, which is situated in Hadley, just off Trench Lock Interchange. The site is located approximately 2.5 miles to the north of Telford Town Centre, and approximate 800m from Hadley District Centre and was previously utilised as a car garage sales by Enterprise Garages.

The site is currently in use as a garage for car sales, with workshop and retail parts facility as well as a display area for used cars. Until recently there had been a convenience store and a petrol station with eight filling bays on the site. There are a range of existing uses which operate within close proximity to the site. To the north of the site there is a 24 hour petrol station which also contains a Nisa Local store. To the south of the site lies a new residential development called 'Sommerfields' which has been built by Bloor Homes and consists of approximately 350 dwellings. Further south of the site, at Capewell works, planning consent was recent approved for a further 234 dwellings to be built by Redrow Homes. Construction work has already commenced on site, and these dwellings are expected to be completed by 2012.

To the immediate north of the site lies an indoor children's play warehouse (Jungleland), to the east lies the A442 interchange and to the west lies a HiQ car repair garage. To the south of the site lie two residential properties.

PLANNING HISTORY:

W81/0371 COU from storage to retail FG
W81/0371 erection of a petrol filling station FG
W82/0461 flat roof over tyre store FG
W82/0498 renewal of permission for retail shop FG
W86/0274 extension to garage premises FG
W89/0151 erection of car wash FG
W94/0878 COU to car sales and car park FG
W99/0461 erection of single storey side extension FG
W2000/0285 extension of opening hours to 24hrs FG
W2001/0089 demolition of carwash and extension to offices FG
Various Advertisement Consents granted

A second planning application (outline with some matters reserved) TWC/2010/0790, on the site has been submitted. This is for the erection of 2 blocks of up to 6 units for A1 (retail), A2 (financial and professional), A3 (restaurants and cafes) and A5 (hot food takeaways)' with access, associated car parking, servicing and ancillary facilities for the north west of the site. Due to outstanding information in respect of the traffic movements the determination of this application has been postponed until next Plans Board on 30.03.11.

PLANNING POLICY CONTEXT:

National Planning Guidance
PPS 1 Delivering Sustainable Development
PPS4 Planning for Sustainable Growth:
PPG 13 Transport
PPS23 Planning and Pollution Control
PPS24 Planning and Noise
PPS25 Development and Flood Risk.

Saved Wrekin Local Plan Policies
UD2 Design Criteria
S1 Service Centre Hierarchy
S25 Local Centres and Local Shops

LDF Core Strategy
CS5 District and Local Centres in Telford
CS9 Accessibility and Social Inclusion
CS15 Urban Design

CONSULTATION RESPONSES:

Hadley and Leegomery Parish Council has no objection to the development proposals but wishes to raise concerns about traffic safety in respect of vehicles exiting the site attempting to turn right towards Trench Lock Interchange. The Council requests that consent is conditional on suitable traffic management measures being put in place (with a developer contribution if appropriate) to require all traffic exiting the site to turn left, and negotiate the improved roundabout at Sommerfeld Road in order to travel in its intended direction including towards Trench Lock Interchange.

Drainage Engineer has advised that the Flood Risk Assessment (FRA) produced for this development has outlined the principals for the disposal of surface water, however no detailed design is available at this time. Details of any proposed attenuation system are required. These should include:

- Full layout including details on any forms of flow control and attenuation features.
- Calculations to show that there has been a 30% reduction in surface water flows from existing surface water runoff rates.
- Calculations to show that any attenuation feature can deal with flows up to and including a 1 in 100 year event +30%.
- A plan showing overland flow routes for surface water flows that exceed this event.

Accordingly, this will be imposed as a condition.

Ecologist has no objections in principle and suggests conditions in respect of bats and birds due to the nearby foraging habitat.

Shropshire Fire Service has no objections and advises informatives in respect of Access for Emergency Fire Service Vehicles and a Sprinkler System.

British Waterways has no adverse comments to make.

A Site Notice a sixteen direct neighbour letters have publicised the application. Four representations have been received. The issues raised are:

- The occupiers of Sundawn currently benefit from a rights of way across the proposed development site which currently has gated access to the property this should be preserved. It is unclear from the proposal whether this will continue to be the case.
- The proposal will lead to increased evening traffic and therefore a possible invasion of privacy and over-looking.
- The increased number of people around Sundawn (particularly in the evenings) could give rise to an increased risk of vandalism or theft.
- Light pollution
- increased traffic and noise throughout the day, but particularly late at night.
- Significant food smells and vermin.
- The mower shed belonging to the occupiers of The Bungalow forms part of the existing office building,
- There is a row of Conifers which is home to numerous birds,
- Rights of access across the site,
- Increased litter and rubbish,
- Unknown opening hours,
- Travellers may park up on the car park at the rear of the site,
- What type of fencing will be used,
- Natural springs under the site and the site is prone to flooding,
- Dust and dirt from demolition will exacerbate existing health problems,

- Existing workshops are excellent and should be re-used,
- Physical boundary should demark the forecourt and private drive,
- Smell and vermin,
- Loss of visitor parking.

Other family members who all own a share of The Bungalow have objected on the following grounds:

- Increased Traffic , Pollution and Noise at all times
- Loss of Privacy
- Light pollution from the restaurant and car park area
- Smell from the restaurant
- Loss of Security due the increase of visitors to the developments and possible anti social behaviour
- Litter from the use of the restaurant
- Fall in the enjoyment and value of the property.

They have also advised that the current occupier of The Bungalow does not own the property and that the tarmac covered land immediately in front of The Bungalow is separately owned.

Comments have been received from the Bloor Homes the developers of the adjacent site on behalf of their residents. The issues raised are:

- Potential increase in traffic levels,
- potential increase in noise and air pollution,
- potential out of hours anti-social behaviour,
- Potential environmental health issues arising from waste food disposal.

The agent has since met with the occupiers of Sundawn. The agent has also written to and telephoned the occupiers of The Bungalow and the Ward Councillor and has suggested meetings; to date these invitations have not been accepted.

PLANNING CONSIDERATIONS:

Principle of re-development of the site and effect on the vitality and viability of Hadley and the neighbouring District Centres.

The site is a 'Brownfield' land and has no formal allocation within the Wrekin Local Plan. The site is not located within a conservation area or contains any listed buildings or buildings of local interest. The site was previously used by Enterprise Garages, and is currently used for a range of uses, which include motor repairs and servicing and a car washing service. The garage business has been struggling for some years given the current challenging economic conditions, and only a small part of the business is currently operating from the site.

The proposed KFC outlet will have a total floorspace of 265 sq.m. which will contain the restaurant area, customer and staff toilets, staff room and

associated food storage facilities and parking for approximately 23 motor vehicles.

Policy EC 10 of PPS4 states that local planning authorities should adopt a positive and constructive approach towards planning applications for economic development. Planning applications that secure economic growth should be treated favourably.

Under this policy, all applications for economic development should be assessed against the following impact considerations;

- Whether the proposal has been planned over the lifetime of the development to limit carbon dioxide emissions and minimise vulnerability and provide resilience to, climate change.
- The accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car, the effect on local traffic levels and congestion after public transport and traffic management measures have been secured.
- Whether the proposal secures a high quality and inclusive design which takes the opportunities available for improving the character and quality of the area and the way it functions.
- The impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives.
- The impact on local employment.

The LDF Core Strategy and in particular policy CS5 emphasises the need to sustain and enhance the vitality and viability of District Centres, such as Hadley which is the closest District Centre to Trench Lock, and concentrate new services and facilities within them. Established local centres provide small scale community facilities serving a small catchment area to meet people's day to day needs, and future ones should be located in areas of new residential growth.

There is a significant amount of recent and on-going residential development in the locality. Policy S25 states that the Council will permit the creation of new shops of a size and scale related to the needs of the immediate communities which they serve subject to satisfactory arrangements with respect to access, servicing and parking.

Whilst the proposal is not strictly a shop, it will provide a new service for the existing and proposed new residential developments in the vicinity, and it is considered that the creation of a new hot food take away and restaurant will not have a significant adverse impact upon the vitality and viability of the existing District and Local Centres. Moreover, the proposed development will provide approximately 35 new job opportunities, with a wide range of positions available.

The proposal includes the demolition of the existing garage building on the site. This will be replaced by a KFC Drive Through outlet and associated landscaping and parking area. The existing buildings have no historic or

architectural merit, and the redevelopment of the site and associated landscaping will be an improvement to the appearance of this prominent and slightly elevated site, and therefore an enhancement the visual amenity of the area.

Residential amenity.

There are two residential dwellings (The Bungalow and Sundawn) immediately adjacent the site, owned by the previous owners of the application site. Numerous letters have been received from members of the family who are the joint owners of the properties; the occupiers of the properties have also made representations. The concerns raised include noise, traffic, disturbance and smells, amongst other things.

The KFC outlet will operate between the hours of 0600 – 2400 Monday to Sunday, and will contain an indoor restaurant dining area, along with a drive-through facility which will allow potential customers the opportunity to purchase food and drinks without entering the outlet. The application site is located within a prominent and accessible location, and the area already benefits from a range of facilities and services.

The ambient noise associated with the existing commercial uses and the proximity to the existing busy main roads Trench Lock Interchange and the A442 (Queensway) is already greater than what would be experienced by occupiers of properties in wholly residential areas. Although the noise source will differ it is considered that it would not be to such a significant amount in which the impact upon the residential amenity of the neighbouring dwellings that could lead to the refusal of this application which could then be successfully substantiated at appeal.

Moreover, it should be noted that the planning permission to allow the previous petrol filling station and kiosk to open 24 hours a day was granted in 2000 (W2000/0285). Therefore, the proposed opening from 06:00 to 24:00 is a reduction in opening hours to those that exist on the site.

The proposed redevelopment of the site will result in the new building being located further away from the closest residential dwelling and thus will have a positive impact upon the residential amenity of the property.

Premises such as KFC cook food by their very nature are required to produce food which amongst other things has a distinctive aroma. Short exposure to these smells is desirable to the patrons of the establishment for the enticement that it offers. The smell of freshly baked bread is often considered to be an odour which brings on hunger to the passer by. It is offered as an enticement.

Long term exposure to the smells can bring about totally different responses from the persons exposed to the smell. The short term exposure desires and wants can often be replaced with a sense of loathing and revulsion.

Therefore, it is necessary to ensure that businesses producing odours from any process do not have a detrimental impact on residential amenity. Large plant and those registered under the Environmental Permitting Regulations 2007 (as amended) tend not to be located in residential areas. They are however controlled by the Chimney Height Memorandum or the HMIP Technical Guidance Note D1. Outside these documents no explicit criteria are published by other bodies for small plant extract or for the food shop type of premises commonly found in mixed areas including those with a residential element.

No details have been provided with the application in respect of odour nuisance and therefore it is considered necessary to impose conditions requiring the applicant to demonstrate that there will be no adverse impact upon residential amenity.

Highway safety.

Access to the site for both customers and servicing vehicles is proposed directly from Trench Lock, utilising an existing but improved access close to the western edge of the site frontage. Further site accesses closer to the roundabout are to be permanently closed as part of the development, which will improve highway safety and reduce vehicle movements so close to Trench Lock Interchange by a net reduction in site access. The Highway engineer had initial concerns relating to pedestrian and vehicular access to the site. However, an updated highways statement with associated plans which address his initial concerns have been received. Hence, the Council's Highway Engineer is now satisfied with this approach and considers the scheme acceptable. The proposal is compliant with policy UD2 of the WLP, policy CS15 of the Core Strategy and national guidance contained within PPG13.

The proposal includes the provision of 23 car parking spaces which is considered adequate. It should be noted that there are no parking standards in PPG13 for such uses and the Council no longer has parking standards as part of the Local Plan.

Contaminated land

The proposed development was until recently a petrol filling station and garage. As such, all underground tanks and associated infrastructure will need to be fully decommissioned prior to redevelopment, in accordance with the provisions of the site's petroleum licence. An informative will advise the developer to contact Public Protection for advice and guidance.

In addition, the site may be potentially contaminated from the sites' former uses. As such, it is deemed necessary to impose a condition in respect of contaminated land to ensure compliance with national guidance contained in PPS23.

Design.

The building will be single storey and includes a 'blade feature' on the front/drive-through corner. The building will be finished with composite panels coloured white with red feature panels, and is a typical design of this type of

premises. A separate Advertisement Consent will be necessary for any future signage on the site. The building is a typical design for this type of building and considered an improvement to the existing buildings which appear tired especially given that the petrol filling station element and retail element are vacant. The building will not appear out of character or out of keeping given the context of the site and the existing semi industrial, commercial and retail uses in the area. The proposal is considered compliant with policy UD2 of the WLP, policy CS15 of the Core Strategy and national guidance contained within PPS1.

Other issues

Issues in respect of access have been forwarded to the applicant's agent/solicitor who have confirmed that there is no right of way across the site they are private easements and therefore are not material planning consideration in respect of determining this application.

In accordance with guidance contained within PPS25 a preliminary flood risk and drainage appraisal has also been prepared in support of the application proposal. This identified that the site is located within Flood Zone 1, which is classified as having a low probability of flooding, and the proposals represent an acceptable form of development.

In conclusion, the proposed re development of the site will help to bring an under utilised commercial site back in to use. It will not adversely impact upon the vitality and viability of the nearby District and Local Centres. The new building will result in a positive effect upon the visual amenity of the area and will have no adverse impact upon the amenity the adjacent residential properties or highway safety. Therefore, it is considered that the proposed development complies with the adopted Core Strategy, the relevant saved Local Plan Policies and relevant national planning guidance.

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

1. A04 Time Limit
2. B06 Samples of materials
3. B13 Details of enclosure
4. B17 landscape management plan
5. B30 land contamination
6. B33 drainage (surface water)
- 7 B46 Extraction details
8. C20 parking, loading, unloading and turning
9. C38 in accordance with approved plans
10. D11 hours of operation (06:00 – 12:00)
11. D12 lorry movements (07:00 - 22:00 Mon-Sat, 09:00 – 17:00 Sun & BH)
12. I25 bats and birds
13. I05 Adverts require separate consent
14. I32 Fire Authority
15. I40 Conditions
16. I41 reasons for approval.

REASON FOR APPROVAL:

The proposed re development of the site will help to bring an under utilised commercial site back in to use. It will not adversely impact upon the vitality and viability of the nearby District and Local Centres. The new building will result in a positive effect upon the visual amenity of the area and will have no adverse impact upon the amenity the adjacent residential properties or highway safety.

TWC/2010/0760 Granville Community Recycling , Grange Lane, Donnington Wood, Telford, Shropshire, TF2 9PB

Change of use of land for the operation of a mobile material shedder and storage of pre and post treated waste

APPLICANT

Sita UK Ltd, Mr Jon Woodhall

RECEIVED

02/11/2010

PARISH

Lilleshall, Donnington and Muxton

WARD

Muxton

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: environmental health, transport and diverting waste from landfill.

PROPOSAL:

It is proposed to operate within a hard standing area previously used for sorting and bulking of recyclates, a change of use for a mobile shredding facility for waste wood (10,000 tonnes per annum) and mattresses (5,000 tonnes per annum) that would be operated by existing staff at Granville. There would also be areas for the stockpiling of pre and post treated waste materials.

Operating hours would be between the hours of 0800 to 1730 hours Mondays to Fridays and 0800 to 1300 hours on Saturdays only. The shredder would be sited at the northern end of the area with stockpiled materials to the south. Operations will enable waste wood to be processed into products which can be utilised by the landscaping and agriculture industries or processed into refuse derived fuel. The shredded mattresses would produce metal and flock material, separated by the process and then recycled. The shredding machinery used would be a Doppstadt DW 3060 Bio Power.

The current proposals are expected to generate some 40/50 tonnes per day of timber delivered in vehicles carrying up to 20 tonnes, but with a variation in vehicle size this may generate up to 10 vehicles per day. For mattresses, it is expected a maximum of 20 tonnes per day, based on the assumption they are delivered by smaller vehicles (up to 4 tonnes), resulting in no more than 5 vehicles per day.

The proposals would be limited to the life of the planning permission to landfill at the site, which is 31st December 2025.

SITE AND SURROUNDINGS:

The current application site lies immediately north of the bays of the community recycling centre at Granville waste management site, which is dominated by the landfill site, but has other ancillary waste management facilities.

The land to the south west of the site is characterised by naturally revegetated wooded colliery spoil at 'The Windings', forming distinctive landscape features. Other former mining land further to the north and west collectively forms: the Granville Country Park, an area designated by the Council for informal outdoor recreation purposes; county wildlife sites. existing and proposed further extended local nature reserve boundary, and the existing Muxton Marsh Site of Special Scientific Interest (SSSI). Further to the north and east of this area is a golf course and land in active agricultural use.

The nearest residential property is some 240m from the site. The site also lies close to built up residential areas of Telford in the St Georges, Donnington and Priorslee areas.

PLANNING HISTORY:

The current application site lies within the former Granville Colliery complex that closed in 1979 and was subsequently reclaimed under the New Towns Act, which included the re-designing of the former colliery site to accommodate a waste disposal site. The complex is dominated by the landfill site, but also has ancillary waste management facilities. The latest extension to the landfill site (MW2006/0232) expires on 31st December, 2025.

PLANNING POLICY CONTEXT:

National Policy and Planning Guidance

- PPS1: Delivering Sustainable Development (2005)
- PPS7: Sustainable Development in Rural Areas (2004)
- PPS10: Planning for Sustainable Waste Management (2005)
- PPG13: Transport (2001)
- PPS23: Planning and Pollution Control (2004)
- PPS24: Planning and Noise (1994)

Waste Strategy for England 2007 (WSfE)

Regional Policy and Guidance

Regional Spatial Strategy for the West Midlands incorporating Phase 1 Revision (January 2008) (Former RPG 11 incorporating Phase 1 revision) (WMRSS1)

- WD1 Targets for waste Management in the Region
- WD2 The Need for Waste Management Facilities – by Sub Region
- WD3 Criteria for the Location of Waste Management Facilities

Local Planning and Policy Guidance

The Shropshire and Telford & Wrekin Joint Structure Plan 1996-2001 (JSP)

- P16 Air Quality
- P31 Sustainable Transport Strategy
- P35 Road Freight
- P64 Waste Minimisation
- P65 Provision of waste Facilities
- P67 Environmental Considerations
- P68 Transport of Minerals and Waste

Local Development Framework Core Strategy (adopted December 2007)

- CS13 Environmental Resources

Telford & Wrekin Municipal Waste Management Strategy 2005-2021 From Waste to Resource

CONSULTATION REPONSES:

Councillor Ian Fletcher has commented as follows:

1. It would appear the shredder would only be used to shred materials already brought to site and no increasing in importing materials with the consequential vehicle traffic.

2. The shredder is to be sited in such a position, with shielding to reduce the level of noise to a level not much more than the existing noise level.

My ward adjoins the site and any traffic is most likely to pass through my ward and have an adverse effect on the amenity of my residents. Also the disposal of the shredded waste, if done off site would mean it passing through my ward and any spillage of the shredded material could have an effect on my residents – dust particles and shredded materials in the air. Thus I consider these are appropriate matters to be considered and taken before the Plans Board.

Lilleshall and Donnington Parish Council have no objections.

Shropshire Wildlife Trust, Natural England, the Landscape Architect, Severn Trent Water Ltd have not replied.

The Environment Agency (EA) has no objections. The EA have also commented on the environmental permitting background. The Granville site currently operates under three separate environmental permits issued by the EA. One covers the household waste recycling centre, the second controls the road sweeping dewatering facility, and the third relates to activities on the landfill site itself.

The EA is aware of the applicant's proposal to add shredding capability to the operation at the household waste recycling facility. This is seen as a logical, and beneficial, extension to current operations. It will facilitate the efficient recycling of certain materials (such as mattresses and waste wood) reducing the quantity of waste destined for landfill. The EA anticipate that this will support the Council in meeting its recycling targets.

The EA will seek to place suitable conditions with an operating permit that will control the emission of potentially polluting matter to air, land or surface water. Any such permit will also contain conditions that will control noise, odour, dust, vibration and litter nuisance arising at the site. The EA would therefore not consider it necessary to recommend any additional conditions that would be required on the planning application.

The Drainage Engineer has no objections.

The Highways Engineer supports the application.

The Planning Ecologist and **Shropshire Council** have no comments.

The Environmental Health Officer (Contaminated Land) states that the applicant must obtain an environmental permit from the EA prior to commencing operations on site.

The Environmental Health Officer (Pollution Control) (EHO) following dialogue with SITA, comments are that the applicant submitted details to demonstrate that noise from the proposed machine will have a negligible impact. As such, in acoustic terms, and if operated in accordance with parameters stated in the report, this won't have an impact on the locality. The report mentions that the machine needs to be shrouded. Shrouds are essentially blankets over the noisy parts of the machine, they are subject to wear and tear of machinery operations, they need to be removed and replaced when maintenance occurs, and they easily become damaged.

A condition requiring the shroud to meet the performance criteria outlined in the acoustic report for the lifetime use of the plant is recommended.

Legally, the shredder can be operated under the terms of an exemption from permitting (if applicable – there are some capacity issues), or a permit. If operated under an exemption that exception only applies if there is no pollution of the environment. This would include causing noise nuisance. If operated under a permit, noise conditions would be applied as part of the permit conditions, albeit potentially offering a lower level of protection than could be afforded through the planning process.

The EHO does not expect that there would be any difficulty with demonstrating compliance for noise. Dust issues will be controlled by the permit.

The Geotechnical Engineer supports the application. As an informative it is commented that the applicant should be cautioned that this is a mining area and within 250 metres of a landfill site.

THIRD PARTY REPRESENTATIONS

Dignity Caring Funeral Services who own and operate the Telford Crematorium have concerns the following:

1. Noise. When the wind is blowing in the right direction, we can hear the reversing sounders for lorries which carries into our grounds and can cause disturbance. They are also concerned that the installation of the new plant material shredder will generate consistent noise throughout the day. The operating hours for this equipment are consistent with when funeral services take place and cause disturbance if appropriate measures are not taken.
2. Smells. On occasion smells have been noticed coming from the site and with the new process this may encourage deregulation of materials on a faster

track which may lead to an increase in smells and odours emanating from the site.

PLANNING CONSIDERTIONS:

This is not a green carded application but officers consider given the sensitivity of the proposals, it is appropriate to be determined by Plans Board.

Environmental Health

Noise

This application is accompanied by a noise survey carried out by an independent consultant, Noise. co. uk. The report recommends that given the protection of the on site screening and the measured prevailing background sound pressure levels in the area, it is predicted that the new shredding operation will have minimal impact on the nearest residential properties.

Dust

The mobile shredder is equipped with a dust suppression system and during dry weather a tractor bowser will be available to dampen down roads and any stockpiles of wood if required.

Odour

The crematorium is concerned about odours emanating from the landfill site. This is an issue that is under the jurisdiction of the Environment Agency who inspect the Granville landfill site, for regulatory compliance.

On the basis of the noise report and the EHO comments on noise and dust, the evidence indicates that noise and dust generating from site operations can be controlled by appropriate planning conditions. The proposals in terms of environmental health issues are therefore compatible with national planning guidance (PPS1, PPS10, PP313 and PPS24) and development plan policies (P16, P67, CS13).

Transport and diverting waste from landfill

The landfill planning permission allows up to 200,000 tonnes of imported licensed waste to be tipped at the site. This generates traffic along Grange Lane plus that from the other permitted site operations including that from local residents who use the community recycling area. However, the landfill site is only taking about half of its maximum tonnage of licensed waste. This follows a national trend of reduced tipping into landfill sites. Furthermore, Granville now only takes municipal waste from Telford & Wrekin Council plus from any industrial and commercial waste clients.

The current proposals by diverting some of the waste that would otherwise go to landfill will assist in reducing landfilling. The knock on effect is that there is and will continue to be a reduced traffic using Grange Lane. It will also mean that there is overall less commercial waste traffic using the major highway network. The Highways Engineer has been consulted and supports the application.

On this basis in terms of transport and diverting waste away from landfill the proposals are compatible with the National Waste Strategy for England, national policy guidance (PPS1, PPS7, PPS10, PPG13), development plan policies (WD1, WD2, WD3, P16, P31, P35, P64, P65, P67, P68 and CS13) and the municipal waste management strategy.

Visual

The application site lies within the Granville Waste Management Complex and it is considered to be visually acceptable from external viewpoints.

Drainage

The existing drainage interceptors will be used to prevent surface water run off and this is considered acceptable.

Conclusions

It is considered that the concerns about the current proposals can be controlled by appropriate planning conditions. In addition the Council through Environmental Health can consider statutory nuisance matters and the Environment Agency has regulatory responsibilities as the waste licensing authority. The proposals are therefore compatible with the Waste Strategy for England, national planning guidance and development plans policies as listed above. On this basis a conditional planning permission should be issued linking the life of the proposals to the expiry date for tipping, at the end of 2025.

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

1. A04 Time Limit
2. C17 Highways location and accesses
3. C38 Development in accordance with deposited plans
4. C Custom Development in accordance with supporting information
5. C Custom Limitation of development to mobile shredder and storage areas
6. C Custom Limitation of permitted importation of waste tonnages
7. C Custom Limitation of additional vehicular movements
8. C Custom Shrouding of conveyor and covering of accepting bin/skip that receives the shredded material.
9. C Custom Drainage of surface water run off
10. C Custom Storage of oils, fuels or chemicals condition
11. C Custom Expiry of operations linked to end of landfill site permission
12. D11 Hours of work general
13. D Custom No retail sales to public
14. D Custom No burning of wastes

Informatives

1. I18 Landfill gas
2. I35 Custom Environment Agency permit required.
3. I40 Conditions
4. I41 Reasons for grant of planning permission

REASON FOR APPROVAL:

The principle of a waste management facility has been established on the site within an established landfill and other ancillary waste operations. The proposed mobile chipping facility will assist in diverting waste that would otherwise be landfilled, in line with the national waste strategy for England, national planning guidance and development plan policies. Appropriate planning conditions can ensure that that the local amenities of the area are protected.

TWC/2010/0772 Severn Trent Water Mandatory PPE, Rushmoor, Telford, Shropshire, TF6 5EF

Partial redevelopment and extension to sewage treatment works including new access and landscape bund

APPLICANT

Severn Trent Water Ltd

RECEIVED

06/12/2010

PARISH

Wrockwardine

WARD

Wrockwardine

THIS APPLICATION WAS DEFERRED AT 16TH FEBRUARY 2011 PLANS BOARD TO ENABLE MEMBERS TO UNDERTAKE A SITE VISIT.

There have been no revisions made to the report; however prior to the 16th February 2011 Plans Board, additional information was submitted by Severn Trent Water's Agents providing clarification about the development, which was provided as an update to Members. This is outlined below for information:

With regard to the geographical area that Rushmoor works receives waste water from, this comprises Telford north of the M54 except Priorslee; and also serves Lawley, Lawley Common and Horsehay which lie to the south of the M54.

In terms of vehicle movements, there would be an estimated 69 two way trips a day, which comprises 44 skip or tanker deliveries, 25 staff movements. In addition there would be 1 postman and a contingency of 3 per day to cover cleaners, other deliveries and external contractors (such as STW's Agents for this application). As outlined in the report, the vehicle movements are expected to reduce due to future development at other treatment works in the vicinity.

Whilst the treatment works will be operating 24 hours a day, normal tanker delivery times are between 7.30am and 5pm. However in operational emergencies, tankers are accepted outside these hours.

Officers would suggest that if Members wish to impose an hours condition on the application, this should be that tanker deliveries are made between 7.30am and 5pm, and at other times only in operational emergencies, unless otherwise agreed in writing.

The officer recommendation and conditions remain unchanged and the original report is attached below for information.

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Scale and Design, Character and appearance, Impact on residential amenity, Highways issues, Loss of open space/trees

THE PROPOSAL:

The application submitted by Severn Trent Water seeks planning permission for the partial redevelopment and extension to the existing Rushmoor sewage treatment works including a new vehicular access and landscape bund adjacent to properties in Allscott.

THE SITE AND SURROUNDINGS:

The site comprises an area of rough pasture land covering 4.36 hectares, located to the west of the established Severn Trent Water Rushmoor sewage treatment works which covers a 12 hectare site, and adjacent to the small settlements of Rushmoor and Allscott. The site is currently an open grassed area comprising trees and shrubs predominantly to the boundaries, with paddock area adjacent to Rushmoor Lane gated and fenced off. The land slopes up slightly to the south. A Definitive Right of Way runs through the centre of the site area.

The existing vehicular access to the site is set back from Rushmoor Lane and is located adjacent to No.1 Rushmoor, with the existing site compound to the rear of the ribbon development of properties in Rushmoor. The site is bounded by walling, secure mesh fencing and landscaping, with a secure metal gated access. The main village of Allscott is located to the far west of the application site, with the nearest residential property, Zaman located approx 40 metres from the site edged red.

CONSULTATION RESPONSES:

Wrockwardine Parish Council: objects to the proposed development on the following grounds:

- The proposal would lead to an unacceptable increase in HGV traffic movements along an unsuitable rural road network
- a failure by the applicant to demonstrate that there will be no adverse environmental impact upon the residents of this Parish including noise, smell and airborne pollution
- the loss of important amenity open space between the existing development and the adjoining residential properties
- the loss of important rural wildlife habitat
- the scale and mass of the proposed development is inconsistent with its rural setting

Highways: no objection in principle subject to conditions – prior to commencement of use, proposed vehicular access and visibility splays shall be provided as shown on plan, Condition C20 (Parking, loading, unloading and turning), Once new access in use, existing use shall be for emergency access only and not for daily operational traffic, and standard Highways Informative.

Environmental Health: no adverse comments

Drainage: no objection

Geotechnical Engineers: no comment

Ecology: no objection. The survey work is very thorough and the mitigation is comprehensive. Tree 3 contains a transitional roost for a single soprano pipistrelle. The felling of this tree requires a Natural England development licence. The development may also impact on nesting birds, slow worms and toads. The mitigation measures set out in the report will avoid and compensate for any harm, thus recommends a condition that the mitigation measures are implemented.

Environment Agency: no objection to the proposal, but makes the following advisory comments - Any waste from the development must be re-used, recycled or otherwise disposed of in accordance with waste management legislation and in particular the Duty of Care. As well as conforming to the planning regulations, it is also the applicant's responsibility to ensure that the existing discharge consent conditions, as required under the environmental Permitting Regulations, are met.

Eighteen neighbour letters have been received from eight local residents in Allscott. Their comments are summarised below:

- Insufficient publicity for public consultation in November and insufficient detail of the proposal presented at the meeting
- STW have not outlined local objections received from the public meeting
- Wrockwardine Parish Council involvement has been to comment on the Right of Way not the proposed new access and development
- Dispute whether application forms have been completed correctly and comments on supporting information
- Query about noise assessment and whether all relevant information included
- No clear rationale for the expansion of Rushmoor sewage works – major developments in Telford are nowhere near the site
- Telford & Wrekin Council withdrew land from public auction and sold exclusively to STW despite significant local interest. TWC has retained other parcels of land – process has not been open and transparent
- Since sewage treatment plant approved in 1970s, population of Allscott has tripled
- Large industrial development on green open agricultural land
- STW site is substantial and alternative location in the grounds could be used with less impact on local residents – development on south or east of the existing treatment works would be supported by Allscott residents
- Existing movements by heavy tankers on Rushmoor Lane, a narrow winding country road with dangerous junctions at both ends
- Reason for relocation of access closer to Allscott and subdivision of land with bund – future developments on other parts of site?
- New access appears excessively wide and arbitrary in its alignment and would be less safe than existing – highways safety issues and noise disturbance from vehicles
- Increase in traffic

- Odour and health hazard
- Adverse impact on quality of life
- Design and position of bund – creates wall of soil and impacts on residential amenity – loss of view of countryside and trees/planting will take 10-15 years to mature
- Instead of bund, more appropriate planting/ landscaping could screen the development
- Environmental impacts due to increased flood risk as River Tern does flood, and has previously been polluted by STW plant
- Industrial fencing along boundary of site with Rushmoor Lane
- Increase in vermin and flies closer to Allscott
- Impact on local wildlife through loss of trees
- Query that proposed site will reduce need for pumping given land is low-lying.
- Existing Combined Heat and Power plant could be expanded to accommodate extra requirement – only investment required
- If expanded, this should be designed so there is no requirement for haulage of sewage by road and remove HGV access to make Rushmoor Lane into a 'Quiet Lane'
- Local residents are not all on main sewer connection, thus do not benefit from development – could be condition of any permission that they are connected at expense of STW
- Hours condition for vehicle movements of 8am to 6pm on weekdays to reduce noise impacts and disturbance
- Reposition landscape bund further into field leaving more open space adjacent to residents
- Need improvements to field – condition that stream to be cleared and new post and rail boundary fence erected
- Landscaping bund to be implemented and planted immediately and any odour control technology available to be employed
- Impact on local economy and tourism
- Devalue property
- STW entering into any S106 agreement?
- Local residents should be compensated financially

PLANNING HISTORY:

W81/0569 Installation of Additional Tank and Ancillaries for Improvements to Sludge Treatment to Be Situated Adjacent to Existing Building, Full granted (FG)

W87/0887 Erection of Workshop Building, FG

W90/0653 Erection of a Boiler House onto Side of Existing Workshop, FG

W98/0636 Proposed Centrifuge Building and Kiosk

W2007/1478 Erection of 1no. Sludge Thickener House and 1no. Balancing Tank and 3no. Kiosks, FG

W2009/0620 Erection of a Ferric Dosing Kiosk, FG

POLICY CONTEXT:

National Planning Guidance

PPS1 Delivering Sustainable Development

PPS7 Sustainable Development in Rural Area
PPS9 Biodiversity and Geological Conservation
PPS10 Planning for Sustainable Waste Management
PPS23 Planning and Pollution Control
PPG24 Planning and Noise

Saved Wrekin Local Plan Policies
UD2 Design Criteria

LDF Core Strategy
CS7 Rural Area
CS11 Open Space
CS15 Urban Design

PLANNING CONSIDERATIONS:

Severn Trent Water has statutory responsibilities for the provision of water and sewerage services and is required to meet obligations set by the regulator OFWAT. The provision of additional treatment capacity is required to meet the increase in development within and around Telford. STW therefore proposes a programme of renewal and upgrade of existing plant at the Rushmoor Sewage Treatment Works along with an extension of the development into adjoining agricultural land.

The Sewage Treatment Works is well established and the development accords with PPS10 which recognises the need for waste management facilities within the rural area. However, with regard to policy PPS7 and CS7 of the Core Strategy, the rural area must be protected, and development within it should be strictly controlled.

In the supporting information, alternative locations and options were considered. Other parts of the existing site were assessed but not considered suitable due to the amount of space required and that the development would not be on the correct side of the works for the flow to gravitate and additional pumping would be required. Justification for the proposed site has been provided in the supporting information, and STW deem that as the proposed works supplement the existing treatment works, they need to be located together rather than on a separate part of the site.

As a statutory sewerage undertaker, Severn Trent Water has permitted development rights for the majority of the works within the existing site. However the following elements require planning consent:

- 1 of the Aeration tanks that is located within the extension area (the other 3 are within the existing site area)
- part of the Anoxic tank outlet channels
- 1 of the 3 Primary settlement tanks (PST)
- a control enclosure relating to PST
- LV and HV switch room enclosures.

All development within the extension area, including the change of use of the agricultural land to operational sewage treatment works requires planning consent. This includes:

- the new access road from Rushmoor Lane and internal access road
- weighbridge
- 1.2m high rail fence
- new field gate and stile,
- activated sludge plant transformer
- associated control enclosure and blowers.

All the enclosures are grey GRP kiosk structures, with the largest being the blower enclosure measuring 15.7m x 6.25m with height of 4.3m and the LV switchroom enclosure measuring 20m x 6m with height of 3.5m.

In addition to this development and to separate the STW facility from nearby residential properties, a landscaped bund is proposed along the length of the southwestern edge of the existing field. This would measure 26.5 metres in width and would be a height of 4 metres, covering an area of 1.07ha. It would be planted with a variety of native species. The existing Definitive Right of Way which currently runs through the site area will be diverted around the site, and would now run along the western boundary, parallel with the landscaped bund and to the south of the existing Sewage Treatment Works site.

The principle of such development has been well established on the Rushmoor Sewage Treatment Works along with the regular vehicle movements by tankers along Rushmoor Lane. The scale of the proposed development is considered relatively modest in relation to the overall Sewage Treatment Works' site area, and is predominantly confined to land directly adjacent to the existing site; apart from the new vehicular access, weighbridge, security fencing and landscaped bund which are located further to the south and west. The majority of new development will therefore be in keeping with existing development on site, in terms of the scale, form, materials and appearance.

The new access is wider and more prominent than the existing site access; however the repositioning will provide improved visibility to access and exit the site. In addition the highway access will no longer be shared with traffic from the adjoining residential properties 1 - 4 Rushmoor. In this regard, the development and vehicle movements will be located further away from these properties. The new access is of a standard design and meets highways requirements. In this regard the Highways Engineer has no objection subject to conditions. Whilst the fencing is not ideal in a rural location, it will be set back from the highway beyond existing planting on the highway verge and will not be visible or overly prominent. Thus, it is considered that the development complies with design criteria in national policy PPS1 and local planning policies UD2 of the Wrekin Local Plan and CS15 of the Core Strategy.

The relocation of the access to the south of its current position will increase the distance to properties to the east; however the proposal has brought it closer to Allscott and residents have raised a number of concerns regarding

highway safety and noise disturbance in this regard. However, there are no properties directly adjacent to the new location of the vehicle access. The new access would be located more than 120 metres from the nearest residential property, Mill House on the opposite side of Rushmoor Lane, with the nearest point of the internal access road some 200 metres from the nearest dwellings to the south, Polkerris and Zaman in Allscott. The supporting information states that whilst there may be a slight increase in vehicle movements, from 65 to 69 two way movements per day, other schemes at nearby treatment works will reduce vehicle movements on this site to approx. 58 two way traffic movements per day by 2016.

With regard to the impact of the landscaped bund on visual amenities, it will be located more than 50 metres from Zaman and 100m from Polkerris and outbuildings at Allscott House, thus whilst the view of the open field will be altered, it is considered that this is a significant distance from residential properties and will not lead to a loss of light or outlook. Furthermore the proposed bund will ensure the adjacent extension will not have a detrimental impact on adjacent residential amenities by virtue of noise and visual impact.

A number of neighbour concerns have been raised about noise and odour. The supporting information has been assessed by Environmental Health who considers there will be no adverse impacts from the proposed development in terms of noise and odour, and the development is considered to be in accordance with policy guidance in PPS23 and PPG24. A condition is proposed to ensure that the development is carried out in accordance with the recommendations in the noise survey.

With reference to other issues raised, there will be the removal of some trees and hedgerows to accommodate the development; however this will be compensated by the planting of native species on the landscaped bund. Whilst there will be some loss of the existing open space, the majority of the area will remain undeveloped, retaining open features adjacent to the nearest residential properties, and there will still be public access via the diverted Definitive Right of Way. The proposal will not significantly alter the character and appearance of the site and rural area. With regard to the impact on wildlife, Ecology has no objection and requests the mitigation measures outlined in the submitted report are followed, thus meeting the criteria in national guidance in PPS9 with regard to protected species.

In accordance with requirements in PPS25 a Flood Risk Assessment has been undertaken and has identified that the proposed development would not increase risk of flooding. The Environment Agency and Drainage Engineer have no objection to the proposal.

In regard to the STW public consultation process and the sale of the land, planning officers cannot comment on these issues; however there were pre-application discussions with various officers within the Council to prepare the required information at formal planning stage, highways comments and diversion of the Definitive Right of Way.

STW's Agent has responded to the neighbour comments with the following points:

- the Council's Highways and Environmental Health (EHO) consultees have no objections, providing expert opinion on environmental matters such as noise and odour and highways issues, including access design and road safety.
- Noise impact – Whilst the EHO's comments are positive, neighbours are concerned that exact specifications of the proposed plant has not been provided. Manufacturers specifications for the proposed blowers now available, stating maximum noise level of 73dB[A]. The blowers would be positioned within a building, thus reducing their noise level. It should be noted that noise readings were taken of the existing blowers on site, which were in excess of 80dB[A]. There are no existing noise issues with the operation of the site, thus the noise from the blowers, dampened by the enclosure would not have any detrimental impact on residential amenity.
- Odour impact – no known odour issues associated with the existing sewage treatment works. The proposed asset renewal and extension will incorporate the highest level of technology to minimise odour exposure; and by reason of the improvements to the existing infrastructure, the development would result in a net improvement in odour.
- Highway safety – new access has been designed to meet modern highway design standards, to enable safe access to, and egress from the site. The existing access is narrow with poor visibility splays, due to existing built development and does not perform to modern safety standards. The new access improves safety for all road users.
- Impact on view – Loss of a view is not a material planning consideration; however the landscaping bund is proposed to minimise the visual impact of the existing and proposed site. Some unprotected trees would be removed to facilitate the development, the landscaped bund will replace the screening that they currently offer. Furthermore, the bund will act to improve noise mitigation of the operational site, notwithstanding the fact that there are no concerns at present. The proposed bund will lead to net gains in terms of visual amenity and noise reduction.
- Loss of trees – principally due to the need to maintain the 'fluid' processes involved. It is necessary for the processing of waste to follow a specific route through the various plant installations, within which different processes are applied. It is inappropriate, ineffective and inefficient to locate supplementary installations on detached areas of the site. New planting is being proposed with the landscaping bund. The trees are not protected and the appropriate authority will be obtained prior to their removal in terms of habitats.
- Alternative location for works – It is impractical to site the additional primary settlement tanks and aeration tanks c.300m to the east or south of the proposed locations as each element would require individual pumping. The existing system is gravity fed and follows a logical route. It is alleged by a neighbour that this could be overcome by installing new plant at different levels. This is not realistic as the

waste water would need to flow from and to the previous and next stages of the process. This would also necessitate major excavations across the site which would not be possible due to the existing underground and ground level infrastructure and the need for continuous operation. The proposed site is the only realistic option for the essential growth of the sewage treatment works and the applicant is providing significant mitigation which will in fact result in net gains to safeguarding amenity.

In conclusion the proposed partial redevelopment and extension of the Rushmoor Sewage Treatment Works is considered acceptable as it will enable improvements to existing Severn Trent Water sewerage services in the area and increase capacity for the increasing population of Telford. The proposed plant and equipment is appropriate in terms of the scale, design, form and materials in keeping with existing development within the Sewage Treatment Works and will not be overly prominent in the area, with suitable landscaping. The character and appearance of the rural area will not be significantly altered. The proposal will not have a significant detrimental impact on adjoining residential amenities through the addition of the landscaping bund between the development and existing properties in Allscott. The new vehicular access will provide improved visibility for access and egress of the site. The Definitive Right of Way will be diverted around the site and therefore the pedestrian route will be retained. Consequently it is considered the proposed development accords with national and local planning policy.

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

- 1 A04 Time limit – Full with no reserved matters
- 2 C20 Parking, loading, unloading
- 3 C38 Development in accordance with deposited plans
- 4 C Custom Landscaping scheme to be implemented in accordance with details
- 5 C Custom Highways – vehicular access and visibility splays
- 6 C Custom Mitigation measures in Protected Species Report to be followed
- 7 C Custom followed
- 8 D Custom Recommendations in Noise Survey to be followed
Highways – once new access in use, other access shall be used only in emergency and not daily operational traffic

REASON FOR APPROVAL:

The proposed partial redevelopment and extension of the Rushmoor Sewage Treatment Works is considered acceptable as it will enable improvements to existing Severn Trent Water sewerage services in the area and increase capacity for the increasing population of Telford. The proposed plant and equipment is appropriate in terms of the scale, design, form and materials in keeping with existing development within the Sewage Treatment Works and will not be overly prominent in the area, with suitable landscaping. The character and appearance of the rural area will not be significantly altered. The proposal will not have a significant detrimental impact on adjoining

residential amenities through the addition of the landscaping bund between the development and existing properties in Allscott. The new vehicular access will provide improved visibility for access and egress of the site. The Definitive Right of Way will be diverted around the site and therefore the pedestrian route will be retained.

TWC/2010/0800 PAP Vehicle Repairs, Darby Road, Coalbrookdale, Telford,
Shropshire, TF8 7EL
Conversion of workshops to 2no. flats

APPLICANT
Mr Peter Glynn

RECEIVED
16/12/2010

PARISH
The Gorge

WARD
Ironbridge Gorge

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of Development, Design, Character and appearance,
Highway safety, Impact on Listed Building, Impact on Ironbridge Gorge World
Heritage Site and Severn Gorge Conservation Area

THE PROPOSAL:

The application seeks planning permission for the Conversion of the
workshops to 2no. flats at the former PAP Vehicle Repairs/ Coach House on
Darby Road, Coalbrookdale.

There is an associated application for Listed Building Consent, ref:
TWC/2010/0814 which is to be considered in conjunction with this application.

SITE AND SURROUNDINGS:

The application site comprises the ground floor of the former Coach House on
Darby Road which is an early-mid 19th Century Grade II Listed Building. It is
constructed in red brick which has been painted white at ground floor, with a
hipped tiled roof. The ground floor area has been altered for its last use as
garage/workshop, with large modern red painted timber doors and glazing
and a projecting steel-framed and profile sheet canopy. A vehicle repairs
business last used the premises in 2010, but the site is now vacant. An area
of hardstanding is located to the front of the site and a small lean-to structure
to the side. The first floor is within separate ownership to the application site
and has previously been converted to residential use. The rear of the building
is built against the hillside, with step access to the residential units at first floor
and properties to rear which are elevated above the site.

The site is adjacent to a number of other Listed Buildings. To the south of the
property, along Darby Road, there are pairs of traditional cottages. To the
northwest, the road slopes up steeply with further Listed Buildings – large
detached properties, including Rosehill House and a small row of workers'
cottages.

The building faces Coalbrookdale Watercourses and the viaduct, and beyond
this is the site of the Grade I Listed 'The Old Furnace at Coalbrookdale
Ironworks', within the Museum of Iron. The site is located in a prominent
position adjacent to some of the Ironbridge Gorge Museum sites – The
Museum of Iron and Darby Houses; and is within the Ironbridge Gorge World

Heritage Site and Severn Gorge Conservation Area. The site is also designated an Area of Special Landscape Character.

PLANNING HISTORY:

TWC/2010/0198 & TWC/2010/0202 Conversion of existing workshops into 2no. 1 bedroomed flats following demolition of lean-to, Withdrawn, to enable the Applicant to provide further justification for the development with regard to the Listed Building and the World Heritage Site, and address concerns raised by the Planning and Conservation Officers regarding design.

Associated application for listed building consent: TWC/2010/0814
Conversion of existing workshops into 2no. flats

Pre-application discussions regarding the change of use of the building to residential use, which was considered acceptable in principle subject to suitable design and consideration of the site and context.

PLANNING POLICY CONTEXT:

National Planning Guidance
PPS1 Delivering Sustainable Development
PPS3 Housing
PPS5 Planning for the Historic Environment
PPG13 Transport

Circular 07/2009 Protection of World Heritage Sites

Saved Wrekin Local Plan Policies
UD2 Design Criteria
H6 Windfall Sites in Telford & Newport
OL2 Designated Areas
HE2 Demolition in Conservation Areas
HE3 New Development in Conservation Areas
HE16 Alterations and Additions to Listed Buildings
SG1 World Heritage Sites

LDF Core Strategy
CS1 Homes
CS14 Cultural Historic and Built Environment
CS15 Urban Design

CONSULTATION RESPONSES:

The Gorge Parish Council objects to the proposal on the following grounds:

- Loss of two thriving businesses from the economy of Coalbrookdale which were given notice to quit rather than leaving by choice
- No evidence in the applications that the building could not be re let as industrial units
- Not all queries in previous application TWC/2010/0198 have been addressed
- No application to demolish canopy to front of the Coach House nor any proposals on how the site will be made good after the demolition

- No environmental impact report for the site. Having been used as a garage for a number of years, the land in front of the building will be contaminated with hazardous waste and hydro carbons.
- Underground fuel tanks located in front of the building - no plans to investigate or remove these
- Application form states there are no works to the front of the building however the plans appear to show there will be. Removal of the canopy will require some works to be done to make the building good
- No proposals on how the development will be managed to minimise disruption to neighbours or how possible contamination on the site will be prevented from reaching the Coalbrookdale watercourses that are only a road width away from the site

Built Heritage Conservation: Supports the proposal subject to conditions, but makes the following comments on the proposal and design:

- Re-use and conversion of the property made difficult as first floor in separate ownership. Existing use made limited interventions into the listed building.
- The principle of conversion to residential is acceptable although there could be alternative uses.
- Internal arrangement makes domestic conversion difficult and a better alternative would be a single unit.
- Central doorway will effectively be cut in two, though still retained in appearance as an opening. Treatment through use of timber partition would be more suitable.
- Details of external ventilation and soil pipes etc. to kitchen and bathroom required by condition.
- Windows lack detail and reveal is too small making the windows appear flush. Proposed sections not appropriate but overall design window broadly acceptable. Details will be required by condition.
- Development is not perfect solution but on balance is improvement in visual appearance from 20th Century garage use which has cluttered frontage. Accordingly the proposal is acceptable subject to conditions.

Highways: no objection

Geotechs: no objection subject to Informatives regarding slope stability and minerals.

Contaminated Land (Environmental Health): no objection subject to an Informative regarding contamination.

Ecology: no objection subject to informatives regarding enhancement planting and bat, bird and invertebrate boxes.

Shropshire Council: no comment

Shropshire Fire Service: no objection subject to informatives regarding access and sprinkler systems

PLANNING CONSIDERATIONS:

Following the withdrawal of the previous scheme, the applicant has engaged with the Council and provided additional information with regard to the justification for the development and the significance of the site with the wider area. Furthermore, revisions have been made to the design taking into account Planning and Conservation Officer comments.

The proposal comprises the conversion of the existing workshop units within the ground floor of the former Coach House to 2no. one bedroom residential units, with lounge, kitchen and bathroom. The habitable rooms (lounge and bedroom) will be located to the front, whilst the kitchen and bathroom will be at the rear of the building. To the frontage, the hardstanding area would be reduced to comprise one parking space per unit, footpaths and soft landscaping.

The appearance of the frontage will be altered from the current arrangement, with the replacement of the existing modern doors/glazing. The development also includes the demolition of the projecting canopy and single storey lean-to element with the intention to make good existing brickwork and boundary walls. This will bring the development back to the original building line. The single storey lean-to will be replaced at the side of the property by a further small area of landscaping and bin storage.

The principle of conversion of the workshops to residential use is considered acceptable and reflects the use of the first floor of the building and the adjoining properties in Darby Road. The supporting information submitted with the application states that the building was under utilised and that once vacant, the premises would become more dilapidated. The proposal will also replace the workshop use which most recently comprised a vehicle repairs business, removing the canopy structure which currently dominates the frontage of the Listed Building and the lean-to to the side. The character and appearance of the site is of significant importance, and any development must enhance or preserve the Listed Building and the outstanding universal value of the World Heritage Site as required by Policy CS14 of the Core Strategy, national guidance contained in PPS5 and Circular 07/2009. Therefore the removal of modern elements and the site's redevelopment ensuring the building does not become more dilapidated, with development that is sympathetic to the original building form is considered appropriate. The building frontage will no longer be dominated by the canopy and the design will comprise simple glazing and timber panelling, which would be different to the first floor of the building; however it would utilise the existing openings and would reflect the character of a barn conversion. The treatment of the frontage and openings is considered acceptable and will enhance the character and appearance of the Listed Building. Furthermore, the area of hardstanding to the frontage and to the side of the building will be softened and enhanced through appropriate landscaping. The proposed conversion and development will accord with the relevant national and local design policies.

Whilst there were initial concerns regarding the design and appearance of the development, the Conservation Officer considers on balance that the conversion can be undertaken without having a significant detrimental impact on the character and form of the Listed Building, subject to the imposition of a number of conditions. This includes the door and window details along with details of any external ventilation, as this has not been clarified on the plans.

It is noted that the previous use as a garage may have led to the site becoming contaminated; however the Council's Pollution Control Officer considers an appropriate informative is sufficient, and this should also ensure contamination does not impact on the nearby Coalbrookdale Watercourses. The site is in an area that is affected by slope instability; however as the proposal does not include additional building, other than making good brickwork, site investigations and monitoring are not required. The proposal includes sufficient parking provision and a small amenity area to the properties. The site can also be accessed and drained. Therefore the proposal accords with the criteria set out in Policy H6.

Whilst the development works could cause some initial disruption to existing residents; once the works are completed, the residential use will have less impact on the neighbours than the previous commercial use. The proposal will remove an unneighbourly use in a predominantly residential area and will therefore be more appropriate to its setting and the setting of the historic environment and adjacent tourist attractions.

With regard to other comments raised by the Gorge Parish Council, officers are unaware whether the premises were vacated by choice, but at the time of the site visit, the site was vacant. There is the loss of commercial use; however the site is adjacent/ beneath residential use, therefore the change of use would be an improvement to adjoining residential amenities, with the removal of the vehicle repairs business. The majority of the Planning and Conservation Officer queries have been addressed, and the outstanding issues can be controlled by condition. Whilst the application forms do not make specific reference to the removal of the canopy, this is indicated on the plans. How the site and brickwork will be made good after the removal of the canopy and lean-to structures can be controlled by condition.

In conclusion, the proposal to convert the existing workshops to 2no. residential units is considered acceptable in this location and the development is considered to be of an appropriate design and form, and will enhance the character and appearance of the Listed Building and the Ironbridge Gorge World Heritage Site and Severn Gorge Conservation Area. The proposal will provide sufficient parking provision and amenity space and will not have a detrimental impact on adjoining residential amenities.

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

1. A03 Time limit
2. B09 Details of materials
3. B10 Sample brick panel

4. B12 Details of doors and windows at scale 1:5
5. B14 Landscaping design
6. B50 Services to interior and exterior
7. C19 Car parking
8. C38 Development in accordance with deposited plans
9. C45 Brickwork waterproofing and cleaning
10. C47 Making good
11. D01 Removal of all permitted development rights

Informatives:

- I17 Minerals area
- Inf. Stability of site – any development affecting loading etc. requires further site investigation/ monitoring
- Inf. Ecology informatives
- I32 Fire Authority
- I40 Conditions
- I41 Reason for grant of permission

REASON FOR APPROVAL:

The proposal to convert the existing workshops to 2no. residential units is considered acceptable in this location and the development is considered to be of an appropriate design and form, and will enhance the character and appearance of the Listed Building and the Ironbridge Gorge World Heritage Site and Severn Gorge Conservation Area. The proposal will provide sufficient parking provision and amenity space and will not have a detrimental impact on adjoining residential amenities.

TWC/2010/0814 PAP Vehicle Repairs, Darby Road, Coalbrookdale, Telford,
Shropshire, TF8 7EL
Conversion of workshops to 2no. flats

APPLICANT
Mr Peter Glynn

RECEIVED
16/12/2010

PARISH
The Gorge

WARD
Ironbridge Gorge

MAIN ISSUES: Impact on Listed Building, Design, Character and appearance

THIS APPLICATION SHOULD BE READ AND CONSIDERED IN
CONJUNCTION WITH APPLICATION TWC/2010/0800

RECOMMENDATION: to GRANT LISTED BUILDING CONSENT subject to
the following conditions:

1. A04 Time limit
 2. B09 Details of materials
 3. B10 Sample brick panel
 4. B12 Details of doors and windows at scale 1:5
 5. B50 Services to interior and exterior
 6. C38 Development in accordance with deposited plans
 7. C45 Brickwork waterproofing and cleaning
 8. C47 Making good
-
1. I40 Conditions
 2. I42 Reason for Listed Building consent

REASON FOR APPROVAL:

The proposal to convert the existing workshops to 2no. residential units is considered acceptable and the development is considered to be of an appropriate design and form, and will enhance the character and appearance of the Listed Building.

TWC/2010/0815 Church Aston Manor, Church Aston, Newport, TF10 9JJ
Erection of a detached dwelling with detached double garage and
construction of a new vehicular access and driveway. *****AMENDED
DRAWINGS RECEIVED*****

APPLICANT

Malcolm & Janet Bennett

RECEIVED

27/01/2011

PARISH

Church Aston

WARD

Church Aston and Lilleshall

CHURCH ASTON PARISH COUNCIL HAS REQUESTED THAT THIS
APPLICATION IS DETERMINED BY PLANS BOARD.

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, effect on the setting of the Grade II* Listed Building, effect on TPO'd trees on the site and biodiversity, effect upon the character and appearance of the area, access and highway safety, residential amenity, contaminated land.

THE PROPOSAL:

This full application is for the erection of a detached dwelling with detached double garage and construction of a new vehicular access and driveway in the grounds of Church Aston Manor, a Grade II * Listed Building.

The proposed dwelling comprises a two storey five bed roomed dwelling with a ground floor annex for an elderly relative, and a detached double garage and workshop sited in the garden to the right (south east) of the Church Aston Manor. The design is contemporary and the facing materials proposed are facing bricks and a contrasting plinth brick on the ground floor and render to the first floor and a plain clay tile and partially glazed hipped roof with Velux roof lights and solar panels, and painted timber fascias and soffit boards. The proposed windows are hybrid timber and aluminium with stone mullions and cills and the rainwater goods are aluminium/galvanised metal. The garage will be facing brick and tile to match the dwelling.

The scheme has been amended with the access altered to provide a greater visibility splay and the pathway leading from the garage/parking area to the new dwelling altered to ensure that there would be no adverse impact upon the roots of the existing trees, and residents have been reconsulted. Further to this the proposed garage has now also been reduced in height by 0.75m. In addition the height of the garage has been reduced by 0.75m.

SITE AND SURROUNDINGS:

Church Aston Manor is a Grade II* Listed Building; it is a large C18 detached house with an earlier core including C17 panelling, and stopped chamfer ceiling beam cornice, C17/18 cornice bolection¹ moulded chimney piece. The front doorway is C19 and there are later additions to the rear. It is accessed off Dark Lane an adopted highway.

The house occupies a large plot and the grounds were enlarged in 1980's when the adjacent in-filled railway line was purchased by the previous owner of the property. There is an old railway bridge to the south east of the site leading to a farm track and a public footpath leading off in a south westerly direction. The plot which is the subject of this application, is the additional former railway land purchased in the 1980's and comprises lawn, flower beds, vegetable plots, green houses and numerous trees several of which have recently been given statutory protection by way of TPO's. The site is bounded by various forms of boundary treatment including walling along the western boundary along the public highway and hedging elsewhere.

The neighbouring properties vary in age, style and design from historic dwellings, barn conversions and modern suburban dwellings. There is farmland to the east of the site and the eastern boundary of the application site is the boundary of the built-up area of the Borough as defined in the Wrekin Local Plan; the land beyond this boundary is classed as Open Countryside.

1. Bolection moulding

a bold moulding of double curvature raised above the general plane of the framework of a door, fireplace or panelling.

PLANNING HISTORY:

W79/0760 Change of use of disused railway to garden land FG.

W91/0615 Alterations to existing buildings FG.

W2005/0504 Conversion of loft to en-suite, installation of roof lights & tile vents and construction of new doorway LBG.

PLANNING POLICY CONTEXT:

National Planning Guidance

PPS1 Delivering Sustainable Development

PPS3 Housing

PPS5 Planning for the Historic Environment

PPG9 Biodiversity and Geological Conservation

Saved Wrekin Local Plan Policies

EH7 Contaminated Land

UD2 Design Criteria

H6 Windfall Sites in Telford and Newport

OL11 Woodland and Trees

LDF Core Strategy

CS1 Homes

CS6 Newport

CS12 Natural Environment

CS14 Cultural, Historic and Built Environment

CS15 Urban Design.

CONSULTATION RESPONSES:

Church Aston Parish Council has objected to the proposal. The issues raised are:

- The exit and entry is the same lane for all householders. Access in the lane will be cause for concern with more vehicles and increase in traffic in a small area. If the Manor House status changes to include flats this problem will increase making congestion and parking in the road possible for the tenants and their visitors.
- The road has not been resurfaced for 10 years and the current usage is for light vehicles, there is concern for the heavy vehicles needed to service this planning application and the state in which the road will be left after insignificant use.
- The location of the double garage will impact on the lower lane as it is on the narrowest section of the lane.
- The lane does not show 'No through road' and many vehicles travel down this lane and find they have to complete a U turn which is not easy in the narrowest end of the lane, making a 3 point turn impossible. With an access nearer it will encourage drivers to use the driveway to turn their car around
- The sewerage system for that area had reached maximum according to Severn Trent when the barns were built now with the new build this will increase the already oversubscribed sewerage. Also on the same note, if the Manor house is sold and the usage changes to include more residents the sewerage drains will not cope.
- The gas pressure has been cause for serious concern for the past 10 years and more so recently where National Grid have tried in recent months to remedy the problem and where the Parish Council have written to make representation for the villages in that area. Once again if the status of The Manor House changes and the rooms are converted to flats the gas problem will be exacerbated.
- The land being built upon may be considered Green Belt and the Parish Council would like conformation of Telford and Wrekin's policy on building in these areas.

The Council's Conservation Officer is unconvinced that the design of the proposed dwelling is wholly appropriate as it reflects little of the historic house to which it will be a neighbour, however acknowledges the various modern existing buildings in the locality.

The Council's Arborist has visited the site and subsequently imposed TPO's on the trees which are considered worthy of retention and protection, and amended drawings have been submitted altering the position of the proposed pathway. Accordingly, he now supports the proposal subject to conditions in respect of the protective fencing required during any building works and

details in respect of service runs as this information has not been provided with the application or in the Tree Survey report.

The Council's Highway Engineer's initial concerns regarding visibility splays have been addressed and the visibility splay has been amended. Accordingly, he now supports the proposal subject to conditions.

The Council's Drainage Engineer has no objections subject to conditions requesting the submission of full drainage details (B33) and advises that any soakaways should be at least 5m away from any buildings or boundaries (B35).

Shropshire Fire Service has suggested informatives in respect of access for emergency vehicles and sprinkler systems.

The Council's Contaminated Land Officer has no objections in principle subject to conditions relating to the proposed mitigation measures for landfill gas (B29) and a scheme and remediation for contaminated land (B30).

The Council's Ecologist has no objections subject to informatives in respect of nesting birds, protected species, trenches, enhancement planting and Bat, bird and invertebrate boxes.

A site notice and six direct neighbour letters have publicised the application. Amended plans were received and neighbours were reconsulted.

Eight representations have been received. The issues raised are:

- The applicant's have misled neighbours and Councillors that their development proposals have universal support.
- A few years ago, the applicants were among the most vociferous of those objecting to the proposals for more housing in the Church Aston area
- David Cameron recently said he was violently against the selling-off of large gardens for speculative construction purposes.
- The site is Green Belt, and development beyond Newport should be halted and greenery saved from concrete.
- The siting of the access gate is immediately opposite the access to two existing dwellings and a field entrance.
- The lane is used as a "turn-around" point for personal and commercial vehicles which use this lane, and has already seen one accident and several near-misses, because of its restricted nature.
- Sat Navs direct motorists down the lane and signage should be improved.
- The lane is not maintained by T&W Council and additional traffic will adversely impact upon its condition and should be resurfaced as part of the development.
- The owner of the lane considers that he should have been asked for permission to use the lane for access.
- The lane serves 12 dwellings not 20 as stated in the application.

- An access, shared with the current Church Aston Manor, would seem to be a more obvious solution. The sharing of accesses in this way has been successfully employed in countless other developments.
- Additional vehicular movements, pressure on the existing, gas, electricity, water and sewerage supplies and systems
- The detached garage although screened by vegetation will be visible to neighbour's; the house will be visible from neighbour's garden.
- Neighbour's 'oasis of tranquility' where they unwind will be over-looked by the proposed dwelling.
- Rural aspect will be adversely affected by a sizeable new property directly in line with the views from the attractive former railway bridge.
- Massive upheaval and inconvenience to other residents while the proposed construction work is taking place.
- Half of the residents in the lane are pensioners with correspondingly more frequent medical needs. Having frequent road closures and the inevitable coming-and-going of construction vehicles will cause inconvenience, and restrict rubbish collections.
- The historic buildings on the east side of the lane and the bridge must be preserved.
- Other historic buildings in the area have been demolished and new housing development allowed to feed developers greed.
- The Manor House could become into flats, offices or left unoccupied.
- The justification for the dwelling is the applicant's desire to down size but the proposed dwelling is very large.
- Applicants may sell up a move away, and will open up a can of worms.
- This could be "the thin end of the wedge" with other local landowners seizing on this development to feather their own nests. It is well-known that some local farmers have already been considering developing other much larger areas of nearby agricultural land for the construction of residential properties.
- The Council and Planners have ruined Newport and made it into a dormitory town.
- The cricket team is not as good as it was when Newport was half the size.
- Village shop is now a bedsit, there is a children's playground provided by developers as the site was not suitable for housing.

PLANNING CONSIDERATIONS:

Principle of residential use

The application site is located within the built up area of Newport but on the outskirts and as such is considered a windfall site and the principle of new residential development is acceptable, and the proposal is compliant with policies CS1 and CS6 of the Core Strategy, and Policy H6 of the WLP. The recent changes to PPS3 have excluded residential gardens from the definition of previously developed land. However, although this gives less national support for the proposal than was previously the case, it does not prohibit development of all garden land.

PPS1 and PPG3 also guide LPA's to avoid the inefficient use of land through promoting higher density development whilst being mindful of the wider context. The development of the site with 1 dwelling is considered acceptable and appropriate to the wider context and character of the area.

Effect on the setting of the Grade II* Listed Building and the character and appearance of the area

The design is contemporary and not a pastiche of the Manor House and the Design and Access statement advises that the design references are 'Wrightian' and the Arts and Crafts movement.

Wrightian is the legacy of Frank Lloyd Wright (1867 – 1959) an American architect, interior designer, writer and educator, who promoted organic architecture and designed many houses, offices, churches, schools, skyscrapers, hotels, and museums in USA. Wright was recognized in 1991 by the American Institute of Architects as "the greatest American architect of all time".

Arts and Crafts buildings are often asymmetrical in their shape using local materials - sandstone, brick, oak, thatch, and flint - and traditional features such as tile-hanging, half-timbering, weatherboarding and leaded light windows were also very common. Gothic flourishes such as towers and tall Tudor-style chimneys, and oriel windows.

It is acknowledged that some revisions have been made following the previous conservation officers comments in respect of the separation distance from the proposed house and the existing listed building, and some revisions to the height, scale and massing of the roof have been made since the original proposal which was submitted to the LPA at the pre-application stage

Whilst it is acknowledged that the proposed dwelling is large and makes little historical reference to The Manor, given the separation distance between the proposed site and The Manor together with the existing modern properties of varying design and ages in the immediate vicinity of Church Aston Manor, it is unlikely that this proposal would cause significant further detriment to the setting of this Grade II* listed building.

Moreover, the proposed dwelling will be set back well back in the plot with a lower ridge height than The Manor and behind the existing walling and substantial tree screening. Therefore, The Manor will remain the dominant structure in the street scene given its height, proximity to the public highway and complete lack of screening from the public domain. It should also be noted that the ridge height of the proposed garage has been lowered by 0.75m and therefore this will result in the garage appearing less visible within the public domain than previously.

Furthermore, the conservation officer considers that, on balance, the scheme is acceptable without sufficient cause for objection that could be successfully substantiated at a subsequent appeal if this application was refused. Accordingly, the proposal is considered compliant with policies UD2 of the

WLP, policies CS14 and CS15 of the Core Strategy and national guidance contained within PPS1 and PPS5.

Residential amenity.

The new dwelling will sit within a substantial plot and has been positioned and orientated to take advantage of the views across the existing well established gardens, whilst ensuring that there will be no loss of mutual privacy by way of over looking from the proposed dwelling and the Manor or the proposed dwelling and the nearby bridge and public footpath.

The first floor Master bedroom window has a separation distance of 43m to the boundary of the bottom of the rear garden belonging to Manor Cottage and the proposed first floor balcony to the sewing room and study is 39m away. Therefore, it is considered that there will be no significant impact upon the residential amenity of Manor Cottage with these distances.

Issues in respect of the position of the garage in respect to their property and outlook have been raised by the occupier of Manor Court. However, the position of the proposed garage is approximately 33m on the opposite side of the lane and behind an existing wall and will be screened by the existing trees on site and the hedge belonging to manor Court. The garage has since been reduced in height by 0.75m and although obviously the roof of the garage will be visible it will not harm the residential amenity of Manor Court and there is no right to a view under planning legislation.

Highway safety and access

The proposal includes a new access for the proposed dwelling which is approximately 40m to the south west of the existing vehicular access serving The Manor. Neighbours have suggested that the existing and proposed dwelling could share an access and the lane is narrow and sometimes is blocked by delivery vehicles or drivers taking wrong turns when following their Sat Navs. In addition an additional dwelling would result in additional traffic movements.

These issues are noted but they do not justify the refusal of this application. Planning can not legislate for drivers taking wrong turns and the additional vehicle movements created by one additional dwelling will not be significant. In addition the highway engineer has confirmed that there would be no gain or indeed loss if one access served both dwellings.

However, the visibility splays have been increased as required by the highway engineer to provide improved sightlines of drivers when exiting the proposed new access. Although the road is only lightly trafficked it is considered important to ensure that the new access is compliant with national guidance 'Manual for Streets 2007', which sets out the distances and requirements in relation to streets and the highway to ensure the best possible highway safety is achieved by new development. Accordingly, the proposal is considered compliant with policy UD2 of the WLP, CS15 of the Core Strategy and national guidance contained within PPS3.

Effect on TPO'd trees on the site and biodiversity.

A Tree Survey was carried out on the site prior to the submission of the application and this to some extent has dictated the positioning of the buildings. The application has also led to a TPO being placed on ten of the trees on the site in order to ensure them statutory protection given the high level of visual amenity they provide not only for the setting of the listed building but also the locality and the biodiversity of the area.

The original route of the path from the garage to the house has been altered to ensure that there is no detrimental impact upon the trees, and conditions will ensure that the trees are adequately protected during the buildings works. Therefore, the proposal is compliant with policies OL11 of the WLP, CS12 of the CS and PPG9.

Contaminated land.

Inter alia, policy EH7 of the WLP and PPS23 states that LPA's should pay particular attention to development proposals for sites where there is a reason to suspect contamination, such as the existence of former industrial uses, or other indications of potential contamination, and to those for particularly sensitive use such as housing. Furthermore, the remediation of land affected by contamination through the granting of planning permission (with the attachment of the necessary conditions) should secure the removal of unacceptable risk and make the site suitable for its new use.

Therefore, given the previous uses of the site as a licensed landfill and railway it is considered necessary to impose conditions relating to contaminated land. This will ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers and neighbours.

Other Issues

Matters raised by the neighbours in relation to gas, water, electricity, refuse collection, construction traffic, inconvenience, Sat Navs, Newport, etc. are noted however they are not material planning considerations that can be considered in determining this application.

Concerns raised about the future use of Church Aston Manor are noted. Whilst a recent change to government legislation does allow a dwelling house (Use Class C3) to change to a small house in multiple occupation for between 3-6 persons (Use Class C4) under permitted development, any other future change of use, such as to offices, hotel or a restaurant, would require a planning application which would be judged on its own merits and in line with the relevant policy and guidance at the time. Similarly any future applications for additional development in the vicinity would be assessed accordingly.

Conclusions

Accordingly, the Local Planning Authority considers that the proposed development for the erection of a new dwelling in the grounds of Church Aston Manor is acceptable in principle as it would not result a detrimental

impact upon the setting of the Grade II* Listed Building or have an adverse impact upon the character and appearance of the area. The development would not have an adverse impact on the residential amenities of the neighbouring dwellings, highway safety, the Protected Trees on the site or the biodiversity of the area. Therefore, the proposed development is considered compliant with both local and national policy and recommended for approval with conditions.

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

1. A03 Time limit
2. B06 Samples of materials
3. B07 Sample brick panel
4. B11 Details of doors and windows 1:5
5. B29a Landfill gas
6. B30 Land contamination
7. B33 Foul and surface water drainage
8. B35 Soakaway tests
9. B35a Soakaways 5m away from buildings and boundaries
10. B73 Trees protective fencing
11. B74 Trees services root protection
12. B75 Trees no dig method
13. C19 Car parking
14. C21 Visibility splays 2m x 20m
15. C23 Gates
16. C38 In accordance with submitted plans
17. I11 Highways
18. I25 Nesting birds, protected species, trenches, enhancement planting and Bat, bird and invertebrate boxes.
19. I32 Fire Authority
20. I40 Conditions
21. I41 Reasons for grant of permission.

REASON FOR APPROVAL:

The proposed development is acceptable in principle, as it would not result a detrimental impact upon the setting of the Grade II* Listed Building or have an adverse impact upon the character and appearance of the area. The development would not have an adverse impact on the residential amenities of the neighbouring dwellings, highway safety, the Protected Trees on the site or the biodiversity of the area. Therefore, the proposed development is considered compliant with both local and national policy and recommended for approval with conditions.

TWC/2011/0004 10, 18, 29, 30, 43, 54, 59, 60, 69, 73, 79, 89, 101, 117, 121, 128, Roddam House, High Street/3, 6 Lower Bar/68, 74 Upper Bar/Market Hall, Stafford Street, Newport, Shropshire
Installation of 10no. new and replacement of 12no. existing wall mounted street lighting units and erection of 8no. wall-mounted parking signs

APPLICANT

Telford & Wrekin Council,

RECEIVED

13/12/2010

PARISH

Newport

WARD

Newport West

OBJECTIONS RECEIVED: No.

MAIN ISSUES: Location, design, and appearance of street lighting units and parking signs, affect on listed buildings and character and appearance of Newport Conservation Area.

THE PROPOSAL:

This Council application is for the installation of 10no. new and the replacement of 12no. existing wall mounted street lighting units, and the erection of 8no. wall-mounted parking signs at various locations in the High Street, Upper Bar, and Lower Bar, Newport.

SITE AND SURROUNDINGS:

The High Street, Upper Bar, and Lower Bar are situated in the centre of Newport and are all located within the Newport Conservation Area.

PLANNING POLICY CONTEXT:

Core Strategy DPD
CS14 Cultural, Historic and Built Environment
CS15 Urban Design

Wrekin Local Plan:

UD2 Design Criteria
HE16 Alterations and Additions to Listed Buildings

National guidance:

PPS1 Delivering Sustainable Development
PPS5 Planning for the Historic Environment

CONSULTATION RESPONSES:

The Town Council supports the application.

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

The Council's Conservation Officer has no objections to the application

PLANNING CONSIDERATIONS:

This application comprises part of the wider objective to improve the overall quality of the street scene within the Newport Conservation Area by the de-cluttering and rationalisation of street furniture. One component part of this work is the removal of as many existing light columns as possible and their replacement with wall mounted units.

The Newport Public Realm Guide, produced in 2009, states amongst other things “*Signs and posts that are not essential are to be removed. Only mandatory traffic signs are to be used. Lamp columns must be replaced with lamps fixed to buildings. Parking signs must be fixed to buildings rather than to individual posts*”.

All the buildings that the lamps and signs will be fixed to are Listed Buildings and all are located within Newport Conservation Area. All the new lighting units will be the same design, namely Urbis Furyo Lanterns incorporating 140W bulb, with high efficiency reflectors, and Philips Lumistep control gear on a plain plate and short stub tubular pole. All the units will be located or relocated close to the corners of buildings apart from 29-31 High Street which is located on the mid wall of a terrace.

The applicants have attempted to source lighting units that are as small as possible, as dark as possible, and do not project too far from the building frontage. They have aimed for minimal visual intrusion by locating the units as close to the corner of buildings as possible.

The proposed car parking signs are relatively small measuring approximately 300mm by 200mm and will not be visually detrimental or harmful to the buildings or the street scene in this part of the Conservation Area.

It is considered that the proposals preserve and protect the historic and special architectural features and importance of the Listed Buildings and their setting is not adversely affected. The proposals respect the character of the buildings in terms of scale, form, details, and materials, and the essential form, character and historical interest of the buildings are maintained. In addition the de-cluttering of the street scene by the proposals serve to enhance the character and appearance of the High Street in this part of Newport Conservation Area.

RECOMMENDATION: GRANT LISTED BUILDING CONSENT subject to the following conditions:

1. A03 Time limit
2. C38 Development in accordance with submitted plans

REASON FOR APPROVAL:

The proposals respect the character of the buildings in terms of scale, form, details, and materials, and the essential form, character and historical interest of the buildings are maintained. The proposals preserve and protect the historic and special architectural features, importance and historic fabric of the Listed Buildings and do not adversely affect the settings of the listed buildings.

In addition, the de-cluttering of the street scene also enhances the character and appearance of the High Street in this part of Newport Conservation Area.

TWC/2011/0010 Hopesay Cottage, Arleston Manor Mews, Arleston, Telford,
Shropshire, TF1 2HS
Erection of conservatory to rear

APPLICANT
Mr W Lawrence

RECEIVED
17/12/2010

PARISH
Wellington

WARD
Arleston

OBJECTIONS RECEIVED: No.

MAIN ISSUES: The visual impact of the proposed conservatory to the dwelling in the street scene and on amenity space

PROPOSAL:

The application proposes a conservatory to the rear of the dwelling. Permitted development rights have been removed from this residential development due to the setting of the listed building and limited residential amenity.

SITE AND SURROUNDINGS:

Hopesay Cottage is a modern end terraced property in a new residential development of 14 dwellings built on land adjacent to Arleston Manor a Grade II* Listed Building. The residential development is approached via a gated entrance and is a mixture of detached and terraced dwellings of a high quality reflecting the setting of the Listed Building. Hopesay Cottage has a metre high wall along the front and side boundary and can be accessed via a gate at the front or rear. Several small trees are planted within this area. The windows and doors are timber painted. The rear amenity space has a paved area which abuts the side elevation of a block of detached brick built garages. Several conifers and shrubs are planted in front of the garage block which softens the view. Both the rear and shared side boundary with the adjoining property are bounded by a brick wall approximately 1.8m high. The property has limited garden area similar to the adjoining terraces. Other detached properties within this development benefit from larger amenity spaces.

PLANNING HISTORY:

W2000/0009 – Residential development – Erection of 14 dwellings.
W2005/0055 – Erection of a satellite dish – permission refused.

PLANNING POLICY CONTEXT:

National Planning Guidance
PPS 1 –Delivering Sustainable Development

LDF Core Strategy:

Policy CS 15 Urban Design

Saved Wrekin Local Plan Policies

Policy UD2 – Design Criteria

CONSULTATION RESPONSES:

A site notice and 7 direct neighbour letters have been publicised; one representation was received with concerns of levels but not objecting in principle.

Wellington Town Council has no objection to the proposal.

Environmental Engineers object as a mining report required.

PLANNING CONSIDERATIONS:

The proposed conservatory will measure 3.3m x 4.695m and be built to the rear of the property. Materials will include cream painted frames and red facing brick to match the existing materials of the property. The rear amenity space is compact; there is only 5.1m from the rear elevation to the brick wall of an adjoining garage block; the erection of a conservatory would result in further reduction to this amenity area. The property is sited on the corner of a vehicular access route to Arleston Manor and 4 other dwellings, in addition due to the low wall boundary, the site is exposed and any development within this site will have a visual impact due to its position and enclosure.

The residential development was approved in the grounds of Arleston Manor, a Grade II* Listed Building; subsequently Permitted Development Rights were removed as it was considered that any future development should be of a high standard of design and to ensure development that would not have a detrimental affect on the character and visual amenities of the area.

Furthermore the restriction ensures the standard of residential amenity is not reduced. Officers consider that the proposed conservatory is unacceptable, in that it will be prominent and detracts from the quality of the building to which it is affixed. The proposal will also have a detrimental impact on the character of the surrounding area, which is enhanced by the close proximity of the listed building.

Due to the small amenity space and the size of the proposed conservatory it is felt that the development would result in a compact development reducing the size of usable amenity space, therefore having a detrimental impact on residential amenity. No other conservatories or additions were noticeable on surrounding properties; therefore it is also considered that, if approved, it would set an unacceptable precedent for the remainder of the development.

In conclusion it is considered that the development is unacceptable, by reason of its scale, design and would result in a cramped form of development with an unsatisfactory amount and form of private amenity space. A mining report was omitted at submission stage, therefore insufficient information was provided to aid determination. Hence the development would be contrary to 'saved' policies CS15 in the Core Strategy DPD and Policy UD2 in the Wrekin Local Plan.

RECOMMENDATION: to REFUSE PLANNING PERMISSION for the following reason(s):

The Local Planning Authority considers that the proposed conservatory by reasons of its siting and design would adversely affect the appearance of the existing dwelling and would be detrimental to the character and appearance of

the surrounding residential area. Furthermore it would be unduly prominent within the streetscene. In addition insufficient information has been submitted with regard to previous mining activities. Accordingly the proposal is contrary to 'saved' policies CS13 and CS15 in the Core Strategy DPD, UD2 in the Wrekin Local Plan and guidance in PPS1.

TWC/2011/0037 Southwater Regeneration, Telford Centre, Telford, Shropshire, TF3 4HS
Provision of public realm improvements to facilitate a new main street, new public squares and access to include street furniture, CCTV, lighting, flagpoles, boundary treatments, landscape improvements and water features and associated and ancillary works.

APPLICANT

Telford & Wrekin Council

RECEIVED

20/01/2011

PARISH

Great Dawley

WARD

Malinslee

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Character and appearance of area, urban design principles and impact on adjoining uses

PROPOSAL:

This full application is for the public realm improvements in and around the Southwater development. The works comprise of finishing surfaces to Main Street and the new public squares and incidental spaces and connecting routes within Southwater. The details include new street furniture, lighting, flagpoles, CCTV boundary treatments, hard and soft landscaping and water features.

The earthworks beneath these public realm improvements have been approved by Plans Board under full permission TWC/2010/0446. All of these works relate to the outline planning permission granted in June 2010 for the Southwater development.

The proposal covers the following key elements:

Southwater Square is formed from two interlinking spaces. A raised platform exploits the ground level changes in this area (adjacent to the existing car park) and creates a more informal space(which is reflected in the planting and furniture); this is separated from the main formal civic space below by a retaining wall and water feature with water chutes from which the water flows into the pool below. This area has structured formal planting to reflect the change in character and use of space.

Main Street is a largely pedestrian area with vehicles controlled through design such as surface treatment and hydraulic bollards. The street slopes from west to east and has materials and features to link Southwater Square and International Square.

International Square is an important arrival space for Southwater and Town Park. It is a shared space for pedestrians and vehicles. The approach into the square from St Quentin's Gate will be for all traffic, but through the square

and onto Main Street traffic is restricted. A raised café terrace of hardstanding is to be erected to the north of the site adjacent to the ice rink.

Other routes from the squares and Main Street are linked by Southwater Green on the south of the site and form a link with the Town Park. These routes are tree lined and there is a tree lined bank proposed to the southern edge adjacent to the new Southwater Lake (details approved with the Civic application).

The engineering works will give finished ground levels for future building plots in the area. Until these plots are developed the land is to be grassed.

SITE AND SURROUNDINGS:

The majority of the Application Site is located within the defined Telford Town Centre as defined in the Adopted Local Plan, and is located between the Telford Shopping Centre to the north and Telford Town Park to the south. The Telford Shopping Centre, Library, Meeting Point House, Bingo, Bowling and Ice Rink all provide a built form against the northern site boundary. The site also includes the tired “public realm” (open spaces and pedestrian accesses) situated to the south of these buildings. The site is bordered to the east by the car parking areas associated with The International Centre (TIC), and includes the existing access road that links Southwater with the Cherry Pink traffic light junction. The site boundary along its eastern edge abuts the TIC car parking areas, before wrapping around the southern edge of the Arena.

The southern part of the application site is located within the Green Network.

The application site extends to 4.33 hectares and does not follow exactly the outline application site (thus the need for a separate full planning application rather than one that seeks Reserved Matters approval), as it now extends into the Town Park and land at Southwater Way.

Vehicular access from the east of the site is gained from Southwater Way, via the Malinslee Roundabout and, from the north, via St Quentin’s Gate through the Cherry Pink traffic controlled junction. There is also pedestrian access across the site, provided by an east-west pathway that connects Southwater Square and the TIC.

PLANNING HISTORY:

W2009/0914 – “Outline planning application with means of access (part) for a mixed use development comprising Offices (B1a); Residential (C3) (up to 330 units); Retail, Cafes/Restaurants, Financial and Professional Services, Drinking Establishments (A1,A2,A3,A4); Learning and Media Centre (to include the replacement of Meeting Point House), Leisure Pool, Cinema, Hotels, Energy Centres, Conference and Event facilities including outdoor events space and a Medical Centre (C1, D1, D2 and sui generis); associated landscape improvements to the public realm, replacement and construction of Southwater Lake, boundary treatment and new and reconfigured access;

construction of basement, undercroft, surface and multi storey car parking; and all associated and ancillary works.

Retention, refurbishment and extension of the existing ice rink building and extension to bowling and bingo building. Retention of existing hotels (the Holiday Inn and International Hotel) and Event Centre facilities (The International Centre)."

- Granted June 2010.

TWC/2010/0446 – Engineering operations comprising of foul and surface water drainage works, the drainage of Southwater Lake and earthworks to facilitate Main Street and the new lake, demolition of Spout Farm House and Town Rangers base and Highway improvements to existing and reconfigured accesses, replacement and creation of surface car parking, landscaping, retaining structures and all associated and ancillary works Full granted 28th October 2010.

TWC/2010/0564 – New civic offices, external landscaping, and associated public realm, cycle facilities and new lake. Reserved matters approved 9th December 2010.

A planning application to replace the Spout Farm Visitor Centre within the Town Park has been approved by Plans Board (TWC/2011/0016).

PLANNING POLICY CONTEXT:

National Planning Guidance

PPS 1 –Delivering Sustainable Development: Paragraphs 33 to 39 refers specifically to design. The guidance encourages planning authorities to plan positively for the achievement of high quality and inclusive design for all development and states that good design should contribute positively to making places better for people. It recognises that good design ensures attractive, useable, durable and adaptable places and is a key element in achieving sustainable development.

LDF Core Strategy

Policy: CS4 Telford Town centre

Saved Wrekin Local Plan

Policies TC14 - Town centre design
OL3 and 4 Developments in Green Network
UD4 – Landscape design

Deposit Version Central Telford Area Action Plan (September 2010)

Policy TC1c – Central Southwater: development proposals need to create a vibrant mix of uses (sic)...establish a strong and recognisable urban townscape...create a central high street connecting West Southwater and the Conference Quarter...establish Southwater Square as the primary public space in town...improve visual and physical connections to the Town Park, International Centre and the Shopping Centre.

CONSULTATION RESPONSES:

Great Dawley Parish Council: No Objection

Geo Technical: no comments received

Land Contamination Officer: recommends informative relating to land contamination.

Drainage Section: No comments received

THIRD PARTY REPRESENTATIONS:

Meeting Point House Trustees: Raising concerns which can be summarised as follows, the type of landscaping proposed for the future development plots, amenity lawns is unacceptable in the location adjacent to meeting point house, hard surfacing would be more appropriate to avoid deterioration of the area. The landscaping of these areas appears to indicate that future development on the plots, including the relocation of Meeting Point House will not be occurring in the short to medium term.

PLANNING CONSIDERATIONS:

There are a number of Development Plan policy aspirations that are likely to be achieved through these proposals. While CTAAP is moving through the adoption processes, the weight that can be attached to its policies are increasing with completion of each stage; it is useful that there appears to be support for aspects of CTAAP policy, including TC1c.

These proposals are important elements in the Council's efforts to regenerate Southwater

The southern part of the application site is located within the Green Network. The existing Southwater Lake and a strip to the south of Arena are in the Green Network, to which Policies OL3 and OL4 apply. Policy OL4 states that the Council may permit development in the Green Network provided that it demonstrates:

- a. there are exceptional circumstances;
- b. it contributes or is complimentary to the aims of the Green Network;
- c. environment and community benefits are an integral part of the proposals

The provision of landscaped footpaths and tree bank as an interface to the rest of the Town Park provide a greatly enhanced gateway and introduction to the park. Further proposed environmental improvements through this new public realm and improvements to the interface with the Town Park are positive environmental, community and recreational benefits that the scheme will help deliver in future development phases.

In terms of ecology, the original outline planning application for Southwater was supported by numerous reports, including a Phase 1 Habitat Survey and Arboricultural Surveys. These have been supplemented by new reports that cover the extended site area. There are potentially two issues for

consideration arising from the reports – the loss of tress and the potential for adverse impacts on bats. Both these issues are addressed and mitigation offered to reduce impacts. Overall, ecological impacts are being addressed through the mitigation strategy which has been submitted and approved as part of the conditions of the outline consent.

It is considered that these environmental improvements comply with Green Network policies in the Wrekin Local Plan.

The public realm and landscaping reflects the changing forms and design of the differing squares and areas within Southwater with a mix of formal civic areas and more informal areas. The new routes and spaces will encourage pedestrian movements and maximise convenience to move between the new development and existing adjacent land uses.

The proposals take the opportunities to exploit natural level changes to create identifiable spaces, with consideration given to the future development phases which will enclose these spaces. It is consider that the scheme is for high quality design which is well considered and integrates with the overall Southwater development and surrounding area including Telford Town Park, to create local identity and have a positive impact on the local environment.

It is consider that the public realm improvements comply with the urban and landscaping design policies in the Wrekin Local Plan, LDF core strategy and national guidance in PPS1.

CONCLUSION:

The proposals have been fully considered and assessed against Development Plan policies and it is considered that the proposals will help achieve the Council's ambitions to create a sustainable new town centre. The proposals will also enhance biodiversity and the public realm.

The public realm introduces a series of linkages and spaces, around which the future buildings can 'lock into'. Good design appears to be at the heart of the proposals, and opportunities to exploit the natural ground levels and adjacent uses have been taken to create diverse spaces which give character and legibility to the area, whilst promoting pedestrian movements and having a positive impact on the visual amenity of the area.

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

- | | | |
|---|--------------|--|
| 1 | A04 | Time limit – Full with no reserved matters |
| 2 | B06 | Samples of materials including sample board |
| 3 | B80 | Site Environmental Management Plan |
| 4 | B86 | Phasing Plan |
| 5 | C12 | Landscaping Implementation hard and soft |
| 6 | C38 | Development in accordance with deposited plans |
| 7 | C70a | Works in accordance with Ecology mitigation strategy |
| | Informatives | |
| | I20 | Land Contamination |

I22	Protected species
I40	Conditions
I41	Reasons for granting planning permission

REASON FOR APPROVAL:

The application is supplemented by environmental reports. The impacts arising from the development have been fully assessed by the Local Planning Authority and the conclusions reached that any outstanding environmental effects can be satisfactorily mitigated with the use of planning conditions. The proposals have been fully considered and assessed against Development Plan policies and it is considered that the proposals will help achieve the Council's ambitions to create a sustainable new town centre. The proposals will also enhance biodiversity and the public realm. The Design and Access Statement prepared for the Outline Planning Application demonstrates the principles and concepts on which the Southwater development proposals are based in order to ensure high quality design. The public realm details respond to those principles, and introduce a series of linkages and spaces, around which the future buildings can 'lock into'. Good design appears to be at the heart of the proposals, and opportunities to exploit the natural ground levels and adjacent uses have been taken to create diverse spaces which give character and legibility to the area, whilst promoting pedestrian movements and having a positive impact on the visual amenity of the area.

TWC/2011/0047 Lilleshall County Primary School, Limekiln Lane, Lilleshall, Newport, Shropshire, TF10 9EY
Erection of timber pergola (Retrospective)

APPLICANT

Telford and Wrekin Council, Property and Design

RECEIVED

21/01/2011

PARISH

Lilleshall, Donnington and Muxton

WARD

Church Aston and Lilleshall

OBJECTIONS RECEIVED: No.

MAIN ISSUES: Visual Impact.

THE PROPOSAL:

This is a retrospective application for the erection of a 3.5m high timber pergola within the school grounds.

SITE AND SURROUNDINGS:

The structure has been erected within the grounds of 'Lilleshall County Primary School' – sited to the North Western boundary, adjacent to the playing field. The site is located off 'Limekiln Lane' and overlooks the cricket ground and tennis courts.

PLANNING POLICY CONTEXT:

National Planning Guidance
PPS 1 –Delivering Sustainable Development

Saved Wrekin Local Plan Policies
Policy UD2 – Design Criteria

LDF Core Strategy
Policy CS7 – Rural Area

CONSULTATION RESPONSES:

Lilleshall, Donnington & Muxton Parish Council: Support subject to conditions.

They also comment "In recognition of the Lilleshall playing area being a joint user area for the equal use of the Lilleshall Primary School and the local residents of Lilleshall, in future all plans to develop the area or make any change of use, should be jointly agreed between Telford & Wrekin Council and Lilleshall, Donnington and Muxton Parish Council before any plans or changes are made."

Highways: Support

PLANNING CONSIDERATIONS:

The structure has been in place for over 2 years and is used by the school pupils to provide a simple sheltered area during the school break times and for outdoor teaching. The construction materials consist of treated, uncoated

timber with bitumus sheet roof covering and are appropriate with the surrounding area.

Seven 2m high timber posts support the pointed roof and 1m high timber sides make it a semi-open shelter.

It is situated on the edge of the playing field approximately 3.5m from the main school building and is fully accessible with ramped access via a paved footway from the school play ground.

Due to the construction of the structure and materials used, it does not have any detrimental effects to the surrounding area. There are no residential properties within close proximity that directly overlook the pergola and so it does not affect the amenity of local residents.

Although the Parish Council's condition/comment is not a planning matter, the comments have been forwarded to the relevant Council departments.

The pergola provides a safe sheltered area for the use of the school pupils and it compliments the school building and surrounding area and hence it is considered acceptable.

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

1. C38 Development in accordance with plan Nos.

REASON FOR APPROVAL:

The development does not have a detrimental impact on the existing school building, the surrounding area or nearby properties. The design and appearance of the structure relates positively to its context in terms of scale, form and materials.

W2005/0661 Land at, Parkdale, Hadley, Telford, Shropshire.
Residential development to include access (outline)

APPLICANT

GKN Plc

RECEIVED

06/06/2005

PARISH

Hadley and Leegomery

WARD

Hadley and Leegomery

PURPOSE OF REPORT:

The purpose of this report is to ask members to agree to a variation of an existing Section 106 agreement on an existing planning permission to change the requirement for 15% Shared Ownership Dwellings to 15% Intermediate Tenure instead which would provided flexibility in the current economic climate in which it is difficult to obtain mortgages for shared ownership and large deposits are often required. The overall 30% affordable housing provision would remain unchanged.

BACKGROUND:

Outline Planning permission W2006/0661 was granted by members at Plans Board on 29th February 2008. The application sought permission for residential development on part of the site for a maximum of 25 dwellings. All matters, other than access, are reserved for later approval. The access was via the existing access serving GKN Sankey off Hadley Park Road. This access will serve both the factory and the residential area.

A S106 agreement was signed that required:

- 30% affordable dwellings,
- £24,956 for primary education,
- £12,500 (£500 per dwelling) for leisure,
- £25,725 for footpath improvements/enhancement along western boundary of site.

The outline application limited residential developing to a maximum of 25 dwellings – there were site constraints and the need for a noise attenuation barrier along the eastern site boundary with the GKN factory site that limits the area of developable land.

A Reserved Matters application for siting, design, external appearance and landscaping was approved under delegated powers on 22nd July 2008.

The S106 agreement signed in 2008 required 30% affordable housing in total, comprising a tenure mix of 15% social rented and 15% shared ownership dwellings – the proposed change is to the Shared Ownership only

The developer still intends to provide 30% affordable housing as agreed in the signed Section 106, but now wants to change the 15% shared ownership element to 15% intermediate tenure instead. Intermediate tenure is a generic term for a range of tenures which are in between social rented and market housing.

The developer has recently paid the S106 monies; however, the Council is still awaiting payment of the indexation.

THE SITE AND PROPOSAL:

The site was former car park of GKN Sankey with existing access point at the north end of the site off Hadley Park Road. Along the western boundary of the site is boundary fencing and public footpath that links Hadley Park Road to Britannia Way passing under the railway bridge and runs along the back of properties in Parkdale. The former railway line is now used as a major footpath and cycle route and is also being developed as a rail freight railway. The Pre-commencement conditions are in the process of being discharged and the site has been cleared. However, Wrekin Housing Trust Housing Association are wishing to take possession of the site once it is completed.

PLANNING HISTORY:

W2005/0661 – Outline application to include access for residential development.

Presented to Plans Board 22.2.06. Finally approved 29.2.08 following S106 negotiations.

W2008/0390 – Reserved Matters application approved 22.07.08

PLANNING POLICY CONTEXT:

Wrekin Local Plan (adopted February 2000):

H6 Windfall sites in Telford and Newport

UD2 Design Criteria

LDF Core Strategy

CS1 Homes

CS5 District and Local centres in Telford

National Policy:

PPS1: Delivering Sustainable Development

PPS3: Housing

PLANNING CONSIDERATIONS:

Members are aware of the current recession and difficulties facing a great number of residents, businesses and Local Authorities not only in the Borough but the whole country, yet the Council must still try and deliver houses including affordable housing. The overall 30% percentage of affordable housing provided by the development is unchanged.

Wrekin Housing Trust is still prepared to take on the entire affordable element of the new development and pay the legal costs associated with the deed of Variation of the S106 agreement. However, in the current climate and for the foreseeable future the Housing Association Trust do not anticipate that there would be any demand for sales of houses, and require the flexibility and scope to use a variety of intermediate basis products which would be more appropriate in the current climate. Intermediate tenures, as defined in

Planning Policy Statement 3, include shared ownership, intermediate rent, discounted market sale and shared equity.

In particular, this would allow Wrekin Housing Trust to use its “Rent to Homebuy” product. Rent to Homebuy operates by allowing applicants to rent a property initially, with a view to purchasing a share when the market improves and mortgages for shared ownership become available. The property would therefore still be shared ownership in the long term, however in the short term it would provide applicants with the opportunity to save for a deposit and/or wait until mortgages for shared ownership became more easily available again.

Officers concur with the Wrekin Housing Trust’s assessment of the current downturn in the economy and by permitting the variation to the original S106 this will ensure that the development is most appropriate at this difficult time.

RECOMMENDATION: to vary the existing S106 agreement to delete the requirement for 15% shared ownership dwellings and substitute with a requirement for 15% intermediate tenure dwellings.