

TELFORD & WREKIN COUNCIL

PLANS BOARD

18th January 2012

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TWC/2011/0816 St Matthews C of E Primary School, Church Road,
Donnington, Telford, Shropshire, TF2 7PZ
Extension to existing timber demountable building

APPLICANT

Telford & Wrekin Council

RECEIVED

04/10/2011

PARISH

Lilleshall, Donnington and Muxton

WARD

Muxton

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Visual impact, design & loss of outdoor recreational space

THE PROPOSAL:

This is a Council application for an extension to the existing timber demountable building, located south of the main school buildings, to create further classroom space. The proposed extension will be constructed of vertical tongue and groove timber boarding, coated with wood stain to match the existing timber structure. The proposed flat roof will be sealed with felt roofing, coloured green to match the roof of the existing building. The windows and doors will be aluminium double glazed units.

The extension is to be erected off the existing demountable building located south of the main school buildings and will therefore encroach into the existing playing fields.

SITE AND SURROUNDINGS:

St Matthew's Church of England Primary School is located on Church Street in the centre of Donnington, in a predominantly residential area. The school site is partly screened by trees, hedging and fencing.

The application site comprises a traditional school premises built in the early 1960's with various extensions and demountables being added over times. The roofs are a combination of a flat and pitched roof construction. Pedestrian and vehicular access is off Church Street. Car parking is to the western boundary and a large sports field is located to the south of the school buildings.

PLANNING HISTORY:

W2003/0308 - Erection of a canopy and extension to existing hard play area
- Full Granted (10/09/2003)

W2004/1403 - Erection of a single storey extension - Full Granted
(15/12/2004)

W2010/0165 - Provision of additional tarmac hard play area - Full
Granted (23/04/2010)

PLANNING POLICY CONTEXT:

PPS 1 - Delivering Sustainable Development
PPS17 - Planning for Open Space, Sport & Recreation
Draft National Planning Policy Framework

Saved Wrekin Local Plan Policies
Policy UD2 - Design Criteria

LDF Core Strategy
Policy CS10 - Community Facilities
Policy CS15 - Urban Design

CONSULTATION RESPONSES:

Lilleshall, Donnington & Muxton Parish Council: No Objection/Comment:
Resolved – to have no objection to this application but in future the Education
Authority should consider erecting permanent buildings as demountables are
cold, soulless and demoralising.

Drainage: Support subject to conditions: B33 (Foul & Surface Water) and
B35 (Soakaway Test)

Geotechs: Support subject to informatives – I17 (Minerals Area) & I20
(Contaminated Land)

Highways: No Objection

Sport England: Object

A site notice and 56 direct neighbour letters have publicised this application
however no further comments have been received.

PLANNING CONSIDERATIONS:

Policy UD2 provides guidance to assess whether or not proposals are of an
appropriate design quality and relate positively to their context. It advises the
Council to assess proposed development in relation to its scale, massing,
form, density, orientation and layout, proportions, materials, landscape
elements, access, parking and spatial quality. Moreover, policy CS15,
amongst other issues, states that development will assist in creating and
sustaining safe places, positively influencing the appearance of the local
environment. National guidance contained in PPS1, asserts that development
should be of high quality design, respond to local context and should reinforce
local distinctiveness.

This application relates to an extension of the existing timber demountable
building, located south of the main school buildings, to create further
classroom space. The extension will be situated on land currently used by the

primary school for recreational playing fields. The proposed extension will be constructed of vertical tongue and groove timber boarding, coated with wood stain to match the existing timber structure. The proposed flat roof will be sealed with felt roofing, coloured green to match the roof of the existing building. The windows and doors will be aluminium double glazed units. It is considered that the proposed extension is acceptable as it is modest, in-keeping with the design of the existing structure and as it is set amongst several existing buildings it will not be overbearing or obtrusive.

Policy CS10 inter alia, asserts that new community facilities or improvements to existing community facilities to meet the needs of local residents will be supported.

The enhanced provision of these school community facilities is therefore compliant with policy CS10.

The proposed extension involves building over part of the existing playing field which is currently laid out as a running track and a football pitch. The agent has confirmed that the laid out sporting facilities can be easily realigned and will not therefore be lost as a result of this extension. Whilst a small section of the playing field will be lost it is considered that this is not valuable useable playing area and therefore officers consider that the development will not have an adverse impact on the school's outdoor recreation area.

The proposed extension will result in the loss of a small part of the existing playing field however the agent has advised that all current facilities can be maintained within the site through the relocation of the running track and sports pitch and the agent therefore considers that the loss will not be significant and adequate provision of external hard and soft pitches is retained.

PPG17 acknowledges that open spaces, sport and recreation all underpin people's quality of life. In advance of an assessment of need, local authorities should give very careful consideration to any planning applications involving development on playing fields, where a robust assessment of need in accordance with this guidance has not been undertaken, planning permission for such developments should not be allowed unless:

- i. the proposed development is ancillary to the use of the site as a playing field (e.g. new changing rooms) and does not adversely affect the quantity or quality of pitches and their use;
- ii. the proposed development only affects land which is incapable of forming a playing pitch (or part of one);
- iii. the playing fields that would be lost as a result of the proposed development would be replaced by a playing field or fields of equivalent or better quantity and quality and in a suitable location;
- iv. the proposed development is for an outdoor or indoor sports facility of sufficient benefit to the development of sport to outweigh the loss of the playing field.

Sport England also has guidance and criteria for considering applications against.

However, Sport England have raised a statutory objection. They do not agree with the agent's view that the school's sports pitch facilities would not be adversely affected by the proposed extension. They consider the proposed development will have an impact on the potential of the playing field to be used for different sporting activities and will have a detrimental impact on the flexible use of the playing field to meet changing sporting needs, now and in the future.

Officers consider that the agent has fully explained how the existing sports facilities will remain unaffected through the repositioning of the facilities however this has not overcome Sport England's objection. In summary, Sport England continues to object to the application on the basis of potential damage to sporting activity at the site. With this in mind the proposed development in its current form is deemed contrary to PPG17.

Nevertheless, it is considered that the proposed development is an improvement to the facilities currently provided at the school; the proposed development is sympathetic to the original style of the school and therefore will have an adverse impact upon the character and appearance of the school or the wider landscape. Officers also consider that the loss of a relatively small area of playing field that is not part of a formal useable pitch will not result in a significant loss of playing field provision.

If the Local Planning Authority is minded to grant planning permission despite Sport England's objections then the LPA must refer the application to the Secretary of State. Officers consider that providing the concerns raised by Sport England, over the loss of the area of the playing field are satisfied and overcome, then it is recommended that delegated authority to the Head of Housing & Planning is given to grant planning permission subject to conditions.

RECOMMENDATION: Refer to the Secretary of State and subject to Sport England withdrawing their objection with regards to the loss of an area of the sports pitch, delegated authority is given to the Head of Housing & Planning to **GRANT PLANNING PERMISSION** subject to the following conditions:

1. A04 Time limit
2. C38 Development in accordance with plans
3. B33 Foul & Surface Water`
4. B35 Soakaway Test
- I17 Minerals Area
- I20 Contaminated Land

REASON FOR APPROVAL:

The proposed development is considered to be acceptable and will have a positive impact on the amenity of the school and no adverse impact on the character and appearance of the school or the surrounding area. There will be no adverse impact upon the car parking provision or the residential amenity, and no useable sports pitch is lost.

TWC/2011/0878 Faccenda Factory, Hortonwood 60, Hortonwood, Telford, Shropshire.

Erection of an extension to the existing factory

APPLICANT

Faccenda Group

RECEIVED

30/09/2011

PARISH

Hadley and Leegomery

WARD

Hadley and Leegomery

OBJECTIONS RECEIVED: No.

MAIN ISSUES:

Principle of development in the Green Network, ecology and bio diversity, impact on TPO'd trees, design and appearance, highway safety, economic growth.

THE PROPOSAL:

This is full application for the erection of a 13,490 sq.m extension to the existing 6258sq.m. factory at Hortonwood 60, including additional office and factory space, plant rooms, parking, improved HGV circulation routes, electricity output for refrigerated lorries, acoustic fencing and landscaping. Faccenda currently employs 453 workers which will increase to 800 when the extension is completed.

SITE AND SURROUNDINGS:

The site is designated for employment use in the Wrekin Local Plan except for a roughly rectangular shaped area of Green Network measuring approximately 47x15m situated to the north of the site. The bottom south east corner of this Green Network are will be developed to provide the new one-way HGV circulation route and the very corner of the new factory store room.

Faccenda Group is a successful, privately owned UK business and has been a leading supplier of fresh chicken products into the UK Market for over 40 years. Established by Robin Faccenda in 1962, the fully integrated business employs approximately 1700 people across the UK in hatcheries, farms, feed mills and processing plants. The company has a large range of customers, including the major supermarket chains.

The success of the business model is based on providing high quality, affordable chicken and great levels of service to their customers. They do this through living their values, investing in their people, utilising the latest technology and being uncompromising in their commitment to quality and food standards.

Through their Telford factory, the Faccenda Group portion and pack chicken ready for distribution to supermarkets or to the catering industry. From Telford, chicken portions are currently dispatched to another of Faccenda's facilities at Dudley, for further processing and preparation. From Dudley

portions are then transported back to Telford for final packaging and distribution. The purpose of the proposed factory extension is to integrate the activities carried out at Dudley into the Telford facility, thus making Faccenda's business more efficient and also more sustainable.

To facilitate the consolidation of the Telford and Dudley plants, it is proposed to build a linked attached extension to the east of the existing factory. The extension will accommodate new cutting and portioning lines, chilled despatch warehousing and new administration and staff facilities

The application site comprises 4.88 hectares and is a large modern factory unit located on a large modern industrial estate comprising similar units. The visitor & staff car parking area is at the front (south) of the building and accessed off Hortonwood 60 and the service yards and lorry parking are located to the left (west) and rear (north) of the existing building and accessed off Hortonwood 65.

The existing building comprises two storey offices and reception at the front clad in white panelling with a flat roof, the rear factory element is 2½ storeys in height and is white with blue profile cladding above and has a duo pitched roof.

The land which is the subject of this application comprises a grassed area containing numerous trees (including ones which are TPO'd and shrubs and is bounded by post and wire fencing in front of earth bunding. There is an existing HGV access off Hortonwood 65 and the provision of another vehicular access off Hortonwood 50. The factory side of the site is bounded by 2.0m palisade fencing and the office side of the site comprises post and wire fencing.

PLANNING HISTORY:

W2005/1491 erection of a single storey side and rear extension to provides additional office accommodation FG on 03.02.06

W2007/0596 Erection of a smoking shelter FG on 03.07.07

W2009/1071 Erection of a new modular office building and erection of 3.04m high fencing and gates FG on 09.02.10

PLANNING POLICY CONTEXT:

National Planning Guidance

PPS 1 Delivering Sustainable Development

PPS4 Planning for Sustainable Growth

PPS9 Biodiversity and Geological Conservation.

PPG 13 Transport

PPS24 Planning and Noise

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
OL11 Woodland and Trees

LDF Core Strategy

CS2 Jobs
CS9 Accessibility and Social Inclusion
CS11 Open Space
CS13 Environmental Resources
CS12 Natural Environment
CS15 Urban Design

CONSULTATION RESPONSES:

The Parish Council has no objections to the application.

The Council's Drainage Engineer has no objections to the principals outlined in the Flood Risk assessment (FRA) and advises that they are acceptable however the following information is required:

- Microdrainage calculations in electronic format to be run by TWC engineers. This should show no flooding for all flows up to and including the 1 in 100 year storm event +30%.
- Drainage layout plan with numbered pipe runs that correspond to microdrainage calculations. The plan provided contains information from existing site topographical survey which is not required. The submitted plan does not show the area of the proposed swale.
- Details on the future ownership of any SUDS features.
These outstanding issues can be addressed by the imposition of conditions.

Council's Highway Engineer

Following the submission of a tracking exercise in respect of HGV's entering and exiting the site and subsequent amended drawings the Council's Highways Engineer has no objections subject to a condition relating to the provision of car parking, loading, unloading and turning areas.

The Council's Arboricultural Officer initially objected to the application given the previous history of management within the woodland and the proposed tree losses on the site. However, following the receipt of additional information from the applicant's Arborist and a slight amendment to the proposal, he now supports the application subject to conditions in respect of landscaping design, landscape management & maintenance plans, tree protective fencing, trees no dig method, tree replacements, the extent of works and tree planting scheme details.

The Council's Ecologist initially objected to the proposal due to insufficient information in respect of the 3 derogation tests on how the proposal would impact upon the biodiversity of the site. However, following the submission of

additional information she now supports the proposal subject to conditions and informatives relating to the submission of Ecological Management Plan, the erection of nest boxes, a Natural England EPS Development Licence and lighting.

A Site Notice a 26 direct neighbour letters have publicised the application; no representations have been received.

PLANNING CONSIDERATIONS:

Development in the Green Network

There is normally a presumption against any development within Green Network land unless there are exceptional circumstances, or there are environmental or community benefits. However, in this particular case the bulk of the proposed development is located on land allocated for employment use and the majority of the Green Network land will not be built upon and it will remain as a soft landscaping feature and the trees within the area managed. Moreover, the application also provides environmental benefits by way of a comprehensive landscaping scheme and the creation of new wildlife habitats. Although the loss of the Green Network land is regretted it is considered that the amount of land lost is minimal, and its loss will be offset by the provision of a landscaping scheme and habitat creation that between them will improve and enhance the site and the surrounding area. The development would also help to provide 347 new employment opportunities in Telford, thus broadly speaking will benefit the wider community. Therefore, the proposal is deemed compliant with policies OL3, OL4 and OL5 of the WLP, policy CS12 of the Core Strategy.

Ecology and bio diversity (bats, birds & Great Crested Newts (GCN))

The site is located on the northern extent of the Hortonwood Industrial Estate. The survey area comprises a large, modern industrial unit with associated hardstanding, areas of semi-improved and amenity grassland, ruderal vegetation (nettles, bramble, docks), scattered and dense scrub and a hedgerow that bisects the site. The site is set within a largely industrial area however the site is immediately bound to the north by a small area of mature broadleaved woodland, to the west by grazed pasture, to the south by semi-improved grassland compartments and a small waterbody.

Potential habitat for GCN has been noted on site and a number of waterbodies were identified within 500m of it that were not separated by major barriers to dispersal. Therefore, a presence absence survey for GCN was undertaken prior to the submission of this application. During these surveys a low breeding population of GCN was recorded within four ponds, the closest of which was 30m to the south of the site. GCN are afforded full legal protection under the Conservation of Habitats and Species Regulations 2010 and the Wildlife & Countryside Act 1981 (as amended). It will therefore be necessary for the applicant to undertake a trapping and translocation exercise under a European Protected Species Licence issued by Natural England prior to the development of the site. It is considered that compensatory habitat can

be provided within the green infrastructure proposals around the site's southern and eastern boundary and should comprise the creation of a number of hibernacula with additional scrub planting. This habitat will also retain connectivity with the area of woodland located immediately adjacent the site to the north. A Great Crested Newt Mitigation Strategy provides comprehensive details of the mitigation / compensation proposed for the site.

The GCN mitigation strategy will be sufficient to ensure the continuing maintenance of the local bat populations at favourable conservation status. Mitigation, compensation and enhancement measures will include creation of a receptor site, hand searching, trapping, translocation, creation of a newt culvert, enhancement planting and creation of hibernacula.

The LPA is satisfied that the proposal is acceptable the proposed site is immediately adjacent the existing factory and is on land which is allocated from employment use in the WLP. Moreover, there will be an overall reduction in HGV movements as a result of removing movements to and from Faccenda's Dudley plant. In particular, the movements over the stretch of Hortonwood 60 (opposite the pond) will be reduced as the proposed one way system means that HGV's will exit onto Hortonwood 50 then travel south to reach the A518 rather than travel along Hortonwood 60. Furthermore, conditions as suggested by the Council's Ecologist will be imposed to ensure adequate mitigation is provided. The proposal is therefore considered compliant with policy CS12 of the Core Strategy, PPS9 and other relevant national guidance.

Impact on TPO'd Trees

The TPO was originally made in April 2011 (prior to the submission of this application), following a site visit (by the Council's Arborist), which revealed that a number of mature trees had been felled within the application site, these included 3x mature Ash, 2x mature Alders and a 1x mature Oak the stumps of which can still be seen on site. Some of which are referred to within the Arb. Assessment. The applicants have proposed that a further 21 trees be removed to facilitate the development, 15 of these are included within the W1 the TPO'd area of woodland, which is also part of the Telford & Wrekin Green Network.

Policy OL11 advises the Council to resist development proposals that would result in the loss of trees which make a valuable contribution to the character of the landscape or its setting or have a significant ecological value. Policy CS12 of the CS advises that the natural environment of the Borough will be protected and enhanced. PPS9 sets out the Government's vision for conserving and enhancing biological diversity in England. It includes the broad aim that planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible.

Through consideration of the trees in relation to the proposed development the design of the layout has been altered to minimise the amount of losses required to facilitate the extension. However 15 individual trees and 4 low quality groups will require removal. In addition, and in attempt

to minimise losses several trees have been identified as suitable for translocation. Trees to be relocated within the new car park area will include T1 and T2 ash, T5, T6 and T7 sugar maple and TG2, sweet gum, false acacia, purple plum and Indian bean tree. It should be noted that trees T1, T2, T5, T6, T7 and Tg2 are not protected by the TPO legislation and given their young size and age, transplanting may prove costly and ineffective. It may be easier to replace on a like for like basis within the new scheme, ensuring that the ground conditions are correct e.g. planting pit design and post planting maintenance.

W1 is the TPO'd woodland, and the applicants are now proposing to remove 13 trees instead of the original 17. Where suitable space is available following the tree removals replacements will be planted and maintained to ensure successful establishment and continuity of the woodland. Trees T12, T19, T28 will be coppiced. Once the agreed via condition, tree surgery will be undertaken and suitable tree protection measures will be implemented as agreed within an Arboricultural method statement and tree protection fencing plan. Through alteration of the proposed lorry park layout T14 is now to be retained.

In addition T41 and T51 have been identified for retention, however the Council's Arborist favours their removal in order to release light within the woodland canopy, so that the proposed replacements would have more space and a better chance of survival. The resulting timber can then be retained within the woodland and continue to contribute to the biodiversity and ecology of the woodland.

An Arboricultural method statement and tree protection and constraints plan can be provided for the protection and retention of the veteran ash to the front of the property and all other specimens on site. In addition the two mature specimen trees are to be incorporated into the design of the frontage of the development to provide both a level of interest and rest area for employees.

Mitigation planting will consist of ash, alder and oak, with silver birch mixed in where larger species would not be considered suitable as these also occur within the site and wider area. Birch will be planted in areas that are in close proximity to the building as they provide little in the way of shade and have a relatively low water demand. Alder will be planted in any relatively wet ground which is ideal for the provision of a suitable surface water attenuation facility. None of the species identified to be planted within the car park areas attracts large numbers of aphids.

Any loss of trees within the site is considered regrettable, however the higher quality specimens are shown to be retained and incorporated within the landscape plan and the Council's Arborist supports the proposal subject to condition. Accordingly, the proposal is deemed compliant with policy OL11 of the WLP, policy CS12 of the Core Strategy and national guidance contained within PPS9.

Design, appearance and amenity

Whilst extending the factory at Telford, Faccenda have expressed a desire to improve the appearance of the existing building and to fully integrate this with the new building. With this in mind the proposed building comprises modern high quality aesthetic detailing with fine clean lines, and has well proportioned elements and architectural detailing. The cladding materials and curtain walling products are those which are commonly used on industrial buildings and will be white with a contrasting plinth band of grey with grey aluminium window frames and tinted glass. The window frames and cladding on the existing part of the building will be repainted to match the new building. The factory element will be grey with a grey roof. Thus the building will not appear out of character or out of keeping given the context of the site and the existing industrial area. The external refurbishment of the existing building will enhance the building and result in a positive impact upon the locality. The car park will be finished with two contrasting colours of concrete block paving to match the existing. The bay markings will be in high contrast white concrete blocks. The pedestrian footpaths to the south side of the buildings will be finished with buff concrete paving blocks. The service yards will be finished with brush marked concrete. The proposal is therefore considered compliant with policy UD2 of the WLP, policy CS15 of the Core Strategy and national guidance contained in PPS1 and policy EC10 of PPS4.

The refrigerated lorry standing areas will be modified and extended. A new timber acoustic fence will be provided along the north side of the existing, extended lorry parking area to remove any possible noise break out from the yard. Noise will be minimised by the introduction of electricity points in this area so that refrigerated lorries do not need to have diesel engines left running as they do at the moment. Thus there will be no adverse impact upon amenity. The proposal is therefore considered compliant with policy UD2 of the WLP, policy CS13 of the Core Strategy and national guidance contained in PPS24.

Highway safety

Lorry access will be via the existing secure entrance off Hortonwood 65 with exit onto Hortonwood 50. The existing lorry circulation road and lorry parking area has been extended along the north side of the building to connect to a new loading yard on the east side of the building. Lorry exit from the site is from this yard using the existing access point onto Hortonwood 50. This arrangement has been amended as requested by the Council's Highway Engineer and is now deemed acceptable. Car access will be via the existing entrance off Hortonwood 60 and additional staff car parking facilities will be provided. Pedestrian and cycle access will be via a new access point, centrally located on the Hortonwood 60 frontage close to the existing bus stop which is immediately in front of the factory with links into Telford town Centre and Wolverhampton. It should be noted that Faccenda operates its own bus links to bring employees to the factory. Accordingly, the proposal will not adversely impact upon highway safety and is therefore compliant with policy UD2 of the WLP, policy CS15 of the Core Strategy and national guidance contained in PPS4 and PPG13.

Economic growth

PPS4 recognises that job creation is economic development. The application form states that 347 new jobs will be created by the proposed development. The creation of new job opportunities is welcomed during these difficult economic times. Thus the proposal is compliant with policies CS2 and CS9 of the Core Strategy and national advice in PPS4.

Conclusion

The site lies within Hortonwood Industrial Estate where employment and commercial uses are deemed acceptable. Although the loss of the Green Network land is regretted it is considered that the amount of land lost is minimal, and its loss will be offset by the provision of a comprehensive landscaping scheme and habitat creation that between them will improve and enhance the site and the surrounding area. Any loss of trees is also regrettable however the higher quality specimens are shown to be retained and incorporated within the landscape plan. The Great Crested Newts mitigation strategy will be sufficient to ensure the continuing maintenance of the local bat populations at favourable conservation status and any subsequent Licence issued by Natural England will ensure that the Great Crested Newts in the locality are not adversely affected by this development.

The development is considered to be of an appropriate scale, design, and form with regard to both the existing building on the site, and to adjoining buildings. The appearance of this large factory extension would not be detrimental to the character and appearance of the existing building or the surrounding area, and there will be no adverse impact upon highway safety or amenity. The development would also help to provide 347 new jobs in Telford thus providing a welcome boost the flagging economy and this is deemed a material consideration to off-set the loss of some of the Green Network. Therefore, it is considered that the proposed development accords with the adopted Wrekin Local Plan 'saved' policies, Core Strategy policies and national guidance and thus is recommended for approval with conditions.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

1. A04 Time limit.
2. B14 Landscaping Design.
3. B17 Landscape Management.
4. B18 Maintenance Plans.
5. B72 Ecological Management Plan
6. B73 Tree Protective Fencing.
7. B75 Trees No Dig Method.
8. B76 Tree Replacements
9. B77 TPO Extent of Works.
10. B78 Tree Planting Details.
11. B79 Tree Planting Scheme.
12. Bcustom Microdrainage calculations, drainage layout plan, details of ownership of any SUDS features.

13. C01a Finishing materials as submitted.
14. C38 Development in accordance with submitted plans.
15. C20 Parking, Loading, unloading and turning.
16. C100 Erection of nest boxes.
17. Informatives
18. Icustom Natural England EPS Development Licence.
19. Icustom Lighting.
20. I40 Conditions.
21. I41 Reasons for approval.

Reasons For Decision

The site lies within Hortonwood Industrial Estate where employment and commercial uses are deemed acceptable. Although the loss of the Green Network land is regretted it is considered that the amount of land lost is minimal, and its loss will be offset by the provision of a comprehensive landscaping scheme and habitat creation that between them will improve and enhance the site and the surrounding area. Any loss of trees is also regrettable however the higher quality specimens are shown to be retained and incorporated within the landscape plan. The Great Crested Newts mitigation strategy will be sufficient to ensure the continuing maintenance of the local bat populations at favourable conservation status and any subsequent Licence issued by Natural England will ensure that the Great Crested Newts in the locality are not adversely affected by this development.

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TWC/2011/0949 Gladstone House, Hadley, Telford, Shropshire, TF1 5NF
Outline planning application for residential development (24 No. units), all
matters reserved except access.

APPLICANT

Mr Matthew Haynes

RECEIVED

17/10/2011

PARISH

Hadley and Leegomery

WARD

Hadley and Leegomery

OBJECTIONS RECEIVED: No

MAIN ISSUES:

Principle of development; highways and access; scale and design;
landscaping, education, affordable housing, parks and open space, noise

THE PROPOSAL:

The proposal seeks outline planning permission to erect 24 dwellings to
replace the units lost in the demolition of Gladstone House and replacement
commercial premises as detailed in full application TWC/2011/0953.

Whilst all matters except access are reserved for future determination, the
submitted details include an indicative layout, with a central access and
square, and a mix of 2 and 2 and half storey dwellings and range of 1, 2 and 3
bedroomed units.

SITE AND SURROUNDINGS:

Hadley District Centre is located approx 2.5miles north west of Telford Town
centre at the junction of Haybridge Road and Britannia Way. The centre
comprises a range of retail units and other ancillary services, along with 24
residential units above.

The site is approx 0.49ha comprises of the southern car park for Hadley
District centre, and southern buildings within Gladstone House and areas of
landscaping and trees, with access of Haybridge Road.

To the south and west the site is surrounded by residential properties, a mix
of single and two storey dwellings. There are a number of trees within the
site, including protected trees along the eastern boundary of the listed public
house.

To the north are the existing shopping centre and a number of elevated
footbridges which cross the bypass.

PLANNING HISTORY:

There are a number of small minor applications relating to changes of use and
advertisements but none relevant to this application.

PLANNING POLICY CONTEXT:

National Planning Guidance

PPS 1 – Delivering Sustainable Development

PPS3 - Housing

PPS5 – Planning for Historic Environment

PPS9 – Biodiversity and Geological Conservation

PPG13 – Transport

PPG17 – Planning for Open Space, Sport and Recreation

PPS23 – Planning and Pollution Control

PPG24 – Planning and Noise

Draft National Planning Policy Framework

Saved Wrekin Local Plan Policies

EH7 – Contaminated land

EH8 – Remedial Action on Contaminated Land

UD2 – Design Criteria

H6 - Windfall Sites in Telford and Newport

H22 – Community facilities

H23 – Affordable Housing

OL11 – Woodlands and Trees

LR6 – Developers contributions to outdoor recreational open space provision within new residential development

LDF Core Strategy

CS5 - District and Local Centres in Telford

CS8 – Regeneration

CS9 – Accessibility and Social Inclusion

CS12 – Natural Environment

CS13 – Environmental resources

CS14 – Cultural, Historic and Built Environment

CS15 – Urban Design

CONSULTATION RESPONSES:

Hadley and Leegomery Parish Council: No objection

Drainage: No objections subject to conditions for surface water drainage and Brownfield run off rates and informative relating to public sewer.

Geotechs: No objections subject to conditions on foundation design for each plot, and gas protection measures. Land contamination is an issue and remedial works should be carried out in accordance with recommendations in report.

Arboricultural: There are a number of trees worthy of retention within the site and these are subject to protection orders and are shown for retention on the parameters plans. No objections, subject to conditions relating to landscape design, management and maintenance, protective measures for retained trees, tree replacements, and implementation details.

Highways: no objection to the proposal and access as shown, as the layout is for later consideration, subject to conditions relating to parking/turning and loading, parking, onsite construction and highway detail, along with informative relation to highways closures.

Parks and Open Space: It is essential that all new developments make full provision for the infrastructure/amenities and services which they create. New residents to the area will increase demand upon the existing recreational resource. The development proposes a number of properties which will contribute to the need of recreational facilities for the area. The masterplan identifies provision for a LAP; however this is contrary to the councils adopted Play area Strategy. There are some nearby recreational facilities in need of upgrading in order to maximise capacity and a contribution of £600 per dwelling would be sufficient to meet the demand of the development. There are no details on the management of the public open space and needs clarifying.

Built Heritage: No objection

Ecology: No objections no evidence of protected species within site, recommend conditions for bird nesting boxes and informatives relating to nesting birds, trenches, replacement planting and lighting.

Sustainability: The dwellings are to be constructed to code three of sustainable homes.

Severn Trent Water: There is a public sewer located within the application site, which has statutory protection and may not be built close to, directly over or diverted without consent.

Shropshire Fire Service: No objection subject to informative

West Midlands Police: Design and Access Statement refers to the Secured by Design standard when referring to Crime Prevention. This will afford this project, future tenants and residents greater security for both private and commercial properties. There have been instances of serious crime and public disorder in the locality and proposal will ensure that crime preventative measures such as appropriate street lighting and CCTV coverage is carefully planned into the development. The overall planned re-development will enhance the area and will benefit the local community.

Education: The proposed development will have an impact on demand for primary education which requires financial contribution of £1000 per dwelling to mitigate this impact.

Pollution Control: Comments awaited. Members will be updated prior to the meeting should a response be received. It is however anticipated that the proximity of a public house to the proposed dwellings may require careful siting of houses to avoid potential problems from noise.

Strategic Housing: Saved policy H23 of the Wrekin Local Plan applies to this proposal, therefore 38% affordable housing is required, equating to 9 units. This should be made up of a range of sizes, types and tenures in order to meet a range of identified housing needs. The affordable housing statement sets out the case for not providing any affordable housing, justified by the need to use the whole receipt from the land sale to offset the negative land value. Whilst this is acceptable in the short term in the light of the current economic climate, economic conditions may improve and in the longer term some affordable housing provision may become viable. It is also noted that the residential development is unlikely to commence until 2015 at the earliest and there is therefore an even greater need to incorporate a review mechanism and consider the affordable provision.

Under “normal” economic circumstances when the Council’s policies would apply, the requirement for affordable housing would be for 38% affordable housing, 80% of which would be social rent as recommended in the Council’s Strategic Housing Market Assessment. An appropriate mix for the 9 affordable units in this proposal would be as follows:

- 1 No 3 bed house for shared ownership
- 1 No 2 bed house for shared ownership
- 2 No 3 bed houses for rent
- 2 No 2 bed houses for rent
- 2 No 2 bed flats for rent
- 1 No 1 bed flat for rent

PLANNING CONSIDERATIONS:

Principle of development

This application in conjunction with TWC/2011/0949 is for the redevelopment of Hadley District Centre. This is a phased development for the replacement of shops and services and residential units. The development is to be phased to allow for the continuation of services and parking provision within the district centre to ensure accessibility to all.

The residential development is the final phase of the redevelopment of Hadley district centre and is to replace the 24 flats and maisonettes demolished in the first and second phases, which is subject to separate consent. The site is located within the secondary retail zone but it is acknowledged in Local Plan policy and national guidance that residential units are important in ensuring the vitality and viability of town centres. It is therefore considered acceptable in principle for replacement dwellings to be located adjacent to the new primary shopping area and accords with Policies CS5 and CS8 of the LDF.

Affordable Housing

Policy would require 9 units for this development to be made up of a range of sizes, types and tenures to meet a range of housing needs. An appropriate mix for this site would be 1 x three bed house and 1 x two bed house for

shared ownership tenure and 2 x three beds, 2 x two bed houses, 2 x two bed flats and 1 x one bed flat for social rent. This is provision of 80% social rent accommodation as recommend by the Councils Strategic Housing Market Assessment.

The applicants are aware that the level of development proposed would have a requirement for affordable housing provision in accordance with policy H23 WLP; However the applicants have demonstrated to officer's satisfaction that given the financial implications of the wider regeneration of Hadley District Centre, the scheme currently would not sustain any affordable housing provision.

The Strategic Housing officer considers that the affordable housing statement sets out the case for not providing any affordable housing, justified by the need to use the whole receipt from the land sale to offset the negative land value and whilst this is acceptable in the short term in the light of the current economic climate, economic conditions may improve and in the longer term some affordable housing provision may become viable.

Highways

This outline consent is for the principle of development and access, with matters of appearance, landscaping, layout and scale reserved for future consideration.

Access to the proposed development will utilise the existing access road for the car park and servicing area for the Hadley district centre. The Council's Highways engineer is satisfied that this access is adequate to accommodate this level of development. Whilst the development does include an indicative layout to demonstrate how the site could be developed, this is not for consideration at this stage and any subsequent reserved matters application for layout will need to include details relating to internal roads and parking to ensure that the development is appropriate. This can be secured through conditions to ensure the application contains sufficient information for consideration at reserved matters stage.

The proposal does result in a loss of car parking provision, however this parking is to be replaced in phase 1 of the redevelopment of the commercial centre and there will be no loss of provision for the centre.

It is considered for all the reasons above that the highways elements of the proposal are acceptable and accord with guidance in PPG13 and Manual for Streets, subject to details being controlled through appropriate conditions

Layout and design

As the application is submitted in outline form, only the principles of design can be considered at this stage as detailed in the design and access statement and indicated on master plan. The indicative master plan demonstrates that the mix of development can be accommodated on the site,

which would be suitable to meet the housing requirements of the local area, with the inclusion of flats and houses. A number of principles have been set for a maximum of 3 storey development along the northern boundary and are likely to be terraced units. It is considered that this scale and siting of development would be appropriate to respond to the context of the site and provided enclosure to the pedestrian route and surveillance of the new public square.

The remainder of the site is to have a maximum of two storey development and the indicative layout is a mews courtyard to respond to the surrounding context and largely results with new properties backing on to existing properties and creation of public squares.

It is considered that the configuration of development zones will allow for a wide variety of housing types, of a scale, which respects the character and appearance of the surrounding area and respond positively to existing development and proposed new commercial development to create a high quality and distinctive design. The location of the development zones would ensure that there is sufficient separation between the proposed and existing properties to preserve the amenities of occupiers of these properties. The proposal accords with Policy UD2 of the Wrekin Local Plan and CS15 of the Core Strategy and guidance in PPS1 and PPS3.

Historic Environment

The development will positively enhance the setting of the Listed Building (Public House) by opening up views of the building and having complementary new buildings of a better scale and architectural design and the development is therefore in accordance with guidance within PPS 5 and policy CS14 of LDF.

Trees and Landscaping

Whilst landscaping is a reserved matter, the indicative masterplan shows and indication of integrated landscaping for the site along with the retention of mature trees to the perimeter of the site. The development would however result in the loss of trees within the site, some of which are considered good specimens with potential to offer amenity value in the future. The loss of these is indicated to allow for flexibility to fully develop the site, and the lost trees can be mitigated with quality planting at the reserved matters stage and details are to be conditioned to ensure this.

The Arboricultural officer considers that the retention of the Poplar trees in groups G1 and G3 along the southern and western boundary could be problematic to the future use of the site for housing and would have no objection to the removal of these trees, subject to replacement planting of other more suitable species.

It is therefore considered by officers that the site can be adequately landscaped issues of loss of trees mitigated and details of this can be secured

through reserved matters application. The proposal therefore complies with UD4 of the WLP and CS12 of LDF.

Ecology

The proposed development does include significant demolition (as part of the commercial application); however, the surveys conclude that there are no protected species within the building so no mitigation is required. The indicative landscaping plan indicates that the new proposal will include the installation of bird and bat boxes to increase biodiversity in the locality, this is considered acceptable and in accordance with policy CS12 of the core strategy and guidance in PPS9.

Sustainability

The development will adopt a Code for Sustainable Homes Level 3 as a minimum standard, to enable the delivery of sustainable new building stock. This is considered acceptable and will be conditioned to ensure the development meets this minimum standard.

Noise

Guidance in PPG24 states that 'the planning system should not place unjustifiable obstacles in the way of such development. Nevertheless, local planning authorities must ensure that development does not cause an unacceptable degree of disturbance. When determining planning applications for development which will be exposed to an existing noise source, local planning authorities should consider both the likely level of noise exposure at the time of the application and any increase that may reasonably be expected in the foreseeable future. These sites warrant particular protection: noise-sensitive development should not normally be permitted where high levels of noise will continue throughout the night, especially during the hours when people are normally sleeping (23.00 to 07.00). A number of measures can be introduced to control the source of, or limit exposure to, noise. Such measures should be proportionate and reasonable. The appropriate use of planning conditions can enable many development proposals to proceed where it would otherwise be necessary to refuse permission.'

It also notes that 'commercial developments such as fast food restaurants and public houses can pose particular difficulties, not least because associated activities are often at their peak in the evening and late at night. Local planning authorities will wish to bear in mind not only the noise that is generated within the premises but also the attendant problems of noise that may be made by customers in the vicinity.

The applicants have not submitted a noise survey in support of the application, but are aware of the constraints that the existing pub may pose and that mitigation measures for plots will be necessary. However, as the layout of the development is not known at this stage, and without knowing the occupiers of new units within the commercial centre, which is to include A5

fast food restaurants, it is difficult to survey the impacts of the future proposal along with existing pub on the new residential development as noise sensitive development. It should be noted that there is existing residential development in close proximity to the pub, which does not have any mitigation measures for noise. It is therefore considered appropriate that supplemental information can be submitted at reserved matters stage to inform the layout of the development (which can have regards to the new units) and incorporate sufficient mitigation measures to ensure the proposal is not adversely impacted by noise in accordance with guidance in PPG24.

Since the layout indicated may result in issues with regard to noise sensitivity due to proximity it is not purported to grant consent for the indicative layout, which is a reserved matter, but just the parameters plan which accompanies the application.

Drainage and Ground Conditions

The site can be adequately drained and levels of runoff can be controlled through conditions. There is a Severn Trent public sewer within the site, as a constraint to development, and works may need separate consent from Severn Trent.

With regards to ground conditions the supporting geotechnical interpretive report supporting the application, notes that there are highly variable ground conditions within the site, and individual foundation designs maybe required once the layout, levels and loading for each block has been determined. Officers agree with these recommendations and suggest this is secured through conditions, along with gas protection measures.

The report also considers the issue of land contamination, and there are elevated levels of Boron and zinc identified, which is to be mitigated residential and landscaping areas with a layer of clean top soil, this can again be controlled through conditions.

Issues of drainage and ground conditions can be controlled through conditions and the development therefore accords with Policies EH7, EH8 and H6 of the Wrekin Local Plan.

Length of consent

The applicant has requested an extension of the length of consent given the phased nature of the development. The residential works can not commence until the second phase has been completed and works on this phase are not likely to commence until 2015 due to issues with existing commercial leases and funding. Therefore the request is for 8 year consent to submit reserved matters at that stage and have a further 2 year for commencement.

It is considered in these circumstances and due to the phased nature of the development and for the certainty of the masterplan it is considered appropriate to extend the usual time limit for consent.

Planning Obligations

The application is accompanied by a signed memorandum of agreement for financial contributions for Education (£6,000), Leisure (£1,800) and monitoring and fees (£3,500) and no affordable housing provision and a review on the third anniversary of the planning consent and then every two years until works commence. This is in lieu of a S106 agreement, which the council can not enter into with itself.

Whilst policy H23 requires development of this scale to include a provision for affordable housing, officers are satisfied that currently the wider community benefits of the regenerated district centre, mix of housing choice and associated costs are sufficient to mitigate for no provision at this stage. However, given the phased nature of the development, and to ensure that should there be an improvement in the market or other financial changes that there is a review mechanism to reconsider the issue of affordable housing prior to commencement of development. The applicants have agreed to a review after three years and then every two years until works commence

The proposed development results in change of mix of properties from 1 and 2 bedrooled dwellings to 1, 2 and 3 bedrooled dwellings. This alteration will have increase demand for services and facilities. The proposal will result in more child bed spaces and therefore it is considered appropriate for a contribution for primary education is made for the additional provision to meet this development, which is a sum of £6000, and has been agreed by the applicant.

The masterplan has made reference to the provision of a LAP within the wider development; however, this does not accord with the Council's play strategy. The wider mix of units will create additional demand for play facilities and this can be accommodated by increasing capacity through improvement of a nearby facility. A financial sum of £1800 has been agreed with the applicant for these works and is proportionate to the increased demand.

It is considered that the financial contributions are acceptable and accords with Policies H22 and LR6 of the Wrekin Local Plan. Whilst the application will be departing from policy requirements under H23 for affordable housing, there is sufficient justification for this position currently to benefit the overall redevelopment of Hadley District centre, but as the development is phased and not likely to occur until after 2015, it is considered acceptable for this to be reviewed following consent.

Conclusions

The proposal is for the replacement residential element of the redevelopment and regeneration of Hadley District centre. The location of development adjacent to the local centre is acceptable in principle and will assist in the wider regeneration. The scale and layout of the development is in keeping with the character and appearance of the surrounding area. The indicative master plan demonstrates that the site can accommodate an acceptable mix

of dwellings, with adequate parking provisions for the proposed dwellings. The access to the site is acceptable. The development will preserve and enhance the setting of the adjacent listed building and overall create a more attractive, convenient and safer community centre, which integrates with the existing buildings and surroundings. The site can be adequately drained; issues of land contamination and noise impact can be addressed and mitigated through conditions.

RECOMMENDATION: to GRANT OUTLINE PLANNING PERMISSION with accompanying financial contributions for education, leisure and monitoring and subject to the following conditions

1. A01 Time limit 8 years
2. A03 Submission of reserved matters
3. B02 Standard outline some matters reserved
4. B08 appearance details required
5. B10 Details of materials
6. B12 Sample Brick Panel
7. B34 Highways details
8. B42 Parking/turning /loading
9. B44 Details of parking
10. B59 Custom Foundation design
11. B62 Surface water drainage
13. B74 Brownfield runoff
14. B121 Landscaping design
15. B126 Landscape management Plan
16. B130 Tree Protective fencing
17. B132 Trees no dig method
18. B133 Tree replacements
19. B150 Site Environmental Management Plan
20. B79Custom Noise protection measures
21. C38 Development in accordance with deposited plans
22. C40 No approval to layout
23. C70 Trees – no burning
24. C71 Trees – soil levels
25. C72 Trees storage materials
26. C97 Nesting Birds (vegetation)
27. C119Custom Code for sustainable homes level 3 minimum

Informatives

- I06 Section 106 agreement
- I12 Public Sewer
- I25e Trenches
- I25f Replacement planting
- I25n Lighting
- I32 Fire Authority
- I40 Conditions
- I41 Reasons for grant of permission

REASON FOR APPROVAL:

The proposal is for the replacement residential element of the redevelopment and regeneration of Hadley District centre. The location of development adjacent to the local centre is acceptable in principle and will assist in the wider regeneration. The scale and layout of the development is in keeping with the character and appearance of the surrounding area. The indicative master plan demonstrates that the site can accommodate an acceptable mix of dwellings, with adequate parking provisions for the proposed dwellings. The proposals demonstrate that the viability of the scheme would not sustain a level of affordable housing; however this will be subject to review by the local planning authority. The access to the site is acceptable. The development will preserve and enhance the setting of the adjacent listed building and overall create a more attractive, convenient and safer community centre, which integrates with the existing buildings and surroundings. The site can be adequately drained; issues of land contamination and noise impact can be addressed and mitigated through conditions.

TWC/2011/0951 Former Toybox Creche, Southwater Way, Telford Town Centre, Telford, Shropshire, TF3 4HS
Demolition of existing building, and erection of one retail unit (Use Class A1)

APPLICANT

Telford Trustee No.1 and Telford Trustee No.2 Limi

RECEIVED

16/12/2011

PARISH

Great Dawley

WARD

Malinslee

OBJECTIONS RECEIVED: No.

MAIN ISSUES:

Principle, design, highways and ecology.

THE PROPOSAL:

The demolition of the existing building which was formerly used as children's crèche and erection of a 698 sq.m. retail unit (Use Class A1). The proposal includes the reconfiguration of car parking spaces in the adjacent car park (Brown Elm) and demotion of existing canopy to shopping centre entrance and remedial works following removal.

SITE AND SURROUNDINGS:

The development site approx 0.2ha is located to the south of the main shopping centre and adjacent to the Wilkinson's retail unit to the south, public open space to the east and library beyond and car park to the west.

The site is current occupied by a small grey building, set back from the public square frontage and park of the car park to the rear.

The site is elevated in relation to Coach Central which runs to the north of the site, and there is semi mature predominantly evergreen tree planting along this boundary.

PLANNING HISTORY:

W91/1082 – Erection of a single storey pre-fabricated building for use as a crèche – Approved Jan 1992

PLANNING POLICY CONTEXT:

National Planning Guidance:

PPS1 – Delivering Sustainable Development

PPS4 – Planning for sustainable economic growth – Policy EC10.1 and EC10.2

Draft Guidance in National Planning Policy Framework

Saved Wrekin Local Plan Policies (WLP)
Policy UD2 – Design Criteria
Policy UD4 – Landscaping Design

Local Development Framework Core Strategy (LDF)
Policy CS4 – Central Telford
Policy CS13 – Environmental Resources
Policy CS15 – Urban Design

Central Telford Area Action Plan (CTAAP)
Policy SA2 – Southwater
Policy TC1 – Town Centre Core
Policy CT2 – Retail
Policy CT9 – Other Highway Network Improvements
Policy CT10 – Parking
Policy CT15 – Design
Policy CT17 – Public Realm
Policy CT19 – Biodiversity
Policy CT23 – Developer Contributions for Deliveries Infrastructure

CONSULTATION RESPONSES:

Great Dawley Parish Council – No objections

Shropshire Fire Service – No objection subject to informatives

Drainage – further information requested with regards to improving surface water flows and considers climate change impacts. Additional comments: the additional calculations are acceptable and drainage scheme should be conditioned to comply with submitted details.

Ecology - No objections, subject to enhancement for wider masterplan for this proposal.

Highways – The proposal does not offer any additional parking provision, but does maintain the existing level of provision. The development does not include any cycle parking provision as required by CTAAP. However, this can be offset by a financial contribution of £1000 for provision to be made within the Councils wider Southwater scheme. Recommend a travel plan for new store; this can be secured via condition. Therefore no objections subject to conditions relating to servicing, parking area and travel plan. In addition to the above the development will need to contribute £12,182.59 to the CTAAP highway infrastructure improvements.

Geotechnics - The proposed development is adjacent to a significant slope forming the embankment down to coach central. The loading and proximity of the building to this slope needs to be investigated in a slope stability assessment prior to determination of development. The supports for the shopping centre bridge should also form part of the scope of the assessment.

Furthermore, given the ground conditions a shallow mining and land contamination conditions are required.

Additional comments: following receipt of additional information, we can condition a full slope stability assessment prior to commencements, as stability issues can be reasonable overcome. Therefore recommend additional conditions relating to slope stability and near ground surface conditions.

PLANNING CONSIDERATIONS:

Principle of development

The development site is located within the Primary Shopping Area (PSA), as defined in CTAAP. The immediate area has a mix of retail uses, and leisure and office uses. The entire site is located within the Southwater part of the Town Centre. It is considered that the principle of retail development in this location is acceptable and will reinforce the vitality and viability of the town centre in accordance with policy CT2 of CTAAP, and guidance in PPS4 and draft National Planning Policy framework

Scale, mass and design

The site is currently under-utilised and in a highly accessible town centre location, adjacent to the existing shopping centre. The existing building is set back from the adjacent public square, and has minimal active frontage. There is also a wall and railing across the frontage and an existing parking payment point. As existing the site does not positively contribute to the surrounding area.

The proposed development will follow the building line created by Wilkinson's store and importantly, will have a 'frontage' which addresses the public square and be of a scale and design that should complement the adjacent buildings. The works will require the removal of the existing canopy entrance to the shopping centre and remedial works to the façade of the shopping centre. The development makes more effective use of the site in accordance with policy SA1 of CTAAP and improves visual and physical connections through creation of a strong building line, between the shopping centre and Town Park, in accordance with policy SA2 of CTAAP

It is considered that the proposed contemporary design and location of the building will meet the objectives of policy CT15 of CTAAP, CS15 of LDF and UD2 and UD4 of WLP, by creating an attractive development, which will strengthen the identity of the Southwater Square, which is due for improvements under the Councils wider Southwater redevelopment in partnership with others.

Highways

The proposal will seek to build over part of the car park and emergency vehicles parking area serving premises located within the bridge link of the shopping centre. The site constraints require that a service footpath, adjacent to the proposed building be retained for access from the existing car park to

the shopping centre and that there is replacement provision to park emergency vehicles, (two fire engines). The proposed layout allows sufficient space for two emergency vehicles, and goods entrance to the new store, and the servicing yard will be shared with the existing Wilkinson's store, with adequate parking for deliveries for both stores.

Furthermore, the existing car parking is to be reconfigured to ensure there is no loss of parking provision. The site is highly accessible by various modes of transport, and it is therefore justifiable not to provide additional car parking provision for the new store, but utilise the existing car parking provision.

CTAAP does however require cycle parking for the new development; calculations for the size of this store would require provision of 5 spaces. As there is no space within the public realm for this scheme to adequately provided cycle parking, a financial contribution of £1000 for use within the wider Southwater development is considered acceptable and can be secured through a Section 106 agreement. To ensure that transportation to the new store is sustainable, a condition for a travel plan to be completed prior to occupation is considered appropriate. This requires a financial contribution of £750 for future monitoring.

The proposed development will result in additional trips into the CTAAP area and in accordance with policy CT23 all new developments are to contribute to wider highway improvements. For this scale of development the required level of contribution would be £12,182.59, which again is to be secured through a section 106 agreement.

Other issues

With regards to ground conditions, issues of drainage, land contamination, slope stability and shallow mining can be addressed through the imposition of conditions for further details and investigation prior to commencement of works.

In terms of ecology, the development will not adversely impact on protected species within the vicinity and enhancement to biodiversity can be achieved through the incorporation of bird boxes on the new building, or in the vicinity such as trees adjacent to the site.

The proposed development will result in the loss of some planting but this planting is not of any great significance and can be mitigated through alternative planting within the wider area, and can be secured through general landscaping conditions.

Conclusion

The creation of a new retail store within this location in the primary retail zone is acceptable in principle and will reinforce the vitality and viability of the town centre. The scale, mass and design of the contemporary building are appropriate and respects and responds positively to the context of the site and enhances the quality of the local environment. Furthermore, the

development makes more effective use of the site and improves visual and physical connections through creation of a strong building line, between the shopping centre and Town Park. The impacts on the highways can be mitigated through financial contributions to wider improvement scheme and through the reconfiguration of parking and servicing areas available within the site. Ground conditions, drainage, landscaping and ecology can be adequately controlled though conditions.

RECOMMENDATION: to delegate to the Head of Housing & Planning permission to GRANT PLANNING PERMISSION subject to the signing of a Section 106 agreement for financial contributions for highways improvements, cycle provision, travel plan and financial monitoring and the following conditions:

1. A04 Time limit
2. B05 Details of materials
3. B07 Sample Brick Panel
4. B14 Landscaping design
5. B22b Travel Plan
6. B26 Shallow mining
7. B30 Land contamination
8. B31 Slope Stability
9. B80 Site Environmental Management
10. BCustom Highways servicing turning area
11. C38 Development in accordance with deposited plans
12. C100 Bird Boxes
13. D11 Hours of operation

Informatives

I06 Section 106 agreement

I32 Fire Authority

I40 Conditions

I41 Reason for grant of approval

REASON FOR APPROVAL:

The creation of a new retail store within this location in the primary retail zone is acceptable in principle and will reinforce the vitality and viability of the town centre. The scale, mass and design of the contemporary building is appropriate and respects and responds positively to the context of the site and enhances the quality of the local environment. Furthermore, the development makes more effective use of the site and improves visual and physical connections through creation of a strong building line, between the shopping centre and Town Park. The impacts on the highways can be mitigated through financial contributions to wider improvement scheme and through the reconfiguration of parking and servicing areas available within the site. Ground conditions, drainage, landscaping and ecology can be adequately controlled though conditions.

TWC/2011/0953 Gladstone House, Hadley, Telford, Shropshire, TF1 5NF
Erection of a new District Centre comprising foodstore (371 m² GFA) (Use Class A1), ancillary units (Use Classes A1, A2, A3 & A5) (560 m² total GFA), vets (245 m² GFA)(Use Class D1), creation of 70no. parking spaces and associated infrastructure, landscaping and public realm following demolition of existing structures

APPLICANT

Mr Matthew Haynes

RECEIVED

17/10/2011

PARISH

Hadley and Leegomery, Madeley

WARD

Cuckoo Oak, Hadley and Leegomery

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES:

Principle of development; layout, scale and design; highways; landscaping, historic environment, and ground conditions

THE PROPOSAL:

For the redevelopment of Hadley District Centre to include the erection of a new foodstore (371sq m) use class A1, 8 other shop units a mix of A1, A2, A3 and A5 uses, a vets use class D1 and creation of 70 car parking space and associated infrastructure, landscaping and public realm following demolition of existing structures, including 24 residential properties.

The proposal is part of a wider scheme and there is a separate application for the replacement residential units, which needs to be considered in conjunction with this application.

The proposed redevelopment of the district centre is to be carried out in three phases to allow for the continuation of services and facilities and for funding issues.

The first phase is for the demolition of one third of Gladstone House, which is the main parade of shops and 11 of the residential units and erection of the foodstore, 6 commercial units, and associated car park to the north, highways works, hard and soft landscaping and creation of a temporary access to service the remainder of Gladstone House.

Second phase is demolition of a third of Gladstone House and erection of remainder of commercial facilities, hard and soft landscaping, highways works, and temporary access to remainder of Gladstone House

Final phase is demolition of remainder of Gladstone House and erection of residential units with associated landscaping and highways.

SITE AND SURROUNDINGS:

Hadley District Centre is located approx 2.5 miles north west of Telford Town centre at the junction of Haybridge Road and Britannia Way. The centre comprises a range of retail units and other ancillary services, along with 24 residential units above.

The site is bounded by the bypass to the north, which is set down in relation to the shopping centre and separated by large retaining wall. The shopping centre is pedestrianised along High Street, with car parking to the rear, along with service areas. To the south of the application site is the Kings Head Public House, with associated beer garden. This is a Listed Building. To the east of the site are a number of other community facilities, shops and bus station, within the secondary retail zone.

To the north, east and west the site is surrounded by residential properties. There are a number of trees within the site, including protected trees along the western boundary of the public house.

To the north west of the shopping centre there are a number of elevated footbridges which cross the bypass and link the site to the residential areas to the north.

PLANNING HISTORY:

There are a number of small minor applications relating to changes of use and advertisements but none relevant to this application.

PLANNING POLICY CONTEXT:

National Planning Guidance

PPS 1 – Delivering Sustainable Development

PPS4 - Planning for sustainable economic growth

PPS5 – Planning for Historic Environment

PPS9 – Biodiversity and Geological Conservation

PPG13 – Transport

Draft National Planning Policy Framework

Saved Wrekin Local Plan Policies

UD2 – Design Criteria

UD4 – Landscape Design

S20 – Hadley Primary Retail Zone

S21 - Hadley Secondary Retail zone

LDF Core Strategy

CS5 - District and Local Centres in Telford

CS8 – Regeneration

CS9 – Accessibility and Social Inclusion

CS12 – Natural Environment

CS13 – Environmental resources

CS14 – Cultural, Historic and Built Environment
CS15 – Urban Design

CONSULTATION RESPONSES:

Hadley and Leegomery Parish Council: No objection

Drainage: No objections subject to conditions relating to surface water drainage and Brownfield run off rates.

Geotechs: No objections subject to conditions on foundation design for each plot, and gas protection measures.

Arboricultural: No objections subject to conditions relating to landscape design, management and maintenance, protective measures for retained trees, tree replacements, and implementation details.

Highways: no objections to the proposals. However Highways have the following comments on the proposals:

- Pre application drawings suggested a feature square through High Street with shared surface, planting and a possible sculpture. Although there is no particular highway safety requirement for the square, its inclusion would be fully supported.
- It is unclear from the submitted drawings as to the detail of what is identified as 'existing lay-by' off High Street. The area proposed does not appear to be sufficient to park vehicles without overhanging onto High Street. This issue could be dealt with by condition.
- The submitted drawings suggest an extended footway link around the perimeter of the site to the north of the food store. Highways Section is not in support of the whole of this link as that section fronting Britannia Way would connect onto what is actually a designated cycle link and not a footway. A small section of footway from the food store linking to the footway on the other side of the High Street/Britannia Way junction bell mouth could be supported however. This detail can also be dealt with via planning condition.
- Areas of Hadley Centre are classified adopted highway and some of these will require stopping up prior to the commencement of any development upon them. The Highway Authority will only look to adopt the central link identified as 'High Street' from the existing High Street through to the pedestrian footbridge crossing to the west. Specific details can be agreed post any planning consent. Recommend an informative on the consent that will identify what will be necessary.

Parks and Open space: No objection but raises a query relating to long term maintenance

Built Heritage: No objection

Ecology: No objections no evidence of protected species within site, recommend conditions and informatives relating to nesting birds, trenches, replacement planting and lighting.

Sustainability: There are no sustainable details relating to the non-commercial element of scheme. Suggest building to BREEAM standards.

Severn Trent Water: There is a public sewer located within the application site, which has statutory protection and may not be built close to, directly over or diverted without consent.

Pollution Control: No comments received

Shropshire Fire Service: No objection subject to informative

Shropshire Wildlife Trust: no comments received

One letter of objection from owners of Kings Head Public House on grounds that scheme does not show how deliveries to premises will remain possible.

PLANNING CONSIDERATIONS:

This application in conjunction with TWC/2011/0949 (outline application for residential development) is for the redevelopment of Hadley District Centre, and forms part of the Councils strategic investment in regeneration projects across the Borough. This is a phased development for the replacement of shops, services and residential units. The development is to be phased to allow for the continuation of services and parking provision within the district centre to ensure accessibility to all.

The first phase is for the demolition of the main shopping block (the north of the centre, approximately one third of building) with 11 dwellings on upper floors. This is to be replaced by a new supermarket, located on the junction with Manse Road and the bypass. This phase of the development also includes the erection of 6 retail units each of 70sqm in size.

The second phase is for demolition of approx one third of Gladstone House, which includes the remainder of the residential units. This phase will also include the erection of a new vets surgery and erection of a further two 70 sq.m. retail units.

The final phase will see the demolition of the final third of the Gladstone House and erection of 24 residential properties on the rear car park.

The principle of development

Gladstone House is currently defined as the primary retail zone; the remainder of the application site is located within the secondary zone as defined in the Wrekin Local Plan. The proposed development is for the replacement of commercial units. The supermarket unit is to be located in the

corner of Manse Road and the bypass and will create a more visible presence on the surrounding area and will relate to other units thus helping to create a rather more distinctive new district centre. As this is of increased architectural design, it will help to create a high quality environment which integrates with the existing listed public house and adjacent community facilities. The layout includes an integral pedestrian route and squares for connectivity. The proposal will also lead to the continuation and support for the local weekly market.

Whilst the majority of the new centre will continue to be located within the existing defined primary retail zone, part of the development - largely the new supermarket - will be adjacent to this. Given the site constraints on the one hand and opportunities to enhance the relationship with a major transport route adjacent to the centre on the other, it is considered that the location is acceptable and accords with the principle of creating a distinct retail core and supporting secondary area for other town centre activities in accordance with guidance in PPS4. Furthermore, the draft NPPF sets out Government's vision for planning, which is to seek sustainable development to promote social, financial and regeneration improvements to areas and this development accords with these principles and will see much needed physical and social improvement to this area through short/medium term regeneration.

The proposal will result in the loss of 24 residential units. Whilst these are not to be replaced under this application, they are due for replacement on the rear car park and subject to a separate planning application. The replacement dwellings would be the final phase of the development to ensure continuity of commercial activity and parking provision for the centre during the construction phases. It is considered that the greater community benefits and long term housing benefits (explored further in the separate application), there is no principle objection to the short term loss of residential accommodation.

The proposal is deemed to accord with the principles of regenerations as set out in policy CS8 of the core strategy with the creation of job opportunities, and strengthening the role of the district centre in terms of services and facilities provided.

Layout, scale and design

The proposed layout is for the largest building anchor store (supermarket) to be located at the junction to Britannia Way and High Street. This includes a small public square to the front. In addition 6 further smaller retail units set within a block with a collective service area core in the centre will be constructed. A new vets and a further 2 smaller units are located further to the west of the site, near to the existing footbridge link. The associated car parking is located between these buildings. The existing pedestrian route running east west through the development is retained and a new public square is to be created to the west end of this street and the existing space to the eastern end is to be enhanced. The proposal also includes enhancement to the existing car park and landscaped square to the west of Manse road.

The new supermarket has a primary frontage on its southern elevation facing the public square, which includes a raised glazed element focus for doorway and has large elements of glazing for views into the store. The north eastern corner has a feature to create a landmark for views along Britannia way and which will offer signage solutions on the building without requiring additional structures within the street scene and therefore reduce street clutter. The side and rear elevation which fronts onto roads include glazed elements, which will have appropriate displays for the retail use and give visual interest to the building. The service area for the building is located to the west, and will be bounded by a wall, with materials to match the new building, and cedar gates to match detailing on the building. The building also includes a cash point machine on the front elevation.

The design of the foodstore building is contemporary in appearance but includes the use of traditional materials. This use of palette of materials and design is continued into the other commercial blocks to complement the design ethos of the foodstore and create a unifying theme for the development and a sense of place and identity for the new centre. .

It is therefore considered by officers that the proposed layout, scale and design of the new commercial development is acceptable and accords with policy UD2 of the Wrekin Local Plan, CS15 of the core strategy and PPS1. The development respects and responds positively to the context of the site and enhances the quality of the area with high quality and distinctive design. It also helps create a sense of place with an integrated approach that retains existing open space, respects and relates to adjacent buildings and adjacent footbridge feature and reinforces the existing street pattern to produce a safe and secure environment.

Historical context

The development will positively enhance the setting of the Listed Building (Public House) by opening up views of the building and having complementary new buildings of a better scale and architectural design and the development is therefore in accordance with guidance within PPS 5 and policy CS14 of the core strategy.

Highways

The proposed development has been designed to integrate with the adjacent urban area and has consideration of existing footpath and cycle links and has given priority to the pedestrian, which reinforces the existing situation and will enhance connectivity with new footpaths and cycle ways and new public spaces.

The proposal will create a new car park area between the proposed stores with space for 51 spaces including 4 disabled spaces, whilst the existing car park off Manse Road is to be reconfigured to include 19 spaces including 2 disabled spaces. The proposal also includes the creation of cycle parking

facilities adjacent to the food store and motorcycle parking within the car parks. This level of car parking is adequate for the size of the new centre.

The design and layout of the foodstore and retail units allows for servicing, and there is sufficient room for delivery vehicles, emergency services and refuse vehicles to manoeuvre within the site.

The design of the buildings and landscaping will facilitate access for all; disabled parking bays are in all car parks and conveniently located to adjacent facilities. The site has good connectivity to the existing bus stop; cycle parking is to be provided and is within walking distance for a large number of residential properties. To promote the use of these sustainable modes of travel, a condition requiring a travel plan for all occupiers to sign up to is considered necessary.

It is considered for all the reasons above that the highways elements of the proposal are acceptable and accord with guidance in PPG13 and Manual for Streets, subject to details being controlled through appropriate conditions.

Landscaping and ecology

The existing site has semi mature planting to the north along the bypass which affords screening; there are also a number of trees in the southern part of the site in the car park off Haybridge road and open space of Manse Road. The central pedestrian route has limited planting, with bland and unimaginative public spaces.

The existing pedestrian street, outside the King's Head Public House is used for the weekly market, and is an asset to the centre, but the existing facility is poor in terms of setting out stalls and parking for stallholders.

The proposed commercial development will result in the loss of a number of trees and landscaping areas. However the landscaping plan does indicate the creation of two new landscaped squares and new planting within the car park and along the pedestrian route to soften the character of the area along with retention of some existing trees to give the development some sense of maturity and opportunities for biodiversity enhancement. The details of this planting are to be secured through condition, along with conditions for tree protection for existing trees identified for retention and other landscaping conditions regarding long term maintenance and management to ensure that the landscape design and quality of the development is maintained.

The pedestrianised high street will have high quality paving to complement the new buildings with contemporary street furniture, signage and lighting to create a functional and robust environment of high quality to improve the area.

The development is therefore considered to comply with policy UD4 of the Wrekin Local Plan

The proposed development does include significant demolition however; the surveys conclude that there are no protected species within the building so no mitigation is required. However, the landscaping plan indicates that the new proposal will include the installation of bird and bat boxes to increase biodiversity in the locality in accordance with policy CS12 of the core strategy and guidance in PPS9.

Drainage and ground conditions

The site can be adequately drained, and controlled through appropriate conditions to ensure no future issues with drainage or flooding. There is a Severn Trent public sewer within the site, as a constraint to development, and works may need separate consent from Severn Trent.

With regards to ground conditions the supporting geotechnical interpretive report supporting the application, notes that there are highly variable ground conditions within the site, and individual foundation designs maybe required once the layout, levels and loading for each block has been determined. Officers agree with these recommendations and suggest this is secured through conditions, along with gas protection measures.

The report also considers the issue of land contamination, and there are elevated levels of Boron and zinc identified, which is to be mitigated in areas of landscaping with a layer of clean top soil, this can again be controlled through conditions.

Neighbour comments

One letter of objection has been received from the owners of the Kings Head Public House, relating to access to the pub for deliveries once the site has been redeveloped. The applicant has confirmed that the access to the rear of the property through the council Car park will remain the same as existing and is unaltered by the proposed works. There will however be some issues during the construction period when this area is to be used by the weekly market on Thursdays, but separate arrangements can be made to cover this issue. For access to the frontage of the building, this will again be managed as existing with a removable lockable bollard within the street furniture. Again a temporary solution will need to be agreed during the construction phase.

Officers are sufficiently satisfied that the applicants are aware of the issue and that access can be maintained both during the construction phase and post construction, without detriment to this business.

Conclusions

The proposal is for the redevelopment of Hadley district centre with a mix of commercial uses, public car parking, and associated landscaping. The new contemporary buildings are appropriately located to create a cohesive centre, which is easily identifiable and addresses the adjacent highway network. The main pedestrian route has been retained and enhanced and is a flexible

space to allow for the incorporation of the weekly local market. The development will preserve and enhance the setting of the adjacent Listed building and overall create a more attractive, convenient and safer community centre, which integrates with the existing buildings and surroundings. The development will have significant landscaping improvements, especially soft landscaping to improve the character and appearance of the area. The proposal will result in a sustainable form of development which will help promote Hadley as a more vibrant town centre at the heart of the community. It will also support economic development and jobs within the area. It will also result in an improved natural environment.

RECOMMENDATION: to GRANT PLANNING PERMISSION subject to the following conditions

1. A04 Time limit
2. B05 Details of materials
3. B07 Sample Brick Panel
4. B14 Landscaping design
5. B17 Landscape management Plan
6. B18 Landscape Maintenance
7. Bcustom Details of temporary parking provision
8. B22b Travel plan
9. Bcustom Foundations
10. B33a Surface water drainage
11. B41c Brownfield runoff
12. B46a Details of extraction equipment
13. B49custom Highways details
14. B73 Tree Protective fencing
15. B75 Trees no dig method
16. B76 Tree replacements
17. B80 Site Environmental Management Plan
18. C07 Trees – no burning
19. C08 Trees – soil levels
20. C09 Trees storage materials
21. C27 Foundation design
22. C38 Development in accordance with deposited plans
23. C76 Nesting Birds (vegetation)
24. C119 Hours of operation
25. custom
C119 Land contamination mitigation
Custom
26. DCustom Restriction on no of A3/A5 uses

Informatives

- I06 Section 106 agreement
- I12 Public Sewer
- I25e Trenches
- I25f Replacement planting

- I25n Lighting
- I32 Fire Authority
- ICus Highways stopping up
- I40 Conditions
- I41 Reasons for grant of permission

REASON FOR APPROVAL:

The proposal is for sustainable development which will positively promote Hadley as a vibrant town centre at the heart of the community and support economic development and support jobs within the area, whilst resulting in improved natural environment. The new contemporary buildings are appropriately located to create a cohesive centre, which is easily identifiable and addresses the adjacent highway network. The main pedestrian route has been retained and enhanced. The development will preserve and enhance the setting of the adjacent Listed Building and overall creates a more attractive, convenient and safer community centre, which integrates with the existing buildings and surroundings. The development will have significant landscaping improvements, especially soft landscaping to improve the character and appearance of the area.

TWC/2011/0985 Rough Park House, Woodside Avenue, Woodside, Telford, Shropshire, TF7 5PG

Erection of new sheltered housing development comprising of the conversion of the existing house into shared facilities and manager's accommodation, provision of car parking and landscaped gardens, and the erection of 30no. units of independent living apartments

APPLICANT

Mr Gyan Ghuman

RECEIVED

19/10/2011

PARISH

Madeley

WARD

Woodside

OBJECTIONS RECEIVED: YES

MAIN ISSUES: Listed building in poor state of repair, long planning history including repairs notice, urgent works notice, Compulsory Purchase Proceedings commenced 2011; context of site, enabling development, access and parking arrangements, amenity space, boundary treatments.

THE PROPOSAL:

This proposal seeks outline planning consent for the erection of a new sheltered housing development. The indicative proposals would include the conversion of the existing Grade II Listed Building house and two large 3 storey wings erected either side, connected to the main house by single storey extensions. The main house will act as the central reception, recreation, kitchen and laundry areas; with an office and storage at first floor and a 1-bed managers flat on the second floor. The proposal will provide 21 1-bed and 9 2-bed sheltered units, totaling 30 sheltered units.

The proposal will utilise the existing vehicle access point to the site, and an area of car parking separates the house, its extensions and the highway to the north of the site; a segment of this land is outside the curtilage of the site, marinated as the highway verge. A communal amenity area will be located to the south of the building.

SITE AND SURROUNDINGS:

Rough Park House is a detached three storey 18th century former farmhouse that is Grade II Listed; which formed part of a 19th Century parkland landscape with the Main Rough Park House that is now demolished.

The statutory listing describes the building as:

Late C18 house. Whitewashed brick. Plain tile roof with stone coped gable ends and brick dentil eaves. Single pile plan. Three storeys. Three bays. Sash windows with glazing bars in segmental headed openings. Central Doric doorway with engaged columns and pediment. Large plaque above doorway. Brick chimney stacks over gable ends. Two storeyed gabled wing at rear.

The house and its grounds had been the subject of vandalism, arson and fly-

tipping over the years that they had been vacant; the applicant has erected a solid boarded fence as a temporary measure on the boundary to prevent any further damage to the site. Behind this boarding, the building has benefitted from a number of works conducted under the repairs notice in the last 5 months of 2011. This includes the restoration of the roof, the floors, and the remedial works to unauthorised wall removals.

The building is situated in the center of the site; the land is elevated above Woodside Avenue which adjoins the sites northern boundary. A strip of Green Network land is located to the east of which a small area within the site edged red falls within on the North Eastern corner. There are some substantial trees, particularly to the east of the site, on the Council's Green Network land, plus some along the Woodside Avenue frontage.

To the immediate west and south of the site are three storey terraced dwellings, and further terraced dwellings are located beyond the Green Network strip, in the form of the 'Radburn' designed housing estate erected in the late 1960's.

The land to the north of Woodside Avenue is used as grazing land, and also allocated as Green Network on the Wrekin Local Plan; this land was historically used in connection to the Riding Stables which once used the site. A series of footpaths run through this area, connecting the residential area to wider parts of Telford, including the Town Centre.

Approximately 200m to the south west of the Listed Buildings curtilage the regeneration of Woodside is currently underway; erecting a mix of residential units on the site of the 1960's flats which were demolished approximately 7 years ago. Further regeneration work is imminent, and the Council is currently considering an application of prior notification for the demolition of 40 dwellings surrounding Rough Park House.

PLANNING HISTORY:

W90/0648 and W90/0700 - Planning and listed building consent applications for large extension to Rough Park House for use as an elderly persons' residential home. REFUSED.

W90/1230 and W90/1231 - Internal alterations and change of use from single dwelling to multiple residential accommodation. GRANTED.

W91/1230 and W90/1231 - Erection of an accommodation block for use as nursing home or hotel or bed-and-breakfast accommodation or home for the homeless. REFUSED.

W2001/0789 and W2001/0790 - Erection of 3 blocks of semi-detached dwellings and 3 detached dwellings, plus new access road. WITHDRAWN.

W2003/1026/1027 and W2003/1184/1186 - Conversion of Rough Park House to five flats and proposed residential development (outline application) within

the grounds to provide 3no. houses and 13no. flats. - Considered at Plans Board meeting on 31st March 2004, when it was resolved that planning permission would be granted, subject to the owners entering into a Section 106 Agreement to link progress on the restoration of the house with that of the new-build properties. This Section 106 Agreement was never signed and the application was later withdrawn in 2007.

W2005/0294 and W2005/0295 – Conversion of existing Grade II Listed Building to form 5 apartments and the erection of 18 new apartments and associated parking, access and boundaries – Approved subject to a S106 relating to an agreed amount of restoration work on the listed building being achieved within a certain period of time, and the timing of the construction of the new-build in relation to the restoration of the listed building.

TWC/2010/0259 &TWC/2010/0206 – Renewal of W2005/0294 and 0295. Resolution to approve January 2011 subject to a S106, which remains unsigned but is likely to be signed in the near future

In spite of previous planning consents, the property has changed hands several times and no development has commenced on the site. Urgent works notices under Urgent Works Notices pursuant to Section 54 of the of the Planning (Listed Buildings and Conservation Areas) Act 1990 have previously been served on the owner which did result in some degree of roof protection and site security however the condition of the structure and the site continues to deteriorate further to the detriment of not only the listed structure but also to the amenity of the surrounding area. A recommendation for a formal Repairs Notice was therefore made to Plans Board earlier this year, which was subsequently approved and has been served. This required the owner to

- To carry out the repairs in accordance with the Notice and specification and to confirm that works will be carried out in a reasonable time scale within 2 months of the date of the notice, or;
- To enter into discussions with the Council regarding the Council acquiring the property by agreement

If the applicant did neither then after 2 months the Council could commence Compulsory Purchase Order for the property under Section 48 of the Act. Compulsory Purchase Order Proceedings then commenced in August 2011. As a result of the service of the CPO proceedings , almost all of the Repairs Notice Works have now been carried out . The only outstanding element of the Repairs Notice relates to a flat roof section to the rear of the building, which under the approval or the renewed applications will result in this element being demolished; as such this element was no longer considered to be of long term benefit to the Listed Building. The CPO under the Listed Building legislation will now be withdrawn.

CONSULTATION RESPONSES:

Built Heritage and Conservation: Objects on the grounds of the impact on the physical structure, architectural character and setting of the Grade II Listed

Building. Lack of adequate information to enable full consideration of the proposal on the listed structure (existing elevations, section drawings, areas of demolition, internal alterations, and those provided too small to show finer details) therefore insufficient details to determine if the proposal will have a harmful effect on the Listed Building, and as such in conflict with PPS5 policy HE6.1.

The proposal is also visually too dominant; no difference in ridge height and wings located too close to the main house; furthermore proposed scale and mass of structure is overbearing, with little set back and wide frontage. The design details of the new build also cause concern, using hipped roof, rather than respecting listed building ridge/gable; plain casement windows and flat dormers as opposed to sashes and the absence of dormers in the existing building; the presence of Juliette balconies, which are a feature of modern developments. Therefore the proposal shows lack of sensitivity to the setting or character of the Listed Building, in conflict with PPS5 HE7.4 in that it both fails to preserve the significance of the Listed Building. It also conflicts with PPS5 HE7.5 in that the proposed development fails to make a positive contribution to the sense of local distinctiveness.

The internal alterations are cause for more serious concern in that various proposals are made with little detailed information. Whilst the stairs are no longer present due to the previous fire, the s106 for the previous approval required its re-instatement. The value of the staircase and the presence of a hallway is to preserve the historical layout of the building and must be re-instated in its original location. Its proposed removal is unacceptable. The location of the main staircase and entrance hallway is a principle feature of the internal layout of this house. The preservation of the original historical layout of the building is important and without reasonable justification, it is therefore in conflicts with PPS5 HE9.4. Furthermore the proposal also conflicts with this policy as there appears to be no high demand for sheltered housing that would make the proposed harmful effects justified.

There is an obligation on developers to preserve the setting of the any designated heritage asset, under PPS5 HE10. The scale and massing of the building harmfully affects the setting of the Listed building by not affording it the due position of dominance within the development that its significance requires, and therefore fails to meet its obligations.

The question is also raised of whether this current proposal should be regarded as an enabling development scheme, given that the majority of the repair works have now been done. There is an argument that there is less reason for allowing the scale of development previously approved now that the building is partially repaired, and no justification for increasing its size

Highways: has raised no objections subject to conditions relating to new access, parking details; this includes the need to address through condition:

- Parking spaces 13 & 14 are unacceptable and should be relocated or removed.
- The access gate is located over 11m into the site, suggesting

the need to be serviced by HGV's; accordingly there is a need to provide a 3 point turning facility which is not available

- The provision of a pedestrian footpath into the site from Woodside Avenue.

Strategic Housing: Raises concerns with regard to the proposal on the grounds that there are limited communal facilities. Specialist and supported housing should provide an attractive, safe and secure place to live, where residents have a sense of belonging and ownership. Other key requirements include

- scheme design should enable individuals to find privacy, comfort, support and companionship, as well as being a resource to the local community.
- the accommodation is future proofed to meet the needs and expectations of residents into the future
- it should ensure that people have access to shared and public spaces, local amenities and facilities which will enhance their quality of life.
- the physical environment is enabling in terms of the likely impairment that residents may experience in their lives due to increasing age, frailty, disability or impairment

While there is a need for additional supported and specialist housing in the borough, it is important that this is of the right type and in the right location. The Woodside ward scores highly on a range of deprivation indices. This includes high levels of unemployment, welfare benefits dependency and none-car ownership. While there is little detail to assess the suitability of the scheme itself, there appear to be very limited communal facilities.

The deliverability of the scheme is uncertain. There is no reference to how the capital cost of the building will be funded nor to how the (revenue) costs of care and support services will be funded (and the basis on which these will be delivered).

Drainage: no objections subject to conditions – foul and surface water details, and surface water runoff restrictions.

Contaminated Land: raises no objections.

Sustainability: recommends a statement is required in the design and access statement where the developer should look to explain how they believe they have developed a valid and sustainable design solution; recommending that the development is constructed to achieve Level 3 for Sustainable Homes or BREEAM 'Very Good'.

Ecology: no objections subject to conditions – erection of 20 bird and bat boxes, 5 invertebrate boxes, and informatives

Shropshire Fire Authority: have raised no objects, and provided basic guidance regarding access, water supplies and sprinkler systems.

English Heritage: Object; would not normally comment on this type of application however are commenting due to the assistance with costs of the repairs notice pursued by the Council. Rough Park House is clearly in a ruinous condition, and it already has an inappropriately developed setting, however, the proposed new development does appear to us to be unacceptably dominant in its visual impact on Rough Park House when viewed from the front. The house should be the dominant visual element of the site, however, the proposed flanking new buildings are both too large and too far forward for this characteristic to survive. English Heritage therefore advises that this application should not receive planning permission in its present proposed form, but there is scope for less visually obtrusive development on the site if it accompanies the repair and appropriate re-use of Rough Park House.

Madeley Parish Council has objected to the proposal, on the grounds that it is vital to ensure that the essential form and character of Rough Park House is maintained. The scheme for restoration of the listed building should be as per the previously approved plans which were subject to s106 agreement for restoration work schedule. The special character and appearance of this Georgian period Listed Building must be preserved. This outline proposal fails in respect of form, relationship, and detail. Under policy guidance PPG15 s2.16 and the adopted Local Development Plan, Core Strategy DPD – Policy CS14, it should not gain approval.

The proposed sheltered housing blocks show no design cross-reference to the late 18th Century listed building (windows, doors, rooflines, materials – in fact, the whole aspect), and their massing and dominance is criticized - an over-development of the site that overwhelms Rough Park House and obliterates the context of the house from its surroundings. This proposal suffers from cramming and will neither achieve the standard of development demanded for this site nor provide enhancement for the listed building due to its unsympathetic character.

There is further concern that the potential development partner would provide sheltered accommodation – Use Class C2. There is a proliferation of this type of housing in this area of South Telford (listing to follow) with vacancies in existing supported independent living and care homes. There is a need for justification to support this application. Further comments from the parish have been received which outline 11 supported housing schemes totalling more than 400 homes within 1 mile of the application site.

No neighbour representations have been received.

POLICIES:

National Policies:

PPS1 Delivering Sustainable Development

PPS3 Housing

PPS5 Planning for the Historic Environment

PPS9 Biodiversity and Geological Conservation

PPG13 Transport

Draft National Planning Policy Framework

Core Strategy:

CS1 Homes

CS3 Telford & Wrekin Council

CS8 Regeneration

CS14 Cultural, Historic and Built Environment

CS15 Urban Design

Local Plan;

UD2 Design criteria.

H6 Windfall Sites in Telford & Newport

H23 Affordable Housing

HE15 Demolition of listed buildings

HE16 Alterations and additions to listed buildings

PLANNING CONSIDERATIONS:

As can be noted from the lengthy planning history, stretching back well over a decade since Rough Park House ceased to be occupied; various owners have suggested different options for bringing the building back into productive use. Unfortunately, however, schemes for the house have usually been submitted in association with "enabling development proposals" which have been totally inappropriate, in terms of design, impact on the listed building, scale of development, nature of use etc. This has led to the refusal or withdrawal of most of the submitted applications, and, unfortunately, the deterioration of the building. The current condition of the building, after remaining vacant for many years and as a consequence of major acts of vandalism, is very poor. In spite of previous planning consents, the property has changed hands several times and recent discussions with the current owner on the concerns for the future of the building have not resulted in any new proposals being put forward.

As part of the consideration of the previous applications, in 2003, advice was sought from English Heritage, and the Inspector of Historic Buildings for the West Midlands Region visited the site. He expressed strong concern regarding the building's conditions and circumstances, but notwithstanding this, he considered that, even in its derelict and dilapidated state, the building was fully worthy of its listed status: "It is still clearly a Georgian house, which combines the polite architectural fashion of its symmetrical front elevation with the local vernacular building tradition of the sides and rear in a characteristic and attractive way. In the context of Woodside's twentieth century landscape, this solitary survivor from the Georgian period is a particularly valuable local cultural asset, carrying its messages from the past to the present community and to our successors.....Such buildings are a finite resource, and the area would be poorer for its loss." Further advice was sought in 2009 during the consideration of the repairs notice; English Heritage considered that as the only remnant of an earlier historic development in a large area of 20th Century development the building has a significant heritage value. English Heritage reiterated that the demolition of this building is not an option and there is a pressing need for the building to be safeguarded and brought back into use;

and subsequently assisted with financing of the repairs notice and Compulsory Purchase Order proceedings (CPO).

The CPO proceedings began in August 2011; which in turn led to the applicant restoring the building as per the Repairs Notice which was served in October 2011. Subsequently the buildings basic form has been restored.

Whilst the application is in outline form, indicative plans have been provided due to the implications on the Listed Building; however these plans are limited. No existing elevations have been provided, nor section details, areas of demolition or details for internal alterations. Subsequently it is considered that the proposed applicant has failed to meet the requirements of PPS5 HE6.1, in addition to local plan policies HE15 and HE16 in relation to insufficient detail has been provided to assess the potential impact of the proposal on the Listed Building.

With regard to the proposed internal alterations to the Listed Building, the proposal will remove the central stair case and hallway which form part of the historic layout of the Listed Building, which is typical farmhouse for its era. The Historic Assessment suggested there is limited remodelling that will have a low significance on the interior; offices consider that these proposed alterations will be of moderate significance, and the loss of this historic layout has not been justified contrary to PPS5 HE9.4 and Core strategy policies CS14

Assessing the proposed new build, a material consideration to this application is the approved 2005 application and its subsequent renewal which converted the Listed Building and erected two blocks of apartments either side of the House. With regard to footprint, the proposed built frontage has increased due to the widening of the wings and narrowing of gaps between the proposed wings and the existing house, dominating the setting of the Listed Building. The proposed blocks are set back from the house, unlike the previous application; the block to the east protrudes to the southern boundary as per the previous application, however the western block is deeper than that approved, this will be obscured from the street scene by the adjacent dwellings. A ground floor extension is proposed to the Listed Building linking the two blocks with the House, in principle there are no concerns with regard to this element, however this needs to be validated through its design. Therefore the main concern with the footprint therefore relates to the gap between the wings.

The height of the proposed wings takes reference to the listed building, retaining similar ridge and eave height; however this is the only detailing of the listed building included in the proposed design, which itself may not be appropriate due to the dominance of the proposed wings. The roof design, including pitch, window detailing, dormer windows, Juliette balconies elevation treatments, do not respect the adjacent Listed Building, let alone preserve or enhance this setting; the proposed design has substantially deteriorated from the previous approval. Consideration is also taken to views posed by the Conservation Officer and English Heritage which concur with the dominance

of the proposal and inappropriate design, resulting in a lack of sensitivity to the Listed Building, the failure to preserve the setting of the Listed Building, and the failure to provide a positive contribution to the sense of local distinctiveness therefore conflicting with policies contained in PPS5: HE10, HE7.4 and HE7.5; Core strategy policies CS14, CS15; and Local plan policies H6, UD2, and HE16

The proposal will utilise the existing access, providing 28 vehicle spaces between the building and the highway; the proposed parking will also remove some highway verge and as such will need to be purchased from the council. The approved application provided only 10 spaces to the front of the building, with the majority to the rear; this reduced the impact of the car and its associated hardstanding through adequate landscaping. This proposal will provide a long hard frontage and the vehicle will dominate this view from Woodside Avenue. This is a significant number which will further detract from this setting. For a sheltered housing scheme, where occupants are non drivers 1 space per 3 units are required, therefore there is scope to reduce the number of spaces. Subsequently it is considered that the proposed parking and landscaping layout can be adjusted to reduce the impact on the setting of the Listed Building.

It is considered that the proposed site can be adequately drained and remediated with regard to land contamination. There are no concerns with regard to archaeological presence or stability of the site. Furthermore no issues have been raised with regard to protected species.

The design and access statement makes reference to the previous applications for 23 units, suggesting the proposal is financially unviable, and as such a commercially viable development is required to provide for the urgent repair works. However, the repair works have now been carried out, due the pressure posed by the CPO proceedings, in addition as the works have been completed, some regard needs to be made to whether this is enabling development. As no financial justification for the proposed development has been submitted, it is considered that there is no justification for such scale of development to the detriment of the Listed Buildings setting.

The statement suggests the proposal is of a similar scale and footprint to the blocks already approved and as the units are smaller is better matched to local demands. However it is considered that the proposed development has altered to the detriment of the Listed Building, and inadequate justification for this type of development has been provided to justify the harm to the Listed Building and its setting. Furthermore no evidence for this need is provided from Strategic Housing to justify this harm either; alternately there is concern with regard to the limited communal facilities that the proposal offers to the detriment of proposed residential amenities, and no details to assess the suitability of the scheme itself, by virtue of the type and location. There is also no reference to the deliverability of the scheme with regard to funding.

Officers recognise that there is a need to provide some form of development on the site, in order to now maintain the fabric of the Listed building, in

particular after the repair works. Furthermore the regeneration of Woodside is well underway, evident by the new Park Lane Community Centre and residential development currently under construction. This, combined with the prior notification for the demolition of 40 dwellings surrounding the site demonstrates the regeneration mechanisms the Council is taking to enhance this area. Subsequently it is considered that the opportunity to develop the site should be encouraged especially with regard to the timing of the surrounding regeneration program. However the proposed scheme has failed to sustain or enhance the Listed Building, in addition to failing to create a positive contribution to its character or local distinctiveness. The proposal has not been justified to take account of the significance to the heritage asset, nor has the enabling development been financially justified. Consequently it is considered that the proposed development does not accord with local or national planning policies.

RECOMMENDATION: REFUSE OUTLINE PLANNING PERMISSION on the following grounds:

1. The Local Planning Authority considers that insufficient details have been provided to enable the LPA to fully consider the full implications of the proposed development on Rough Park House, a Grade II Listed Building; these details include existing elevations, sectional drawings, areas of demolition and internal alterations. Furthermore insufficient justification has been given to the significance of the proposed works on the Listed Building and its setting. Consequently the proposal is contrary to policies saved in the Wrekin Local Plan HE15, HE16, Core Strategy CS14 and national guidance PPS5.
2. The Local Planning Authority considers that the proposed development will have an overbearing impact on the Listed Building, by virtue of its design, scale, mass, materials and detailing. The proposal also fails to provide a positive contribution to the sense of local distinctiveness nor sustain or enhance the character of the Listed Building or its setting. Accordingly the proposal fails to address policies saved in the Wrekin Local Plan H6, UD2 HE16, Core Strategy CS14, CS15 and national guidance PPS5.
3. The Local Planning Authority considers that the proposed application has been inadequately justified against the significant harm caused to the Listed Building and its setting. Accordingly it is considered that the proposal has failed to meet the objectives contained within national guidance PPS5, saved local plan policy HE16, and Core Strategy policy CS14.
4. The Local Planning Authority considers that inadequate information has been submitted to support this Sheltered Housing scheme to ensure this development is appropriate in this location. Furthermore the proposal offers limited communal facilities to the detriment of proposed residential amenities. Consequently the proposal is contrary to saved local plan policies H6 and national guidance PPS3.

TWC/2011/0997 Stoney Hill Field, Ironbridge Bypass, Coalbrookdale, Telford, Shropshire, TF4 3QE
Creation of new park and ride facility for 250 car parking spaces and welfare facilities encompassing the current Gorge Connect service

APPLICANT
Gavin Ashford

RECEIVED
15/11/2011

PARISH
The Gorge

WARD
Ironbridge Gorge

OBJECTIONS RECEIVED: Yes

MAIN ISSUES:

Sustainable parking, highways, geotechnics, hydrology, ecology and environmental health.

THE PROPOSAL:

The proposal is to construct a new park and ride facility encompassing the current Gorge Connect service, incorporating 250 car parking spaces (including 16 disabled spaces) and welfare facilities (Gorge Connect Park and Ride).

The site would be operational between the hours of 0900-1830 at weekends, during summer school holiday periods, special events and Bank Holidays. The service will mainly only operate seasonally between April and November. However, during the school holidays these hours may be extended as agreed in writing with the Local Planning Authority. The two welfare facilities proposed are aimed at users of the park and ride facility and the bus operators. These include a toilet block to service disabled people separately. The drivers' welfare would have a small seating area, office and toilet. They will also have access to the lighting control panel. These are secure units which are fully lockable and vandal proof during non operational hours. There will also be one bus shelter provided.

The park and ride bus turn and all disabled bays will be 'tarmaced'. All other spaces will be gravelled and separated by kerb stones. The current gentle mounded feature of the site will be modified by earthworks undertaken to level the site and create bunding features around the park and ride facility. No material will be imported to create these features. However, some clean top soil will be brought in for landscaping. There would be a grassland area at the northern end of the site, the bunds would also be grassed, as would a 4m wide track at the southern end of the site. Trees will also be planted particularly at the western end of the site. The outer perimeter of the site would have a post and wired fence and the site access and exit will have lockable security gates with locking posts.

There would be a new pedestrian crossing across the new site access. The tactiles would be 1.2m wide x 0.8m deep with two pedestrian bollards behind.

7 trees will be removed in the construction of the new access. The proposed 225mm diameter Upvc Foul Drain would be connected into the existing foul system at Stoney Hill Roudabout. The existing overhead cable would be diverted underground from the existing column.

The aims of the proposals are:

- To create a facility that is easy for all users to access and that will encourage visitors to utilise public transport to access the World Heritage Site.
- To reduce the amount of traffic and congestion in the World Heritage Site.
- To improve access to The World Heritage Site.
- To incorporate into the Gorge connect Service, operating seasonally at weekends and special events.
- To create a facility which offers good security for both users and vehicles, and which can be secured against unauthorised usage.

The design principles followed in the proposed construction are as follows:

- Easy to use and access Park and Ride to service the users of the World Heritage Site.
- Sensitive design to minimise environmental impact and consider necessary ecological factors.
- Design principles to maximise the safety when using the site.
- Making the area secure and safe whilst the Park and Ride is not operational.
- Consideration of other users of the site and the adjoining land owners (Bridle Way/footpath and tenant).
- To ensure a stable development platform.

The proposal has been devised to reflect these aims and design principles by:

- Provision of 250 car parking spaces of which 16 are for disabled drivers.
- Disabled spaces to have dropped kerb access at either end on tarmac.
- The use of clean recycled stone and gravel to be used in the remainder of site. This gives an appropriate hard standing and is eco friendly where possible.
- Bunding around the site to screen the site from lower points and deter vehicles in misusing the facility.
- Left turn only in and out of site allowing for ease of traffic management and increased safety.
- Left turn identified by centre reservation and delineator bollards.
- Drainage design to incorporate a betterment of green field run off rate.
- Slope stability assessment and declaration.
- Secure gates to reduce misuse of area after closing.
- The removal and selective pruning of trees and shrubs (to be removed before nesting season) will be kept to a minimum.

- Toilet and welfare facilities in secure units.
- Bus shelters with anti vandal perforated sheet glazing 4 (one partial) close sided to protect against adverse weather conditions.

SITE AND SURROUNDINGS:

The application site forms part of a larger pasture field area immediately to the south of the Ironbridge Bypass (A4169), between Jiggers Bank Roundabout to the north/west and the Stoney Hill Roundabout nearby to the south/east. To the north and east of the Stoney Hill Roundabout is Croppings Farm, an unauthorised Waste Transfer Station on the site of the former Stoney Hill Community Recycling Area, the closed Stoney Hill Landfill Site and access to the new Lightmoor Urban Village. West of the A4169 and south east of the application site are some residential properties down Crackshall Lane and Stoney Hill Farm. To the south is the Ironbridge World Heritage Site.

PLANNING HISTORY:

The application site is within a former surface coal mine site that was worked and restored with infilling with highways construction and demolition wastes in the 1980s.

PLANNING POLICY CONTEXT:

National Planning Guidance
 PPS 1 –Delivering Sustainable Development
 PPS9 - Biodiversity and Geological Conservation
 PPG 13 – Transport
 PPG 14 – Development on Unstable Land
 PPS 23 – Planning and Pollution Control
 PPG24 – Planning and Noise
 PPS 25 – Development and Flood Risk

Saved The Shropshire and Telford & Wrekin Joint Structure Plan 1996-2011
 Policies

Policy P37 – The Highways Network
 Policy P39 – Public Rights of Way

Saved Wrekin Local Plan Policies

Policy EH7 – Contaminated Land
 Policy EH14 - Land Stability
 Policy OL11 – Woodland and trees
 Policy OL12 – Open Land and Landscape – Contributions from New
 Development
 Policy LR1 - Provision of Community Facilities
 Policy UD2 - Design Criteria
 Policy UD4 – Landscape Design
 Policy UD6 – Major Transport Corridors and Gateways into Telford

Policy SG1 – World Heritage Site (the application site is outside of it but the proposals affect it).
Policy SG11 - Transport

The application site lies within an area allocated as employment land on the proposals map of the adopted Wrekin Local Plan.

LDF Core Strategy
Policy CS 10 – Community Facilities
Policy CS 11 – Open Space
Policy CS 12 – Natural Environment
Policy CS 13 – Environmental Resources
Policy CS 14 – Cultural, Historic and Built Environment

CONSULTATION RESPONSES:

The Gorge Parish Council welcomes the park and ride scheme. However, it feels the security should be tighter with improved fencing and gates, the times of use do not allow for usage for evening events. The flood risk management must reflect issues further down the Coal brook to ensure extra pressure is not put on flood risk hot spots.

Geotechnics support the proposals subject to the imposition of the following condition.

The two welfare units are to be built on a previous opencast site. With respect to these ground conditions a suitable foundation design should be submitted and agreed with the Local Planning Authority. This should be substantiated by structural information based on actual ground conditions obtained in the submitted site investigation.

The Arboricultural Officer has no objection since there are no trees worthy on site.

Natural England support the application subject to conditions. The proposal is supported by an ecological assessment. The survey work focuses upon an appropriate range of species, primarily considering amphibians, reptiles and nesting birds, but also having regard to other species where appropriate.

Natural England welcomes and supports the survey effort and methodologies employed for both reptile and amphibians, and the careful and thorough nature of the survey work and recording undertaken. Great crested newts are present in the wider area, and reptiles are present on the development site. Breeding birds are likely to utilise habitats present on site.

The report provides a suitable approach to the protection of wildlife during the construction phase. Additionally, a scheme of biodiversity enhancement and long term management for the site, in order to provide a net gain for biodiversity, should also be provided setting out habitat retention,

enhancement and creation proposals, and how and when these will be implemented

It is noted that the site holds stands of Japanese knotweed, a highly invasive non-native. This plant will need to be fully eradicated from the site prior to the commencement of development and will be subject to a planning condition.

The Planning Ecologist comments that the original location for the car park was modified following the findings of reptile surveys in 2010. The modified location avoids potential impacts on slow worms and grass snakes.

There is a great crested newt breeding pond at Crackley Bank, approximately 240m to the south. Using Natural England's Licence Risk Assessment spreadsheet, the ecologist has concluded that the likelihood of an offence being committed is highly unlikely.

Provided the grass is kept short, e.g. under 10cm, prior to works commencing, then reptiles and amphibians are unlikely to be present.

There are badger tracks around the site, but there are no setts were found within 60m of the site boundary.

A linear strip of vegetation along the route of the proposed drainage pipe was cleared in mid October to ensure that no protected species would be attracted to the area.

Built Heritage has no objection. The site is outside the World Heritage Site/Conservation Area and does not affect any heritage assets.

Sustainability has no comments.

Drainage Engineers state that whilst the principles of the flood risk assessment are sound, they require additional information on the type of unbound granular material for the car park surfacing and the construction details for the proposed Land Drain. All information to be provided prior to the granting of planning permission.

The Highways Engineer confirms that in principle there is no objection to the proposal. However, conditions are recommended including details of the proposed crossing feature, directional signage details, restricting of right turning movements and necessary preventative measures and site environmental management details.

The Environmental Health Officer (EHO) has commented as follows: Noise. Having discussed the situation with planning and engineering the EHO can confirm that there is a need to assess the noise levels that are likely to be generated from the proposed development. The EHO can confirm that a suitable noise survey/assessment is required prior to the commencement of site operation. The scope of the noise assessment should be agreed in

writing with the Local Planning Authority before site operations being undertaken.

Air Quality: There are no objections on air quality grounds.

One email objection has been received based on the following concerns:

- The proposed use is totally out of keeping with the current area/use and will spoil the landscape.
- This will have a detrimental impact on the local wildlife. There are ponds within close proximity, so would like to ensure that all appropriate ecological surveys have been undertaken (e.g. Greater Crested Newts).
- The main road is already very busy and difficult to pull out onto. Traffic levels are planned to further increase with the recently built access to Lightmoor (not yet opened).
- Noise pollution through increased traffic.
- Disruption whilst building.

The proposed site already has a disused car-park at the far end, by the roundabout. There is also an existing car park on Cherry Tree Hill, which is now gated off and abandoned. Why aren't these areas being considered before running further aspects of our countryside.

Another local resident has telephoned expressing similar concerns.

PLANNING CONSIDERATIONS:

There are several material planning issues that should be considered in determining this application.

Ecology

A 'Protected Species Survey Report' has been produced. The ecology report records that there are newt populations in local ponds with a recommended mitigation strategy that has been incorporated into the design. A small section of scrub was removed in October in a linear strip in order to eliminate this area as a hibernation habitat over the winter period. A drainage pipe will be installed in early 2012 and a hibernacula will also be installed as recommended. Trees would be planted around the perimeter of the site. Given the support from Natural England and the Planning Ecologist subject to appropriate conditions, it is considered that the proposals are compatible with PPS1, PPS9, Core Strategy Policy CS12, and saved Wrekin Local Plan Policies UD4 and OL11.

Landscaping

The application site is well screened from views of local residential housing to the south east by trees. To the north and east the site is currently visible from the Ironbridge Bypass. The proposals involve grass bunding screening in the

south and west parts of the site, with some tree plantings in the western side and a grassed area in the northern part. This will help protect the local amenities of local residents and the proposals are therefore compatible with PPS 1 and PPS9, Core Strategies CS11 and CS12, and saved Wrekin Local Plan policies OL11, OL12, UD2 and UD4.

Geotechnics

A geotechnical report has been provided has addressed stability issues. It identifies that the application site stands off the slope at an appropriate distance and therefore the proposed development should be stable. The recommended geotechnical condition can be included in any permission granted. The proposals are therefore compatible with PPS1 and PPG24, and saved Wrekin Local Plan policy EH14.

Hydrology

A flood risk assessment (FRA) has been submitted. The FRA conclusions include: "... The site is located within Floodzone 1, and is some distance from any water bodies or public sewers. Although there are no known issues of flooding within the site boundary, the site is upstream of a RRC associated with the Coal Brook. For this reason it is important that surface water flows produced by this development are properly managed, and improvement south where possible."

"The sites previous use as landfill for construction waste, and its location with regards to existing GCN habitat has had a significant impact on the type of suitable SUDS features."

"It is possible to attenuate the surface water flows produced by the site in a swale located along the sites southern boundary. The swale will be capable of attenuating all flows up to and including the 1 in 100 year storm event plus a 30% allowance for future climate change."

"In order to reduce the impact on the development of the Coal Brook RCC, a 30% betterment in the existing greenfield runoff rate will be provided."

"This swale will be designed to be a dry feature in order to address potential issues with future maintenance and maintain the existing land use. The feature will be lined to ensure that there is no mobilisation of the underlying fill material."

"At present detailed design information is not available for this site. further information on the design of the drainage network, will therefore be required at the detailed design stage."

A sustainable drainage system incorporating a swale would be constructed and includes betterment on Greenfield run off rates, which is recommended by the FRA report. Foul drainage from the welfare facilities will be connected to existing. The concerns of the drainage engineer can be addressed by including appropriate conditions in any planning permission granted. This should satisfactorily address the concerns of the Parish Council. The

proposals are therefore compatible with PPS1 and PPS25, and Core Strategy Policy 13.

Environmental Health

Landfill Site

A landfill site report has been carried out (Ref: C23). This is a closed licensed Waste Disposal Site. The licence was issued on 3rd October 1986 by the then Shropshire County Council in accordance with The Control of Pollution Act (1974). Permitted wastes included waste from the construction industry. Typically this would be demolition rubble, excavated topsoils and subsoils.

In terms of landfill gas, the site was monitored on two occasions and very little or no methane gas recorded.

This development is for a non residential community facility and not residential housing. On this basis the proposals have provided adequate information and are therefore compatible with PPS1, PPS23 and Saved Wrekin Local Plan Policy EH7.

Lighting

The proposed lighting has been designed to be sensitive to the adjoining property and will only be used occasionally when parking for special events in the Gorge as required. Low glare lighting will be adopted and can be conditioned accordingly.

Noise

The proposals have taken into account the nearest residential property, 2 Wynnes Property, Stoney Hill Lane. The application is adjacent to the Ironbridge Bypass (A4169) which is a major transport route within Telford. It is considered that the proposals should not result in an increase in the traffic volume and associated noise from this road.

The proposals are designed to reduce the noise impact on the adjacent residential property. The bus stop area is some 81m from the residential property and the access road for the site is 64m from 2 Wynnes Coppice. The part of the application site nearest 2 Wynnes Coppice would be utilised as a landscaped area and grass access track to the grazing field to the south of the park and ride site.

It is envisaged that a maximum of 2 buses will ever be present on the site at any one time during busy periods. The buses are small coaches and not full size coaches and therefore the noise from these vehicles are should not be significant. The site would only be operational during the day during the summer tourist season and occasionally in the evenings for special event sin the Ironbridge Gorge.

The application site is separated from 2 Wynnes Coppice by a bund which is between 3m and 5m high. As part of the proposals a further bund of 1.5m is

to be constructed, this combined with the existing bund should act as a screen for any noise generated on site.

A noise report will be submitted to ensure that any further mitigation can be incorporated and appropriate conditions to this effect will be attached should permission be granted by Plans Board. The proposals are therefore compatible with PPS1 and PPG24.

Highways

The Ironbridge Bypass is a fast road with a 60 mph speed limit, but there are two roundabouts a short distance either side of the proposed new access (Jiggers Bank to the north/west and the Stoney Hill to the south/east). This will help reduce traffic speed along this section of the Ironbridge Bypass. The new site access incorporating a single entrance and a single exit (both turn in and out on the left only). Also, turning into and out of the site on the right will be prevented by the existing permanent bollards at the centre of the road between the two lanes. Collectively, these measures will assist in road safety. Appropriate signage will be constructed that can be conditioned in any permission granted

The location of the applicant site has been chosen so that it will be large enough and is sufficiently distant from Jiggers Bank so not to cause geotechnical concerns. The small derelict car park next to the site by the Jiggers Bank Roundabout is therefore not a real alternative site location. In addition, in order to relieve existing traffic congestion from the Ironbridge Gorge area, an additional site is needed such as the application site. It would be inadequate to rely on other existing car parks like that at Cherry Tree Hill.

With the landscaping of the site it is considered that the proposals relate positively to the Ironbridge Bypass (A4169) which is a highways corridor and the Jiggers Bank Roundabout, a gateway into Telford as shown on Map 1 – Gateways and Corridors of Appendix D (maps) and Saved Policy UD6 of the adopted Wrekin Local Plan. With appropriate conditions including the pedestrian crossing the proposals are therefore compatible with PPS 1 and PPG13, Saved Joint Structure Plan Policies P37 and P39, Core Strategy Policies CS10 and CS14, and saved Wrekin Local Plan Policies LR1, UD6, SG1 and SG11.

Security

The concerns of the Parish Council on security are understandable. But it is considered that the proposed lockable security gates and fencing is satisfactory. An appropriate planning condition can be imposed on any planning permission granted.

Residential Concerns

The concerns that have been raised by residents can be satisfactorily addressed since: the site is a restored surface coal mine which is allocated for employment use in the adopted Wrekin Local Plan; an ecology report addresses wildlife issues which is supported by Natural England; the Ironbridge Bypass is a modern road which can serve this new development

and the turning in and out of the site only on the left will assist traffic safety; noise levels will be considered in a report to be submitted; and building disruption during construction will only be temporary.

Conclusions

This is a very sustainable scheme that will assist in relieving traffic congestion within the World Heritage Site itself, whilst maintaining tourism and local economy. It is therefore compatible with the national planning guidance and policies of the development plan. A conditional planning permission should be granted.

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

- | | |
|------------------|------------------------------------------------|
| 1. A04 | Time limit |
| 2. B 49 custom | Highways |
| 3. B 49 custom | Highways |
| 4. B 49 custom | Highways |
| 5. B 46 | Highways |
| 6. B59 custom | Geotechnics |
| 7. B79 custom | Drainage |
| 8. B 159 custom | Ecology |
| 9. B 159 custom | Ecology |
| 10. B 159 custom | Ecology |
| 11. C38 | Development in accordance with deposited plans |
| 12. C17 | Highways location of accesses |
| 13. C13 | Parking, loading, unloading and turning |
| 14. C29 custom | Geotechnics |
| 14. C31 | Discharge to main sewer |
| 15. C109 | Custom ecology |
| 16. C109 custom | Access and Design Statement |
| 17. C109 custom | Flood Risk Assessment |
| 18. D11 | Hours of work general |
| 19. D custom | Noise |
| 20. D custom | Lighting |
| 21. D custom | Security |
| I25 Custom | Highways Informative |

REASON FOR APPROVAL:

The proposed park and ride facility is a very sustainable proposal that will assist in reducing traffic congestion and therefore pollution within Ironbridge without detriment to tourism and the local economy. It is also appropriately located on allocated employment land and adjacent to the Ironbridge Bypass, a major transport route and gateway into Telford. The concerns of local residents and technical issues have been satisfactorily addressed in technical reports that accompany the application with site operations being able to be controlled by the imposition of appropriate planning conditions including the

submission of noise report and adequate mitigation if deemed necessary. The proposals therefore are compatible with national planning guidance and the policies of the development plan.

TWC/2011/1083 Highway Verge, Gibbons Road, Trench, Telford, Shropshire
Determination under Part 24 of the GPDO for the erection of a 12.5 metre
high telecommunications mast with 6no.antennae, installation of 1no.
equipment cabinet and associated works

APPLICANT

Telefonica Uk Limited

RECEIVED

19/12/2011

PARISH

Wrockwardine Wood and Trench

WARD

Wrockwardine Wood and Trench

OBJECTIONS RECEIVED: YES

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 12.5 metre high slim line telecommunications monopole along Gibbons Road in Trench, with a new equipment cabinet at its base.

This is a site sharing facility for Vodaphone and O2. Both companies have entered into a network sharing agreement in order to share equipment on sites across the country, thereby reducing the overall number of installations required, and significantly reducing the environmental impact of network development. The applicants have stated that the proposal is required in order to provide 3G coverage for this part of Trench.

There would be three Vodaphone and three O2 antennae within the monopole, all between 11.1 and 12.4 metres above ground level. All the antennae are contained within a smooth circular sheath. The diameter of the pole will vary from 300mm at its base to 450mm at the top.

There would also be a ground equipment cabinet at the base of the pole measuring 1.89m in length, 0.79m in width and 1.65 metres in height. The monopole would be coloured grey and the equipment housing would be coloured green.

SITE AND SURROUNDINGS:

The application site lies within the grass highway verge on the western side of Gibbons Road, opposite No. 42 Gibbons Road, on Council owned land. To the west of the site lie playing fields, and to the east are semi-detached houses, a shop, and a social club.

PLANNING HISTORY:

There is no planning history relating to a telecommunications mast on this particular site. However, a Determination under Part 24 of the GPDO to erect a 12.5 metre high monopole in Trench Road – ref:TWC/2011/0409 (approximately 600 metres from the current application site) was withdrawn in June 2011 before being determined. It was withdrawn mainly because of land ownership queries, interference with highway visibility, and the restricted width of the pavement. Since then the applicants have been endeavouring to find an alternative location within the required target coverage area.

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 1 e-mail has been received objecting to the proposal, the grounds of objection summarised as being:-

- Effects on health due to the dangers of radiation
- The site chosen is close to numerous homes, and to a playing field which is in constant use
- It is close to schools and churches
- The mast could be struck by lightning
- There are more suitable sites in a less built-up area

It is anticipated that additional responses will be received by the date of the Plans Board meeting and Members will be fully updated at the meeting.

SUPPORTING INFORMATION FROM THE APPLICANTS:

The applicants have submitted the following additional information in support of their application:-

- PPG8 clearly states that local authorities should not question the need for telecommunications installations. The sharing of sites between telecommunications operators is one of the key strategic policy principles contained within PPG8.
- The site is required to provide new 3G coverage for O2 and Vodaphone. The apple i-phone and the widespread use of 'dongles', which provide a mobile broadband service for laptops, means that there is a huge need for further 3G capacity across the whole country. In addition, people are increasingly using mobile operators to provide their only home phone line and broadband connection. This increases the demand for base stations within residential areas. Mobile phone base stations operate on low power and, accordingly, base stations therefore need to be located in the areas they are required to serve.

- The cell search areas for 3G are extremely constrained, with a typical cell radius of 250 metres, meaning it would not be feasible to site the monopoles outside these areas.
- Following the withdrawal of the application for a monopole in Trench Road in June 2011 the applicants began thoroughly searching for an alternative location. They also contacted the local Ward Councillors, the Parish Council, and the local Member of Parliament for their views and opinions. One Ward Councillor has subsequently raised concerns about the site now being proposed for the monopole.
- Several alternative locations were investigated but had to be discounted for various reasons. These included:
 - (a) the Holy Trinity Church in Church Road – church members had concerns over the proximity of the church to the local school,
 - (b) the Territorial Army Centre in Trench Road – too far away from the target coverage area, and too close to existing base stations operated by Vodaphone and 02,
 - (c) Trench Road, outside the Inchcape Garage – same reasons as (b),
 - (d) shopping parade in Trench Road – this would entail a rooftop mast of some 8 metres which was felt would be an incongruous feature in the local area. In addition, the landlord showed no interest to the proposal. There are no other suitable buildings or other structures within the cell search area which could be used.
- There is no existing telecommunications apparatus within the target coverage area which is available for sharing.
- This site is the most suitable option available that balances operational need with local planning policies and national policy guidance. Within a cell search area the following parameters influence the locations of proposed telecommunications installations:-
 - (a) the agreement of the land owner,
 - (b) the avoidance of underground services,
 - (c) having no adverse impact on pedestrian movement,
 - (d) ensuring no obstructions to driveways, cycle lanes or pedestrian crossings, and
 - (e) ensuring no adverse effect on road traffic safety.
 The proposed site meets all these criteria.
- In selecting this relatively flat location it is possible to provide a monopole of only 12.5 metres high to adequately cover the required area.
- The mast is a slim-line monopole, a type that has been used across the whole country.
- The chosen location will have less visual impact on the surrounding area than a similar structure in any other location within the required cell search area.
- The proposed monopole would stand at a height taller than the existing street lighting columns in order for the pole to accommodate the required antennae, plus amplifiers, which enable the installation to provide the required coverage to the target area. Without these amplifiers the installation would not provide the required level of coverage, and could result in the need for an additional installation in the surrounding area.

- In order to minimise interference within its own network and with other radio networks, O2 and Vodafone operate their networks in such a way that the radio frequency power outputs are kept to the lowest levels commensurate with effective service provision.
- The monopole would not dominate or be anomalous, and its impact would remain minimal and very localised.
- There are considerable levels of existing street furniture in this area in the form of street lighting columns and other forms of low level street furniture, all of which help to ensure that the proposed development would not dominate the skyline. Its position amongst the mature trees on Gibbons Road helps to mask its appearance from most of the residential properties on this road.
- The proposed monopole has been designed and sited to minimise its visual impact. No satisfactory alternative and less harmful means of meeting the network coverage deficiency is available. The development complies with both Central Government and local planning policy guidance, where the underlying aim is to provide an efficient and competitive telecommunications system for the benefit of the whole community, whilst minimising visual impact and intrusion.

PLANNING CONSIDERATIONS:

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

The applicants have undertaken a thorough and extensive search within the cell search area for a suitable site for the monopole. There is no existing telecommunications apparatus which is available for sharing, and no other buildings or structures within the required coverage area which could be used.

The applicants believe that the chosen site is the most suitable option that balances technical and operational requirements with local planning policies and national planning policy guidance, and also the need to minimise the environmental impact of the development.

The proposed monopole and its associated equipment cabinet would be situated on the grass verge adjacent to Gibbons Road. Behind these structures along the embankment of the playing fields is a line of trees extending up to 10 metres in height, which would provide an effective screen from some of the houses in Gibbons Road, the nearest of which is approximately 22 metres away. The Sutherland School lies 225 metres away from the application site.

Slimline monopoles are now relatively common in urban areas and generally fit into the roadside context. Although the proposed monopole would differ in appearance from the existing angled street lighting columns, it would be in effect an additional item of street furniture and as such it would not be an alien feature to 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.

The monopole would be coloured grey and the equipment housing would be coloured green, and it is considered that these colours will help the installation blend in with its context and background in this location. There is no fenced compound proposed, and it is normal to find various types of electrical equipment cabinets and relay boxes alongside urban roads all around the country.

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 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. 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.

It is considered that the proposed monopole would not appear as an intrusive or unduly prominent feature on the skyline or in the street scene. Its visual impact to both local residents and highway users will be relatively insignificant. Therefore, the overall impact of the installation on the visual amenities of the surrounding area is considered to be acceptable.

DETERMINATION:

The proposed 12.5 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.

TWC/2011/1087 Determination under Part 24 of the GPDO for the erection of a 15m high telecommunications with 6no. antennas, installation of 1no. equipment cabinet and associated works *****AMENDED DESCRIPTION*****

APPLICANT

Telefonica Uk Limited

RECEIVED

19/12/2011

PARISH

St.Georges

WARD

St. Georges and Priorslee

OBJECTIONS RECEIVED: YES

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 15 metre high slim-line telecommunications monopole on the north west corner of the mini-roundabout in the centre of St Georges, with a new equipment cabinet at its base. It seeks to find an alternative location, following the refusal of a 15 metre high monopole in Gower Street (ref: TWC/2011/0158) in April 2011.

This is a site sharing facility for Vodaphone and O2. Both companies have entered into a network sharing agreement in order to share equipment on sites across the country, thereby reducing the overall number of installations required, and significantly reducing the environmental impact of network development. The applicants have stated that the proposal is required in order to provide 3G coverage for this part of St Georges.

There would be three Vodaphone and three O2 antennae within the monopole, all between 12 and 14.9 metres above ground level. All the antennae are contained within a smooth circular sheath. The diameter of the pole will vary from 300mm at its base to 450mm at the top.

There would also be a ground equipment cabinet at the base of the pole measuring 1.89m in length, 0.79m in width and 1.65 metres in height. The monopole would be coloured grey and the equipment housing would be coloured green.

SITE AND SURROUNDINGS:

The application site lies in the centre of St Georges, on the north west corner of the mini-roundabout at the top of Gower Street. The monopole and equipment cabinet would be situated within a pedestrian/paved area, adjacent to an existing 500mm high brick wall and bench, and with an area of soft landscaping between the installation and the tarmaced highway.

PLANNING HISTORY:

There is no planning history relating to a telecommunications mast on this particular site. However, a Determination under Part 24 of the GPDO to erect a 15 metre high monopole in Gower Street – ref:TWC/2011/0158 (approximately 250 metres from the current application site) was refused by Plans Board in April 2011 on the grounds of being visually intrusive in this location due to its height and siting.

Since then the applicants have been endeavouring to find an alternative location within the required target coverage area.

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, 2 letters/e-mails have been received objecting to the proposal, the grounds of objection summarised as being:-

- This is a worse position than the one down the road that planning has already rejected
- This is a very busy junction, with flats next to it and a funeral directors opposite
- There is an old people's home, Turnpike Court, just down the road
- It could be a distraction for car drivers
- It would be an eyesore from people's windows
- It may have a noise issue
- This is not what we need in the main square of St Georges
- There are more suitable locations in the area

It is anticipated that additional responses will be received by the date of the Plans Board meeting and Members will be fully updated at the meeting.

SUPPORTING INFORMATION FROM THE APPLICANTS:

The applicants have submitted the following additional information in support of their application:-

- PPG8 clearly states that local authorities should not question the need for telecommunications installations. The sharing of sites between telecommunications operators is one of the key strategic policy principles contained within PPG8.
- The site is required to provide new 3G coverage for O2 and Vodaphone. The apple i-phone and the widespread use of 'dongles', which provide a mobile broadband service for laptops, means that there is a huge need for further 3G capacity across the whole country. In addition, people are increasingly using mobile operators to provide their only home phone line and broadband connection. This increases the demand for base stations within residential areas. Mobile phone

base stations operate on low power and, accordingly, base stations therefore need to be located in the areas they are required to serve.

- The cell search areas for 3G are extremely constrained, with a typical cell radius of 250 metres, meaning it would not be feasible to site the monopoles outside these areas.
- Following the refusal of the application for a monopole in Gower Street in April 2011 the applicants began thoroughly searching for an alternative location. They also contacted the local Ward Councillors and the Parish Council for their views and opinions. Ward and Parish Councillors viewed the chosen location as preferable to the previous proposal on Gower Street.
- Several alternative locations were investigated but had to be discounted for various reasons. These included:
 - (a) St Georges Sports and Social Club in Church Street – too far away from the target coverage area, too close to existing base stations operated by Vodaphone and 02, and in close proximity to a children's play area,
 - (b) St Georges Parish Church in Church Street – same reasons as (a),
 - (c) TAFS Garden Centre in Gower Street – too close to an existing 02 installation, and the owner showed no interest in the proposal,
 - (d) Gower Street Trading Estate in Gower Street – the potential for a rooftop installation on the buildings was discounted due to the lack of height that could be achieved, and
 - (e) L Tranter & Sons in West Street – too close to existing base stations operated by 02 and Vodaphone, and the owner had his own future plans for the land.

There are no other suitable buildings or other structures within the cell search area which could be used.

- There is no existing telecommunications apparatus within the target coverage area which is available for sharing.
- This site is the most suitable option available that balances operational need with local planning policies and national policy guidance. Within a cell search area the following parameters influence the locations of proposed telecommunications installations:-
 - (a) the agreement of the land owner,
 - (b) the avoidance of underground services,
 - (c) having no adverse impact on pedestrian movement,
 - (d) ensuring no obstructions to driveways, cycle lanes or pedestrian crossings, and
 - (e) ensuring no adverse effect on road traffic safety.

The proposed site meets all these criteria.

- The mast is a slim-line monopole, a type that has been used across the whole country.
- The chosen location will have less visual impact on the surrounding area than a similar structure in any other location within the required cell search area.
- The proposed monopole would stand at a height taller than the existing street lighting columns in order for the pole to accommodate the required antennae, plus amplifiers, which enable the installation to provide the required coverage to the target area. Without these amplifiers the installation would not provide the required level of

coverage, and could result in the need for an additional installation in the surrounding area.

- In order to minimise interference within its own network and with other radio networks, O2 and Vodafone operate their networks in such a way that the radio frequency power outputs are kept to the lowest levels commensurate with effective service provision.
- The monopole would not dominate or be anomalous, and its impact would remain minimal and very localised.
- The monopole would be seen in the context of the considerable amount of existing street furniture in this area in the form of street lighting columns, signage, and other forms of low level street furniture along Gower Street and around the mini-roundabout, all of which help to ensure that the proposed development would not dominate the skyline.
- The proposed monopole has been designed and sited to minimise its visual impact. No satisfactory alternative and less harmful means of meeting the network coverage deficiency is available. The development complies with both Central Government and local planning policy guidance, where the underlying aim is to provide an efficient and competitive telecommunications system for the benefit of the whole community, whilst minimising visual impact and intrusion.

PLANNING CONSIDERATIONS:

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

The applicants have undertaken a thorough and extensive search within the cell search area for a suitable site for the monopole. There is no existing telecommunications apparatus which is available for sharing, and no other buildings or structures within the required coverage area which could be used.

The applicants believe that the chosen site is the most suitable option that balances technical and operational requirements with local planning policies and national planning policy guidance, and also the need to minimise the environmental impact of the development.

The proposed monopole and its associated cabinet would be situated within a pedestrian area adjacent to the mini-roundabout in the centre of St Georges. This is a densely built-up area, with tall buildings on all 4 sides of the roundabout, and it is felt that the monopole would successfully merge in to this urban environment.

The area already contains an element of vertical clutter by way of a number of lamp posts, and traffic and highway signs, and it is therefore considered that this will help to assimilate the proposed monopole into its urban surroundings. In addition, the existing wall at the rear of the area of landscaping will help to effectively screen the equipment cabinet from views from the roadside.

Slimline monopoles are now relatively common in urban areas and generally fit into the roadside context. Although the proposed monopole would differ in appearance from the existing angled street lighting columns, it would be in effect an additional item of street furniture and as such it would not be an alien feature to the street scene nor significantly visually intrusive. Its location within the existing pedestrian area will not form an incongruous or unduly prominent feature on the skyline or on the street scene.

The monopole would be coloured grey and the equipment housing would be coloured green, and it is considered that these colours will help the installation blend in with its context and background in this location. There is no fenced compound proposed, and it is normal to find various types of electrical equipment cabinets and relay boxes alongside urban roads all around the country.

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 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. 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.

It is considered that the proposed monopole would not appear as an intrusive or unduly prominent feature on the skyline or in the street scene. Its visual impact to both local residents and highway users will be relatively

insignificant. Therefore, the overall impact of the installation on the visual amenities of the surrounding area is considered to be acceptable.

DETERMINATION:

The proposed 15 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.