

**TELFORD & WREKIN COUNCIL**

**PLANS BOARD**

**26<sup>TH</sup> JANUARY 2010**

Schedule 1 - Planning applications for determination by Board

<b>TWC/2010/0009 Land adjacent to, The Shires, Shifnal Road, Priorslee, Telford, Shropshire, TF2 9NN</b> Erection of 5no. detached dwellings with detached garages to include access (Outline Application) .....	<b>2</b>
<b>TWC/2010/0585 42 High Street, Hadley, Telford, Shropshire, TF1 5NG.</b> Change of use from a Van rental Storage facility into a used car sales area .....	<b>6</b>
<b>TWC/2010/0627 Ironstone Square, Lawley, Telford, Shropshire,</b> Erection of a Foodstore, Nursery and Retail/Commercial units to the North of West Centre Way to comprise phase 1 of the new centre (Reserved Matters) ...	<b>10</b>
<b>TWC/2010/0638 Pigeon Box Inn, Priorslee Road, St Georges, Telford, Shropshire, TF2 9HD</b> Demolition of existing public house and erection of 27no. new dwellings with associated highways and landscaping arrangements (Amended Application Number) .....	<b>16</b>
<b>TWC/2010/0705 Land at Wildwood, Woodrows, Woodside, Telford, Shropshire</b> Construction of additional on-street parking spaces and additional lay-by parking.....	<b>24</b>
<b>TWC/2010/0778 30 Haygate Road, Wellington, Telford, Shropshire, TF1 1QE</b> Change of use of retail unit (A1) to community boxing club (D2) .....	<b>27</b>
<b>TWC/2011/0013 Land at Old Park Road, near Mossey Green roundabout, Old Park Way, Old Park, Telford, Shropshire, TF3 5DA</b> Prior Notification under Part 24 for erection of a 14.8m high telecommunications monopole with 6no. antennae and equipment cabinet to replace existing 14m high monopole with 3no. antennae .....	<b>31</b>

26<sup>th</sup> January 2011

TWC/2010/0009 Land adjacent to, The Shires, Shifnal Road, Priorslee, Telford, Shropshire, TF2 9NN  
Erection of 5no. detached dwellings with detached garages to include access (Outline Application)

**APPLICANT**

Huntley Wood Investments Limited

**RECEIVED**

12/03/2010

**PARISH**

St. Georges and Priorslee

**WARD**

Priorslee

**CASE OFFICER**

Phil Baker

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

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, TPO Protected trees, Green Network

**THE PROPOSAL:**

This outline application relates to the erection 5 detached dwellings on land between Glendale and The Shires in Shifnal Road, Priorslee. Approval is also sought for site access, but matters relating to layout, scale, appearance, and landscaping are reserved to the reserved matters stage.

**SITE AND SURROUNDINGS:**

The application site, which has an area of approximately 0.4 hectare, lies within Priorslee Village, approximately one mile north east of Telford Town Centre. To the north of the site is Shifnal Road (the former A464 Telford to Shifnal road), to the east and west are existing residential properties, and to the south is the wooded embankment that runs down to the M54 motorway. A footpath/cycleway that runs around the eastern and southern boundaries of the site leads to the Stafford Park Industrial Estate.

The site is almost regular in shape, and is currently vacant but covered by scrubby vegetation, with several clusters of mature trees, some of which are covered by Tree Preservation Orders. The site slopes gradually from a high point in the north west corner to a low point in the south east corner.

**PLANNING HISTORY:**

Planning permission was granted to Telford Development Corporation (TDC) in 1985 for residential development on the site, under the provisions of the New Town Act 1981. The permission, which remains extant, is equivalent to outline planning permission, and at the time TDC believed that 6 to 8 dwellings could be accommodated on the site.

**PLANNING POLICY CONTEXT:**

National Planning Guidance  
PPS1 – Delivering Sustainable Development

26<sup>th</sup> January 2011

PPS3 – Housing  
PPG24 – Planning and Noise

Saved Wrekin Local Plan Policies  
H6 – Windfall Sites in Telford and Newport  
UD2 – Design Criteria  
OL3 – Green Network  
OL11 – Woodland and Trees

LDF Core Strategy  
CS1 – Homes  
CS5 – District and Local Centres in Telford  
CS12 – Natural Environment  
CS15 – Urban Design

#### CONSULTATION RESPONSES:

One letter has been received from a local resident who has concerns about the position of the septic tank, feeling that he would suffer from foul smells when the prevailing wind blows.

The Parish Council has no objections to the application subject to:- (a) the retention of the boundary wall, in order to retain the heritage of the site, and (b) the replanting of suitable trees to replace those that are felled.

The Council's Highways Engineer has no objections subject to conditions relating to visibility splays, off-site highway works, and a new raised table junction scheme.

The Council's Geotechnical Engineer has no objections subject to conditions relating to site stability; contaminated land; and ground investigation works to determine foundation design.

The Council's Drainage Engineer has no objections subject to conditions relating to foul and surface water drainage, the submission of soakaway test results, and the location of the proposed soakaways.

The Council's Environmental Health Officer has no objections subject to a condition relating to land contamination.

The Council's Arboricultural Officer has no objections to the application.

The Council's Ecologist has no objections subject to the wildlife informatives.

#### PLANNING CONSIDERATIONS:

This is an application for outline planning permission to include access, but with matters relating to scale, appearance, layout, and landscaping all reserved.

Most of the site is shown as 'white land' on the Wrekin Local Plan where residential development is considered to be acceptable in principle. A small

part along the southern boundary is designated as Green Network on the Local Plan. The planning permission granted to Telford Development Corporation in 1985, which remains extant, also establishes the principle of residential development on this site.

The site, which lies within the built-up area of Telford, and within a predominantly residential area, is considered to be large enough to accommodate five detached dwellings. A notional layout plan was submitted with the application which shows five detached houses, with detached garages, spread across the site.

Although the site is covered by a Group Tree Preservation Order the Council's Arboricultural Officer states that many of the trees on this site are self set, and only a small number of them are worthy of retention. The notional layout plan shows the retention of all the significant trees which enhance the visual amenities of the area, and tree protection measures would be secured through the imposition of relevant conditions. Replacement planting to mitigate for the loss of those trees that would be felled would also be secured by a landscaping condition.

The vehicular access point would be located near to the north east corner of the site, where the ground level is at a similar height to the adjacent road. It is understood that this is in the same position as the 1985 permission. The Council's Highways Engineer is satisfied with the proposed access arrangements, subject to conditions relating to the provision of visibility splays; off-site highway works; and a new raised table junction scheme.

In view of the fact that the rear boundary of the application site is approximately 50 metres from the M54 Motorway a noise assessment has been carried out in accordance with the guidelines set out in PPG24 – Planning and Noise. This assessment concludes that noise levels from road traffic on almost all of the site, during both day and night, fall within noise exposure Category 'B' (as specified in PPG24), which is generally considered acceptable for residential development, albeit with appropriate mitigation measures to ensure adequate levels of protection. The report recommended that the dwellings should all have double glazed windows which incorporate a glazing specification of 4/16/4 29dB. This would guarantee a good standard of internal amenity in living rooms and bedrooms and ensure that the internal noise levels within the proposed dwellings comply with the guidance in BS8233:1999 'Sound insulation and noise reduction for buildings – Code of practice'.

To sum up, it is considered that residential development on this site is acceptable as the principle has been established by an extant planning permission granted in 1985. The site comprises a large infill site within a predominantly residential area which is capable of accommodating five detached dwellings. The important protected trees will be retained, and issues relating to access and noise can be controlled by appropriate planning conditions.

RECOMMENDATION: GRANT OUTLINE PERMISSION subject to the following conditions:

1. A01 – Time Limit Outline
2. A02 – Submission of reserved matters
3. B02 – Standard outline – some matters reserved
4. B03 – General details required
5. B14 – Landscaping scheme
6. B30 – Land contamination
7. B33 – Foul and surface water drainage
8. B35 – Soakaway test and location
9. B73 – Trees: protective fencing
10. B74 – Trees: services root protection
11. Site stability
12. Contaminated land
13. Ground investigation works
14. Visibility splays
15. Off-site highway works
16. No development, structures and buildings within the part of the site designated as Green Network on the Wrekin Local Plan
17. Sound insulation and noise reduction
18. Double glazing specification

REASONS FOR APPROVAL:

Most of this unallocated windfall site is shown as 'white land' on the Wrekin Local Plan where residential development is considered to be acceptable in principle. The extant planning permission granted to Telford Development Corporation in 1985, which remains extant, also establishes the principle of residential development on this site.

The site, which lies within the built-up area of Telford, and within a predominantly residential area, is considered to be large enough to accommodate five detached dwellings. The position of the access is acceptable and the development will preserve those trees on the site which are important to the visual amenities of the area.

26<sup>th</sup> January 2011

TWC/2010/0585 42 High Street, Hadley, Telford, Shropshire. TF1 5NG  
Change of use from a Van rental Storage facility into a used car sales area

**APPLICANT**

David Somerville

**RECEIVED**

05/10/2010

**PARISH**

Hadley and Leegomery

**WARD**

Hadley and Leegomery

**CASE OFFICER**

Phil Baker

THE PARISH COUNCIL HAS REQUESTED THAT THIS APPLICATION  
SHOULD BE CONSIDERED BY THE COUNCIL'S PLANS BOARD

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Traffic Generation, Access, Parking, Highway Safety, Visual  
Amenities

**THE PROPOSAL:**

This application relates to the change of use of the land at the side of, and behind 42 High Street, Hadley from a van rental storage facility to a used car sales area. When the application was first submitted the Block Plan showed a total of 25 cars to be parked on the site. An amended plan shows only 22 cars, including 4 visitor/staff spaces. The site is currently vacant. There is an office, a small kitchenette area and toilet, which is part of the building, but is only accessed from the yard itself. This would be used only by the staff on site.

**SITE AND SURROUNDINGS:**

The application site lies in the centre of Hadley, directly adjacent to the bus station, and situated between the High Street and a service road that leads to the health centre.

The site is a flat area of ground that is surrounded by a wall with palisade fencing above it along the northern, eastern and southern boundaries, and by plain palisade fencing along the western boundary. There are a number of trees and shrubs along the site boundaries.

The vehicular access is through existing gates in the north west corner of the site.

**PLANNING HISTORY:**

In 1992 planning permission (ref: W91/1024) was granted at appeal to change the use of the site to provide hire and storage area for cars and light commercial vehicles.

In 1993 planning permission (ref: W93/0335) was given to erect an extension to form a vehicle servicing workshop.

In 2009 planning permission (ref: W2009/0101) was refused for a change of use of the land from van rental to car sales. The refusal reason stated:-

*“The Local Planning Authority considers the Applicant has provided insufficient information to demonstrate that the number of vehicles proposed could be accommodated within the application site and would not lead to overspill parking/display of vehicles for sale on adjoining land, public highway, footpaths and car parks. The car sales business, by virtue of the current parking arrangement and proliferation of vehicles is considered unacceptable and detrimental to highways safety and the character and appearance of the area. Accordingly, the development is contrary to Policy CS15 of the Core Strategy DPD Adopted December 2007, Policy UD2 of the Wrekin Local Plan 1995-2006 and national guidance contained in PPS1 and PPS6”.*

#### PLANNING POLICY CONTEXT:

Wrekin Local Plan

UD2 – Design Criteria

LDF Core Strategy

CS5 – District and Local Centres in Telford

CS15 – Urban Design

PPS1 – Delivering Sustainable Development

PPS6 – Planning for Town Centres

#### CONSULTATION RESPONSES:

The Parish Council objects to the application for the following reasons:

- This site, which is adjacent to the bus station and accessed from the service road to the health centre and bus station, is completely inappropriate for a use of this nature
- The use will generate traffic, both in respect of customers visiting the site and in respect of vehicle delivery and collection, and service vehicles
- The proposal will be detrimental to highway safety
- Access to the bus station may be obstructed
- Unacceptable pressure will be placed on the available parking for the shopping centre and health centre
- The use would detract from the proposed redevelopment of Hadley Centre where a new attractive setting is to be created for the local shopping centre
- There is no mention of how waste fluids would be disposed (in response, the applicants state that all repairs would be undertaken at a local garage)

No individual neighbour consultation responses have been received.

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

#### PLANNING CONSIDERATIONS:

Following the appeal decision in 1992 allowing the application site to be used for the hire and storage of cars and light commercial vehicles it is understood

that this use was undertaken on the site for several years, with no particular problems being brought to the Council's attention.

However, by 2008 the Council had received complaints that there had been an unauthorised change of use to car sales. These complaints stated that cars were not just parking within the site boundary but overspilling onto the adjoining roads, pavements, grass verges, and car parks, creating all sorts of problems relating to highway safety. A subsequent planning application, which had generated over 70 individual letters of objection, was refused for the reasons stated above.

The current application has been submitted by the new site owner who is fully aware of the problems caused by the previous owner. He has stated that he would operate the site less intensively and do everything possible to avoid all these previous problems.

The Council's Highways Officer has no objections to the application. He feels that the principle of use as a form of car storage has already been established with the use of the site as a car and van rental facility, and therefore it would be difficult to argue that the proposed use would generate any significant increase in the vehicular use of the site.

The Highways Officer is also satisfied with the provision of 4 visitor/staff spaces within the site, particularly as there are a number of public car parks within the District Centre in close proximity to the site. He also states that the highway outside the site is adopted and yellow lined, and therefore any parking issues relating to it can only be enforced by the police, not the Local Authority.

The principle of allowing vehicles on this site has been established by the 1992 appeal decision to allow car and van rental, and the associated vehicle movements it would generate, and it is considered that car sales is an appropriate use within this District Centre location.

The amended Block Plan shows that a maximum of 22 cars, including 4 visitor/staff spaces, can comfortably be accommodated within the site without overspilling onto adjacent roads and pavements, and hence avoiding the previous problems of there being too many vehicles for the site. This layout, and number of cars, would be the subject of planning conditions.

It is believed that the proposed use would not adversely affect the visual amenities of the locality or generally be harmful to the character and appearance of this part of the District Centre. Furthermore, it is considered that the use would not detract from any proposed redevelopment of Hadley Centre. The site already contains a certain amount of screening by means of existing boundary planting.

There are likely to be only low levels of vehicular movements associated with the use in and around the site, and access into and out of the site entrance will not jeopardise highway safety. Furthermore, being located in a highly

26<sup>th</sup> January 2011

sustainable location adjacent to the bus station would enable potential visitors to travel to the site by public transport.

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

1. A04 – Full permission
2. C38 – Submitted plans
3. Car sales and visitor/staff parking in accordance with amended Block Plan
4. Limiting number of cars for sale on the site to 18 at any one time
5. Lighting and security lighting

**REASONS FOR APPROVAL:**

The principle of allowing vehicles on this site has been established by the 1992 appeal decision, and it is considered that car sales is an appropriate use within this District Centre location.

The proposed use would not adversely affect the visual amenities of the locality or generally be harmful to the character and appearance of this part of the District Centre. Furthermore, it is considered that the use would not detract from any proposed redevelopment of Hadley Centre.

26<sup>th</sup> January 2011

TWC/2010/0627 Ironstone Square, Lawley, Telford, Shropshire,  
Erection of a Foodstore, Nursery and Retail/Commercial units to the North of  
West Centre Way to comprise phase 1 of the new centre (Reserved Matters)

**APPLICANT**

Henry Davidson DevelopmentsLtd/Ironstone Dev  
Group

**RECEIVED**

20/10/2010

**PARISH**

Lawley and Overdale

**WARD**

Horsehay and Lightmoor,  
Lawley and Overdale

**CASE OFFICER**

Kath Whitfield

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development of a local centre, compliance with  
outline approval and design codes, design and appearance, parking and  
landscaping

**PROPOSAL:**

The proposals are for a mixed-use local centre consisting of a foodstore of  
3,287 sq m gross (1828sq m net), a further 2875sq m gross comprising 12  
small units that may be used for retail or other commercial uses such as  
restaurants, café or offices, a stand alone retail unit east of the foodstore, a  
day nursery, public house and 12 two bed flats above the shops adjacent to  
the main foodstore, 11 duplex apartments and 16 houses with associated  
landscaping and infrastructure works.

This application lies to the north of West Centre Way and forms part of a  
larger scheme for the development of a local centre at Lawley. A separate  
application has been submitted for the main infrastructure works including the  
upgrading of Gresham Drive, the provision of the new access road onto West  
Centre Way and diversion of a mains water supply. These works are  
necessary to permit the current application to be implemented. In addition  
further shops with apartments above are proposed to the north of the current  
application site as part of phases 3 & 4 for Lawley. Again further  
development, including a new primary school, is proposed south of West  
Centre Way and will come forward at a later date.

**SITE AND SURROUNDINGS:**

Lawley Square is approx 3.5 ha site located south of M54 and west of Lawley  
Drive within Lawley Sustainable Urban Extension. The Centre will straddle  
both sides of West Centre Way when it is completed. The current application  
is for part of the area north of West Centre Way and bounded by Lawley Drive  
to the west and Gresham Drive to the east. The site is currently a plateau that  
was created as part of the Primary Infrastructure works for Lawley which  
included the diversion of West Centre Way, creation of a new junction with  
Lawley Drive and other reclamation works on an area of land previously used  
for open cast mining. More recently the land has been used for grazing.

26<sup>th</sup> January 2011

There is existing residential development to the west of Lawley Drive, including Lawley Village and to the east, including Gresham Drive and south of West Centre Way around Martingale Way and the doctor's surgery. To the north, the land remains largely undeveloped up to the M54 boundary.

#### PLANNING HISTORY:

Outline planning permission W2004/0980 for Lawley Sustainable Urban Extension including 3,300 dwellings, employment/mixed-use commercial and leisure development, primary school and community centre, infrastructure works and recreational space and landscaping was granted in October 2005 following extensive consultation. This permission set out a development framework and design codes to guide future development on the site.

A reserved matters application, W2006/1414 application for Primary Infrastructure Works for new highways infrastructure, bulk earthworks, drainage and landscaping was approved in February 2007 and has been implemented. This application included the diversion of West Centre Way to its present location.

#### PLANNING POLICY CONTEXT:

National Planning Guidance  
PPS 1 –Delivering Sustainable Development  
PPS 3- Housing  
PPS 4 – Planning for Sustainable Economic Growth

Saved Wrekin Local Plan Policies  
Policy UD2 – Design Criteria

LDF Core Strategy  
CS15 Urban Design  
CS1 Homes  
CS9 Accessibility and Social Inclusion

#### CONSULTATION RESPONSES:

Lawley Parish Council has queried why there is no planning application for a community centre for the Parish Council as they were originally promised.

Shropshire Fire Service has pointed out the need for emergency access for fire service vehicles, water supplies for fire fighting purposes and sprinkler systems within commercial buildings.

Engineering Services (Geotechnics) request a condition requiring the foundation design to be first submitted and approved prior to the commencement of development.

Highways comments awaited and will be reported to Plans Board.

Drainage comments awaited and will be reported to Plans Board

26<sup>th</sup> January 2011

Contaminated land officer states that the development may be affected by former uses on the site and is requesting clarification of the geo-environmental constraints on the site.

Environmental Health comments awaited.

HCA have no objections in principle but have requested some minor amendments to the layout and boundary treatments.

Cllr Mollet considers it good news that this development is moving forward.

Neighbour consultation responses - there have been no comments from local residents.

#### PLANNING CONSIDERATIONS:

The outline planning permission for Lawley provided for a new local centre for Lawley Sustainable Urban Extension to serve the 3,300 dwellings to be constructed. As part of the planning proposals, a Development Framework Plan and Design Codes were prepared and approved. These set down principles for the design of Lawley SUE that have been adopted by the developers. The Development Framework set out areas for mixed use development around Lawley Square ie north and south of the re-aligned West Centre Way and along 'Main Street' a proposed road running almost parallel to Lawley Drive to the north and south of Lawley Square. In today's economic climate it is unlikely that all the areas allocated for mixed use development will come forward other than as housing. The current application is, however, the first phase for Lawley Square to provide a new local centre.

The Design Codes suggest that Lawley Square will be 'centred on an animated square' that will form the heart of Lawley and will be the main focal point for all of the four neighbourhoods. It should be a vibrant and active place for working, living and local shopping. The Design Codes suggest that Lawley Square will be based on perimeter blocks with active frontage on the ground floor and residential and commercial above. It requires that the perimeter blocks will be small and tight knit with active frontages onto Lawley Drive and West Centre Way. It will be designed as a pedestrian friendly place. The mix of uses should include community facilities, homes, employment space and retail facilities. There should be a wide variety of house types and range of tenures at high densities including apartments. The buildings in Lawley Square should be a minimum of 4 storeys in height. Landmark buildings and areas of key frontages were also required.

These proposals were put forward in 2003 and unfortunately the economic climate has changed considerably since then and the applicants have had to depart from the strict requirements of the Design Codes in order to make the development viable in economic terms and meet the requirements of the end users. Negotiations have been held with your officers over a period of 2 years to ensure that an urban structure can be provided that meets the key

principles of the Design Codes whilst taking account of the current economic climate and ensure that the scheme is viable to develop. For instance there is a demand for car parking for both residential and commercial users that needed to be addressed and was not apparent in the Design Codes. In addition the development has been reduced from four storeys to three storeys in height. Ward Members and the Parish Council have been kept informed of progress through regular Steering Group Meetings.

The floor space to be provided for the different forms of commercial and office use were set out in the Planning Statement accompanying the outline application but were not formally agreed as part of the permission. The applicants have provided a table that demonstrates that the foodstore is larger and there is more retail than originally proposed. In addition the proposed nursery is nearly half as large again than originally suggested. The amount of office space has been considerably reduced at this stage of the development. For comparative purposes the net sales area of the foodstore is approximately two thirds the size of the supermarket recently opened in Madeley.

The current application is the first phase of Lawley Square and is for the area north of West Centre Way. The food store is an essential part of the proposals and will be complemented by smaller individual retail/commercial units situated off a landscaped square. Apartments are located above these retail units. It has been difficult to address all the road frontages but the finalised scheme provides for a square with active frontages onto West Central Way and a well defined corner and frontage to Gresham Drive and West Centre Way to help screen the necessary service yard for the food store. The corner of Lawley Drive and West Centre Way is also addressed with mixed block of retail units and residential apartments. A children's nursery is proposed fronting Gresham Drive and partially screening the car park for the foodstore. A freestanding public house is also to be provided fronting West Centre Way and backing onto the park runs along the valley. It is felt that the site for the pub is visually separate from the main elements comprising the proposed local centre.

The whole development has been linked by a landscaping scheme to provide a high quality, sustainable and attractive environment and will incorporate high quality hard landscaping elements. The landscape design is inspired by the mining industry as a principle component of the area. It follows the discovery, geology and mining processes from Main Street and the Square, along the open space between the food store and its car park and on into the open spaces by Gresham Drive and to the north. The landscaped areas within the application site will be maintained by the developers.

The design of the buildings is contemporary in form and feel, designed to create a new modern high quality local centre. It will be constructed using a mix of brick, render and timber elements. Prominent roof pitches help to distinguish the buildings and together with glazing help to provide interest and an active frontage. First floor offices provide interest above the foodstore. The residential units have balconies overlooking the Square. It is unfortunate that the main entrance to the food store is off the car park but there is a

secondary entrance just off the Square. A small iconic building screens the service yard and turns the corner into Gresham Drive. The proposed nursery has a distinctive bright quality to reflect its use. Finally the public house is more traditional in its approach but with a contemporary twist. It has been designed to give the appearance of a building that has developed organically over time with the use of many smaller building elements.

In terms of access to the local centre, the principles were set out in the Development Framework and developed through the Primary Infrastructure works. It has, however, been decided to retain and improve the current temporary Gresham Drive link to West Centre Way. As the development is brought into use the traffic lights on the currently unused junctions on West Centre Way will be brought into operation.

In terms of sustainability the development has been designed to meet BREEAM Very Good and residential units to meet Code level 3 for Sustainable homes. The development should also meet the requirements of Secure by Design.

The outline permission requires 25% affordable dwellings and some have been designed to meet SDS standards as required. There is, however, an issue of the viability of the development having regard to the current economic climate that still needs to be resolved. The applicants have submitted a viability assessment that needs to be fully considered. This issue is covered by the S106 agreement for the whole of Lawley which is currently under discussion and any changes to this agreement will be brought back to Plans Board for consideration.

In relation to the comments of Lawley Parish Council it was agreed at the outline stage that community facilities will be provided as part of the primary school development that is likely to come forward in 2014/15 depending on building progress for Lawley as a whole. This could be similar to the facilities provided at Lightmoor.

It is considered that this is a high quality development that is broadly in keeping with the layout of the Development Framework and design and spirit of the Design Codes for Lawley SUE set out in the outline permission. Account has had to be taken of the current economic climate but it should still provide an attractive and vibrant local centre with active frontages that will be pedestrian friendly whilst accommodating the motor car. The design is modern and contemporary in appearance and addresses the main frontages of Lawley Square. Accordingly it is considered that this development should be supported.

**RECOMMENDATION:** to grant to the Head of Housing and Planning delegated authority to **GRANT APPROVAL OF RESERVED MATTERS** subject to conditions to include the matters listed below. Details of conditions will be finalised at Plans Board:

1. Time limits

26<sup>th</sup> January 2011

2. provision of details of street lighting, bins, bollards, boundary treatments etc
3. All materials including hard surfacing
4. landscaping including implementation
5. Drainage
6. land contamination (clarification)
7. Construction management plan
8. retaining walls and structures
9. foundation design
10. Highway conditions

**REASON FOR APPROVAL:**

This development forms the first phase of the local centre for Lawley as set out in the Development Framework and Design Codes that formed part of the outline planning permission for Lawley Sustainable Urban Extension. The design and layout of the proposed development is broadly in accordance with the principles set out in the Design Codes but has had to be modified to take account of the current economic climate and to meet the requirements of future occupiers. It should provide a high quality, attractive and vibrant local centre designed to meet the future needs of Lawley.

26<sup>th</sup> January 2011

TWC/2010/0638 Pigeon Box Inn, Priorslee Road, St Georges, Telford, Shropshire, TF2 9HD  
Demolition of existing public house and erection of 27no. new dwellings with associated highways and landscaping arrangements (Amended Application Number)

**APPLICANT**

Bromford Home Ownership Ltd, Mr Steve Davis

**RECEIVED**

03/11/2010

**PARISH**

St. Georges and Priorslee

**WARD**

Priorslee

**CASE OFFICER**

Valerie Hulme

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Impact on residential amenity - existing and proposed; character of the area, highway safety, and drainage.

**PROPOSAL:**

Full planning consent for the erection of 27 dwellings and associated highways works

**SITE & SURROUNDINGS:**

The site is currently a vacant public house, which is the subject of fire damage, resulting in a roofless building. The site covers approximately 0.8 hectares, comprising of the public house fronting Priorslee Road, and its amenity and parking area to the rear which is accessed to the east of the public house. There are no rights of way through this amenity area. This area of land is relatively level.

A mature hedge acts as the sites rear boundary, bordering on to agricultural fields to the north of the site. A post and wire fence acts as the sites eastern boundary adjacent to Telford Way. A number of trees on border of the site are subject to a Tree Preservation Order (2008); the most significant group is located to the east of the public house.

Residential properties abut the site's southern boundary; this includes the units to the east and west of the public house. There are a several architectural styles on this road, which includes some mid 1800's gable cottages, some post-war hipped semis and a few new build plots located close to the junction of Priorslee Road.

The site is located in close proximity to the town centre, located approximately 1.2km to the east of Oakengates Centre, and approximately 900m to the west of Priorslee centre. Facilities including Priorslee Primary School, St Georges CofE Primary School, Telford Railway Station and Central Park lie within 900m radius of the site.

**HISTORY:**

W2008/0500 Erection of 31 dwellings and highways works. Considered by Members of Plans Board on the 20<sup>th</sup> May 2009; Members resolved to grant the application subject to a S106 agreement relating to the provision of

26<sup>th</sup> January 2011

££62,127.19 towards primary education; £600 per dwelling toward Leisure and Recreation; £15,000 towards a pedestrian crossing facility; the provision of 30% affordable housing; and any know off site drainage mitigation measures. This S106 has not been signed, and consequently the application has not yet been approved.

**POLICIES:**

Telford & Wrekin Core Strategy DPD 2007

CS1 Homes

CS3 Telford

CS11 Open Space

CS10 Community Facilities

CS13 Environmental Recourses

CS15 Urban Design

Wrekin Local Plan 1995-2006 (Saved Policies)

H6 Windfall sites in Telford & Newport

H22 Community Facilities

H23 Affordable housing

UD2 Urban Design Criteria

T22 Planning Obligations

OL11 Woodland and Trees

LR6 Developers contributions to open space

PPS1 Delivering Sustainable Development

PPS3 Housing

PPG13 Transport

PPS23 Planning and Pollution Control

PPG24 Planning and Noise

PPS25 Development and Flood Risk

**CONSULTATION RESPONSES:**

**Highways:** has raised concerns with regard to some small elements – treatment of a service verge requires grass treatment rather than tarmac; corner plot 24 too close to highway, requires 0.5m set back; tight chicane arrangement between plot 7 and 17 requires amending. Awaiting amended plans

**Geotechnics:** has raised no objections subject to informatives

**Drainage:** Requests updated Flood Risk Assessment

**Land Contamination:** has raised no objections subject to conditions relating to land contamination.

**Environmental Health:** no comments

**Arboriculture:** Following receipt of an amended landscaping plan has raised no objection to the scheme subject to conditions; however concerns are made with regard to the hedgerow and post development ownership.

**Ecology:** No objection subject to informative

**Sustainability:** Requires a statement on how the proposal will be sustainable in terms of design solutions

**Strategic Housing:** has requested the provision of 30% affordable housing split between 20% social housing and 10% shared ownership, identifying an appropriate mix

**Education:** has requested a contribution of £53,292.8 towards primary education based on the revised scheme.

**Leisure & Recreation:** has requested a contribution of £600 per dwellings towards the upgrade of the nearest community used children's play / youth facility which would serve the development area.

**Highways Agency:** No objection

**The Fire Authority:** has raised no objections to the development subject to informatives

**St Georges and Priorslee Parish Council:** consider the original grounds of objection are still valid; these are:

- \* Overdevelopment of the site
- \* Lack of privacy
- \* Access and egress considered difficult and dangerous
- \* Concern over flooding from existing drainage system
- \* Loss of green space
- \* Environmental impact
- \* Summer roost bat survey should be carried out

Five individual letters of objection have been received. These raise concerns on the grounds of:

- the existing sewer capacity is inadequate, causing flooding during periods of heavy rainfall;
- developer should take account of these problems and be accountable for any future problems / expenditure with regard to drainage
- the existing road is a cul-de-sac where on street parking occurs; this impedes on visibility the road is therefore unsuitable for additional traffic private or construction;
- width of existing highway in addition to parked cars impedes on highway safety
- existing highway in poor state of repair – development will aggravate this situation;
- Plot 1's parking considered dangerous;
- Increase in noise; whilst already noise from A5 as suggested by noise survey, the survey was considered at a quiet time of day rather than during peak periods, suggesting the noise situation is worse than assessed;

- treatment and maintenance of the northern boundary hedge – to reduce the size will impact of joint owners security and issues of maintenance if 1.8m high close board fence put in front;
- concern with regard to the demolition of the pub – dust and debris impacting on local health

#### PLANNING CONSIDERATIONS:

The principle of development has been established in 2009 following the resolution by Members of Board to grant planning consent for 31 residential dwellings subject to a S106 agreement. Unfortunately the owner has not signed the agreement and the consent has not been issued; however the resolution still stands and on the agreements completion, planning permission will be issued. Since 2009 the owner has marketed the site and this application is submitted by the prospective developer. Whilst it is noted that the developer is an Affordable Housing Provider, the proposed application is for 27 dwellings, of which 30% shall be Affordable Housing and the remainder open market housing. The proposed density has been reduced from the previous approval to 21 dwellings per hectare.

The site outlined for development has no formal allocation in the Wrekin Local Plan, nor is the building considered a building of local interest; subsequently the site can be considered for residential development in accordance with Windfall policy H6. The development site covers approximately 0.8ha within 220m of a regular bus route, and in close proximity to the town centre. It is therefore considered that the proposal is located in a sustainable area.

The proposal will replace the derelict public house, and develop the associated grounds which provided parking and amenity area for this use. There are no rights of way through the site, nor does its current condition provide any form of amenity to the surrounding area. The only note worthy elements of the site are a group of mature lime trees to the east of the public house and a sycamore tree to the rear of 1 Freestone Terrace, which are subject to TPO's. In addition a mature hedge provides a soft natural boundary to the development site. These constraints have influence the layout and design of the scheme, in addition to the areas of noise constraints, and the character scale and form of surrounding properties which adjoins the site as described in the following paragraphs.

The access to the site is via Priorslee Road, through the existing public house access. The location of the access has been dictated by the root protection area of the Lime trees, and the need for the development to have a presence on Priorslee Road, allowing the development to form part of the street scene through an active frontage provided by plot 1. A secondary access to the development from Telford Way is not required nor would be supported as this would prejudice the safety and free flow of highway users. The proposed access is considered acceptable. Amendments are awaited to amend plot 1 to a hipped unit, reflecting the character of the adjacent units on Priorslee Road.

Within the centre of the site, dwellings run east to west facing inwards, this provides a back to back relationship with the proposed dwellings plot 2-12

with the existing dwellings of Freestone Terrace, Priorslee Road. The scale and design of the proposed dwellings have taken into account of that of the existing units to ensure that the proposal respects and reinforces the character of the existing properties, and does not have an adverse effect on residential amenities by virtue of outlook, loss of light and overlooking. Amendments are awaited for plots 2&3, increasing the distance separation of the corner turner's rear elevation with the rear boundary, reducing the impact of overlooking. Amendments are also awaited for plot 12 and 13, providing additional windows to side elevations to ensure the adjacent car park is adequately overlooked.

Plots 19-26 run north to south adjacent to Telford Way; this is the main amendment to the previous scheme. The two blocks of apartments have been removed from the scheme, removing the three storey focal point around the central access. Furthermore the emphasis of the development to Telford Way has been reduced, by the detachment of plots, and the introduction of rear amenities bounded by brick walls for plots 22 and 23. The agent considers as there is no view or footpath crossing to Telford Way the previous approach was not warranted. Your officers do not agree with this approach, which was carefully considered and negotiated on the previous application; furthermore the adjacent development on the northern site is anticipated to link with this development forming an active street scene to Telford Way. Whilst officers do not agree with this approach, it is not considered sufficient to warrant a refusal.

The Acoustic Report submitted outlines the Noise Exposure Categories (NEC's) for the site. This indicates that 10m of site adjacent to the eastern boundary along Telford Way falls within NEC D; moving westward to the centre of the site, falls within NEC C; and the western half of the site falls within NEC B. PPG 24 specifies the criteria for development within noise sensitive areas. This considers that development in NEC B should take account of noise constraints and where appropriate impose conditions to mitigate against noise; within NEC C planning permission should not normally be granted, however where considered appropriate conditions for mitigation measures should be imposed; within NEC D planning permission should normally be refused. Consequently the submitted layout does not include any dwellings within NEC D. The Acoustic report recommends noise mitigation scheme for the submitted layout by Bromford Housing; this includes, acoustic glazing and acoustic ventilation to the units of appropriate specification dependent of the NEC. Acoustic fencing is also recommended to the rear and side boundaries of dwellings to protect external amenity areas. Such remediation is considered appropriate, in compliance with PPG24.

Concerns have been raised by your officers with regard to the established hedgerow and the proposed boundary fencing. It is considered that the fences on the western boundary for plots 13-14 and 27, are not required and the hedgerow should form part of the rear boundaries; again this is required for plots 15- 18, however the Acoustic specialist has suggested that an acoustic fence is required to rear amenities of these properties. As the proposal is to sit adjacent to a residential development to the north, it is

considered these are not required, but area subject to this development occurring. Subsequently it is recommended that this is controlled by condition, to instate the fence prior to occupation if the site to the rear has not been developed, and the ability to remove this if development has occurred, allowing the occupant to benefit from the established boundary hedge.

The previous application attracted a number of objections on the grounds of drainage, due to localised flooding from drains during heavy rainfall; this resulted in a resolution from Board to include offsite drainage alleviation measures in the S106. Following this resolution, Severn Trent Water discovered a collapsed manhole cover which had reduced surface water drainage by 60%, resulting in flooding to a number of properties. Subsequently it should be noted that the number of objections has greatly reduced. An updated Flood Risk Assessment has recently been received and further comments from the Drainage Engineer are awaited.

With regard to contamination, whilst the site has been previously developed, it is considered the level of contamination is relatively low. It is therefore accepted that remediation of any contamination issues can be adequately conditioned. In compliance with Policy H6 your officers are therefore satisfied that the development can be adequately accessed, provide sufficient parking, be adequately drained, remediated of any contamination, located in a sustainable area and would not have an adverse impact on the local environment by virtue of its use or the proposed design.

Policy UD2 and CS15 require developments to be of a high quality, respecting and reinforcing the character of the area surrounding. It is considered that the proposed development responds positively to the context, both visually and functionally and enhances the quality of the local environment. It is also considered that the proposed scale, layout, design, access, parking arrangements and landscaping will produce a positive spatial structure, integrating with the wider setting of the area. Consequently it is considered that the proposal complies with these policies.

Policy H22 requests contributions towards community facilities. A request for £53,292.80 towards primary education has been accepted by the developer.

Policy H23 specifies the criteria for affordable housing, on sites of 0.5ha or 15 units or more; the proposal meets this threshold. A request of 30% affordable housing has therefore been made to the developer, split between 20% Social housing and 10% shared equity. The developer has recently agreed to the provision of 30% affordable housing provision; however the mix and tenure of housing is yet to be agreed. This is to be confirmed at Plans Board.

Policy LR6 requests the provision of outdoor recreational play facilities on new residential development. The proposal does not meet the requirements to provide onsite play facilities; consequently a request for £600 per dwelling towards the upgrade of play facilities in the immediate area has been requested and agreed by the applicant.

Policy T22 requires developments where necessary; to provide the necessary improvements to meet the transport needs of the development. The need for a crossing has been identified on Telford Way, and subsequently a request for one third of the proposals estimated cost has been requested, totaling £15,000. This has been agreed by the applicant.

In conclusion it is considered that the proposal complies with the adopted Core Strategy, the relevant saved Local Plan Policies and relevant national planning guidance.

RECOMMENDATION: Subject to the applicant entering into a Section 106 agreement to provide financial contributions for £53292.80 towards primary education; £600 per dwelling toward Leisure and Recreation; £15,000 towards a pedestrian crossing facility; and the provision of 30% affordable housing (of an appropriate mix and tenure), then delegated authority is granted to the Head of Housing & Planning to GRANT PLANNING PERMISSION subject to the following conditions:

- 1) A4 Time limit full
- 2) B06 Samples of Materials
- 3) B07 Sample Brick Panel
- 4) B11 Details of Windows and doors
- 5) Non Standard Details of enclosures, including boundary wall to plot 22 & 23
- 6) B17 Landscape management plan
- 7) B18 Landscape Maintenance
- 8) Non Standard details of all road and footway construction, street lighting, drainage including longitudinal sections and a satisfactory means of draining the road before commencement
- 9) B23 On site Construction
- 10) B24 Mud on Road
- 11) B30 Contaminated land
- 12) Non standard Drainage details to be carried out in accordance with the FRA
- 13) Non standard Tree protection method to be carried out in accordance with the Arboricultural report and amended plan
- 14) Non standard Noise mitigation measures to be carried out in accordance with the Acoustic report
- 15) Non standard Acoustic fence and hedge boundary to north
- 16) C10 Hedge Protection
- 17) C12 Landscape implementation
- 18) C20 Parking, loading and turning
- 19) C21 visibility splays of 2.4m x 40m
- 20) C38 Development in accordance with plans
- 20) D01 Removal of Permitted Development Rights.
- 21) D03 Domestic garages

Informative relating to S106 agreement, ecology, contaminated land

#### REASONS FOR APPROVAL:

The proposed housing development is acceptable as it constitutes the redevelopment of a previously developed site in the urban area. The traffic

26<sup>th</sup> January 2011

movements generated by the development can be accommodated without detriment to highway safety. The scale, mass, design of the proposal are acceptable and in keeping with the surrounding area. There will be no adverse impact on residential amenities. A section 106 agreement will ensure there is no adverse impact by virtue of flooding, and will secure the appropriate level of affordable housing provision, and adequate contributions towards education, leisure and recreation, and highways to mitigate against the increased population provided by the development.

26<sup>th</sup> January 2011

TWC/2010/0705 Land at Wildwood, Woodrows, Woodside, Telford, Shropshire Construction of additional on-street parking spaces and additional lay-by parking

**APPLICANT**

Telford and Wrekin Council

**RECEIVED**

24/11/2010

**PARISH**

Madeley

**WARD**

Woodside

**CASE OFFICER**

Valerie Hulme

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Principle of change of use, Highways issues, Impact on residential amenity.

**THE PROPOSAL:**

This is a Council application which seeks planning consent for the creation of 40 additional parking spaces throughout Woodrow's, Wildwood and Woodside Avenue. The application is part of a larger regeneration scheme which seeks to enhance this residential area and includes the alterations to several footpaths in the area.

**THE SITE AND SURROUNDINGS:**

The application site comprises of 7 smaller areas of land within the vicinity of Wildwood and Woodrow's. Each site is located in an area of open amenity, in close proximity to residential properties and existing parking facilities.

The residential estate is 'Radburn' in design, which is typified by the backyards of homes facing the street and frontages facing rear amenity areas. The majority of garages and parking facilities front the highway, dominating the street scene.

It is evident that a number of vehicles mount the pavements and park on grassed area to the front of their properties due to lack of parking facilities; causing considerable damage to the lawned surface which is maintained by the Council.

**CONSULTATION RESPONSES:**

Madeley Parish Council: Supports the proposals for the second phase of Woodside North Regeneration.

Highways: Originally raised concerns with regard to the distance behind spaces; this has now been amended to provide 6m behind each space and subsequently supports the application.

Environmental Engineers: No Comments

Objections have been received from 3 neighbouring properties, which raise concern to the development on the grounds of:

26<sup>th</sup> January 2011

- Safety – proximity of cars to houses; cars set on fire in the area, moving these closer to dwellings is a safety concern.
- Parking spaces will create alleys; lead to areas of drug dealing;
- Noise disturbance;
- Proposed trees will reduce surveillance;
- People are lazy, provision of extra spaces does not imply these will be used;
- Loss of footpath;
- Car parking is adequate;
- Rather purchase land individually and erect own allocated garage;
- Is there sufficient room to manoeuvre in / out of spaces?

#### PLANNING HISTORY:

No relevant planning history.

#### POLICY CONTEXT:

PPS1 Delivering Sustainable Development

#### Core Strategy:

CS5 District and Local Centres in Telford

CS8 Regeneration

CS15 Urban Design

#### Wrekin Local Plan:

UD2 Design Criteria

#### PLANNING CONSIDERATIONS:

The proposed development site mainly comprises of 'white land'; however the 4 parking spaces adjacent to Woodside Avenue is the only area protected by 'Green Network' designation.

The proposal, whilst providing 40 additional spaces overall, is scattered throughout the residential area, providing 3 -9 vehicle spaces in any one area.

The proposal will increase highway safety by allocating specific parking areas, and there by reducing the level of on street parking. The proposals are in close proximity to the proposed residential users relating well to the surroundings. Whilst it is noted one area of parking is protected by green network designation, the proposal will only pocket a small slither adjacent to the highway where on street parking is common; by reducing the level of on street parking the proposal will improve highway safety on this main access road and subsequently is considered acceptable.

Whilst neighbour comments are noted, planning cannot control the level of vandalism which currently occurs; however it can ensure that any proposal has natural surveillance to ensure that crime is designed out. In this regard the proposals are located in areas which are naturally overlooked by adjacent properties. The proposal does not include any fencing around these spaces, and therefore does not create any alley ways where anti social behaviour could occur. With regard to concerns over noise disturbance, the proposal

26<sup>th</sup> January 2011

forms small areas of additional parking which are located adjacent to existing parking area; subsequently the proposal will not increase the level of noise already associated with these areas. In this regard it is considered that the proposal will not have a detrimental impact on the residential amenities of the surrounding properties.

In conclusion it is considered that the proposed development will improve the visual amenities of the surrounding area and improve highway safety by reducing on street parking. Furthermore the proposal will not have a detrimental impact on the surrounding residential area. Consequently the proposal complies with and Core Strategy Policies CS8 & CS15 and Wrekin Local Plan Policy UD2.

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

1. A04 Time limit
2. C38 Development in accordance with plans

**REASON FOR APPROVAL:**

The proposed parking will reduce the level of on street parking, increasing highway safety and the visual amenity and character of the surrounding area. The proposal will not have a detrimental impact on residential amenities.

26<sup>th</sup> January 2011

TWC/2010/0778 30 Haygate Road, Wellington, Telford, Shropshire, TF1 1QE  
Change of use of retail unit (A1) to community boxing club (D2)

**APPLICANT**

Mrs Sherrel Fikeis

**RECEIVED**

13/12/2010

**PARISH**

Wellington

**WARD**

Haygate

**CASE OFFICER**

Valerie Hulme

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Principle of change of use, Highways issues, Impact on residential amenity

**THE PROPOSAL:**

The application seeks planning permission for change of use of half of the existing vacant retail unit (use class A1, formerly Cartridge World) to a Community Boxing Club (use class D2) at 30 Alexandra Road in Wellington.

**THE SITE AND SURROUNDINGS:**

The application site comprises a detached single storey modern flat-roofed red brick building with vehicular access off Alexandra Road and small parking area for approx. 5 vehicles. The building is set back from the highway and at a slightly lower level to Haygate Road. It is bounded by c.1 metre high metal railings and there are a number of established trees on the boundary of the site.

The site is located approximately 180 metres to the west of Wellington District Centre in a mixed residential and commercial area comprising various facilities: to the north a plumbing centre sits adjacent to the site on Alexandra Road and public house, social club, dry cleaners, hair salon, Telephone Exchange, carpet retailer and Tesco Express are located along Haygate Road towards the District Centre to the east. The application site is on the edge of the commercial area and Alexandra Road acts as the boundary separating the residential area to the west and the commercial premises. Haygate Road is on a main bus route and the site is accessible by a variety of transport modes.

**CONSULTATION RESPONSES:**

Wellington Town Council objects on the grounds of:

- inappropriate use in a largely residential area,
- possible long opening hours causing disturbance to residents and
- lack of parking facilities due to the approval of the adjacent Martial Arts Centre.

Highways: On site observations suggest the existing car park can accommodate 6/7 vehicles. Using PPG13 parking standards, a reasonable amount of parking for these retail units could be 12/14 spaces. PPG13 parking guidance for a leisure facility as proposed and including the adjacent

26<sup>th</sup> January 2011

martial arts unit is 10/11 spaces. This is therefore in line with what should be expected as the existing permitted retail use. Subsequently no objection is raised to the proposal. It should also be noted that there are free public car parks within approx 300m of the site.

One letter from local consultation has been received; this raises objections on the grounds of:

- \* Insufficient parking for the approved martial arts centre; proposal will further exasperate the problem,
- \* Off street parking limited to 5 spaces, which will be shared by both clubs. Subsequently on street parking on Alexandra Road will be considerably exacerbated

#### PLANNING HISTORY:

W2002/0567 Provision of 5 No. Car Parking Spaces (Amended Plans Received), Full granted, dated 28.08.02

Attached unit:

TWC/2010/0409 Change of use of retail shop (Use Class A1) to Martial Arts Centre (Use Class D2). Approved by Members of Plans Board October 2010.

#### POLICY CONTEXT:

PPS1 Delivering Sustainable Development

Core Strategy:

CS5 District and Local Centres in Telford  
CS10 Community Facilities  
CS15 Urban Design

Wrekin Local Plan:

UD2 Design Criteria

#### PLANNING CONSIDERATIONS:

The proposal comprises the change of use of the existing retail unit to a community boxing centre.

The Wellington Amateur Boxing Club is a 'community-led' organisation aimed at providing positive activities linked to Boxing, for Young People in Wellington. The Club has been formed following community engagement which identified that the College Ward lacked positive activities for young people within the area; the Club also identified a number of residents that currently travel outside of the Borough to train in similar facilities in Shrewsbury. The Club is supported by Richie Woodhall (Olympic and Commonwealth medal winner), who has been appointed as lead Coach and Chair of the Boxing Club. The club is applying for Charitable Status and as such will be a non profit organisation.

Through the use of Boxing, the Club aims to address issue relating to anti-social behaviour and community safety within the Wellington area. The use of positive activities and sports such as boxing, play a valuable role in providing

diversionary activities for Young People. It is anticipated that the discipline and training required to take part in Boxing will help to contribute to the health and wellbeing of those who participate within the Club.

The application form identifies there will be one part time employee; however it is envisaged that Local Residents will run the Club developing their skills in relation to running a community-led organisation, and developing their Coaching skills.

It is envisaged that the club will run 5 evenings per week with two morning sessions on a Saturday morning; there may also be some scope for training sessions during the school holidays, and consequently the proposed hours indicated on the application form state 10am to 9pm Monday to Friday, 10am to 2pm Saturday with no training Sunday or Bank Holidays catering for the occasional school holiday day sessions. It should also be noted that the adjacent unit hours of operation were 9am to 9pm Monday to Friday, 9am to 6pm Saturdays and 10am to 4pm on Sundays. Subsequently it is considered that the proposed hours of use are acceptable.

The Town Council and neighbour comments are noted; however the Council's Highways Engineer has raised no objections to the proposal as it does not alter the existing access nor reduce the car parking facilities and the site is a highly accessible location close to the District Centre and associated public transport, public car parks, and within walking distance of a bus route with a regular service. Haygate Road has a mix of residential and commercial uses, and whilst it is noted that this is a sensitive location close to established housing, it is considered that the proposed use will have no further adverse impact on adjoining residential amenity than the existing retail use which has no controlled hours of operation, in terms of vehicle movements, noise and disturbance.

In conclusion, it is considered the principle of the change of use from retail to a Boxing Club is acceptable in terms of the location of the unit and the scale of the activities, with the creation of a new community facility on the edge of Wellington District Centre. The proposal will not have an adverse impact on the amenities of neighbouring residential properties or with regard to highway safety. Accordingly the proposal complies with Policy CS5 & CS10 of the Core Strategy

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

3. A04 Time limit
4. C38 Development in accordance with plans
5. Hours of use
6. Restriction on alternative uses – Boxing Club only, no other uses within D2

**REASON FOR APPROVAL:**

The principle of the change of use from retail to the Community Boxing Club is considered acceptable with regard to the location and scale of activities at the

26<sup>th</sup> January 2011

site, which will create of a new community facility on the edge of Wellington District Centre. The proposal will not have an adverse impact on neighbouring residential amenities or to other highway users.

26<sup>th</sup> January 2011

TWC/2011/0013 Land at Old Park Road, near Mossey Green roundabout, Old Park Way, Old Park, Telford, Shropshire, TF3 5DA  
Prior Notification under Part 24 for erection of a 14.8m high telecommunications monopole with 6no. antennae and equipment cabinet to replace existing 14m high monopole with 3no. antennae

**APPLICANT**

Vodafone Ltd

**RECEIVED**

07/01/2011

**PARISH**

Lawley and Overdale

**WARD**

Lawley and Overdale

**CASE OFFICER**

Phil Baker

OBJECTIONS RECEIVED: No.

MAIN ISSUES: The siting and appearance of the telecommunications installation and its visual impact on the surrounding area.

**THE PROPOSAL:**

This is an application for a determination as to whether prior approval will be required in relation to the siting and appearance of a 14.8 metre high slim line telecommunications monopole.

The application involves replacing the existing 14 metre high Vodafone monopole accommodating 3 antennae with a slightly higher 14.8 metre high monopole accommodating 6 antennae, which will provide 02 and Vodafone with coverage in the surrounding area. (When the application was first registered it was mistakenly stated that the existing monopole is 12 metres high). All the antennae are contained within a smooth circular sheath, which will be fatter than the existing sheath to accommodate the additional antennae.

There would also be a new ground equipment cabinet measuring 1.58m in length, 0.38m in width and 1.35 metres in height. The monopole and the equipment housing would both be coloured grey to match the existing equipment.

The applicants have stated that the proposal is required in order to increase 2G network capacity to the Old Park/Rock area and also provide 3G coverage.

**SITE AND SURROUNDINGS:**

The site lies within the grass highway verge immediately to the south of the Mossey Green Roundabout on the eastern side of Old Park Way, Old Park.

**PLANNING POLICY CONTEXT:**

Wrekin Local Plan Policy T21: Telecommunications.

This policy emphasises the requirement to balance the need for telecommunication systems with the need to minimise the proposal's visual impact on the surrounding area. Evidence should be provided to show that

every effort has been made to erect the apparatus on existing buildings, masts, and other structures, and to share apparatus with other operators.

In May 2009 the Council adopted a Supplementary Planning Document titled 'Telecommunications Development' which provides guidelines relating to the Council's planning approach towards telecommunications development in the Borough. The key points of this document are as follows:-

- The Council should not question the need for the telecommunications system which the proposed development is to support.
- Operators are expected to undertake pre-submission discussions with the Council, Parish Councils, and other residential groups to discuss service objectives, technical constraints, and environmental implications. Discussions should also be held with schools and nurseries if they are within 200 metres of the proposed development.
- Mast sharing is encouraged and full consideration should be given to using existing buildings and structures.
- Telecommunications development should take into account the height of the site in relation to surrounding land, the existence of topographical features and vegetation, and the effect on the skyline or horizon.
- Monopoles and their associated ground equipment should be painted in an appropriate colour to mitigate the visual impact of the installation.
- All applications must include an ICNIRP Declaration that the electromagnetic emissions from a mast or monopole will be in compliance with the ICNIRP guidelines for public exposure.
- 'Slimline' monopoles may be acceptable in residential areas, provided they are not unduly prominent in the street scene and are in keeping with the scale and appearance of the existing street furniture. The installation should not add significantly to the existing street 'clutter'.
- Operators will be expected to examine alternatives to establishing new masts, including the use of existing buildings.
- The proximity of telecommunications installations to residential property is not a material planning consideration unless it would have a significant impact, due to its siting and appearance, on visual amenity.

#### Planning Policy Guidance Note 8: Telecommunications (PPG8)

This sets out the Government's policy for the planning of telecommunications development. PPG8 encourages local planning authorities to respond positively to telecommunications proposals while protecting the environment from visual intrusion.

#### ODPM: Code of Best Practice on Mobile Phone Network Development.

The Code provides practical advice on the siting and design of telecommunications development in order to minimise the environmental impact of installations.

#### CONSULTATION RESPONSES:

To date no consultation responses have been received.

#### PLANNING CONSIDERATIONS:

This is a telecommunications determination application and therefore the decision whether to give or refuse prior approval must be based on the siting and appearance of the installation.

The existing monopole and its associated ground equipment cabinets are situated on the open grass verge adjoining the Mossey Green Roundabout. There are numerous 12 metre high street lights along Old Park Way and around the Mossey Green Roundabout, and the nearest residential property is approximately 65 metres from the proposal site.

The applicants have stated that when they look to provide a new or enhanced telecommunications facility they always look to upgrade the existing mast or pole before exploring other options. In this particular case the applicants established that from a technical point of view the existing O2 installation was a suitable location to provide the required level of 3G coverage for both O2 and Vodafone. (A pre-application consultation letter was sent to the Council in October 2010 but the applicants have stated that this consultation exercise was not extended to other interested parties because only a replacement pole was being proposed).

On the basis that the proposal was the replacement of an existing pole, and that it was a mast sharing opportunity, the applicants have confirmed that no other telecommunications installations, buildings, and other structures within the required coverage area were considered.

The proposed pole would be marginally higher than the existing structure, and it would need to be slightly wider than the existing installation in order to accommodate the three extra antennae. By utilising an existing installation, albeit with a fatter profile, the current proposal will reduce the need for additional street furniture, and prevent the proliferation and introduction of new masts into the wider area. The column will retain its slim-line profile, with its shrouded antennae, in order to minimise the visual impact of the development.

The replacement monopole would not be significantly visually different from the existing monopole, and therefore would not be an alien feature in the street scene, nor significantly visually intrusive. Its location within the grass highway verge will not form an incongruous or unduly prominent feature on the skyline or on the street scene. There is no fenced compound proposed, and it is normal to find various types of electrical equipment cabinets and relay boxes alongside urban roads. Therefore the overall impact of the installation on the street scene is considered to be acceptable, taking into account that there is a similar structure in location already.

There is much public concern concerning the possible adverse health impacts of telecommunication development. However consideration of this application should follow the advice given in PPG8. Paragraph 98 states: *“it is the Government’s firm view that the planning system is not the place for determining health safeguards. It remains central Government’s responsibility*

*to decide what measures are necessary to protect public health. In the Government's view, if a proposed mobile phone base station meets the ICNIRP guidelines for public exposure it should not be necessary for a local planning authority, in processing an application for planning permission or prior approval, to consider further the health aspects and concerns about them."*

The requisite ICNIRP certificate has been submitted with this application which confirms that the site and the proposed emissions would comply with the appropriate guidelines. Recent High Court and Court of Appeal decisions in relation to planning appeals for telecommunications equipment have established that when evidence is submitted to confirm that an installation falls within the ICNIRP guidelines, that a perception of fear or concerns about health issues do not provide justification for a Council to refuse an application.

Therefore, the proposed replacement monopole is considered an acceptable installation in this urban residential area, where the appearance of a slimline monopole would not detract from the character of the area, or be significantly different from the pole it will replace. The siting and design of the proposed development will ensure that there is no adverse impact on the character and appearance of the locality and the general street scene, and the mast sharing will help reduce the need for more masts in the area. Furthermore, proximity to dwellings is not a planning issue provided that the application includes an ICNIRP Declaration regarding emissions, which this application does, and that the installation satisfies normal planning considerations regarding the siting and appearance of development.

**DETERMINATION:**

The proposed 14.8 metre high slim line telecommunications monopole does not require a full planning application, and therefore **prior approval is given** for the siting and appearance of the telecommunications installation and its permitted development rights are hereby confirmed