

TELFORD & WREKIN COUNCIL

PLANS BOARD

22ND JUNE 2011

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TWC/2010/0406 New College Telford, King Street, Wellington, Telford, Shropshire, TF1 1NY
Change of use of sports field to provide temporary car parking facilities
(retrospective)

APPLICANT
New College Telford

RECEIVED
06/08/2010

PARISH
Wellington

WARD
College

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Loss of Sports Provision, Highways issues, Impact on Residential Amenity, Green Network

THE PROPOSAL:

The application seeks planning permission for the change of use of the sports field to provide temporary car parking facilities. The Applicants have not specified what timeframe they intend to use the redgra for parking. The application is retrospective and has been used for car parking for nearly 2 years.

New College is a further education college providing education to more than 1300 16 to 18 year olds, as well as adult and community learning courses. There has been an increasing demand for car parking over the years, and parking is now located in 3 areas across the college site. The use of the redgra is intended to be a temporary solution whilst the college develops a long term solution for vehicular access and parking to meet both the college and local community's requirements.

To meet parking demand, improve site safety and provide parking in more accessible locations for disabled persons, the college started using the redgra for car parking.

SITE AND SURROUNDINGS:

The application site comprises a redgra pitch which is currently used informally as additional car parking for staff and students. There is an existing gravelled vehicular access on to Regent Street, a residential street. The redgra and access are flanked by grassed areas within the college site. To the west of the redgra pitch are a basketball court, brick building and demountable building. The boundary treatment to the college grounds, adjacent to the redgra pitch is green palisade fencing and gates. There are also conifers and trees to the boundary.

The application site is located to the north of the college grounds and is located at a slightly lower ground level than the main building. The building includes a new two storey extension which includes improved leisure facilities as well as classrooms and kitchen. There are tennis courts to the southeast of the site adjoining Regent Street and the access road to the college car park

at the south of the site. The other car parks are located to the front (visitor parking) and the rear of the original 'school' building, with access on to King Street.

The sports pitch and other games courts within the grounds of New College, which comprise tarmac surface – basketball and tennis courts, are designated as Green Network in the Wrekin Local Plan.

New College is an established educational facility and is located in a mixed residential area on the edge of Wellington District Centre. There are a number of bus stops on King Street and the railway station is some 600 metres to the north.

PLANNING HISTORY:

W2000/0671 Alteration to Existing Vehicular Access for the Provision of Extra Parking to Front of Main Building with two 4m High Lighting Columns, Full Granted (FG)

W2004/1000 Erection of a Double Demountable Classroom Unit, FG

W2005/1317 Erection of 2.4m High Palisade Security Fencing and Gates, FG

TWC/2010/0080 Demolition of existing single storey accommodation at the north-east of the site and replacement with a new two storey extension providing: classrooms, storage, kitchen, fitness suite, changing rooms, FG

Enforcement matter in 2010 regarding unauthorised change of use of land.

PLANNING POLICY CONTEXT:

National Planning Guidance

PPS1 Delivering Sustainable Development

PPG13 Transport

PPG17 Open Space, Sport & Recreation

Saved Wrekin Local Plan Policies

UD2 Design Criteria

OL3 Green Network

OL4 Development in the Green Network

OL5 Extensions and Redevelopment in the Green Network

LR4 Outdoor Recreational Open Space

LDF Core Strategy

CS11 Open Space

CS15 Urban Design

CONSULTATION RESPONSES:

Wellington Town council has no objection; however they hope the playing facilities would be made available to students again in the near future.

Highways: The maximum standards given in PPG13 as guidance states 1 parking space per 15 students and 1 parking space per 2 members of staff. Based on the information provided by the applicant, the maximum number of parking spaces provided by the college should equate to 205. The college currently provides 224 and is proposing 278. This is a net increase of 54 over existing and 73 over PPG13 guidance. However a balanced view must be given to the application in that parking standards provided in PPG13 relate to Universities in large towns and cities with high public transport infrastructure. Although New College is close to Wellington centre's bus and train links, some leeway must be given with the use of such generic parking standards to a college in a modest sized town with regular public transport. It must also be taken into account that prior to the use of the redgra for parking; vehicles would park on Regent Street and surrounding streets leading to some footway and driveway obstruction issues. It is not in the interests of highway safety for this to reoccur. Therefore taking all matters into account, on balance there are no objections to the application if the red line boundary is amended to include the spaces indicated on drawing 1003-D-P004 only, otherwise the whole of the redgra could be used for parking once the contractors' compound area becomes available.

Highway conditions are required regarding Applicant to contact Highways Maintenance under S.184 Highways Act 1980 to ensure existing vehicular crossover used as access to the car park is acceptable and any necessary improvements are made within a timescale then provided by the Local Authority; and that within 1 month of the date of planning consent, the use of 28 spaces within 'Car Park 3' shall be terminated in accordance with details to be first submitted to and approved by the Local Highway Authority.

Parks & Open Spaces: The proposed site is Green Network as identified on the local plan and is occasionally used for recreational purposes (although the surface is poor such this use). Although the proposed use is for a temporary period, improvements to nearby recreational areas should be considered as compensation for the temporary loss. This could be in the form of improvements to the New College tennis court area (alternative recreation options could also be acceptable).

Pollution Control (Environmental Health): No formal comments; however the Environmental Health Officer has been investigating complaints regarding dust from the redgra used for informal parking. Alternative surfacing could improve the situation.

Sport England: objects to the proposal and disagrees with the Applicant's view that the affected area is no longer a 'playing field'. The redgra area does constitute a playing field and any application to develop this area, or proposing an alternative use, would be assessed against Sport England's playing fields policy. Sport England would object any such application unless accordance with one or more of the policy exceptions could be demonstrated. With regard to a proposed use of the area as car parking, this would not be viewed as meeting any of the policy exceptions.

Shropshire Council: no comment

1 letter and a petition have been received from residents of 11 properties in Regent Street, with the following comments:

- Use of land within college boundaries for parking is better than on surrounding streets
- College must manage unauthorised access of area (excessive noise and speeding vehicles at weekends) and ensure sensible speed of vehicles.
- Parking area should be for students as well as staff to avoid onstreet parking
- Existing surface is unsuitable and produces dust which is affecting nearby properties and occupants – Environmental Health involvement
- Entrance has inadequate signage and lighting, and is adjacent to speed hump, thus highway safety issues

PLANNING CONSIDERATIONS:

The proposal seeks permission for the redgra pitch to be used as a car parking area for a temporary period. The area is currently being used as such and therefore the application is retrospective. Previously staff and students' vehicles were parked on adjacent residential streets. The temporary parking area will provide 70 standard car parking spaces and 12 disabled spaces. Disabled parking provision is required as the college site is located on different levels and this will provide disabled access to H Block (Performing Arts Centre) and J Block. In addition to the use of the temporary car park, one of the existing car parking areas ('Car Park 3) will cease use.

Amendments have been provided reducing the site area to limit the extent of the proposed parking spaces, which will ensure that the area used as the contractors' compound area during construction of the new two-storey extension is not used in addition to the temporary parking area.

According to the Applicants, the site has not been used for sports activities for approx. 20 years. It is requested that the college is given permission to temporarily change the use of the redgra pitch. The Applicants assert that since the site changed from a school to a college, the area does not meet minimum requirements for any of the sports played. Furthermore, development in 1990s has reduced the available playing field area; and whilst the combined area of redgra and adjacent grass area equates to 0.46ha, it is unlikely that sport would be played across both surfaces. The redgra area is not ideal for sport due to the size and irregularity of the shape. Where there is a requirement to play larger team sports, the college utilises outdoor sports facilities at nearby institutions. The other outdoor sports areas within the college grounds are both tarmac surfaces; the basketball court is used regularly and is to be retained and the tennis court is to be resurfaced, improving the college facilities.

There are also improved sports facilities within the college, with new changing rooms and a larger fitness suite within the new two storey extension. The

sports hall is to be relocated to a larger area in the existing building and will be fully refurbished to provide a multifunction indoor sport and dance facility.

In the document, A Sporting Future for the Playing Fields of England, Sport England asserts that playing fields are a key resource for sport; however in urban areas, there is pressure to use them for other forms of development. Sport England asserts that it opposes such development in all but exceptional cases, whether the land is in public, private or educational use. In response to the college's assertion that none of the sports listed in the Sport England document, such as football, rugby, cricket and hockey, can be accommodated within the area of redgra; Sport England stated that the size of the area would allow for a pitch of more than 0.2ha to be marked out and that playing pitches can be artificial as well as natural turf. Therefore, even though the redgra area has not been formally used for sport for some considerable time, it could still be used as a playing pitch.

The loss of the sports pitch is not ideal, although it would only be for a temporary period, and should be reinstated to its former use after this consent expires. The development is constrained by national and local planning policies in relation to loss of the recreational open space and development within the Green Network. It could be argued that the relocation of car parking from the residential streets to the college grounds is a community benefit; however the use of Green Network land as a car park would not constitute any wider environmental or community benefits, and the permanent loss of the sports pitch would be contrary to both national and local planning policy. However it must be noted that this proposal is for temporary use only, whilst the Applicants assess available options for a permanent solution and intend to consult widely including with local residents. For the reason that it is a temporary use, this could be deemed as an exceptional circumstance in planning policy.

In addition to the planning policies, officers must also have regard to the increased demand for parking at the college, and that locating it within the college grounds on an area that the Applicants state has not been formerly used for sport for many years, although still suitable for sport, is an improvement to the situation that local residents previously experienced when the staff and students parked on the highway. However, the college is close to Wellington District Centre and is within walking distance of the railway station and on a bus route; therefore there are alternatives to the private car.

The site has been used for car parking for nearly 2 years and apart from issues regarding dust from the existing surface and management of the area, local residents are generally supportive of the proposal, and it has addressed highway safety issues. In regard to dust problems, the Applicants have suggested that they would resurface the area with a different material to address these issues.

The Applicants state that to compensate the loss of the redgra pitch, they intend to refurbish the tennis courts at the southeast end of the college site, which is in line with Parks & Open Spaces' comments; although such

improvements are dependent on funding. Nevertheless, a number of improvements to internal sports provision have been made within the recent two storey extension, and the basketball and tennis courts would remain.

On balance, officers consider that granting temporary consent for 2 years for the use of the redgra as car parking would be acceptable, subject to appropriate conditions. The redgra pitch was rarely used for sport and its loss must be balanced against the improvements that have been made and intended improvements to other sport provision at the college, and that there are no highways safety issues through the removal of staff and student parking from the residential streets. The design and scale of the development is acceptable for a temporary period and the amended plans have provided clarification as to the extent of the parking area and that it would not extend across the whole of the available site. The proposed temporary use would not have a detrimental impact on the character and appearance of the area, and is partly screened by existing landscaping to the boundary. In this regard the development accords with national and local design policies.

Officers propose conditions regarding the closure of one of the other parking areas Car Park 3 for the duration that the temporary parking area is available, details of proposed materials for resurfacing, and details of the improvements to be made to sporting provision at the college.

The Applicants are aware that the current proposal is only acceptable as a temporary parking scheme. The permanent solution to the lack of parking provision at the college would need to have regard to the designation of the land as Green Network and ensure that sports provision is maintained within the college grounds. There would also need to be consideration of the other available transport modes – e.g. bus or train.

As Sport England has a holding objection, the application will be required to be considered by the Secretary of State.

In conclusion, officers consider that whilst the development does not strictly accord with the criteria in Green Network and Recreation policies, on balance the temporary use of the land for car parking is acceptable as it meets demand for parking, removing onstreet parking, and provides improved access to disabled persons to the college buildings. The development is of an appropriate scale and design and is in keeping with the character and appearance of the area. Subject to suitable materials to address dust issues, there will not be a detrimental impact on residential amenity.

RECOMMENDATION: to Grant delegated authority to the Head of Housing and Planning, then refer to the Secretary of State under Circular 02/2009 to GRANT PLANNING PERMISSION subject to the following conditions:

1. A07 Temporary Permission use of land for 2 years
2. Bcustom Within one month of permission, details to be submitted and agreed to end use of Car Park 3, and use shall end once details agreed.

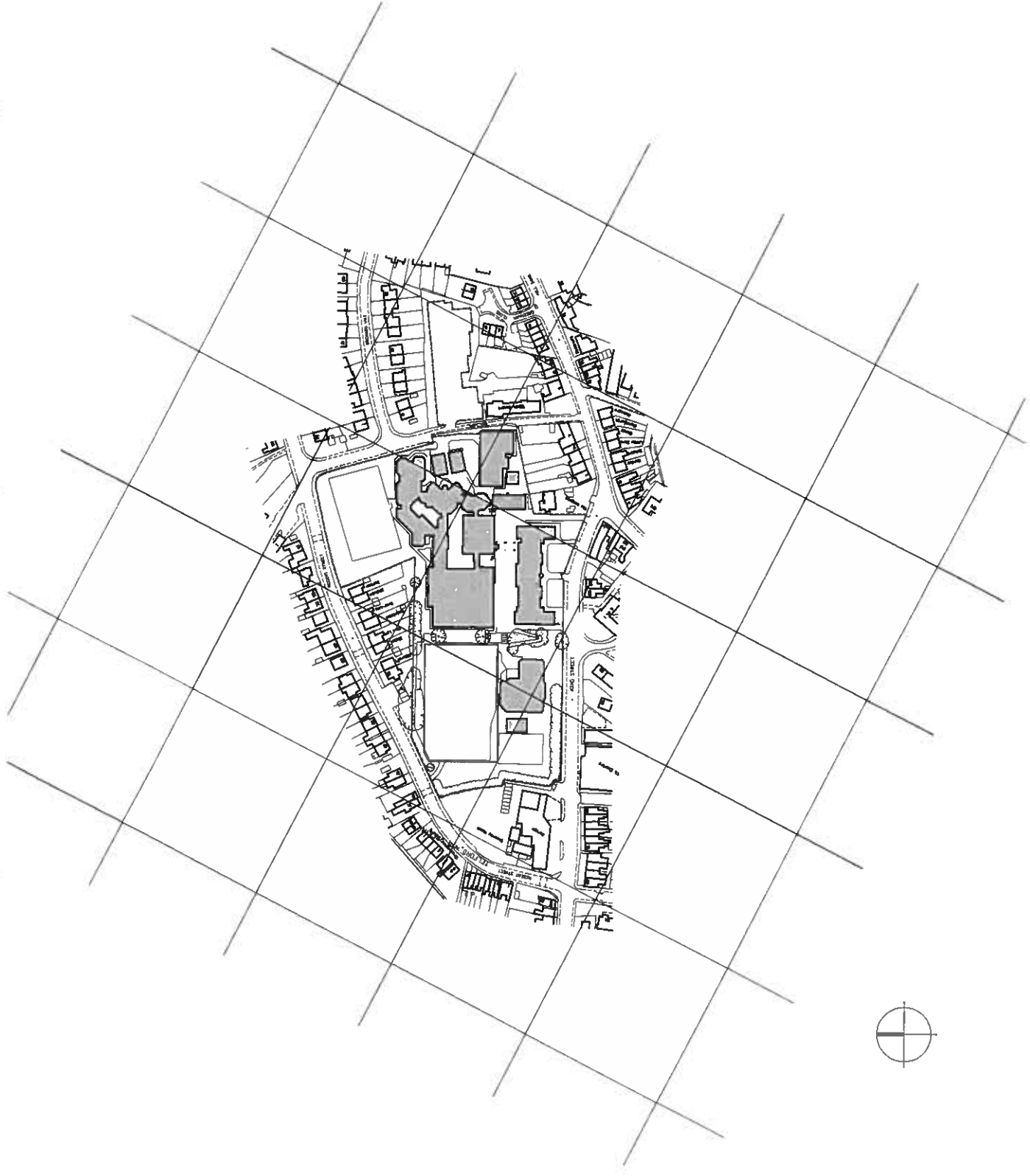
3. Bcustom Within one month of permission, details to be submitted of materials to surface for this temporary period
4. Bcustom Within one month of permission, details to be submitted of improvements to be made to sport/recreation provision at college
5. C38 Dev in accordance with plans

Informatives

1. I11 Highways informative
2. Icustom Permanent parking solution within 18 months of permission to address Green Network designation
3. I40 Conditions
4. I41 Reason for Grant Planning Permission

REASON FOR APPROVAL:

The temporary use of the redgra pitch as car parking is acceptable as it meets demand for parking, removing onstreet parking on adjoining residential streets, and provides improved access to disabled persons to the college buildings. The development is of an appropriate scale and design and is in keeping with the character and appearance of the area. Subject to suitable materials to surface the area, there will not be a detrimental impact on residential amenity.

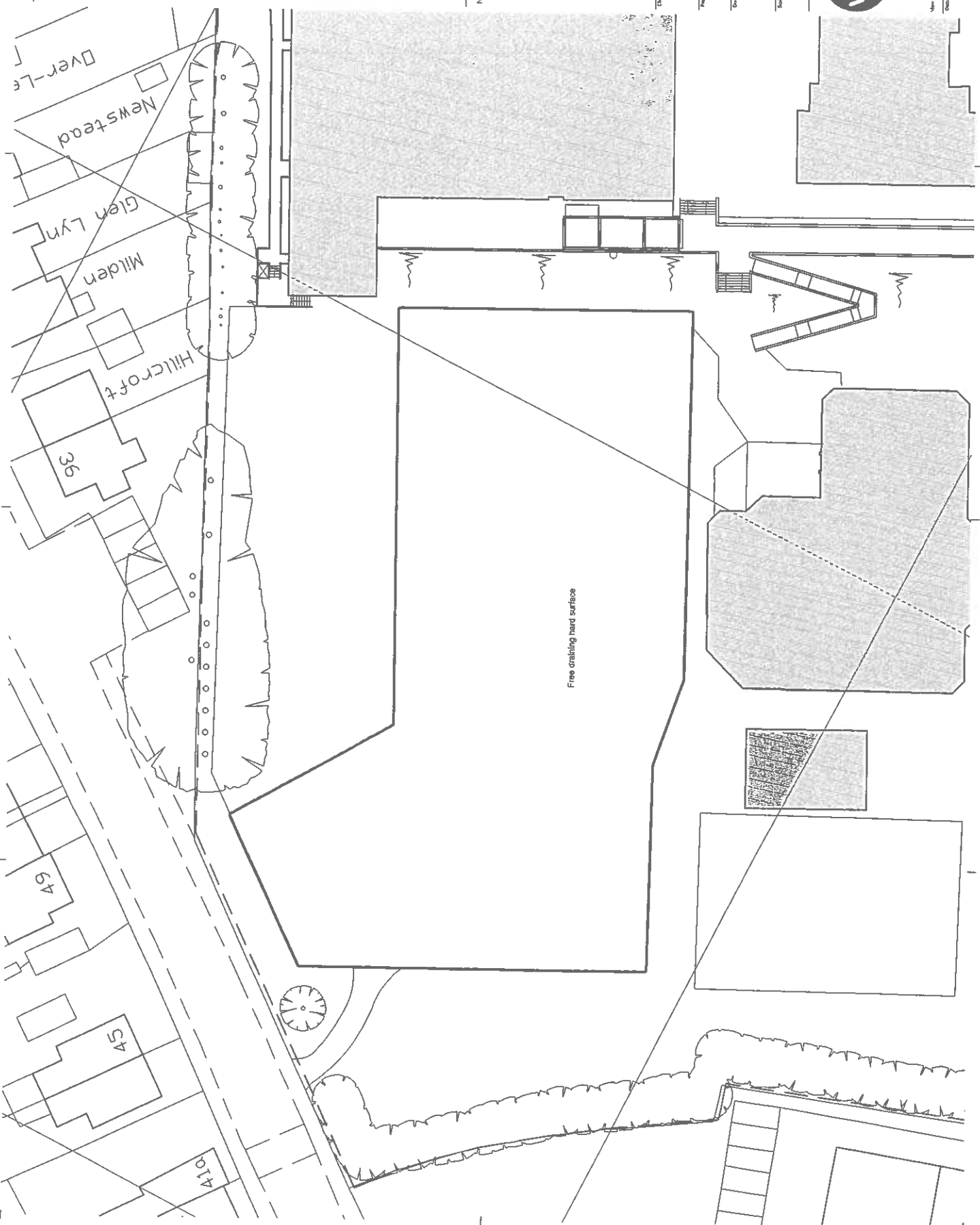


Client	New College Telford		
Project	Temporary Car Park		
Document No	Site Location Plan		
Date	Issue	Author	DWG
1:1250 (A1)	06.07.2010		BD

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1003-D-P001



Notes:



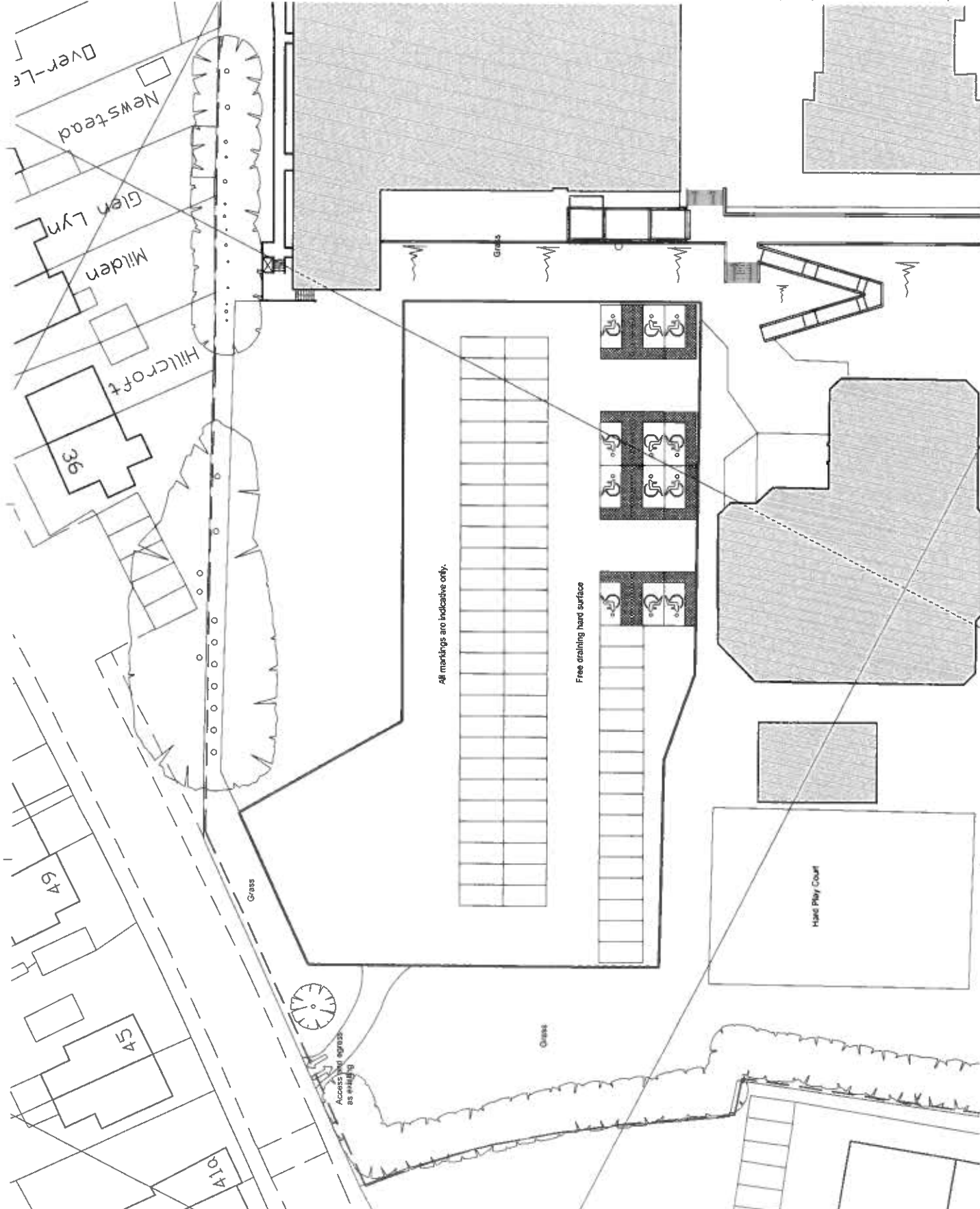
New College Tolford

Project		Temporary Car Park	
Drawing Title		Existing Site Plan	
Scale	1:200 (A1)	Date	06.07.2010
Author	DIW	Checker	BD
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 Document Reference: 1003-D-P003

1003-D-P003



Notes:
 Standard Spaces = 70
 Disabled Spaces = 12
 The number of spaces shown is indicative only

Class New College Tallard

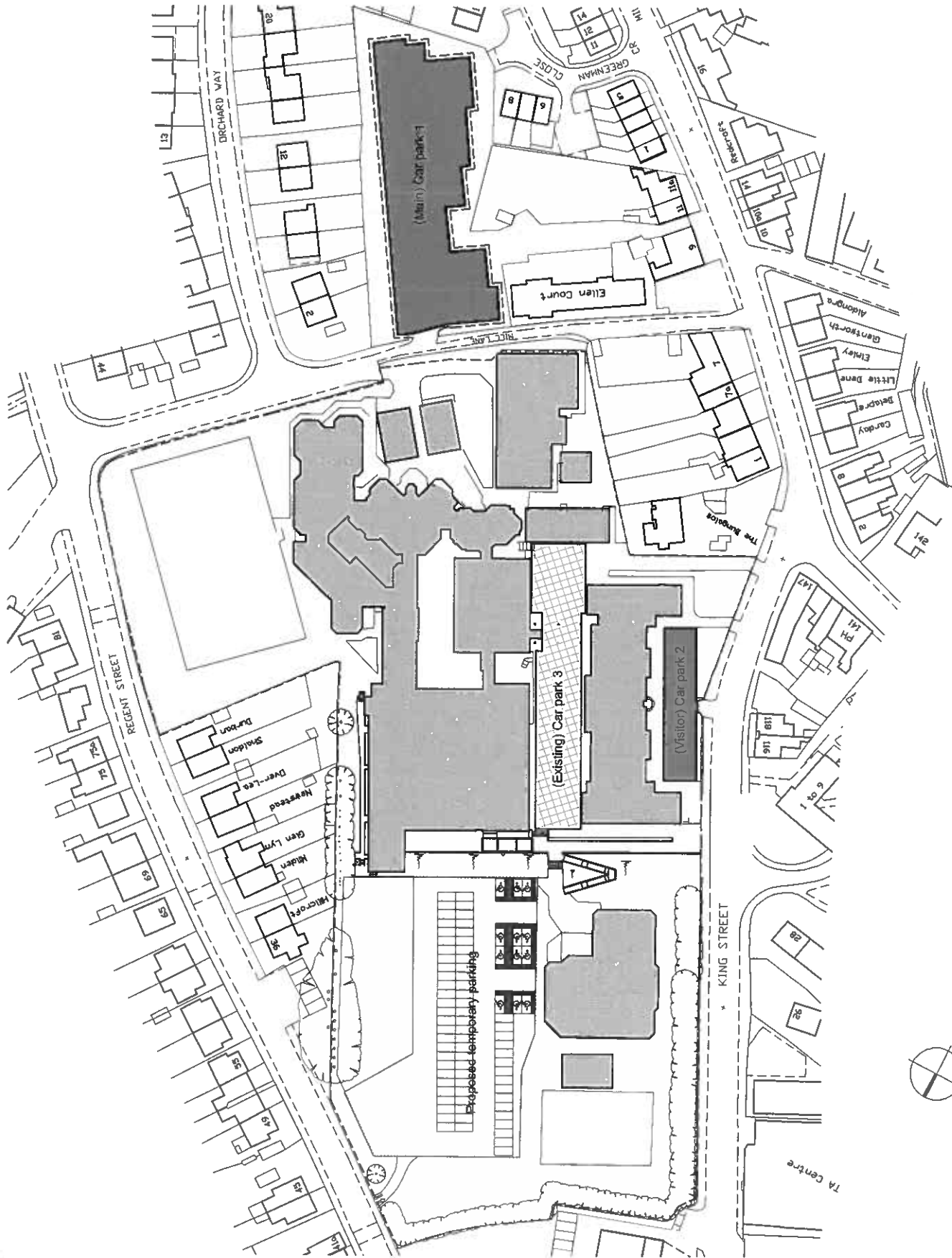
Project Temporary Car Park
 Document No. Proposed Site Plan

Scale	1:200 (A1)	Date	06.07.2010	Author	DW
				Reviewer	BD

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 Document Reference: 1003-D-P004



Key

- Site Boundary
- Overseas Boundary
- Existing areas of parking to be retained
- Existing areas of parking to be removed

Client: New College Talora

Project: Temporary Car Park

Drawn: [Signature]

Scale: 1:50

Date: 06.07.2010

Author: DIV

Reviewer: BD

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1003-D-P002

TWC/2010/0713 Land adjacent 50 Holyhead Road, Oakengates, Telford, Shropshire. TF2 6BN
Erection of detached dwelling and formation of new vehicular access and creation of parking spaces for 48 and 50 Holyhead Road

APPLICANT
Eric Ragonesi

RECEIVED
18/03/2011

PARISH
Oakengates

WARD
Ketley and Oakengates

OAKENGATES TOWN COUNCIL HAS REQUESTED THAT THIS APPLICATION IS DETERMINED BY PLANS BOARD.

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, effect upon the character and appearance of the area, parking provision and highway safety, residential amenity and contaminated land.

THE PROPOSAL:

This full application is for the erection of a detached dwelling with off street parking facilities and four parking spaces accessed via Charlton Street for use by no.50 Holyhead Road.

The proposed dwelling comprises a two storey 4-bedroomed property finished in facing brick with a plain clay tiled gable roof. The layout consists of a lounge, dining, kitchen at ground floor; bathroom and 4 bedrooms at first floor level. The design and detailing respects the local vernacular of the adjacent properties on Holyhead road, and includes arch top windows, brick sills, ladder style casement windows and dentil eaves.

The proposed dwelling has a maximum height of 8.5m to ridge, and the eaves are set at 5.47m. The ground floor layout has been reduced to allow vehicles to turn on site and leave in a forward gear.

Amended drawings have been received which now accurately show the position of the rear boundary, and bin storage facilities.

SITE AND SURROUNDINGS:

The site is approximately 277m², and lies adjacent to 50 Holyhead Road, Oakengates on the old A5 through Telford and adjacent to a terrace of houses. The site is currently vacant hardstanding with occasional car parking use for the adjacent flats and wheelie bin storage. There is a low brick boundary wall at the front of the site and 1.8m timber panel fencing along the common boundary with the site and no.52. The rear boundary is not well defined although there are several broken fence panels and the land drops away and is overgrown and untidy. No.50 comprises 4 studio flats; 2 are market rent properties and 2 are part of a 'Kit Project' run by the Salvation Army as a stepping stone for men who have hit hard times, for example

following family break ups and divorce and to help them overcome personal, emotional and health problems by providing accommodation and support.

The north east corner of the site abuts Charlton Street and comprises informal off-street parking at the rear of a tenanted hairdressing salon (no.48), which is also owned by the applicant.

The properties in the vicinity vary in age, style and design from traditional semi-detached and terraced dwellings along Holyhead Road and more modern properties in Charlton Street. The site is located in the built-up area of the Borough as defined in the Wrekin Local Plan.

PLANNING HISTORY:

There is no relevant history in respect of the site.

PLANNING POLICY CONTEXT:

National Planning Guidance

PPS1 Delivering Sustainable Development

PPS3 Housing

PPG9 Biodiversity and Geological Conservation

Saved Wrekin Local Plan (WLP) Policies

EH7 Contaminated Land

UD2 Design Criteria

H6 Windfall Sites in Telford and Newport

LDF Core Strategy

CS1 Homes

CS5 District and Local centres in Telford

CS12 Natural Environment

CS15 Urban Design.

CONSULTATION RESPONSES:

Oakengates Town Council has objected to the proposal on highway grounds and advised that the application should be determined by Plans Board.

The Town Council has also advised that the road referred to as Charlton Street is actually Church Street. However, for clarification despite the historic name plate located on the gable wall of no.48 Holyhead Road which says Church Street, the top section of the road is Charlton Street and the houses on the left hand side of the road are Charlton Street. The houses on the right hand side further down the road are in Church Street. Therefore, the plans which are based on the OS are considered correct.

The Council's Highway Engineer supports the proposal subject to the imposition of a condition which requires the car parking shown on the drawings being provided before the proposed development is bought into use and the space maintained thereafter.

The Council's Drainage Engineer has no objections subject to conditions requesting the submission of foul and surface water drainage details and soakaway test result, and advises that any soakaways should be at least 5m away from any buildings or boundaries.

The Council's Geotechnical Engineer has no objections subject to the imposition of conditions in respect of shallow mining and gas mitigation measures. An informative in respect of contaminated land is suggested. However, the Contaminated Land Authority has suggested a condition in respect of contaminated land and therefore the informative is unnecessary.

The Council's Contaminated Land Authority has no objections in principle subject to the imposition of the standard contaminated land condition.

The Council's Ecologist has no objections but suggests informatives in respect of Nesting birds (vegetation), Enhancement planting and the erection of Bat and bird boxes.

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

A site notice and nine direct neighbour letters have publicised the application. No representations have been received.

PLANNING CONSIDERATIONS:

Principle of residential use and effect upon the character and appearance of the area

The application site is an allocated site located within the built up area of Telford and is considered an infill plot and thus principle of new residential development is acceptable. The proposal is therefore compliant with policies CS1 and CS5 of the Core Strategy, and Policy H6 of the WLP.

PPS1 and PPG3 also guide Local Planning Authorities (LPA's) to avoid the inefficient use of land through promoting higher density development whilst being mindful of the wider context. The development of the site with 1 dwelling is considered acceptable and appropriate to the wider context and character of the area and adequate private amenity space commensurate with the size of the dwelling and comparable to the existing properties in the vicinity.

The proposed building line of the new dwelling respects the established character of this section of Holyhead Road and the design and detailing is sympathetic to the neighbouring dwellings. The amended drawings indicate that the wheelie bins for the existing studio flats at no.50 and the proposed dwelling will be to the rear of the site. Thus, the proposed development will not look out of character or adversely impact upon the streetscene. Moreover, it could be said that the development of this infill site will have a positive impact upon the character and appearance of the area and would result in the site being tidied up, which would be an improvement to the existing situation.

Highway safety and parking provision

The site currently provides informal parking for the occupants and visitors of the flats at no.50. Apparently the tenants of these 1 bedroom studio flats are not generally cars owners; nevertheless, replacement parking arrangements will be provided to the rear of the site and accessed via Charlton Street.

The Town Council does not support the application and the issues raised are:

- Objections to the parking provisions in that no provision has been made for the 4 vehicles to park other than through reversing into Church Street (not Charlton Street as it is stated on the application).
- The exit is very close to the corner with Holyhead Road and future proposed residential proposals at the Maddocks Social Club will increase the volume of traffic and with it the danger of reversing into the road.
- For the parking of 4 cars turning provision should be incorporated into the development.

The Town Council's concerns are noted however there is an existing informal parking arrangement at the rear of the Hairdressers Salon which does not include on-site turning facilities and currently requires vehicles to reverse off the parking area. Moreover, very few of the properties in Charlton Street have space within their plots to allow vehicles to enter and leave the drive in a forward position. It should be noted that this land is private and is not for the use of public including the hairdressing salon. Hence, this proposal is no worse than what already exists.

Furthermore, the Council's Highway Engineer was consulted prior to the submission of the application and suggested that Traffic Surveys were undertaken on a week day and on a Saturday to demonstrate the usage of the site in respect of parking. Of the 25 visitors to the Salon (at no.48) over 2 days

- 4 vehicles parked on the site for a total of 4½ hours.
- 12 vehicles were parked on the road,
- 4 customers were dropped off,
- 5 customers walked.

Thus, it is considered that the development of the site, which will provide on-site parking for the new dwelling and replacement parking for the flats at no.50, will not have a notable impact upon highway safety which could justify the refusal of this application which could then be substantiated at any subsequent appeal. Accordingly, the proposal is considered compliant with policy UD2 of the WLP, CS15 of the Core Strategy and national guidance contained within PPS3.

Residential amenity

The ground level of the site is higher than land on Charlton Street and therefore the proposed dwelling will sit slightly higher than the property to the rear of the site (no.22 Charlton Street). However, the proposed habitable room windows of the new dwelling will look towards the garage and driveway belonging to this property to the rear and the gable wall beyond. The orientation of the proposed dwelling in relation to the property to the rear will

ensure that there is no over-looking or loss of privacy of the private amenity space or dwelling. Therefore, the proposal complies with 'saved' policy UD2 of the WLP.

Contaminated land

Inter alia, policy EH7 of the WLP and national guidance contained within PPS23 states that LPA's should pay particular attention to development proposals for sites where there is a reason to suspect contamination, such as the existence of former industrial uses, or other indications of potential contamination, and to those for particularly sensitive use such as housing. The proposed development is adjacent to former mining activities, and historical mapping also shows some evidence of spoil mounding on the site. The remediation of land affected by contamination through the granting of planning permission (with the attachment of the necessary conditions) should secure the removal of unacceptable risk and make the site suitable for its new use. Therefore, it is deemed necessary to impose the standard Land Contamination Condition.

Conclusions

Accordingly, the Local Planning Authority considers that proposed development for the erection of a new dwelling on an urban infill plot is acceptable in principle. The site is of sufficient size to accommodate a single dwelling with adequate private amenity space and parking and bin storage for the proposed dwelling and the existing studio flats, and would not have an adverse impact upon the character and appearance of the area. The development would not have a detrimental effect on the residential amenities of the neighbouring dwellings or highway safety. Therefore, the proposed development is considered compliant with both local and national policy and recommended for approval with conditions.

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

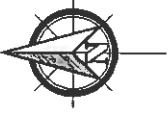
1. A04 Time limit.
2. B06 Samples of materials.
3. B07 Sample brick panel.
4. B26 Shallow mineworkings.
5. B30 Land contamination.
6. B33 Foul and surface water drainage.
7. B35 Soakaway tests.
8. B35a Soakaways 5m away from buildings and boundaries.
9. C19 Car parking.
10. C23 Gates.
11. C27 Foundation design- landfill gas.
12. C38 In accordance with submitted plans.
13. I11 Highways.
14. I25a Bat boxes.
15. I25c Bird boxes.
16. I25g Enhancement planting.
17. I25m Nesting birds vegetation.
18. I32 Fire Authority.

- 19.140 Conditions.
- 20.141 Reasons for grant of permission.

REASON FOR APPROVAL:

The proposed development for the erection of a new dwelling on an urban infill plot is acceptable in principle. The site is of sufficient size to accommodate a single dwelling with adequate private amenity space and parking and bin storage for the proposed dwelling and the existing studio flats, and would not have an adverse impact upon the character and appearance of the area. The development would not have a detrimental effect on the residential amenities of the neighbouring dwellings or highway safety.

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revision a - north point added
 revision b - boundary amended

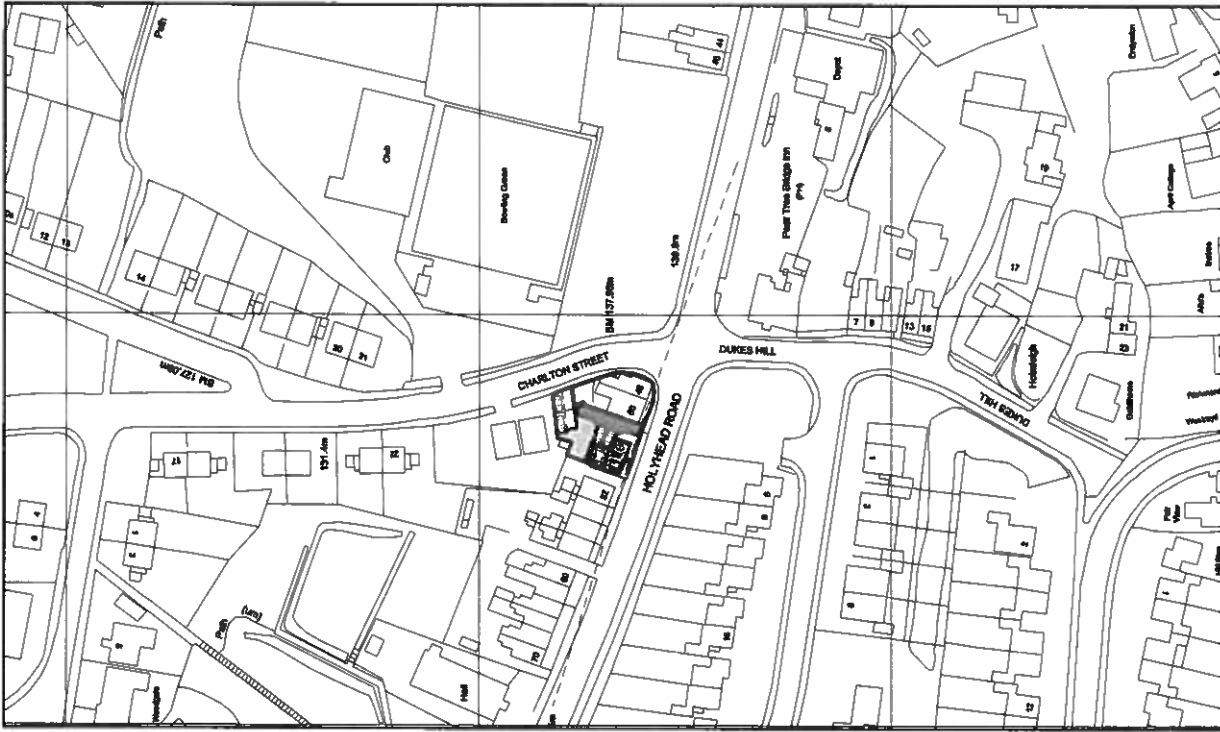
Drawing
Location & Block Plan

The Dwelling
Land adjacent to
50 Holyhead Road
Oakengates
Teiford
TF2 6BN

Client
Mr E Ragonesi

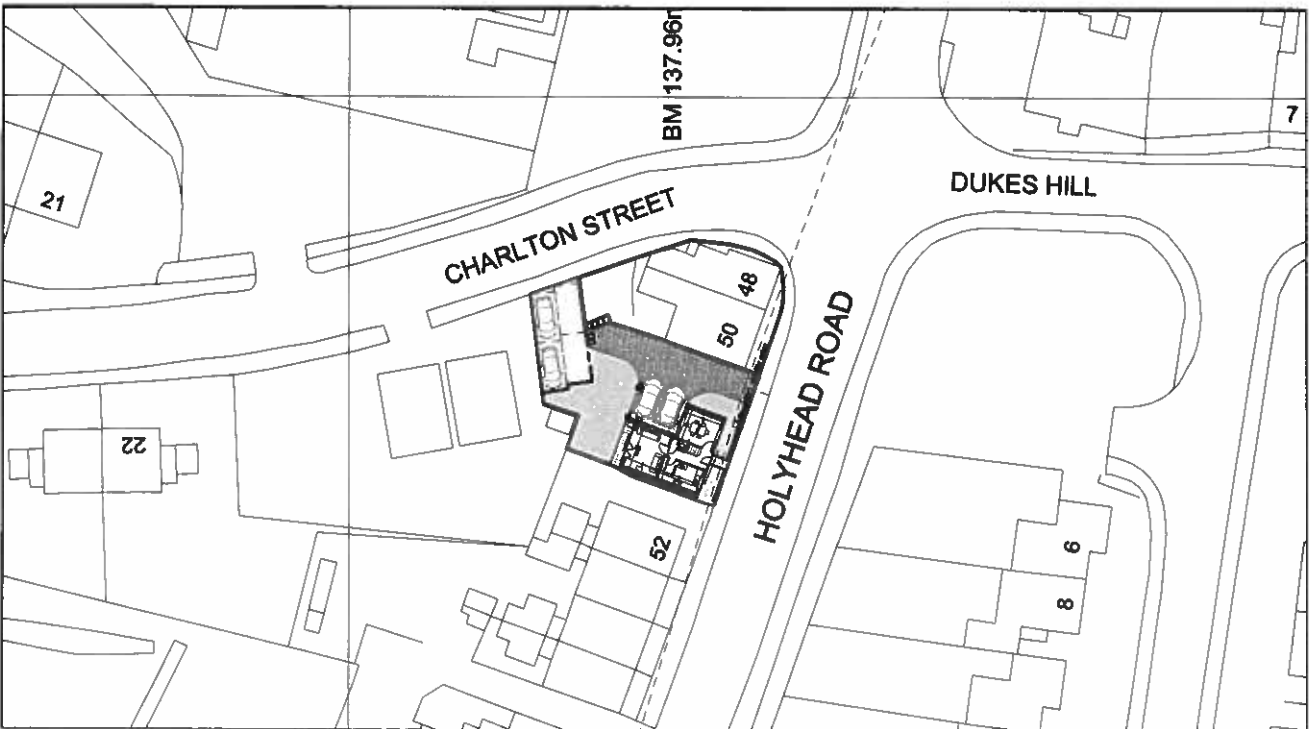
David Humphreys Limited
 chartered surveyors
 71 the mount streetway sy8 8pl
www.buildingdesigner.co.uk
 01749 232423

scale shown **A3** paper **A3** drawing no. **15971a** date **Jul. '09**



Location Plan 1:1250

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Block Plan 1:500

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revision a - visibility splays shown
revision b - boundary amended

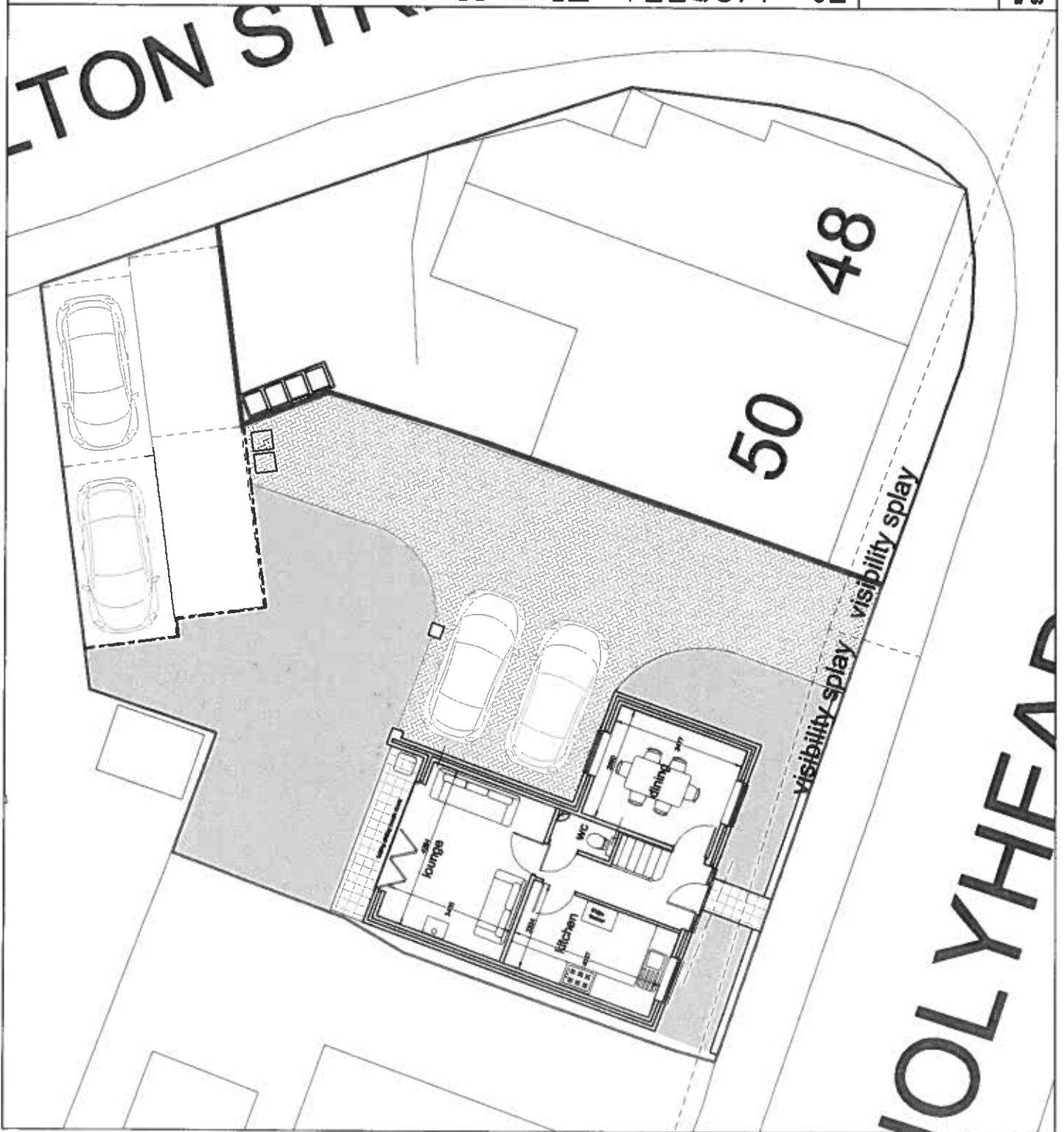
Drawing Proposed Layout Plan

Title
Dwelling
Land adjacent to
50 Holyhead Road
Oakengates
Telford
TF2 8BN

Client
Mr E Ragonesi

David Humphreys Limited
Chartered surveyors
71 The Mount, Strewsbury, SY3 8PL
www.buildingdesigner.co.uk
01743 232423

scale shown A3
paper A3
drawing no. 1597/2a
date Jul. '09



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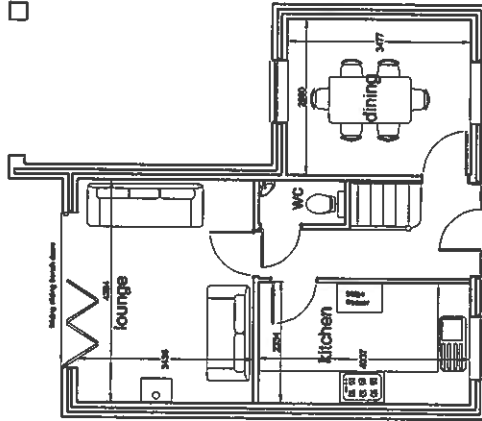
Drawing
Proposed Plans

Title
**Dwelling
Land adjacent to
50 Holyhead Road
Oakengates
Telford
TF2 6BN**

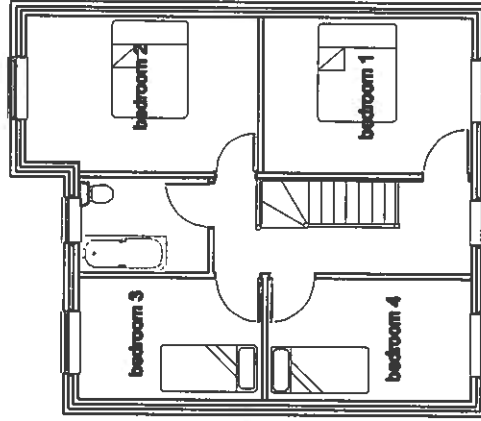
Client
Mr E Ragonesi

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scale shown
paper A3
drawing no. 1597/3
date Sep.'10

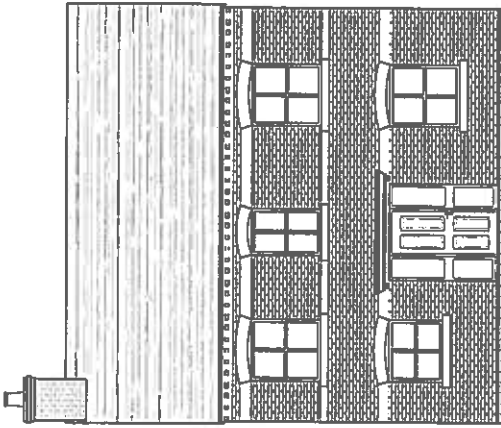


Ground Floor

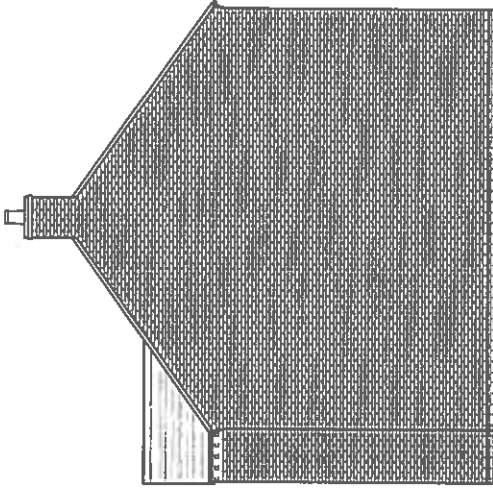


First Floor

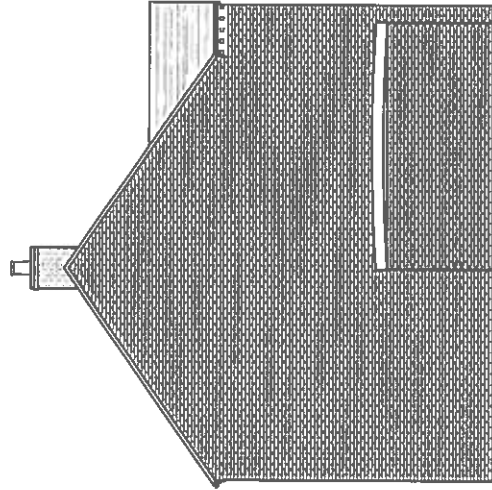
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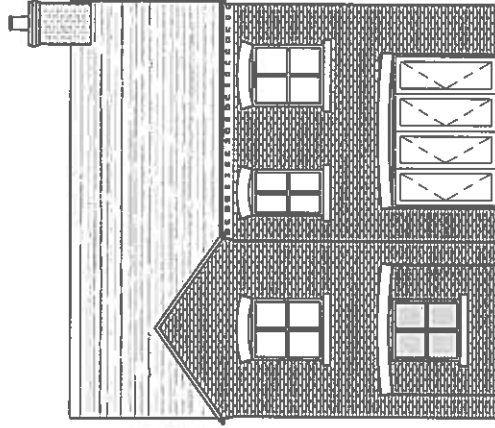
Front Elevation



Side Elevation



Side Elevation



Rear Elevation

Drawing
Proposed Elevation

Title
**Dwelling
Land adjacent to
50 Holyhead Road
Oakengates
Telford
TF2 6BN**

Client
Mr E Ragonesi

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scale shown
paper A3
drawing no. 1597/4
date Sep. '10