

PLANS BOARD

Minutes of a meeting of the Plans Board held on Wednesday, 9th March, 2011 at 6.00 p.m. in the Civic Offices, Telford, Shropshire

PRESENT: Councillors N.A. Dugmore (Chairman), R. Aveley (substitute for Councillor R.T. Kiernan), D.R. Chaplin, J.A. Francis, Y.C. Hicks (substitute for Cllr. F.R. Picken), H. Rhodes (part), and M.J. Smith

ALSO PRESENT: Councillors S. Bentley (planning application TWC/2010/0420), A.J. Eade (planning applications TWC/2010/0486 and TWC/2010/0815), S.M. Kelly (planning application TWC/2010/0586), A.G.P. Williams (planning application TWC/2010/0589), and J.M. Seymour (planning application TWC/2010/0772)

PB-90 MINUTES

RESOLVED – that the minutes of the meetings of the Plans Board held on Wednesday, 19th January and Wednesday, 16th February, 2011 be confirmed and signed by the Chairman.

PB-91 APOLOGIES FOR ABSENCE

Councillors F.R. Picken and R.T. Kiernan

PB-92 DECLARATIONS OF INTEREST

Councillor H. Rhodes declared a personal and prejudicial interest in planning application TWC/2010/0589 and indicated that she would leave the room during determination thereof.

PB-93 DEFERRED/WITHDRAWN APPLICATIONS

None.

PB-94 SITE VISITS

RESOLVED – that a site visit in respect of planning application TWC/2010/0598 be held at 4.00 p.m. on Wednesday, 30th March, 2011.

PB-95 PLANNING APPLICATION FOR DETERMINATION

(a) TWC/2010/0288 - T.A. Jervis, Holywell Lane, Lightmoor, Telford, Shropshire

This planning application was for the erection of 26 dwellings on a 0.9 ha brownfield site which included the former depot for T.A. Jervis Haulage, a number of ancillary industrial buildings and areas of hardstanding. The application also sought approval of alterations to the existing access road off Holywell Lane.

The Council's Highways Officer had stated that, as the access road did not meet the required standards, it would not be adopted but he would support the application

subject to contribution of £10,000 towards the improvement of a local public right of way network. This, together with a contribution of £35,796 towards primary school facilities within the vicinity of the development, £14,400 towards the provision of existing recreational resources, the identification and provision of 6 affordable housing units, and £10,000 towards off-site works to improve the local public rights of way network would be secured through a S106 Agreement.

Two letters of objection had been received from local residents, as summarised in the report.

The existing use of the site as a haulage yard and ancillary uses was not subject to any planning restrictions or controls and there were approximately 45 HGV movements in and out of the site per day, typically between 05:00 and 18:00 hours. Therefore, the removal of such a commercial use from a predominantly residential area with a restricted highway network was considered, in principle, to represent betterment.

The site was well connected to Lightmoor by existing footpaths and bridleways and, to a lesser extent, to the services provided at Little Dawley. The applicants were not able to make connections to the existing footpath that ran to the north of the site due to land ownership issues, but could allow for future connections by forming footpath links to the edge of their property should the opportunity arise. A regular bus service provided connections to the local service centres and to the wider transport network.

The density of the site would be 30 dwellings per hectare and the layout had been amended to allow for double fronted dwellings at plots 21-26 to provide natural surveillance and connections with the public footpath and for privacy to the dwelling known as 'Highfield'. The proposal comprised 20 3-bedroom dwellings at 2/2.5 storeys and 6 2-bedroom apartments in a single 3 storey block located at the lowest level of the site to ensure that it did not dominate other buildings or the surrounding open area. 6 affordable housing units would be provided, the mix of which was still to be determined but there would be a requirement that no more than 14 open market dwellings were occupied until the affordable housing units were provided or the land transferred to a registered social landlord. Each dwelling had its own parking spaces and the apartment block incorporated parking and a separate bin and cycle store outbuilding.

Part of the site along the western boundary was within the Green Network but, in this instance, the value of this small element would not significantly affect the function of the Network and its inclusion within the development site was considered acceptable provided that the applicants came forward with a suitable landscape enhancement plan and accommodated the trees, where appropriate, through the conditions. Whilst the group of trees on the western boundary were subject to a Tree Preservation Order, they were of amenity rather than specimen value and it would be unreasonable to refuse planning permission the principal trees could be accommodated within the scheme. The Council's Arboricultural Officer had originally objected to the proposal but, as he could determine the exact trees to be felled on site with the Local Planning Authority, this could be conditioned appropriately. Approval of the scheme would, however, have the benefit of permitting better

management of the trees in the future. Additional landscaping was also proposed for the site, the detail of which could be secured through condition.

Members welcomed the provision of affordable housing but some concerns were expressed regarding the proposed single three storey block. In response, the Planning Officer explained that the topography of the site lent itself to this particular design.

RESOLVED – that with respect to planning application TWC/2010/0288 planning permission be granted subject to the signing of a prior section 106 Obligation for planning contributions for affordable housing, recreation, education, highway improvements and to the conditions as set out in the report.

(b) TWC/2010/0420 – Sytch Lane, Waters Upton, Shropshire

This application by Severn Trent Water (STW) was for the change of use of land to provide a Sewage Pumping Station including the provision of a new access, hardstanding, erection of a kiosk and associated fencing, and landscaping had been deferred at the meeting of the Board on the 27th October, 2010 to enable Members to undertake a Site Visit. The application was then considered by the Board at its meeting on 17th November, 2010 at which it was resolved to defer its determination to enable the applicant to consider and submit a plan of alternative sites to justify the site selection (Minute No. PB-56(e)).

Members were informed that a site meeting was held with Waters Upton Parish Council on 19th January 2011 at which the applicant presented and discussed alternative sites with Councillor S. Bentley (Borough Ward Member) and the residents of Sytch Lane. Following the meeting, the Parish Council asked the applicant to consider 'Alternative Site 2', as shown on the tabled 'Discounted Alternative Sites, as preferred by local residents over the application site. No details had been presented regarding exactly what the development in this revised position would constitute but it was understood that the Pumping Station would be located in the highway with an adjacent kiosk in addition to the associated underground works that did not require planning permission.

However, this alternative site had been investigated by STW in more detail but they had concluded that it was not a suitable alternative on the grounds of health and safety, as set out in the report. Accordingly, following further investigation, STW, had requested that the current application be determined and, as the local residents' preferred alternative site/scheme had not been submitted formally, the Local Planning Authority had to determine the application as submitted. Officers had previously recommended approval of this application, as set out in the reports previously considered by the Board, and they remained of the view that the proposed site and design of the development was acceptable, subject to appropriate conditions. In addition, the Council's Highways Engineer had indicated that he would have objections to the Alternative Site should a planning application be submitted.

Mrs. Katrina Baker, Clerk to Waters Upton Parish Council, spoke against the application and stressed that such a site in a rural location, should be protected in

accordance with Policy CS7 of the Council's Core Strategy. She said that Alternative Site 2 had been discussed favourably with the applicant on site but later dismissed by its operational side on the grounds of health and safety issues. The Parish Council had requested a risk assessment of these, but it had not been forthcoming. With regard to the need for a lay-by to be constructed, she informed the Board that local delivery vehicles did not require such a facility. In conclusion, she asked that the Severn Trent Water submit an application in respect of Alternative Site 2.

Councillor S. Bentley also spoke against the application and referred to the 6 Discounted Alternative Sites, upon which he considered no real consultation with local residents had been carried out. He asked that Severn Trent Water submit its Asset Management Plan to the Council as this contained information which needed to be taken into consideration when considering the options for this site.

Mr. Kevin Whittle, owner of the adjacent site, spoke against the application and said that local residents had tried to be constructive in identifying an alternative site. The proposed site was located in the middle of Waters Upton and, if approved, would result in a maximum loss of amenity. He also questioned the need for a Pumping Station of the size proposed, together with an internal road and a lay-by, to serve only 6 septic tanks. He reiterated the fact that there was no current need for a lay-by for delivery vehicles and, therefore, he did not understand why one was required for the 2 tankers per annum that STW said would visit the proposed site. Therefore, he asked the Board to reject the application as Alternative Site 2 would suffice for the needs of Water Upton given that none of the residents wished to be connected to the main sewer.

Tim Farley of Fisher German, the agent for STW, spoke in support of the application and informed the Board that it was undertaking a large scale programme of proposals to move existing pumping stations away from the highway for reasons of health and safety. In addition, the provision of a turning head was a regulatory requirement. STW would minimise the visual impact of the scheme as far as possible, e.g. by siting the kiosk at the rear of the site. The chambers associated with the scheme would be sealed, so preventing any odour on the site, and only a gate and a kiosk would be visible above ground. With regard to Alternative Site 2, he stated that this would have a greater visual impact than the application site, there were issues of land ownership, and a regulatory lay-by would still be required for which there was not sufficient space on land within STW's ownership. In conclusion, he said that the proposal would reduce tanker movements and assist the STW Rushmoor site.

The update report tabled at the meeting, clarified that planning applications W92/0498 and W93/0375 for residential development, as referred to in the main report, were refused as the site did not constitute a suitable infill plot within a built-up area and would detract from the rural character of the area. In addition, there had been insufficient information to demonstrate that the site could be drained.

Members were of the opinion that STW could have given more consideration to one of the Alternative Sites and, therefore, indicated that the application should be refused. The Council's Solicitor advised the Board that, if the application was

refused on the grounds of the applicant not having sufficiently considered Alternative Site 2, given that the Highways Officer had indicated he would oppose that location, it would be difficult to protect the Council from incurring costs should the applicant appeal the decision.

The officer recommendation that the application be approved was proposed but not seconded. Therefore, it was proposed and seconded that the application be refused and, on being out to the vote, this was agreed by a majority vote.

RESOLVED – that planning application TWC/2010/0420 be refused as the Local Planning Authority considered that the proposal was inappropriate in character as it would result in incongruous street furniture within a rural setting to the detriment of the character and appearance of the rural area. Accordingly the proposal was contrary to Policy UD2 of the Wrekin Local Plan, CS7 and CS15 of the LDF Core Strategy and national guidance contained in PPS1.

(In accordance with her declaration of interest Councillor H. Rhodes left the room during determination of the following application.)

(c) TWC/2010/0586 – 4 Woodwell, Red Lake, Telford, Shropshire

This application sought approval for the demolition of an existing garage block and the erection of a two storey dwelling and a detached single garage within the curtilage of 4 Woodwell, which was located near to the end of a cul-de-sac in an established residential area on the edge of Red Lake. The proposed dwelling would comprise 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. Councillor Sean Kelly, the Ward Member, had requested that the application be considered by the Plans Board.

One letter of objection, signed by the occupants of three dwellings, had been received, as summarised in the report. Ketley Parish Council had no objections to the application but had requested that consideration be given to protecting the mature trees on the site. The Council's Highways Engineer had no objections subject to a condition relating to the provision of the replacement parking for 4 Woodwell.

The site was shown as 'white land' on the Wrekin Local Plan where appropriate residential development was acceptable in principle. The surrounding area comprised a loosely formed grouping of late 19th century cottages, many of which had rendered walls and plain clay roof tiles. It was considered that the design and appearance of the proposed dwelling, with dormer windows in the roofspace, related positively to its context and respected and reflected the existing properties in the vicinity of the site. The proposed external materials comprised rendered walls and plain clay roof tiles.

A new dwelling on this site would not adversely affect its character and appearance or that of the surrounding area, or have a detrimental impact on the residential amenities of the occupants of adjoining and existing development by virtue of any

undue overlooking, loss of light, or any overbearing effect. In addition, the application site was not situated in a prominent or conspicuous location and the proposed dwelling would be scarcely visible from any surrounding public viewpoint. As part of the proposal a new car parking area for the existing house would be provided off an existing vehicular access at the corner of Mossey Green Way and Quarry Lane as the existence of an untreated mineshaft and trunk sewers prevented the erection of a replacement garage. A condition would be imposed to ensure that the new parking area was in place before the existing garage block was demolished. Given that the existing garages would be demolished, there would be no potential increase in traffic movements along this part of Quarry Lane.

The five small trees that would have to be felled had very little visual impact on the wider area and conditions would ensure that the remaining ones were retained and adequately protected by fencing during the construction period. A 2m high hedge would also need to be removed but would be replaced by a new hedgerow along the road boundary on Woodwell. Additional landscaping and tree planting would be carried out around the site to provide a visual foil to the proposed dwelling and to enhance the existing landscaping.

The Council's Planning Solicitor had confirmed that the restrictive covenant that prevented the land being used for anything other than open space was not a material consideration in the determination of this planning application, as set out in the report.

Councillor S.M. Kelly, Ward Member, spoke against the application on behalf of the local residents. He said that, if approved, the application would have a significant and disproportionate impact on what was one of the few remaining self-contained and wooded character areas in Telford and on the amenities of neighbours. He also considered that the application site was not large enough to accommodate a detached dwelling with front garden space commensurate with that of the surrounding properties. In conclusion, he considered that the proposed dwelling would overlook the neighbouring properties.

Mrs. S. Allen spoke in support of her planning application and said that the proposed removal of the garages currently on the site would be an improvement rather than be detrimental to the surrounding area. In addition, she did not consider that the proposal would constitute over-development of the site, as an adjacent bungalow had previously been demolished. She informed the Board that approval of the application would allow her daughter-in-law, who was her carer, to move into the existing dwelling on the site.

The Chairman and Councillor J.A. Frances agreed that the application would be over-development of the site but Councillor R. Aveley supported the application as he considered that the site could accommodate the additional dwelling and the area would be improved by the demolition of the existing garages. These comments were supported by Councillors G.M. Green and M.J. Smith.

RESOLVED – that with regard to planning application TWC/2010/0586 planning permission be granted subject to the conditions as set out in the report.

(Councillor H. Rhodes returned to the meeting.)

(d) TWC/2010/0589 – Little Dawley Snooker Club, Holly Road, Little Dawley, Telford, Shropshire

This application sought planning permission for the change of use of the existing Snooker Club (Use Class D2) to a convenience retail store (Use Class A1). The application site comprised a flat roofed c.1960s building constructed in brick and cladding with ramp access to front entrance. It was set back from the highway with hardstanding to the front and side and vehicular access directly on to Holly Road. A Definitive Right of Way crossed the site at the side of the building and continued to the rear of properties in Trinity Road. The application site, which was located in an established residential area with a number of local facilities, was approximately 1km from the edge of Dawley District Centre. The building had operated as a Snooker Hall from the mid-1980s until the end of 2010 and was currently vacant. Prior to that it was Holly Road Stores (A1 retail use). Councillor A.G.P. Williams, Ward Member, had requested that the application be considered by the Plans Board

Dawley Hamlets Parish Council had initially raised no objections, subject to the owner ensuring litter was kept to a minimum around the site. However, since re-consultation on additional information and amended plans, it had submitted objections, as summarised in the report. Great Dawley Parish Council had no objection to the proposal. The update report tabled at the meeting, clarified that application site fell within two parishes with the building being located in Dawley Hamlets and the car parking area in Great Dawley Parish.

The Council's Highways Officer had no objections subject to appropriate conditions as set out in the report but Sport England had objected to the loss of the site and had submitted the comments summarised in the report. In addition, 5 individual neighbour letters of objection, 107 duplicate letters and a petition containing 186 names had been received, as outlined in the report.

The proposed convenience store would sell general grocery items, newspapers, entertainment items, such as CDs and DVDs, and alcohol, subject to gaining a licence. Amended plans had been provided indicating that the floor area would comprise 598m² of retail floor area, with office, storage, together with a toilet 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 was indicated across the site for the Definitive Right of Way and the existing access arrangements were to be utilised with access and egress on to Holly Road. It was intended that the store would seek to use local suppliers and businesses and would provide 6 full-time equivalent jobs thus benefiting the local community and economy. The site was in a sustainable location within an established residential area and on a bus route and the applicant intended to provide employment to local residents.

As set out in Policy CS10 of the Core Strategy the store would improve access to essential services and the supporting information made reference to the possibility of having a Post Office within the shop, although the plans did not indicate a specific layout of the retail floor area. Whilst a sporting facility 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 stated that the proposal had been submitted as the site was currently unoccupied and in a state of disrepair due to economic trends but no information had been submitted with regard to the marketing of the premises. In accordance with requirements in PPS4, additional justification had been submitted outlining the reasons why this unit was most suitable for the proposed use and why other available units within the locality would not be suitable and officers considered that sufficient information had been provided to comply with the policy.

In considering the change of use of the site, officers had taken account of the existing Use Class D2 and the other activities that could operate from it without planning consent and over which there would be no control of the hours of use if the activities changed within the same Use Class. In addition, those uses could also see an intensification of use and parking requirements and, therefore, the change of use to a shop was 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 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, it could provide a complementary business, more choice to the area, and increase local shopping facilities.

The application stated that deliveries to the shop would only be made by small and medium-sized vehicles and the Highways Engineer had, therefore, assessed that the access and turning arrangements were sufficient to maintain highway safety. He further considered that the provision of 19 spaces and associated layout was acceptable. In addition, 3 of the spaces at the front of the site would be designated as staff parking in order to reduce the number of vehicles reversing on to Holly Road.

As the existing building was in a poor condition and required renovation to ensure that it was weather proof and to improve its appearance, the proposal included alterations to the front elevation to create a new shop front with additional glazing and sliding double doors with signage above and a new roller shutter door as an entrance for deliveries. The design and appearance of the proposed development was considered acceptable and in keeping with the existing building and the area, and, therefore, accorded with design policies.

The proposed hours of opening were 6 am to 10 pm, which was considered inappropriate due to the impact on adjoining residential amenity and it was, therefore, recommended these be amended to 7 am to 10 pm Monday to Saturday and 9 am to 6 pm on Sunday/Bank Holiday. Given the availability to change the use and the lack of control of opening hours for development within Use Class D2, it was considered that the proposal would not adversely affect residential amenity subject to appropriate conditions.

The application's supporting information outlined certain items that would be sold, but officers recommended a planning condition to ensure that there was no external storage and that all items for sale or storage should be located within the building in order to control the operation of the store and to protect adjoining residential amenity. Sport England's comments were noted but the applicant had advised that

the Snooker Club had closed as the costs of renovating the building and retaining the facility were not viable. Policy CS10 had been tested at appeal and the Inspector had concluded that there was no requirement for marketing the site, but the fact that the site was vacant indicated a lack of need for the facility. Furthermore, specialist uses would attract people from a wider area of Telford and such provision existed within central Telford. A Snooker Hall did not form a day to day need whereas a local shop did. Subsequently, it was considered that the proposal was not contrary to policy CS10 of the Core Strategy or to national guidance in PPG17.

Councillor A.G.P. Williams, Ward Member, spoke against the application which had resulted from the loss of another sporting facility in Dawley. There were already 4 convenience stores close to site and no plans to build additional houses. A lot of objections had been made by the elderly residents of Little Dawley and he was of the opinion that such a facility, if open to 10 pm would attract local youths. In addition, residents did not want to be woken up at 7 am in the morning. He concluded by saying that he did not think sufficient thought had been given to other alternative uses of the site.

Mr. A. Scott, on behalf of local residents, raised a number of concerns relating to the parking available for delivery vehicles and the lack of litter bins. He considered that sufficient weight had not been by officers to the letters of objection and said that there was no need for an extra convenience store in the area. He was supported by Mr. B. Parnaby, who spoke of his concern for the impact of the proposal upon the local community if it was approved.

The applicant's agent spoke in support of the proposal, the determination of which had been deferred by both the Council's and the applicant's commitment to public consultation. He said that the continued operation of the Snooker Hall was not economically viable and the site would be worse if allowed to fall into disrepair. This was a very positive application that would give new life and employment opportunities to the area. And provide a sustainable community facility. With regard to the convenience stores already operating in the area, he believed that it was possible for the applicant to operate in tandem with them. In response to the concerns raised by the objectors regarding delivery vehicle access to the site, he explained that operator would be able to stipulate the size of vehicles used by suppliers and that litter bins would be provided.

Councillor R. Aveley said that the application was a preferable option to the building becoming derelict and the Chairman added that it was possible to condition the opening hours. In response to a request from Councillor G.M. Green, the Council's Solicitor explained that, if Members were minded to refuse the application, they would need clear planning reasons that would stand up to appeal. Such refusal would need to be supported by justifiable evidence, such as national planning considerations, but commercial competition could not be used as a reason for refusal. Neither could highway issues, as the Council's Highways Engineer had not objections to the proposal. She advised the Board to consider the planning considerations as set out in the report together with the comments of the public speakers in order to judge public views but to make a decision that was within planning constraints. Members therefore considered that a Site Visit would be useful before determining the application.

RESOLVED – that determination of planning application TWC/2010/0589 be deferred until the meeting of the Plans Board on 30th March, 2011 to allow Members to make a Site Visit.

(e) TWC/2010/0755 – Enterprise Garage, Trench Lock, Hadley, Telford, Shropshire

This was a full application for the erection of a building for restaurant (Use Class A3) and drive-through (Use Class A5) unit following demolition of the existing garage building. The proposed KFC outlet would have a total floorspace of 265 sq.m. containing the restaurant area, customer and staff toilets, staff room and associated food storage facilities and parking for approximately 23 motor vehicles. The officer report stated that Councillor M.J. Smith, Ward Member, had asked for the application to be determined by the Board but, prior to the application being discussed, he informed the Board that this was not the case.

The site was currently used for car sales including a workshop, a retail parts facility, and a display area together with, until recently, a convenience store and a petrol station with 8 filling bays. To the north of the site there was a 24 hour petrol station and Nisa local store and to the south 2 new residential developments of approximately 350 and 234 dwellings.

Hadley & Leegomery Parish Council had no objection to the development proposals but did have concerns in respect of vehicles exiting the site turning right towards Trench Lock Interchange, as set out in the report. The Council's Drainage Engineer had advised that the applicant's Flood Risk Assessment had outlined the principles for the disposal of surface water but no detailed design had yet been made available. Therefore, details of any proposed attenuation system would required by condition. 4 representations, together with those of the owners of 'The Bungalow' and 'Sundawn' and Bloor Homes, the developer of the adjacent site, had been received, as outlined in the report.

The site was 'brownfield' land and had no formal allocation within the Wrekin Local Plan. The garage business had not been viable for some years in the current economic climate and only a small part of the business was currently operating from the site. Included within the proposal was the demolition of the existing buildings, which had no historic or architectural merit, and their redevelopment and associated landscaping would improve the appearance of this prominent and slightly elevated site and enhance the visual amenity of the area.

Policy S25 stated that the Council would permit the creation of new shops of a size and scale related to the needs of the immediate communities they served and, whilst the proposal was not strictly a shop, it would provide a new service for the existing and proposed new residential developments in the vicinity and the creation of a new hot food take away and restaurant would not have a significant adverse impact upon the vitality and viability of the existing District and Local Centres. Moreover, the proposed development would provide approximately 35 new job opportunities.

The KFC outlet would operate between the hours of 06:00 – 24:00 Monday to Sunday and would have an indoor restaurant dining area together with a drive-through facility to allow potential customers to purchase food and drinks without entering the outlet. The planning permission (W2000/0285) for the previous petrol filling station and kiosk permitted them to open 24 hours a day, therefore, the proposed opening hours would be a reduction. The update report, as tabled at the meeting, informed Members that, due to a typographical error, the hours of operation set out in Condition 10 should read 06:00-24:00 and not 06:00-12:00.

The ambient noise associated with the existing commercial uses and the proximity to Trench Lock Interchange and the A442 (Queensway) were already greater than that experienced by occupiers of properties in wholly residential areas. Therefore, although the noise source was different, it was considered that it would not have a significant enough impact upon the residential amenity of the neighbouring dwellings to justify the refusal of the application. In addition, the proposed redevelopment would result in the new building being located further away from the closest residential dwelling to the benefit of its residential amenity. .

Whilst premises such as KFC produced food with a distinctive aroma as an enticement to customers, it was necessary to ensure that there was no detrimental impact on residential amenity. No details had been provided with the application in respect of odour nuisance and, therefore, conditions would be required to require the applicant to demonstrate that there would be no adverse impact upon residential amenity.

Access to the site for both customers and servicing vehicles would be directly from Trench Lock by utilising an existing but improved access close to the western edge of the site frontage. Further site accesses closer to the roundabout would be permanently closed to improve highway safety and reduce vehicle movements close to Trench Lock Interchange. The Council's Highway engineer had had initial concerns relating to pedestrian and vehicular access to the site but these had been addressed by an updated Highways Statement with associated plans. The proposal included the provision of 23 car parking spaces which was considered adequate.

The proposed development was until recently a petrol filling station and garage and all underground tanks and associated infrastructure would need to be fully decommissioned prior to redevelopment, in accordance with the provisions of the site's petroleum licence. In addition, the site might be potentially contaminated from its former uses and a condition would need to be imposed in respect of contaminated land to ensure compliance with the national guidance contained in PPS23.

The building would be single storey with a 'blade feature' on the front/drive-through corner and would be finished with composite panels coloured white with red feature panels. A separate Advertisement Consent would be required for any future signage on the site. The building would 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.

Issues in respect of access, as raised by objectors, had been forwarded to the applicant's agent/solicitor who had confirmed that there was no right of way across

the site. They did have private easements but these were not a material planning consideration.

Since preparation of the report to the Board, the Council's Highway Engineers had discussed the proposed access, parking and servicing arrangements with the applicant's agent following which amended drawings had been received for both on-site and off-site improvements, as listed in the update report tabled at the meeting. The Highways Engineer had now confirmed that the revised plans were acceptable and had recommended two additional conditions, as set out in the update report together with an Informative relating to permission being sought before work commenced on the adopted highway.

Additional information had also been received from the Contaminated Land Officer, as set out in the update report. As the site was close to a Primary Aquifer (providing drinking water) and no groundwater modelling had been carried out for the site, it was recommended that the Environment Agency be consulted with regards to pollution of controlled waters and a Remediation Strategy submitted and approved in writing by them. In addition, the site would require decommissioning and remediating to remove any unacceptable risks to human health and the environment and it was, therefore, recommended that the Council's Environmental Health Officer should be notified not less than 14 days prior to the commencement of the remediation and that this be added as an Informative to the approval.

Russell Adams of NGL Consulting, the applicant's agent, spoke in support of the application and said that this site had been chosen by KFC for its good access and visibility. With regard to the concerns expressed by the owners of the two bungalows, discussions had now taken place and the issues addressed as a result of which the owner of Sundawn had withdrawn his objections. The applicant also had no objection to retaining the permanent Right of Way, although this was not a material planning consideration. In conclusion he said that the application would strengthen the retail offer of the site, improve its appearance, and be a significant investment in the Trench Lock area.

Councillor R. Aveley welcomed the application but raised concerns regarding vehicles turning right out of the site, which were reiterated by Councillor M.J. Smith. Councillor D.R. Chaplin also welcomed the application and the employment opportunities it would provide. In response, the Planning Officer said that the Highways Engineer had no objection to vehicles turning right following amendment to the access point.

RESOLVED – that with respect to planning application TWC/2010/0755 delegated authority be granted to the Head of Housing & Planning to grant planning permission subject to the receipt of a satisfactory response from the Environment Agency relating to groundwater/contamination and subject to the conditions as set out in the main report with condition 10 relating to operating hours being amended to read 06:00 – 24:00 and to the addition of the following two highways conditions and two informatives:

1. Before the proposed development is brought into use the proposed access and associated off site layout adjustments shall be constructed in accordance with the approved drawing from Singleton Clamp &

Partners, Numbered Appendix 1, dated March 2011. Specific construction details of these works are to be submitted and agreed in writing by the Local Planning Authority prior to the commencement of any works on site;

- 2. The development hereby permitted shall not be brought into use until the car parking, loading, unloading and turning of vehicles shown on approved plan no. MH735-SK23 has been provided, properly laid out, hard surfaced and drained and the space shall be maintained thereafter free of any impediment to its designated use.**

Informatives

- 1. Please contact Highways and Transport Maintenance (01952-384000) prior to commencing work for permission to work on the adopted highway, under Section 184 Highways Act 1980, and for advise/assistance in constructing the access and associated highways works. You will need to present a valid Planning Consent and approved plan to the Highway Engineer before access works can proceed.**
- 2. Notify the Council's Environmental Health Department not less than 14 days prior to the commencement of site/ground remediation.**

(Following determination of this application Councillor H. Rhodes left the meeting.)

- (f) TWC/2010/0760 – Granville Community Recycling, Grange Lane, Donnington Wood, Telford, Shropshire

This was an application 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 p.a.) and mattresses (5,000 tonnes p.a.) together with e areas for the stockpiling of pre and post treated waste materials.

The operating hours would be 0800 - 1730 Monday to Friday and 0800 - 1300 Saturdays only. The shredding machinery used would be sited at the northern end of the area with stockpiled materials to the south. Operations would enable waste wood to be processed into products which could be utilised by the landscaping and agriculture industries or processed into refuse derived fuel. The shredding process for mattresses would produce metal and flock material for recycling.

The proposals were 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 could be to 10 vehicles per day. A maximum of 20 tonnes per day of mattresses was expected based on the assumption that they were 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 was 31st December 2025.

Councillor I.T.W. Fletcher, the Ward Councillor, had commented on the application. Whilst he had no objections to the proposed shredder, he wished to make the Board aware that any traffic was most likely to pass through his Ward and have an adverse effect on the amenity of the residents. In addition, if the shredded waste was

disposed of away from the site, it could pass through his Ward and any spillage could have an effect on residents through dust particles and shredded materials in the air. Lilleshall, Donnington & Muxton Parish Council had no objections to the proposal but Dignity Caring Funeral Services, which owned and operated the Telford Crematorium, had raised a number of concerns, as outlined in the report.

The Environment Agency (EA) considered the proposal to be a logical and beneficial extension to the current operations by facilitating the efficient recycling of these materials thereby reducing the quantity of waste destined for landfill. In addition, the proposal should support the Council in meeting its recycling targets. The EA would seek to place suitable conditions with an operating permit that would control the emission of potentially polluting matter to air, land or surface water with conditions to control noise, odour, dust, vibration and litter nuisance arising at the site. The Council's Contaminated Land Officer had stated that the applicant must obtain an environmental permit from the EA prior to commencing operations on site.

Following discussions between the applicant and the Council's Environmental Health Officer (Pollution Control) details had been submitted to demonstrate that noise from the proposed machine would have a negligible impact on the locality. However, the shredder would need to be shrouded and, as these were subject to wear and tear, would require removal and replacement when maintenance was undertaken to prevent them from being damaged. Therefore, a condition requiring the shroud to meet the performance criteria outlined in the acoustic report for the lifetime use of the plant was recommended.

The application was accompanied by a noise survey carried out by an independent consultant, which had recommended that, given the on site protection and the prevailing background sound pressure levels in the area, the new shredding operation would have a minimal impact on the nearest residential properties. The mobile shredder was equipped with a dust suppression system and during dry weather a tractor bowser would be available to dampen down roads and any stockpiles of wood if required. With regard to the concerns expressed by the Telford Crematorium regarding odours from the landfill site, this was an issue under the jurisdiction of the Environment Agency.

The landfill planning permission for the site allowed up to 200,000 tonnes of imported licensed waste to be tipped at the site but it was currently only taking approximately half of this following a national trend of reduced tipping into landfill sites. In addition, the site now only took municipal waste from Telford & Wrekin Council plus from any industrial and commercial waste clients and the current proposals would further reduce the amount of landfill with the added benefit of reduced traffic on Grange Lane and the major highway network. The application site lay within the Granville Waste Management Complex and the proposal was considered to be visually acceptable from external viewpoints.

The Planning Officer informed the Board that, following concerns expressed regarding the height of the stacked mattresses this would be conditioned to be no more than 6 metres.

RESOLVED – that with regard to planning application TWC/2010/0760 be

granted planning permission subject to the conditions as set out in the report and to an additional condition to restrict the height of the stacked mattresses to 6 metres.

(g) TWC/2010/0772 – Severn Trent Water Mandatory PPE, Rushmoor, Telford, Shropshire

The application by Severn Trent Water (STW) sought 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 4.36 hectare site was currently an open grassed area with trees and shrubs, predominantly to the boundaries, with a gated and fenced paddock area adjacent to Rushmoor Lane. The site was located to the west of the established Severn Trent Water Rushmoor sewage treatment works, a 12 hectare site adjacent to the small settlements of Rushmoor and Allscott.

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

Wrockwardine Parish Council had submitted objections, and 18 neighbourhood letters from 8 local residents had been received, as set out in the report. The Council's Highways Officer had no objection in principle subject to appropriate conditions.

STW had statutory responsibilities for the provision of water and sewerage services and the provision of additional treatment capacity was required to meet the increase in development within and around Telford. The Sewage Treatment Works was well established and accorded with PPS10, which recognised the need for waste management facilities within the rural area although regard needed to be taken of policy PPS7 and CS7 of the Core Strategy whereby the rural area should be protected and development within it strictly controlled.

In the supporting information submitted the applicant had assessed other parts of the existing site but these had not been suitable due to the amount of space required and the development not being on the correct side of the works for the flow to gravitate so requiring additional pumping. Justification for the proposed site had been provided and the applicant deemed that, as the proposed works supplemented the existing treatment works, they needed to be located together rather than on a separate part of the site.

As a statutory sewerage undertaker, STW had permitted development rights for the majority of the works within the existing site but those elements set out in the report required planning consent. In addition, all the development within the extension area, as listed in the report and including the change of use of the agricultural land to operational sewage treatment works, required planning consent. All the enclosures were 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 order to separate the facility from nearby residential properties, the application also proposed a landscaped bund along the length of the south-western edge of the existing field. This would be 26.5 metres in width, 4 metres in height and cover an area of 1.07ha and would be planted with a variety of native species. The existing Definitive Right of Way, which currently ran through the site area, would be diverted around the site.

The principle of such development had 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 was considered relatively modest in relation to the overall Sewage Treatment Works' site area and would be predominantly confined to land directly adjacent to the existing site apart from the new vehicular access, weighbridge, security fencing and landscaped bund which were located further to the south and west. The majority of the new development would, therefore, be in keeping with existing development on the site in terms of the scale, form, materials and appearance.

The new site access was wider and more prominent than the existing one but its repositioning would provide improved visibility both accessing and exiting the site and would permit the development and vehicle movements to be located further away from 1-4 Rushmoor than at present. The new access was of a standard design and met highways requirements and, whilst the fencing was not ideal in a rural location, it would be set back from the highway beyond existing planting on the highway verge and would not be visible or overly prominent. Therefore, it was considered that the development complied 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 would increase the distance from properties to the east but would bring it closer to Allscott, whose residents had raised concerns regarding highway safety and noise disturbance. However, there were no properties directly adjacent to the new access with the nearest one, Mill House, being more than 120 metres away on the opposite side of Rushmoor Lane. In addition, the nearest point of the internal access road would be some 200 metres from the nearest dwellings to the south, Polkerris and Zaman in Allscott. The supporting information stated that, whilst there might be a slight increase in vehicle movements from 65 to 69 two way movements per day, other schemes at nearby treatment works would reduce vehicle movements on this site to approximately 58 two way traffic movements per day by 2016.

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

A number of neighbour concerns had been raised about noise and odour but the Council's Environmental Health considered that the proposed development would have no adverse impacts in terms of noise and odour, in accordance with policy guidance in PPS23 and PPG24, and a condition could be imposed to ensure that the development was carried out in accordance with the recommendations in the noise survey.

With reference to other issues raised, some trees and hedgerows would be removed but this would be compensated for by the planting of native species on the landscaped bund. In addition, the majority of the area would remain undeveloped, retaining open features adjacent to the nearest residential properties, and public access would remain via the diverted Definitive Right of Way. The proposal would, therefore, not significantly alter the character and appearance of the site and rural area.

STW's agent had made a detailed response to the issues raised by neighbours, as set out in the report. In conclusion, the proposed partial redevelopment and extension of the Rushmoor Sewage Treatment Works was considered acceptable as it would enable improvements to be made to existing sewerage services in the area and increase capacity for the increasing population of Telford and accorded with national and local planning policy.

Following a meeting between officers and Councillor J.M. Seymour, the Ward Councillor, and Councillor E.J. Carter, the update report tabled at the meeting clarified that, in the sale transfer document the restrictive covenant set out that the land could be used for sewage treatment works, water treatment works, purposes associated with statutory functions of the water/sewage undertaker and/or ancillary or associated uses, as well as existing agricultural purposes. In addition, the report set out the responses made by STW and their agent in response to their additional queries relating to deliveries from outside the Borough, the reason for including a weighbridge in the application, the cost implications of alternative options within the site, future development/long-term plans for the site, the reasons for the increase in capacity, and the possible relocation to another site within Telford. It was also reiterated that the proposal would not lead to an increase in tanker movements or to an increase in odour, noise or disturbance, and that local residents had confirmed in correspondence that there were no current issues of this nature.

Two further neighbour letters of objection had been received, the comments of which were outlined in the update report. However, these issues had already been addressed in the main report and officers reiterated that the development had been assessed in regard to the scale of development, character, and impact on residential amenity, highways issues and the loss of open space.

Councillor J.M. Seymour, Ward Member, spoke against the application. While the local residents recognised the growth of Telford and the need to expand the sewage works, they did have concerns regarding aspects of the application including the location of the landscape bund and the need for a weighbridge and internal road. They considered that there was a lack of clarity on the long term plans of STW and that the land adjacent to the application site, which STW owned and for which it had

Permitted Development Rights, would be a more suitable site. In addition, the residents considered that the proposed Landscape Bund would not, as stated by the applicant, protect the nearest properties but would rather affect their general amenities being a 13' wall of soil. Although this was to be landscaped it would be 10-15 years before the trees grew. The residents had also expressed concern regarding the proposed new access as they considered that the existing one was satisfactory and the new one would be nearer to a bend thus negating highway safety. In conclusion, she said that the application constituted misuse of agricultural land contrary to PPS7 and Policy CS7.

Mr. Mohammad Zaman, Q.C., on behalf of the local residents, stressed their objections to the application and asked the Board to apply Policy CS7, which required the rural area to be protected and development strictly controlled. He referred Members to the site location map and said that the land to the left of the existing Sewage Treatment Works, which was in the ownership of STW, would be a more suitable site for the extension as residential properties would not be adversely affected.

Tim Farley of Fisher German, the applicant's agent, spoke in support of the application and said that this specific site had been chosen as the most feasible for a gravity feed system as use of another site would necessitate energy usage to pump the sewage around. With regard to the new access position, this was necessary as the existing one was very tight and was shared with several residential properties. It would be positioned on the bend in order to give a maximum visibility splay. In response to Councillor Seymour's concerns relating to the size of the trees on the Bund, he explained that these would be semi-mature in order to well screen the development from the start and to reduce noise impact. A weighbridge was required to weigh and charge for the waste products that were sold as fertiliser. In answer to a question from the Chairman, Tim Farley said that, if approved, work on the application site would start in the New Year 2012.

In response to the concerns raised by the objectors, the Planning Officer said that the Council could condition the size and variety of trees to be planted on the Bund and could re-consult with local residents; however, no alternative location for the Bund had been considered. She also clarified that a weighbridge already existed on the site and the application only proposed its relocation.

Councillors G.M. Green and D.R. Chaplin agreed with the need to move the access but considered that there was scope for further negotiation with local residents on the location the Bund and the planting of appropriate trees and Councillor Green proposed that determination of the application be deferred to allow this to take place. In response the Development & Design Manager said that a further delay in determining the application would mean that the applicant could appeal on the grounds of non determination and, consequently, the Council could lose the ability to impose conditions. He, therefore, recommended that the Board agree to delegate authority to the Head of Housing & Planning to approve the application subject to the location of the bund being agreed following negotiation and discussions with local residents and interest groups. However, if no agreement could be reached on this matter, the application would be brought back to the Board.

RESOLVED – that with regard to planning application TWC/2010/0772 the Head of Housing & Planning be authorised to grant planning permission subject to negotiation with the applicant on the location of the landscaping bund and in consultation with local residents and interest groups and to the conditions as set out in the report and to an additional condition relating to the size and variety of trees to be planted on the landscape bund.

(h) TWC/2010/0800 – PAP Vehicle Repairs, Darby Road, Coalbrookdale, Telford, Shropshire

This application, which sought planning permission for the conversion of the now vacant workshops into two flats, was considered in conjunction with planning application TWC/2010/0814 for Listed Building Consent. The application site comprised the ground floor of the former Coach House, which was an early-mid 19th Century Grade II Listed Building constructed in red brick with a ground floor that had been painted white and a hipped tiled roof. Its ground floor area had been altered for use as a garage/workshop with large modern red painted timber doors and glazing and a projecting steel-framed and profile sheet canopy. The first floor, which was in separate ownership to the application site, had previously been converted to residential use. The rear of the building was built against the hillside with step access to the residential units at first floor and properties to the rear which were elevated above the site. The site was adjacent to a number of other Listed Buildings, located in a prominent position adjacent to some of the Ironbridge Gorge Museum sites, and was designated as an Area of Special Landscape Character.

The Gorge Parish Council had objects to the proposal, on the grounds detailed in the report. Built Heritage Conservation supported the proposal subject to conditions but had made a number of comments on both the proposal and its design. Following the withdrawal of a previous scheme (TWC/2010/0198), the applicant had engaged with the Council and provided additional information with regard to the justification for the development and the significance of the site within the wider area. Revisions had also been made to the design taking into account the comments of the Planning and Conservation Officers. .

The proposal comprised the conversion of the existing workshop units on the ground floor to form 2 one bedroom residential units with a lounge, kitchen, and bathroom. The habitable rooms would be located to the front with the kitchen and bathroom at the rear of the building. With respect to the frontage of the building, the hardstanding area would be reduced to form 1 parking space per unit, footpaths and soft landscaping and its appearance would be altered by the replacement of the existing modern doors/glazing. In addition, it was proposed to demolish the projecting canopy and single storey lean-to in order to make good the existing brickwork and boundary walls, which would bring the development back to the original building line. The single storey lean-to would 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 was considered acceptable and reflected the use of the first floor of the building and adjoining properties in Darby Road. The character and appearance of the site was significant and any development needed to enhance or preserve the Listed Building and the

World Heritage Site. Therefore, the removal of the modern elements and the site's redevelopment would ensure that the building did not become more dilapidated and a development which was sympathetic to the original building form was considered appropriate. The building frontage would no longer be dominated by the canopy and the design would comprise simple glazing and timber panelling. Although this would be different to the first floor of the building, it would utilise the existing openings and reflect the character of a barn conversion. The treatment of the frontage and openings was considered acceptable, as they would enhance the character and appearance of the Listed Building, and the areas of hardstanding would be softened and enhanced through appropriate landscaping. The proposed conversion and development was, therefore, in accord with the relevant national and local design policies. Whilst there had been initial concerns regarding the design and appearance of the development, the Conservation Officer considered on balance that the conversion could 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 appropriate conditions.

The previous use of the building as a garage had raised concerns as to whether the site might have become contaminated but the Council's Pollution Control Officer considered that an appropriate informative was sufficient to ensure contamination did not impact on the nearby Coalbrookdale Watercourses. The site was in an area that was affected by slope instability but, as the proposal did not include additional building other than making good brickwork, site investigations and monitoring were not required. The proposal included sufficient parking provision and a small amenity area to the properties and the site could be accessed and drained. Whilst the development works could cause some initial disruption to existing residents, once the works were completed the residential use would have less impact on the neighbours than the previous commercial use.

With regard to comments raised by The Gorge Parish Council, these were addressed in the report and the majority of the Planning and Conservation Officer queries had been addressed while the outstanding issues could be controlled by condition.

In conclusion, the proposal to convert the existing workshops to 2 residential units was considered acceptable in this location and the development would be of an appropriate design and form to enhance the character and appearance of the Listed Building and the Ironbridge Gorge World Heritage Site and Severn Gorge Conservation Area.

The update report tabled at the meeting informed the Board that the applicant's agent had submitted a letter to address the objections of The Gorge Parish Council. This stated that the former commercial businesses had resulted in complaints from residents due to traffic and congestion and that there was a need for relocation due to the lack of modern facilities, limited passing trade and restrictions on the site and its use. He had also clarified that the tanks at the front of the site were removed in 2005 and the ground consolidated. The Parish Council had considered both the letter and the report to the Plans Board and, subsequently, had confirmed that its concerns had been addressed by this information and the proposed conditions.

Mr. T. Appleby, the applicant's agent addressed the Board and said that the application had been amended following consultation with the Planning and Conservation Officers and that, if approved, all the conditions would be fully implemented and he would personally supervise the work to ensure the main structure of the building was not damaged.

RESOLVED – that with regard to planning application TWC/2010/0800 planning permission be granted subject to the conditions as set out in the report.

- (i) TWC/2010/0814 – PAP Vehicle Repairs, Darby Road, Coalbrookdale, Telford, Shropshire

This application sought Listed Building Consent for the conversion of the workshops into two flats. The application was considered in conjunction with planning application TWC/2010/0800.

RESOLVED – that with respect to planning application TWC/2010/0814 Listed Building Consent be granted subject to the conditions as set out in the report.

- (j) TWC/2010/0815 – Church Aston Manor, Church Aston, Newport, Shropshire

This was a full application 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. Church Aston Manor occupied a large plot and neighbouring properties varied in age, style and design from historic dwellings, barn conversions and modern suburban dwellings.

The proposed dwelling comprised a 2 storey 5 bedroomed dwelling with a ground floor annex for an elderly relative, and a detached double garage and workshop. It was contemporary in design with facing bricks, a contrasting plinth brick on the ground floor, render to the first floor, a plain clay tile and partially glazed hipped roof with Velux roof lights and solar panels, painted timber fascias and soffit boards. The proposed windows were hybrid timber and aluminium with stone mullions and cills and the rainwater goods were aluminium/galvanised metal. The garage would be of facing brick and tile to match the dwelling. The access had been amended 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.

Church Aston Parish Council had objected to the proposal, as outlined in the report. The Council's Conservation Officer had concerns that the design of the proposed dwelling was not wholly appropriate as it reflected little of the adjacent Listed Building, but had also acknowledged the various modern buildings that existed in the locality.

The Council's Arboriculturalist had recently imposed a Tree Preservation Order on a number of the trees on the site and amended drawings had subsequently been submitted altering the position of the proposed pathway. Accordingly, he now supported the proposal subject to conditions in respect of the protective fencing required during any building works and details of service runs being submitted. The

Council's Highway Engineer's initial concerns regarding visibility splays had been addressed and he now supported the proposal subject to conditions. Following receipt of the amended plans neighbouring properties had been re-consulted and 8 representations submitted, as outlined in the report.

The design was contemporary and not a pastiche of the Manor House with the Design and Access statement advising that the design references were 'Wrightian' (after Frank Lloyd Wright) and the Arts & Crafts movement. Some revisions had been made to the proposal in respect of the separation distance from the proposed house and the Listed Building together with some revisions to the height, scale and massing of the roof. Whilst the proposed dwelling was large and made little historical reference to Church Aston Manor, given the separation distance between the two properties and the existing modern properties of varying design and ages in the immediate vicinity, it was considered that the proposal would not cause significant detriment to the setting of Listed Building.

The proposed dwelling would be set back well back in the plot with a lower ridge height than Church Aston Manor and behind the existing walling and substantial tree screening. Therefore, the Manor would 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. In addition, the ridge height of the proposed garage had been lowered by 0.75m which would result in it appearing less visible within the public domain than originally. The Conservation Officer considered that, on balance, the scheme was acceptable without sufficient cause for objection that could be successfully substantiated at a subsequent appeal if the application was refused. Accordingly, the proposal was considered compliant with policies UD2 of the Wrekin Local Plan, policies CS14 and CS15 of the Core Strategy and national guidance contained within PPS1 and PPS5.

The new dwelling would sit within a substantial plot and had been positioned and orientated to take advantage of the views across the existing well-established gardens whilst ensuring that there would be no loss of mutual privacy by way of over looking from the two dwellings and the nearby bridge and public footpath. The first floor master bedroom window had a separation distance of 43m to the boundary of the bottom of the rear garden of Manor Cottage and the proposed first floor balcony to the sewing room and study was 39m away. Therefore, it was considered that there would be no significant impact upon the residential amenity of Manor Cottage. Issues relating to the position of the garage in respect to their property and outlook had been raised by the occupier of Manor Court but it would be located approximately 33m on the opposite side of the lane and behind an existing wall and screened by the existing trees on site and the hedge belonging to Manor Court. Given the reduced height of the garage, although its roof would be visible, it would not harm the residential amenity of Manor Court and there was no right to a view under planning legislation.

The proposal included a new access for the proposed dwelling approximately 40m to the south-west of the existing vehicular access serving The Manor. Neighbours had suggested that the existing and the proposed dwelling could share an access as the lane was narrow and sometimes blocked vehicles, which would be exacerbated by the additional traffic movements arising from this application. These issues were

noted but did not justify refusal of the application and the Highways Engineer had confirmed that there would be no gain or loss if one access served both dwellings. However, the visibility splays had been increased to provide improved sightlines of drivers when exiting the proposed new access.

In line with policy EH7 of the Wrekin Local Plan, given the previous uses of the site as a licensed landfill and railway conditions would be imposed relating to contaminated land to ensure that risks from land contamination to the future users of the land and neighbouring land were minimised that the development could be carried out safely without unacceptable risks to workers and neighbours.

The update report tabled at the meeting informed the Board that Church Aston Parish Council had advised that discussions with the applicant and the reduction in the height of the garage roof had alleviated some of the objections and concerns they had originally raised. A further neighbour representation had been received since preparation of the main report, as outlined in the update report. The update report also informed the Board that, as the proposal was in the grounds of a Grade II* Listed Building, it was necessary to notify English Heritage. If it had no objections, it was recommended that the application be approved under delegated authority but, if it did object, the application would be brought back to the Board.

Mr. K. Broad, owner of the adjacent property, spoke against the application and expressed concerns regarding the access to the new property and the upheaval that would be caused by the construction lorries on this narrow lane.

Councillor A.J. Eade, Ward Member, said that he broadly supported the application and considered the site to be large enough for development. Whilst his initial reservations on the application had been resolved, he remained of the opinion that the proposed garage would be better located alongside the proposed house and that the existing access should be retained.

The applicant's agent, referred to the pre-application discussions that had taken place with Council officers during which the Conservation Officer had advised that a detached garage would act as a screen for the Manor House. It had not been possible to retain the existing access as it was not safe due to restricted visibility and would require a long driveway to the new property. An amended access had subsequently been agreed with the Highways Engineer in order to provide increased visibility splays. In conclusion, he said that the proposed dwelling would not be within the curtilage of the Listed Building and would no detrimental impact on it or the locality.

The applicant, Dr. M. Bennett, also spoke in support of the application and confirmed that the Manor House would be retained as a private house. He agreed that the construction traffic could be an issue but he was willing to avoid the delivery of construction materials on days that could conflict with his neighbours.

Councillor H. Rhodes raised concerns regarding the access and the loss of some trees. In response the Planning Officer said that the location of the access had already been amended and the Highways Engineer no longer had any objections.

With regard to the loss of trees, this would be balance by the Tree Preservation Order on other trees on the site.

RESOLVED – that with regard to planning application TWC/2010/0815 the Head of Housing & Planning be authorised to grant planning permission subject to English Heritage having no objection, to the conditions as set out in the main report and to an additional condition requiring any felled trees to be replaced.

- (k) 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

This application from Telford & Wrekin Council requested planning permission for the installation of 10 new and the replacement of 12 existing wall mounted street lighting units, together with the erection of 8 wall-mounted parking signs at various locations in the High Street, Upper Bar, and Lower Bar, Newport. The application was 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. All the buildings that the lamps and signs would be fixed to were Listed Buildings and the new lighting units would be of the same design and be located or relocated close to the corners of buildings apart from 29-31 High Street which would be located on the mid wall of a terrace.

Newport Town Council supported the application and the Council's Highways Engineer and the Conservation Officer had no objections.

The applicants had attempted to source lighting units that were as small and dark as possible and did not project too far from the building frontage and had aimed for minimal visual intrusion by locating the units as close to the corner of buildings as possible. The proposed car parking signs were relatively small, measuring approximately 300mm by 200mm and would not be visually detrimental or harmful to the buildings or the street scene in this part of the Conservation Area.

RESOLVED – that with respect to planning application TWC/2011/004 Listed Building Consent be granted subject to the conditions as set out in the report.

- (l) TWC/2011/0010 – Hopesay Cottage, Arleston Manor Mews, Arleston, Telford, Shropshire

This application proposed a conservatory to the rear of the dwelling, which was a modern end terraced property in a new residential development of 14 dwellings. The development was approached via a gated entrance and was a mixture of detached and terraced dwellings of a high quality reflecting the setting of the adjacent Arleston Manor, a Grade II* Listed Building.

Following publicising of the application, 1 letter of representation was received which raising concerns but did not object in principle. Wellington Town Council had no objection to the proposal but the Council's Environmental Engineer had objected as a mining report was required.

The proposed conservatory, which would measure 3.3m x 4.695m and be built to the rear of the property, would have cream painted frames and red facing brick to match the existing materials of the property. As the rear amenity space was compact with only 5.1m from the rear elevation to the brick wall of an adjoining garage block, it would be further reduced by the erection of a conservatory. The property was sited on the corner of a vehicular access route to Arleston Manor and 4 other dwellings and that, together with the low wall boundary, meant that the site was exposed and any development within it would have a visual impact due to its position and enclosure.

Following approval of the residential development, Permitted Development Rights were removed as it was considered that any future development should be of a high standard of design and not have a detrimental affect on the character and residential and visual amenities of the area. Officers considered that the proposed conservatory was unacceptable as it would be prominent and detract from the quality of the building to which it was affixed. The proposal would also have a detrimental impact on the character of the surrounding area, which was enhanced by the close proximity of the Listed Building. No other conservatories or additions were noticeable on surrounding properties and, therefore, approval would set an unacceptable precedent for the remainder of the development.

In conclusion it was considered that the development was unacceptable by reason of its scale and design and it would result in a cramped form of development with an unsatisfactory amount and form of private amenity space. In addition, a mining report was omitted at submission stage and, therefore, insufficient information had been 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.

In response to a question from the Chairman, the Planning Officer confirmed that the gap between the proposed conservatory and the rear garden boundary was 1.8m. Members considered that there was sufficient space for the proposal but raised some concerns regarding its design. As Members were minded to approve the application, the Development & Design Manager advised that delegated authority could be granted to the Head of Housing & Planning to approve the application subject to negotiation with the applicant on the appearance of the conservatory.

RESOLVED – that with regard to planning application TWC/2011/0010 the Head of Housing & Planning be authorised to grant planning permission subject to negotiation with the applicant in respect of the design of the conservatory, the submission of a mining report and appropriate conditions.

(m) TWC/2011/0037 – Southwater Regeneration, Telford Centre, Telford, Shropshire

This full application by Telford & Wrekin Council was for the public realm improvements in and around the Southwater development and comprised the finishing surfaces to Main Street, the new public squares and incidental spaces, and connecting routes within Southwater together with new street furniture, lighting,

flagpoles, CCTV, boundary treatments, hard and soft landscaping and water features.

The 4.33 hectares application site did not follow exactly the outline application site, as it now extended into the Town Park and land at Southwater Way, thereby requiring a separate full planning application rather than one that sought Reserved Matters approval. The key elements of the proposal were Southwater Square, Main Street, and International Square, as described in the report. In addition, other, tree lined, routes from the Squares and Main Street would be linked by Southwater Green on the south of the site to form a link with the Town Park.

The only objections to the application had been made by the Meeting Point House Trustees, who considered that the type of landscaping proposed for the development plots and amenity lawns was unacceptable adjacent to Meeting Point House and that hard surfacing would be more appropriate to avoid deterioration of the area.

The existing Southwater Lake and a strip of land to the south of the Arena were in the Green Network but, as detailed in the report, the proposal was considered to meet the criteria for acceptable development within such an area, in accordance with the criteria in Policy OL4.

The public realm and landscaping reflected the changing forms and design of the differing Squares and areas within Southwater with a mix of formal civic areas and more informal areas. In addition, the new routes and spaces would encourage pedestrian movements and maximise convenience to move between the new development and existing adjacent land uses. The proposals provided an opportunity to exploit natural level changes to create identifiable spaces with consideration given to the future development phases which would enclose these spaces. It was considered that the scheme was of a high quality design which would integrate with the overall Southwater development and surrounding area including the Telford Town Park to create local identity and have a positive impact on the local environment. Therefore, these public realm improvements complied with the urban and landscaping design policies in the Wrekin Local Plan, LDF Core Strategy and national guidance in PPS1.

RESOLVED – that with respect to planning application TWC/2011/0037 planning permission be granted subject to the conditions as set out in the report.

(n) TWC/2011/0047 – Lilleshall County Primary School, Limekiln Lane, Lilleshall, Newport, Shropshire

This was a retrospective application by Telford & Wrekin Council for the erection of a 3.5m high timber pergola within the school grounds situated on the edge of the playing field approximately 3.5m from the main school building. It was fully accessible with ramped access via a paved footway from the school play ground.

The structure had been in place for over two years and was used by the pupils to provide a simple sheltered area during the school break times and for outdoor teaching. The construction materials consist of treated and uncoated timber with

bitumens sheet roof covering and were appropriate to the surrounding area. 7no. two metre high timber posts supported the pointed roof and 1m high timber sides made it a semi-open shelter.

Due to the construction method and materials used the pergola had no detrimental effects on the surrounding area and, as there were no residential properties within close proximity directly overlooking the pergola, it did not affect the amenity of local residents.

RESOLVED – that with respect to planning application TWC/2011/0047 planning permission be granted subject to the conditions as set out in the report.

(o) W2005/0661 – Land at Parkdale, Hadley, Telford, Shropshire

In February 2008 the Board had granted outline planning permission (W2006/0661) for a maximum of 25 dwellings on part of the site and a S106 agreement was signed that required, together with contributions for primary education, leisure and footway improvements and enhancement along the western boundary of the site, 30% affordable dwellings with a tenure mix of 15% social rented and 15% shared ownership dwellings. The applicant now sought to vary the Section 106 Agreement by changing the requirement for 15% shared ownership dwellings to 15% intermediate tenure, which would provide flexibility in the current economic climate in which mortgages for shared ownership were difficult to obtain and large deposits often required; however, the overall 30% affordable housing provision would be retained. The developer had recently paid the Section 106 monies but the Council was still awaiting payment of the indexation.

Whilst the Council was fully aware of the current recession, there remained a requirement to deliver houses including affordable housing. The Wrekin Housing Trust was 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 Trust did not anticipate that there would be any demand for the sales of houses and, therefore, required the flexibility and scope to use a variety of intermediate basis products. Intermediate tenures, as defined in Planning Policy Statement 3, included shared ownership, intermediate rent, discounted market sale and shared equity. In particular, approval of the variation would permit the Trust to use its “Rent to Homebuy” product, which allowed applicants to initially rent a property with a view to purchasing a share when the market improved and mortgages for shared ownership became available.

RESOLVED – that with respect to planning application W2005/0661 approval be granted to vary the existing Section 106 Agreement to delete the requirement for 15% shared ownership dwellings and substitute with a requirement for 15% intermediate tenure dwellings.

PB-96 **URGENCY RESOLUTION – SECTION 100B(4), LOCAL GOVERNMENT ACT 1972**

The Chairman of the meeting made the following statement:

“I am of the opinion that the following items of business should be dealt with as a matter of urgency at this meeting to avoid any unnecessary delay.”

PB-97 TWC/2010/0486 – CHARLTON ARMS HOTEL, CHURCH STREET, WELLINGTON, TELFORD, SHROPSHIRE

This application, which was considered in conjunction with planning application TWC/2010/0487, sought consent for the partial demolition and alterations to the existing Listed Building and construction of 37 1 and 2 bedroom apartments and 4 2 bedroom terraced houses.

RESOLVED – that with respect to planning application TWC/2010/0487 Listed Building Consent be granted subject to appropriate conditions.

PB-98 TWC/2010/0487 – CHARLTON ARMS HOTEL, CHURCH STREET, WELLINGTON, TELFORD, SHROPSHIRE

This application was for the redevelopment of the former Charlton Arms Hotel, a Grade II Listed Building, including partial demolition of the 1960/70s extensions and the separate residential unit fronting onto Plough Road. It was also proposed to convert the remaining section of the hotel into 6 flats and erect four apartment blocks within the car park, a row of 4 terrace units fronting Plough Road, and a small block attached to the adjacent commercial premises in Church Street with associated parking and landscaping. In total the proposal would involve the erection of 37 apartments and 4 x 2 bedroom terrace houses. The site, which had been vacant since November 2006, was relatively flat and the car park was bounded by walls which, in part, defined the character of the area.

Planning application W2008/0750 for the erection of 42 dwellings with associated landscaping, vehicle and pedestrian access, and bicycle storage was refused by the Plans Board in October 2008 on the grounds that the proposal would result in the loss of a community facility and a lack of marketing evidence contrary to policy CS10 of the Core Strategy. The application was then dismissed on Appeal in August 2009 on the grounds of design and impact on the Listed Building, as detailed in the report. The associated application W2008/0751 for Listed Building Consent for the partial demolition of the hotel had been refused on appeal, following non-determination, due to the lack of information on the impact upon the Listed Building.

Wellington Town Council had objected to the proposal on the grounds detailed in the report and 3 representations from neighbours had been received including objections from the adjoining Estate Agent. The Council's Highways Officer had initially objected to the visibility splays for the 4 units on Plough Road and raised concerns over the footpath, turning head and bin store locations if the highway was adopted. The Council's Arboricultural Officer had objected on the grounds of the lack of information.

With regard to the conversion of the Listed Building, it was proposed that the cellar be filled but the Conservation Officer had not considered this to be acceptable and,

therefore, amended plans were required to address this element, in addition to window and door details being submitted prior to decision. Photographic evidence had been submitted to demonstrate that there were no historic elements which should be retained due to the previous damage to the building and confirmation from the Conservation Officer was awaited. The proposal would remove the large extension to the rear of the building, which did not respect the historic or architectural merit of the building and its removal would significantly enhance the Grade II Listed Building. Overall, the layout of the apartments respected the general layout of the Listed Building and would not have an adverse impact on proposed residential amenity.

This application had attempted to overcome the comments made by the Inspector's on the previous application by re-addressing the character, scale and design of the blocks. In addition, it had been amended to address the concerns of officers in terms of overlooking, distance separation, window detailing, and the creation of principal elevations, as detailed in the report.

A row of 4 terrace units, each with a parking space to the front, were proposed to the north of the site fronting Plough Road the scale, mass and design of which would be appropriate adjacent to a Listed Building and within a Conservation Area. With regard to the design, sash windows were required to reflect the nature of the modest dwellings and could be controlled through condition. Therefore, the proposed units would not have an adverse impact on the neighbouring or residential amenities.

Details of the proposed access and parking layout, which would provide 43 spaces for 41 units, were set out in the report. The Council's Highway's Engineer had raised no concerns with these and, in addition, 2 bicycle sheds were proposed within the grounds which, together with the central location within Wellington Town Centre, supported sustainable transport methods.

There were no concerns with regard to contamination, drainage, or archaeology subject to conditions but the Arboriculturist had raised objections with regard to the impact on the trees within the Conservation Area as insufficient information had been submitted on root protection areas or consideration of felling. As these trees were protected by the designated Conservation Area, further information had been requested. W2008/0750 had been supported by a bat survey and an up to date one had been requested.

A level of affordable housing was proposed which would provide 25%, i.e. 11 units split 60% social housing and 40% shared equity and the tenure mix requested by the Housing Enabling Officer had been agreed. In addition the applicant would provide contributions of £28,230.87 towards primary education and £13,200 towards off-site leisure facilities, which were considered acceptable.

The principle for the proposed change of use of the Charlton Arms had been considered in depth by the Planning Inspector and the Appeal had concluded that its loss would not have a detrimental impact on the community's day to day needs. Whilst the loss was still considered regrettable, consideration needed to be given to the current vacant state of the Listed Building, which was continuing to deteriorate, in addition to the current economic climate where such facilities were closing on a daily

basis. In addition, the cost of renovation and restoration of this Listed Building was material to the application as the Council was aware that a public house chain, which was seeking facilities in Wellington, had considered and rejected the Charlton Arms on the basis of cost.

The proposed design, including the scale, mass and layout, was considered to be an improvement to W2008/0750 although Members were reminded that the application was not refused on these grounds. Officers considered the scheme had now addressed the concerns raised by the Inspector and would ensure that the Listed Building was restored and enhanced by the development, and preserved by the residential use.

Councillor A.J. Eade, at the Chairman's discretion, spoke on the application. He regretted the deterioration of the building which had taken place on what was a prime site within Wellington. However, attempts by the Council to interest an operator from the hotel and licensing trade in the building had not been successful due to its lack of viability and the cost of renovation. Therefore, this application would protect a building of importance in the town and halt its continued deterioration.

Steve Atkinson of the Design Forum, the applicant's agent said, in support of the application, that the issues raised by the Inspector at Appeal had now been addressed. The redevelopment into flats within the confines of the Listed Building and the removal of the modern extensions would retain its integrity. In addition, the original facade would not be affected and the scheme would re-enforce the street scene and be part of a sustainable development leading to the ongoing maintenance of this important building.

Members regretted that no hotelier had come forward to bring the hotel back into community use but it was now falling into disrepair and they considered that the application now before the Board was the only available option. In addition, the proposed development would enhance that area of Wellington and enable to site to be used for its benefit.

RESOLVED - that with respect to planning application TWC/2010/0487 the Head of Housing & Planning be authorised to grant planning permission subject to the resolving of the arboricultural issues, further bat surveys and the applicant entering into a Section 106 Agreement to provide 25% affordable housing, (11 units), split 60% social housing and 40% shared equity; and contributions of £28,230.87 towards primary education and £13,200 towards off site leisure facilities, and to the conditions as set out in the update report tabled at the meeting.

The meeting ended at 10.00 p.m.

Chairman:

Date: