

**TELFORD & WREKIN COUNCIL**

**PLANS BOARD**

**22<sup>ND</sup> May 2013**

Schedule 1 - Planning applications for determination by Board

<b>TWC/2012/0609 Land at Former Woodlands Primary School, Wensley Green, Telford, Shropshire, TF7 5NW</b>	
Outline application for residential development for up to 87 dwellings with associated infrastructure. Details of access to be considered all other matters reserved. ....	<b>2</b>
<b>TWC/2013/0092 Queens Arms, Southall Road, Dawley, Telford, Shropshire, TF4 3LY</b>	
Demolition of existing building and erection of a two storey building to accommodate a ground floor retail unit (Use class A1) and 7no. 1 bed flats at first floor level.....	<b>14</b>
<b>TWC/2013/0166 The Old Barn, Malt House Bank, Little Wenlock, Telford, Shropshire, TF6 5BN</b>	
Change of use from a carpentry work shop (Use class B1) to a mechanics work shop (Use class B2) (Retrospective) .....	<b>23</b>
<b>TWC/2013/0181 Land at Mound Way, Madeley, Telford, Shropshire, TF7 5HN</b>	
Creation of vehicular parking provision off Mound Way with associated footpath.....	<b>28</b>
<b>TWC/2013/0190 Park Inn, Ironbridge Road, Madeley, Telford, Shropshire, TF7 5JU</b>	
Erection of 7no. two-bedroomed terraced houses following demolition of existing public house .....	<b>33</b>
<b>TWC/2013/0208 Land at Furnace Road, Telford, Shropshire</b>	
Erection of 23No. affordable residential units, including access, parking and associated infrastructure .....	<b>45</b>
<b>TWC/2013/0246 Teagues Bridge County Primary School, Teagues Crescent, Trench, Telford, Shropshire, TF2 6RE</b>	
Erection of a 3 base classroom extension, erection of an entrance canopy and erection of an extension to include a hall extension and store room ...	<b>54</b>

TWC/2012/0609

Land at Former Woodlands Primary School, Wensley Green, Telford,  
Shropshire, TF7 5NW

Outline application for residential development for up to 87 dwellings with  
associated infrastructure. Details of access to be considered all other matters  
reserved.

**APPLICANT**

Telford & Wrekin Council

**RECEIVED**

26/07/2012

**PARISH**

Madeley

**WARD**

Woodside

**OFFICER**

Rob Price

OBJECTIONS RECEIVED: YES

MAIN ISSUES: Principle of Development, Green Network, TPO, Loss of  
Playing Pitches, Design & Access

**PROPOSAL:**

This is an outline application with all matters other than access (that is,  
appearance, landscaping, layout and scale) being “reserved matters” for  
consideration at a later stage, via a separate application(s). Some key  
parameters for the proposed development are provided in relation to land use,  
access and movement, density and scale in the Design and Access  
Statement.

The application is applying for permission for up to 87 dwellings and  
associated infrastructure including an attenuation pond on single parcel of  
land which was the former Woodlands Primary School in south Telford within  
Madeley Parish and Ward. The proposed development seeks to improve the  
current vehicular access arrangements and will utilise the existing access off  
Park Lane along with the creation of a new access off Mound Way; and the  
proposal also includes an important pedestrian link through the site linking the  
Woodside Local Centre with the new Woodlands Primary School as part of  
the Abraham Darby Campus via a toucan crossing across Ironbridge Road  
This proposal will see the enhancement of the existing facilities located off  
Park Lane and include the provision of a new MUGA and skate park..

The Abraham Darby Campus and its associated facilities were forward funded  
by the Council therefore the redevelopment of this site will go back into the  
BSF funding stream. Funding generated by the development of the site will  
also allow for further enhanced sports pitch provision to be provided at William  
Reynolds School, and, contribute towards the delivery of a new and enhanced  
community park off Park Lane.

The site has also been actively promoted through the Council’s SHLAA (2010)  
‘site 560’ and in terms of deliverability is considered to be available, suitable  
and achievable for the period of 2016-2026.

## SITE & SURROUNDINGS:

The application site is located at the former Woodlands Primary School, Park Lane, Woodside, Telford and is a broadly rectangular site, bound by Ironbridge Road, Mound Way and Park Lane.

The site comprises land and buildings associated with the now closed and vacated Woodlands Primary and Nursery School along with land located to the north west of the school and extends to approximately 3.27 ha. The site lies within a predominantly residential area with residential uses located to the north and west of the site. The site is located approximately 120 metres from Woodside Local Centre which provides healthcare, educational courses and day-to-day necessities.

The school site includes a playing field which is located to the south of the school buildings where the site abuts Ironbridge Road. Part of the playing field was used as a site compound for the storage of materials associated with the construction of the Abraham Darby Campus to the south. Beyond the Ironbridge Road lies the newly built Woodlands Primary School which opened in early 2012 and was built as part of the Abraham Darby Campus as a replacement facility for that in the application site.

Vehicular access to the site is currently gained directly from Park Lane, which has recently been reconfigured as part of a highways improvement scheme, improving the permeability along Park Lane to the wider Woodside area. Pedestrian access is also gained via the Park Lane entrance along with additional pedestrian access being located off Ironbridge Road and Mound Way.

The site's eastern edge fronts onto Mound Way and is defined by existing hedgerow and trees. To the west, serviced by Ironbridge Road is 'The Keep', a private residential development built on an old pit mound. To the north are two existing dwellings and to the north-east is an area earmarked for future development which will see the creation of a new community park on land adjacent to Bennett House.

Woodside has been the subject of significant regeneration over the past few years, which has recently seen the delivery of the Park Lane Centre, extensive public realm enhancements and the remodelling of Park Lane. There is further investment to the Park Lane area through a mixed use development for residential and retail development. Woodside is identified as one of the Council's six Priority Neighbourhoods in which issues related to social deprivation are being addressed through community-focussed partnership which has led to the above regeneration proposals.

In the wider context, the site lies approximately 1 mile from Madeley Centre which provides a range of local services. Telford Town Centre is located approximately 5 miles from the site which provides a wider range of both comparison and convenience shopping.

The proposed development site is served by two primary bus routes (Route 11 and 44) linking to Telford Town Centre. The site is best served by the number 11 route which operates between Madeley and the town centre with a frequency of a bus every 10 minutes throughout the day. The second route is the number 44 route which also operates between Madeley and Telford Town Centre, Monday to Friday. Bus stops are located on either side of the Ironbridge Road, along Park Lane and Mound Way offering excellent public transportation links to and from the site.

#### HISTORY:

There is no relevant site history save the associated works that took place as part of the construction of the Abraham Darby Sports and Learning Community where through a phased approach to development Kier used part of the site as a temporary compound under permitted development rights in association with the main permission as detailed below.

W2009/1005 - Demolition of existing Abraham Darby Academy and the erection of a 1,050 place academy, a 420 place primary school and a community leisure centre with associated facilities and works – Approved 22<sup>nd</sup> April 2010.

#### POLICY:

National Planning Policy Framework

#### LDF Core Strategy

- CS1 Homes
- CS3 Telford
- CS5 District and Local Centres in Telford
- CS8 Regeneration
- CS9 Accessibility and Social Inclusion
- CS10 Community Facilities
- CS11 Open Space
- CS12 Natural Environment
- CS13 Environmental Resources
- CS15 Urban Design

#### Saved Wrekin Local Plan Policies

- UD2 Design Criteria
- UD4 Landscape Design
- H22 Community Facilities
- H23 Affordable Housing
- T4 Development Principles
- T22 Planning Obligations
- OL3 Green Network
- OL4 Development in the Green Network
- OL11 Woodland and Trees
- OL12 Open Land and Landscape – contributions from new development
- OL13 Maintenance of Open Space
- LR6 Developer contributions to outdoor recreation open space provision within new residential developments

## CONSULTATION RESPONSES:

### Standard consultation responses

#### Madeley Town Council:

Supports the application noting the importance of a strategic pedestrian/cycle link between Woodlands Primary School and the Woodside Local Centre but expresses concerns regarding a new vehicular access point to the site from Mound Way as well as the creation of an informal drop-off and collection point for the new schools and the lack of affordable housing provision on site.

#### Highways:

Support subject to conditions.

The principle of development is supported but suggest conditions relating to access from Mound Way and highway improvement and accessibility works be attached to any permission including the requirement for a pedestrian/cycle link through the site linking Woodside Centre and Ironbridge Road. Support is not given for the illustrative layout plan submitted.

#### Geotechnical:

Support subject to conditions and informatives regarding foundations and standoffs.

#### Drainage:

Support subject to conditions. Development should proceed in line with the requirements of the FRA.

#### Parks and Open Spaces:

Support subject to planning obligations toward off-site play/recreation provision and maintenance of open space. Believe 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 will contain a number of properties which will contribute to the need of recreational facilities for the area. The development proposal triggers the need for play provision in the form of a LEAP and is a few bed spaces short of the requirement for a NEAP. Support subject to planning obligations toward off-site play/recreation provision and maintenance of open space.

#### Education:

No comments received.

#### Arboriculture:

No objections in principle but further details required. Layout as submitted is unsupported due to the effect on trees.

#### Sustainability:

The development should be completed using CSH. Minimum proposed standards of CSH level 4, with a requirement to consider level 5.

#### Ecology:

Requests condition regarding nest boxes and bat survey of mature trees as well as informatives regarding enhancement planting, nesting and trenches and be attached to any permission.

**Environmental Health (Contaminated Land):**

The proposed development is adjacent to colliery spoil (Brick Kiln Leasow Colliery) and a former tramway. Support subject to standard conditions.

**Housing:**

The proposal is acceptable and is supported by a viability appraisal with the appropriate evidence. The need to pay for the new schools and leisure facilities has meant the opportunity to gain any affordable housing for the site has been negated.

**Urban Design:**

No objections in principle given sustainable location of the site with access to the educational and sporting facilities at the Abraham Darby campus as well as in Woodside Centre. There are design concerns over the illustrative layout submitted as well as the development mix which is not supported.

**Development Plans:**

The principle of residential development on this site is in line with planning policy.

New and enhanced outdoor sports facilities are to be provided at the new Abraham Darby and William Reynolds Schools to the south, along with new green space provision nearby at Bennetts House. Some existing landscaping will also be retained within the development scheme, along with new landscaping. In particular the provision of a new attenuation pond and a new pedestrian and cycle link through the site will deliver wider green space improvements within the scheme. These new and improved spaces both within the site and adjoining or nearby will all be open to community use. This will greatly improve the public accessibility open spaces in this area in comparison to the existing provision. The proposal will therefore meet the requirements of policies CS11 and OL4 whereby community benefits are to be delivered as an integral part of development proposals. This also meets the requirements of paragraph 74 of the National Planning Policy Framework (NPPF).

Paragraph 74 of the NPPF also states that existing open space, sport and recreational facilities should not be built on unless an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements. Telford & Wrekin Council published an assessment of open space, sport and recreation facilities in 2008. This assessment shows that there is indeed an overprovision of outdoor sports facilities in the south of Telford, so the redevelopment of this site and the replacement or improvement of other outdoor sports facilities would be acceptable. The assessment also found that there is a large projected under provision of amenity green space in South Telford (-12.73 hectares). The new residential amenity spaces to be provided as part of the development proposal will contribute towards addressing some of this under provision in the area. The

development proposals will therefore meet the requirements of paragraph 74 of the NPPF.

Sport England:

In a commitment by the Council in its capacity as Local Education Authority, a Strategic Vision is to be prepared that will demonstrate that the delivery of new playing field provision through the programme will exceed any losses that occur as a result of building works or disposal sites.

In advance of this document however, new provision is currently in the process of being delivered at the site of the new Phoenix School. This new provision will include a new Artificial Grass Pitch in addition to natural turf provision. As well as this site, we are aware of new playing fields to be delivered on land adjacent to Thomas Telford School. The quantitative playing field areas of these two projects exceed the collective areas of playing field that are to be lost at the former Woodlands Primary School site as well as losses occurring as a result of projects at Ercall Wood School, Madeley Academy and Abraham Darby Academy.

In addition to just delivering replacement areas of playing field, the quality of provision and access arrangements will be improved. This will deliver provision that is more likely to retain existing levels of participation and increase participation levels in pitch based sport in future years.

When the loss of the grass playing fields at the former Woodlands Primary School is considered within the overall context of new provision being delivered at the new Phoenix School and at Thomas Telford, the proposals can be considered to be consistent with exception E4 of our policy and also with National Planning policies which require that any loss of sporting facilities are replaced by new provision that is at least equivalent in terms of quantity, quality and accessibility.

It is apparent that some of the current pitch provision at the existing Phoenix School site may be the subject of further development proposals in the future. We are aware that the Council considers that any losses will be balanced by the delivery of new provision but it will be appropriate to review this position if and when proposals to dispose of playing field at the existing Phoenix School site are brought forward.

In summary, the delivery of new playing fields at the new Phoenix School site and on land adjacent to Thomas Telford School mitigate the quantitative loss at the application site. In addition, the co-location of Woodlands Primary and Abraham Darby has maintained the number of pitches that previously existed but has improved quality and community access arrangements. On this basis, Sport England considers that the proposals to be consistent with exception E4 of our policy and support the application.

West Mercia Constabulary:

Support subject to condition. There are opportunities to design out crime and /or the fear of crime and to promote community safety. The applicant should

aim to achieve the Secured by Design (SBD) award status for this development. SBD is a nationally recognised award aimed at achieving a minimum set of standards in crime prevention for the built environment, the scheme has a proven track record in crime prevention and reduction. The opportunity for crime to occur can be reduced by up to 75% if Secured By Design is implemented. The principles and standards of the initiative give excellent guidance on crime prevention through the environmental design and also on the physical measures.

Shropshire Fire Service:

Comment with suggested informatives that should be attached to any consent issued.

#### Neighbour consultation responses

There have been five representations to the planning consultation, two of support, two of objection and one commenting on the proposal. The issues/concerns raised in relation to the application are summarised below:

- No objections to principle of residential development
- Noise, dust and inconvenience during construction
- Loss of privacy through poor layout
- Protection of trees
- Retentions of green spaces
- Insufficient car parking
- Improved pedestrian accessibility

#### PLANNING CONSIDERATIONS:

Principle of Development:

The principle of residential development is supported in this location as it is within the built up area of Telford as defined by the Proposals Map of the Wrekin Local Plan. Core Strategy CS1 (Homes) indicates that Telford will be the location for the overwhelming majority of new homes identified to be built over the Plan period. Likewise Policy CS3 (Telford) states that Telford will be focus of the Borough's spatial development and will accommodate the majority of new homes jobs and services.

In addition, with regards to housing, the National Planning Policy Framework (NPPF) states that Local Planning Authorities should significantly boost their supply of housing. In paragraph 49, it states that applications for housing should be considered in the context of the presumption in favour of sustainable development. In this regard the site is well located not far from Madeley, on the edge of an existing residential area and is easily accessible for cyclists, pedestrians and public transport users. Bus stops are located very close to the site on Ironbridge Road, Park Road and Mound Way and it is considered that travel by bus would be a viable alternative to the private car.

The site is shown as white land and green network. As new sporting and open space provision has been provided at the Abraham Darby Campus and at the William Reynolds Schools to the south, along with new green space provision nearby at Bennetts House. In particular the provision of a new

attenuation pond and a new pedestrian and cycle link through the site will deliver wider green space improvements within the scheme. These new and improved spaces both within the site and adjoining or nearby will all be open to community use. This will greatly improve the public accessibility open spaces in this area in comparison to the existing provision. The proposal will therefore meet the requirements of policies CS11 and OL4 whereby community benefits are to be delivered as an integral part of development proposals. This also meets the requirements of paragraph 74 of the National Planning Policy Framework (NPPF).

As part of the Council's Building Schools for the Future Programme, Woodlands Primary School has been relocated on land to the south of the site and now forms part of the Abraham Darby Campus. Part of the playing field was used as a site compound for the storage of construction materials associated with the new development. New and enhanced replacement sport pitch facilities have already been provided as part of these proposals which will be available for community use.

Enhanced sports pitch provision will also be provided at William Reynolds School through the use of funding generated from the proposed development and provide a new mini-pitch facility also for community use. The Council's Playing Pitch Strategy, which has been prepared in consultation with Sport England, confirms that the provision of this mini pitch will adequately meet the local deficiency of mini pitch provision projected for 2016 and 2021.

The principle of residential development on this site is therefore in line with planning policy. Although detail is limited, the proposed development as shown on the indicative layout is consistent with local and national planning policy.

#### Design:

It needs to be recognised that this is an outline application seeking to establish the principle of development at this site with matters relating to the scheme's design and layout have been reserved for later approval. However the scheme's architects have prepared an indicative site layout plan which demonstrates that a mix of dwellings types can be delivered at the site which would result in a medium density of approximately 30 dwellings per hectare, and could include the 5 no 2 bed houses, 56 no 3 bed houses, 25 no 4 bed house and 1 no Bungalow.

A parameter plan also accompanies the application plan indicating that the properties would predominantly be 2 storeys in height and up to 2.5 storeys at the key focal points in the site. This is considered appropriate to the locality with most residential property being at 2 storeys in height.

There is opportunity to create a strong visual arrival point, but such detail will be dealt with at a reserved matters stage. At this later stage, the Council will have the opportunity to assess the exact positioning of the proposed dwellings taking into account such matters as amenity, parking and provision and shading by adjacent trees.

#### Access and Connectivity:

Means of access into the site is to be considered in detail as part of the determination of the application. The access points will be provided off Park Lane and Mound Way. These proposals have been developed in consultation with Highways Officers at the Council and further details conditioned out.

The creation of a new pedestrian and cycle route through the site as part of the development proposals has the opportunity to significantly improve pedestrian activity in the area, linking up with the pedestrian access points providing a direct link for school children, parents and other members of the local community from the Woodside Local Centre to the new Abraham Darby Campus. It is anticipated that school children, parents and other members of the local community will use this pedestrian link. This will also include a dedicated cycle link along this route, linking up with those located within the vicinity of the site.

#### Ecology:

As part of the planning application an Extended Phase 1 Ecological and Bat Survey has been undertaken at the site which concludes that there are no protected sites on or near the proposed development. The main habitat present on the site comprises amenity grassland which covers approximately 60% of the site and which provides limited habitat creation. Further information is to be provided with regard to bat roosts and the retention of mature trees by way of condition

The proposed development has responded to the recommendations of the Phase 1 Ecological Survey with the retention of trees and hedges located along the perimeter of the site in order to retain the habitat value for wildlife and to ensure that the scheme will have no detrimental impact upon the site's overall biodiversity value.

#### Landscaping:

The site contains a number of mature trees which have recently been protected by a Tree Preservation Order as shown on the enclosed indicative Site Plan. The siting of the development has had regard to trees protected by preservation orders additionally taking into account Root Protection Areas. The retention of trees can be included in a more appropriate layout at reserved matters stage. With regard to the proposed development additional landscaping will be provided throughout the site to enhance the setting and character of the scheme through the retention of existing mature trees/hedgerow located along the sites boundaries. Green space will also be enhanced with each property being provided with individual private amenity space, which is illustrated on the proposed preliminary layout shown on Drawing 582-001 Rev K. This layout plan is not supported for amenity, design, highway or arboricultural reasons and is for illustrative purposes only

#### Other Environmental Constraints:

The proposed residential use will not adversely affect the surrounding environment through any additional noise other than during construction, a temporary effect of the development. Noise, dust and inconvenience during construction can be adequately controlled through a site environmental

management plan.

The development site can be adequately drained without potential of flooding, in addition there are no concerns with regard to the sites past uses and land contamination. Concerns have been raised with regard to stability to part of the land adjacent to the Keep; however it is considered this can be suitably mitigated against through condition, including an assessment of the lands stability and a stand off zone.

Affordable Housing and other Planning Obligations:

The applicant has submitted a viability assessment in respect of the application for the residential development based a scheme of up to 87 dwellings. This assessment is aimed to give an informed view on the financial viability of the proposed scheme having regard to site and scheme specific development considerations and assumptions. In this instance, the viability of the site is demonstrated without the provision of affordable housing, with contributions toward play provision and highway matters. . Subsequently the applicant has agreed to provide the following contributions:

- £150,000 towards the provision, maintenance or enhancement of play equipment or facilities near to the application site;
- £50,000 toward highway improvements;
- £63,000 toward the provision of new parking facilities off Mound Way

Taking account of the provision of new schools, leisure and play facilities in addition to the highway improvements this is considered acceptable providing a viable site that is available and deliverable.

Conclusions:

The site is within the boundary of the built up area of Telford and the principle of residential development supports the Borough's Core Strategy on focussing development within Telford as expressed in Core Strategy policies 1 and 3. The loss of playing fields has been adequately compensated against through the provision of new facilities and off site contributions.

The density of the usable area of the scheme at approximately 30 dwellings per hectare is considered acceptable. The appropriateness of the layout is a reserved matter for consideration at a later stage, via a separate application. At this later stage, the Council will have the opportunity to assess the exact positioning of the proposed dwellings taking into account such matters as amenity, parking provision and tree retention. The proposal will complement the surrounding uses, without harm to the environment by virtue of the sites previous uses, flooding or pollution; furthermore the proposal will not have a detrimental impact on flora or fauna on or adjacent to the site.

The viability of the proposal has been assessed and it is evident that the provision of new schools, leisure and play facilities as well as highway improvements has meant no affordable housing can be provided.

Accordingly, it is considered that the development proposed in the application represents sustainable development and there is a presumption in favour of sustainable development in National Planning Policy Framework, in addition

to meeting the requirements of local policies as specified in the Core Strategy and Wrekin Local Plan.

## RECOMENDATION

Based on the conclusions above, the recommendation to Plans Board on this application is that DELEGATED AUTHORITY be granted to the Manager of Development Management to GRANT OUTLINE PLANNING PERMISSION subject to the following:

- A.) The applicants entering into a Memorandum between departments of the Council (terms to be agreed by the Manager of Development Management) relating to:
- (i) A contribution of £150,000 toward the provision, maintenance or enhancement of play equipment or facilities near to the application site;
  - (ii) A contribution of £50,000 toward highway improvements;
  - (iii) A contribution of £63,000 toward the provision of new parking facilities off Mound Way.
- B.) The following conditions (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):
1. A01 Time limit – Outline.
  2. A03 Time limit – Submission of Reserved Matters.
  3. B02 Standard outline some matters reserved.
  4. B10 Details of materials.
  5. B57 Land contamination.
  6. B61 Foul and surface water.
  7. B64 Soakaway test.
  8. B65 Soakaway more than 5m from building.
  9. B75 Greenfield run-off rates.
  10. B121 Landscaping design.
  11. B126/8 Landscape management plan and maintenance details for areas.
  12. B130 Tree protective fencing.
  13. B131 Trees – services & roots.
  14. B150 Site environmental management plan for construction works.
  15. B153 Secured by design.
  16. BCustom Highway Requirements.
  17. BCustom Coal Authority Requirements.
  18. BCustom Ecology – Nest boxes
  19. BCustom Ecology - Pre-commencement bat check of mature trees
  20. C39 Development in accordance with plans except layout
  21. C40 No approval of layout

22.	C76	Landscape implementation hard & soft.
23.	CCustom	Stability details including 2m standoff from west boundary
	I17	Minerals Area
	I20	Contaminated Land
	I25c	Bird boxes
	I25e	Trenches
	I25g	Enhancement planting
	I25j	Retention of habitat features
	I25m	Nesting birds
	I32	Fire authority
	I40	Conditions
	I44	Reasons for grant of approval
	RANPPF	Approval – National Planning Policy Framework

#### REASON FOR APPROVAL:

The site is within the boundary of the built up area of Telford and the principle of residential development supports the Borough's Core Strategy on focussing development within Telford as expressed in Core Strategy policies 1 and 3. The loss of playing fields has been adequately compensated against through the provision of new facilities and off site contributions.

The density of the usable area of the scheme at approximately 30 dwellings per hectare is considered acceptable. The appropriateness of the layout is a reserved matter for consideration at a later stage, via a separate application. At this later stage, the Council will have the opportunity to assess the exact positioning of the proposed dwellings taking into account such matters as amenity, parking provision and tree retention. The proposal will complement the surrounding uses, without harm to the environment by virtue of the sites previous uses, flooding or pollution; furthermore the proposal will not have a detrimental impact on flora or fauna on or adjacent to the site.

The viability of the proposal has been assessed and it is evident that the provision of new schools, leisure and play facilities as well as highway improvements has meant no affordable housing can be provided.

Accordingly, it is considered that the development proposed in the application represents sustainable development and there is a presumption in favour of sustainable development in National Planning Policy Framework, in addition to meeting the requirements of local policies as specified in the Core Strategy and Wrekin Local Plan.

TWC/2013/0092

Queens Arms, Southall Road, Dawley, Telford, Shropshire, TF4 3LY  
Demolition of existing building and erection of a two storey building to accommodate a ground floor retail unit (Use class A1) and 7no. 1 bed flats at first floor level

**APPLICANT**

H Dhillon

**RECEIVED**

17/01/2013

**PARISH**

Great Dawley

**WARD**

Dawley Magna

**OFFICER**

Libby Harper

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

OBJECTIONS RECEIVED: Yes

**MAIN ISSUES**

Need, affordable housing, parking and traffic generation, ecology, scale and design

**PROPOSAL**

The application comprises the redevelopment of the Queens Arms site through the demolition of the vacant public house, and its replacement with the creation of a two storey building to accommodate a retail use at the ground floor, and residential use at the first floor. The former element comprises 368sqm convenience store with an ATM, store, office, staff kitchen and W/C. The residential element comprises 7 residential units, that being 4No. 1 bed flats and 3No. 1 bed studios, for the purpose of social housing as per the Design & Access Statement and dialogue with the agent. This scheme is an alternative proposal to the latest approvals (TWC/2011/0052 and TWC/2011/0032) on the site which represented a purely residential form of development.

**SITE AND SURROUNDINGS**

The application site comprises a former Public House which is vacant and boarded-up, with adjacent tarmaced car parking area accessed off Hinkshay Road, and narrow grassed beer garden to the rear ancillary to the former Queens Arms Public House. A hard-surfaced beer garden and detached rendered garage/store are located to the side of the building.

This hard surfaced beer garden is bounded by a brickwork wall and adjacent to the boundary with Rowan Avenue, the grassed element being bounded by timber fencing, and hedging at the north eastern corner, this area adjoins rear garden areas to a bungalow and two-storey semi-detached properties on Rowan Avenue. The car park is partly enclosed by boundary walling. To the northern end of the car park is the boundary wall and side gable of an attached garage at No.8 Hinkshay Road, a 1970s style brick and rendered

detached property adjacent to a pair of semi-detached houses of the same design. The properties on Hinkshay Road have separate access points from the highway and private driveways.

The former Public House building is a traditional two-storey detached building which is painted and rendered with a tiled double gabled roof with valley, and chimneys. There is a two storey element which extends along Hinkshay Road and single storey elements fronting the former car parking area at the rear of the building, which have a rather ad hoc appearance.

The former Public House fronts a turning head at the end of Rowan Avenue, with the main highway, Southall Road beyond. The turning head has been used in the past for unauthorised vehicle parking. The building is located at the northern end of Southall Road with a roundabout to the west of the building with roads leading off it - Hinkshay Road and Bartlett Road to predominantly residential areas, and Finger Road to the north leading to Dawley District Centre, which is currently being redeveloped, and on to Telford Town Centre.

On the opposite side of Hinkshay Road is a former service station that has been vacant for a number of years and has extant planning permission for residential development. There is a hair and beauty salon and another Public House, Three Crowns Inn on Hinkshay Road. Further along Hinkshay Road and to the south on Southall Road are two schools for children with special needs. However, the area is principally an established residential area comprising housing of different eras and styles.

## SUMMARISED CONSULTATIONS

### Standard consultation responses

Parish Council: *No comment*

Highways: *Comment*

Initially requested further information be submitted around the size of delivery and refuse vehicles to service the site, arrangements around the wall and access. Further to receipt of an amended plan (Dwg no. WCP/1888 Rev D), highways have no objection in principle to the proposal subject to conditions. The specific conditions relate to: parking/turning/loading and unloading; provision of visibility splays (2.4m x 43m, with no obstacle over 600mm); provision of the proposed vehicular access and boundary wall prior to occupation of the development, with the existing dropped kerb access situated north of the proposed access to be reinstated while these works take place. An informative has been requested requesting prior contact be made with the Highways department.

Drainage: *Support subject to conditions*

Request for conditions relating to foul and surface water scheme, and surface water brownfield run off rates.

Ecology: *Comment*

Initially objected to the scheme due to the possible affect on roosting bats and nesting birds, recommending that an internal and external inspection be undertaken. Further to submission of evidence of a bat and bird survey having been carried out, there are no ecological objections to the application subject to a condition for the erection of nest boxes, together with a nesting birds informative.

Shropshire Fire Service: *Comment*

Advice regarding Access for Emergency Fire Service Vehicles and Sprinkler systems.

Neighbour consultation responses

Following consultation, three letters of objection, one of support, and one comment have been received. The comments are summarised below:

Objections

- Traffic could become excessive
- On a busy road and needs to be unobstructed – used by many homes, hairdressers, pub, schools and Rugby Club
- People will also park on the road
- Query provision of parking for flats
- Noise disturbance from chiller units
- Hedge adjacent to boundary with Rowan Avenue – request to be left in place (privacy, security, wildlife)
- No need for store with provision within walking distance
- More disturbance – people hanging around shops and flats
- Shame to knock down the pub

Support

- Support for redevelopment of derelict site, improve and add something to the area
- No. of points also apply:
  - applicant promised installation of either bollards or a raised kerb along our boundary to protect our building, wall and fences, does not appear on the plans at present
  - plan seems to imply that the current entrance to the car park will be moved nearer to the proposed development and the current one sealed. The developer has agreed that this is so but again the closing of the current entrance is not shown on the plan
  - current building has been empty and in disrepair for a number of years now and we would say that the current site has a good chance of being infested with vermin. We would ask that before any dereliction takes place that pest control clear the building. We do not want the rats or mice moving in to our property

## Comment

- Need for another corner shop questioned – 2 in walking distance and more in Aqueduct and Little Dawley
- No earlier opening/closing as located within a residential area
- Request for pest control measures if/when pub is demolished prior to work carried out

## RELEVANT HISTORY

TWC/2011/0052 Erection of 2No. three bed semi-detached houses and 1No. three bed detached house (Amended description and amended plans received). Full granted 13/02/2012. This application relates to the car parking area and small grassed beer garden.

TWC/2011/0032 Conversion of the existing vacant public house to provide 4 no. 2 bed flats and 1 no. 1 bed flat (Amended plans received). Full granted 13/02/2012.

PE/2012/0137 Demolition of existing buildings, erection of 2 storey building with ground floor retail and 1st floor flats.

Earlier history for this site relates to the Public House use.

## RELEVANT POLICIES

National Planning Policy Framework (NPPF)

Core Strategy:

CS1 Homes

CS2 Jobs

CS5 District and Local Centres

CS10 Community Facilities

CS12 Natural Environment

CS15 Urban Design

Wrekin Local Plan:

UD2 Design Criteria

H6 Windfall Sites

H23 Affordable Housing

S25 New Local Centres and Local Shops

## PLANNING CONSIDERATIONS

### Principle of development

#### *Loss of Community Facility:*

Consideration of the loss of the Public House as a community facility, in respect of Policy CS10 of the Core Strategy, forms an ongoing consideration for this site. In this respect, it is considered that there are similar facilities within the area, and therefore the loss of the Public House and its associated car parking and beer garden will not be of significant loss or detriment to the community. This application has an added benefit from the approved

schemes, with the provision of an alternative form of community facility through creation of a convenience store. The size of the store being considered commensurate with the locality, and would bring the site back in to active use.

*Intensification:*

The intensification of built development on this site has been established through grant of preceding applications TWC/2011/0052 and TWC/2011/0032, with the principle for an alternative mixed use scheme considered generally appropriate at pre-application stage. The need for this revised form of development has been questioned through consultation with neighbours, representing a key planning consideration. In terms of retail need, the National Planning Policy Framework is supportive of such schemes, identifying that planning decisions should plan positively for the provision of community facilities such as local shops to enhance the sustainability of communities and residential environments (paragraph 70). The undertaking of an impact assessment is only necessitated where a threshold of 2,500sqm is exceeded when assessing applications for retail development outside of town centres (and where they are not in accordance with an up-to-date Local Plan) (paragraph 26).

*Retail Use:*

Locally, Policy S25 *New Local Centres and Local Shops* defines that the Council will permit the creation of new shops of a size and scale related to the needs of the immediate communities which they serve, subject to satisfactory arrangements with respect to access, servicing and parking. Whilst these latter requirements are covered elsewhere in this report, the position of the proposed store in a principally residential area is considered to warrant provision in this locality at this modest scale proposed to satisfy the requirements of policy S25. This application will positively influence the appearance of the local environment in accordance with Policy CS15 *Urban Design* bringing a vacant site back in to use in a prominent corner position adjacent to the roundabout. The opening hours proposed of 07:00am-22:00pm across the week is considered appropriate with limited harm, bearing in mind the previous Public House use on the site, existing noise from the nearby thoroughfare and accounting for the purpose of the development akin to a corner shop. The development would entail the creation of 2 full-time positions in an accessible location in accordance with Policy CS2.

*Residential Use:*

Policy CS1 seeks to provide everyone in the Borough with an affordable, decent and appropriate home, with the type, size and tenure of new homes to meet local need. This policy works in combination with Policy CS5, seeking to focus new housing development both within and locations highly accessible to centres. The present scheme for redevelopment of the Queens Arms site defines the residential element as social housing. In this respect, the National Planning Policy Framework advises that Local Planning Authorities should plan for a mix of housing based on current and future needs of different groups in the community and identify the size, type, tenure and range of housing required in particular locations (paragraph 50). Clarification has been

sought as to arrangements around management of the proposed social housing, with an indication that the Council through its housing function would lease the accommodation.

#### Affordable Housing:

The applicant has advised that the management of the accommodation would be undertaken by an external party, and therefore the Council would either lease it directly for temporary accommodation or via a partner of the authority for social housing. Dialogue with the Council's Housing and Estates & Investment teams has confirmed that an offer to lease the properties at the first floor has been made by the Council, with negotiations ongoing for a 12 month lease agreement to be put in place. For the purpose of the Council's housing management provision, a request has been made for CCTV coverage of the entrance and internal corridors and an entry system on the main entrance. Housing Officers have confirmed there is a housing need for one bedroom accommodation in the Borough and the location of the application site lends itself to transport links for education, training and work opportunities.

Residential development at this scale falls below the threshold where a proportion of affordable housing is required on schemes, whilst provision is encouraged by the Local Planning Authority in accordance with policy H23, control through a S106 agreement is not a requirement, Should the accommodation not come forward in the form of social housing, or potentially change in the longer term, a market residential use of this nature in this location satisfies the requirements of policies CS1 and H6.

#### Design:

The elevational treatment of the proposed building is simple and well-proportioned, the scale and design of the development is in keeping with the adjoining properties in the area comprising a mix of detached and semi-detached properties with gable roofs, single storey elements and garage extensions. The proposed respects and relates to the setting in keeping with the nodal position of the site adjacent to the roundabout. The proposal would produce a safe and secure overall environment with provision of a mixed use scheme - a residential presence providing a positive overlooking dimension for the shop, whilst not leading to any detrimental overlooking to nearby neighbours. Notably, neighbouring 5 Rowan Avenue is located at an oblique angle to the boundary with no habitable windows positioned on this side of the existing dwelling, therefore the building will not adversely affect light or outlook, or directly overlook the bungalow. Access to the proposed 1<sup>st</sup> floor accommodation will be via two accesses, one to the front and rear separate to the entrance to the shop, thus ensuring the amenity of respective users of the building. The development accords with national and local planning policies in terms of design. The provision of advertisements will be controlled through a separate application.

The existing boundary treatment of the site has been defined as timber fence panels (with the exception of the highways boundary), with proposed updating with replacement of the existing arrangement. In addition, a hedge is located

to the north eastern corner which should be retained as such through a condition.

#### Access and Parking

Additional details have been provided and amendments made to the access arrangements for the site, further to concerns raised by the Highways Engineer. The inclusion of a new dropped kerb to accommodate the proposed access design has been introduced, together with a requested low boundary wall along Hinksay Road to better define the access and egress arrangements for the site.

Parking provision comprises 18 car parking spaces and a delivery bay to the rear of the proposed building; this level of provision is considered sufficient, having been assessed and negotiated on the basis of the floorspace of the proposed retail unit, its nature as a convenience store with an expectation that many of the customers would arrive on foot, in combination with the size and no. of residential units. The position being such that one space per residential unit can be accommodated, with an appropriate number of remaining spaces for the retail use within the boundary of the site.

#### *Refuse:*

Provision for refuse collection is indicated on the amended plan, and to be separated between domestic and commercial waste. Tracking has been confirmed that a 20ft Rigid Vehicle can manoeuvre within the site without crossing into the parking spaces. The proposed access, servicing and parking arrangements are considered appropriate in accordance with policies UD2 and S25.

#### Ecology:

The vacant aspect of the site also necessitates consideration of the potential ecological impact through the proposed removal of a vacant building. In this respect, a Protected Species Report has been submitted further to an original objection by the Council's Ecologist. This assessment has concluded that the building has limited potential for roosting bats given its construction, location, current condition and past use. Proposals for enhancement in accordance with Policy CS12 are to be secured through imposition of a condition relating to the erection of nest boxes. The evidence also covers the context of birds on the site; the conclusions drawn are deemed satisfactory subject to a relevant condition and informative, thus securing the protection of birds in accordance with CS12.

#### Other environmental constraints

This site could be affected by land contamination and a condition can be imposed in this regard. Furthermore, a condition shall be imposed with regard to submission of drainage details. The additional noise generated from the development is considered to be minimal, bearing in mind its position adjacent to a busy thoroughfare and having regard to the previous use of the site, such that the amenity of local residents would be protected. In conjunction with considerations previously set out, the development complies with the criteria in Policy H6 of the Wrekin Local Plan.

It is noted that a sign is located on an adjacent site advertising a retail unit and hand car wash; this does not relate to this application site. With regard to the concerns over pest control during the development this lies outside of planning remit, and a condition would be unreasonable. However it is considered reasonable to condition a site management plan for the demolition and construction.

### Conclusion

In conclusion, the proposal will help regenerate a vacant site providing visual enhancement on this highly prominent site. The principle of a mixed retail and residential scheme is considered acceptable in this sustainable location. The layout of the site and the scale and design of the building with associated parking is considered acceptable and in keeping with the context of existing surrounding residential development. The proposal will not have a detrimental impact on the residential amenities of adjoining properties nor highway safety. Accordingly, the proposal complies with national and local planning policy.

### RECOMMENDATION

to GRANT PLANNING PERMISSION subject to the following conditions:

1. A04 Time limit
2. B11 Samples
3. B61 foul and surface water drainage; incl. brownfield run off rate
4. B150 Site Environmental Management Plan
5. BCustom Details of CCTV and lighting
6. C13 Parking /Turning/Loading and Unloading; and allocated spaces
7. C14 Visibility Splay – 2.4m x 43m, maximum 600mm high boundary wall
8. C38 Development in accordance with plan Nos.
9. C073 Hedge protection - during construction and retention
10. C109Custom Ecology Custom – erection of nest boxes
11. CCustom Provision of proposed vehicular access and boundary wall prior to occupation, reinstatement existing dropped kerb access during works
12. D11 Hours of work

### Informatives

- |                    |   |
|--------------------|---|
| I05                | Advert requires separate consent                |
| I11                | Highways  |
| I25b               | Nesting birds                                   |
| I35 Custom Systems | Access for Emergency Fire Service and Sprinkler |
| RACustom           | Custom Reason for Approval                      |
| RANPPF1            | Approval – National Planning Policy Framework   |

REASON FOR APPROVAL:

The proposal will help regenerate a vacant site providing visual enhancement on this highly prominent site. The principle of a mixed retail and residential scheme is considered acceptable in this sustainable location. The layout of the site and the scale and design of the building with associated parking is considered acceptable and in keeping with the context of existing surrounding residential development. The proposal will not have a detrimental impact on the residential amenities of adjoining properties nor highway safety. Accordingly, the proposal complies with national and local planning policy.

TWC/2013/0166

The Old Barn, Malt House Bank, Little Wenlock, Telford, Shropshire, TF6 5BN  
Change of use from a carpentry work shop (Use class B1) to a mechanics  
work shop (Use class B2) (Retrospective)

**APPLICANT**

Littleworth Enterprises

**RECEIVED**

27/02/2013

**PARISH**

Little Wenlock

**WARD**

Wrockwardine

**OFFICER**

Matthew Thomas

COUNCILLOR JACQUI SEYMOUR HAS REQUESTED THIS APPLICATION  
BE DETERMINED BY MEMBERS OF PLANS BOARD.

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Suitability of location for proposed use and potential impact  
on nearby residential amenity

**PROPOSAL**

This full planning application seeks retrospective permission for the change of  
use from a carpentry workshop (use class B1) to a mechanics workshop (use  
class B2).

The applicant has been utilising the site as a mechanics workshop since  
September 2012 and the business focuses mainly on servicing and  
maintaining light commercial vehicles, providing MOT's for vehicles and  
services anything from tractors to cars to lawnmowers.

**SITE AND SURROUNDINGS**

The application site lies on the outskirts of Little Wenlock, a small village  
located approximately 3 miles from Dawley to the west and 4 miles from  
Wellington to the north. The closest neighbouring dwelling is 'Home Farm'  
located some 75m away from the site.

The application site itself is relatively small measuring approximately 16m x  
33m covering an area of approximately 500sqm. An old outbuilding  
constructed from rendered walls, fibre cement roof and corrugated cladding  
covers roughly half of the site with a small area of hardstanding which is  
currently used for storage purposes is enclosed by timber post and rail  
fencing.

Access to the site is through Little Wenlock and off a narrow lane which leads  
on to Huntingdon. Open fields surround the site and given the nature of the  
building, it lends itself to the area without being overbearing.

## SUMMARISED CONSULTATIONS

Standard consultation responses:

Little Wenlock Parish Council: Object

- Change of use from B1 to B2 means that the site can be used for a wider variety of inappropriate industrial uses in the future and contravenes the Parish Plan (statements 4.9 and 4.10)
- B1 is more appropriate for a rural area and the site should remain under its current use class as it excludes it from any industrial process, being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Neighbour consultation responses:

Following consultation a single letter of objection was received from 'Nescliffe House', Little Wenlock:

- Proposed use is out of character with the quiet rural environment
- Leads to an increase in noise – compressors and increase in vehicular activity
- The application site is small and unstable and the building itself is unsafe in its structure
- There is no provision of toilets and lack of car parking
- Increase in litter with associated visitors to the site
- Allowing the scheme would be invasive to the setting and potential for expansion
- Access to the site is very difficult
- Concerns over fumes and noise from e.g. paint spray, exhaust fumes and noise from vehicles

## RELEVANT HISTORY

ENF/2012/0447 (Alleged unauthorised change of use)

## RELEVANT POLICIES

National Planning Policy Framework (NPPF)

Core Strategy:

CS2 Jobs

CS7 Rural Area

CS15 Urban Design

Wrekin Local Plan:

UD2 Design Criteria

E6 Rural Employment

## PLANNING CONSIDERATIONS

This full planning application seeks retrospective permission for the change of use from a carpentry workshop (use class B1) to a mechanics workshop (use class B2).

The applicant has been utilising the site as a mechanics workshop since September 2012 and the business focuses mainly on servicing and maintaining light commercial vehicles, providing MOT's for vehicles and services anything from tractors to cars to lawnmowers. No alterations are proposed to the existing unit and access will also remain unchanged. The business provides employment for one full time person and one part time.

Previously, the site was used as a carpenter's workshop however the need to diversify to a wider customer base has been recognised and the mechanical workshop has now been operating for approximately 7 months. Given the location of the site and its size, being relatively small for this type of operation, this will restrict the capacity of the business and its potential to expand in the future and therefore the Local Planning Authority are satisfied that the business will remain a relatively low key operation.

The National Planning Policy Framework advises Local Planning Authorities to *'take a positive and constructive approach towards planning applications that contribute towards economic development'*. It also states that *'in assessing and determining development proposals, local planning authorities should apply the presumption in favour sustainable development'*. The NPPF supports economic growth in rural areas with the expansion of all types of business and enterprise in rural areas. It promotes the development and diversification of agricultural and other land-based rural businesses.

Policy CS2 of the Core Strategy advises that provision should be made to *'meet the needs of existing businesses'* and *'help create new job opportunities in accessible locations'*. Policy CS7 of the Wrekin Local Plan concentrates on development within the rural area which, apart from the identified settlements suitable for development, is strictly controlled. Policy E6 of the Wrekin Local Plan refers to employment within the rural area. It advises that any development must be *'related to local agriculture or forestry or assist in the diversification of the rural economy'*. It continues that development should be *'of an appropriate scale, type and design'* and *'located in existing rural buildings'*.

The Local Planning Authority appreciates that there is a difference between a carpenter's workshop and a mechanics workshop however this is a small scale operation located in what would otherwise be a redundant former agricultural building, located at a suitable distance from nearby neighbouring properties. Officers consider the proposed development is relatively minor and as there will be no visual change, the impact on the surrounding area will not be significantly impacted. Whilst the boundaries of 'Home Farm' to the west lies opposite the site, the residential dwelling lies approximately 75m away and the closest neighbouring dwelling beyond this, 'Nescliffe' lies about 100m away from the site. Given its isolated position, screening from several

trees and distance from neighbouring dwelling, the Local Planning Authority are satisfied that the residential amenities of neighbouring dwellings will be largely unaffected. Whilst the proposed use may result in an increase in noise levels, given the secluded location, it is unlikely that any increase in noise levels will have a detrimental impact on residential amenities of nearby neighbouring dwellings. For these reasons, the Local Planning Authority considers the proposal to be an appropriate form of development within the rural area. Officers consider that the application meets each of the above criteria in both the Core Strategy and the Local Plan and subsequently, the principle is considered acceptable.

Officers have taken in to account representations received from Little Wenlock Parish Council and the objection from a nearby neighbour however when considering the activity and noise generated from the previous use as a carpenter's workshop, officers are satisfied that this relatively low key mechanic's workshop will not differ significantly to lead to having a detrimental impact on nearby neighbours or the overall character of the area. Furthermore, the Local Planning Authority will impose a condition to restrict the proposed B2 use to the applicant only which will also help restrict the potential expansion of the business as well as limiting the use to this type of B2 use. Matters of the building being unstable and the lack of toilet facilities should not be a reason for refusal and these are issues the applicant will have to address. Officers appreciate that the access to the site, down a narrow road, may not be ideal however the application site itself is only small and therefore will not result in a significant increase in the number of vehicles given the site can not accommodate them. The applicant intends to operate the business in a timely manner so that vehicles are pre-booked to have their services or MOT's so as not to have too many vehicles all at once. Finally, whilst the new business may lead to a greater production of fumes, given the distance the site is from neighbouring properties, it is unlikely for there to be any significant impact on neighbours.

The Local Planning Authority considers this application to comply with policies CS2, CS7, CS15 of the Core Strategy and E6 and UD2 of the Wrekin Local Plan as well as the guidance contained within the National Planning Policy Framework with regards to employment and diversification of existing businesses. The business will remain largely a low key operation and as such there will not be any significant impact on nearby neighbours and the rural character of the location will not be significantly altered. For these reasons, it is recommended that this application be approved subject to conditions.

## RECOMMENDATION

GRANT PLANNING PERMISSION subject to the following conditions

1. A04 Time limit
2. C38 Development in accordance with plan Nos.
3. DCustom Personal consent/use

**REASON FOR APPROVAL:**

The Local Planning Authority considers this application to comply with policies CS2, CS15 of the Core Strategy and UD2 of the Wrekin Local Plan as well as the guidance contained within the National Planning Policy Framework with regards to employment and diversification of existing businesses. The business will remain largely a low key operation within this rural location and as such there will not be any significant impact on nearby neighbours and the rural character of the location will not be significantly altered.

TWC/2013/0181

Land at Mound Way, Madeley, Telford, Shropshire, TF7 5HN  
Creation of vehicular parking provision off Mound Way with associated footpath

**APPLICANT**

Telford and Wrekin Council Estates and Investments

**RECEIVED**

05/03/2013

**PARISH**

Madeley

**WARD**

Woodside

**OFFICER**

Matthew Thomas

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Highway safety, Impact on Green Network.

**PROPOSAL**

This is a Council application which seeks full planning for the construction of a parking area on land adjoining Mound Way, Woodside. The proposed parking is required to address ongoing issues with parking and drop off problems related to the new Woodlands Primary School on Ironbridge Road in Madeley.

The application site extends to approximately 0.1 hectares and currently forms part of the highway verge. The land is however currently used by parents parking while dropping children off for school and the application seeks the formalisation of this unofficial parking through the creation of a scheme of chevron parking bays fronting Mound Way. The spaces will be laid out in a herringbone format allowing drive in and reverse out of spaces.

Access to the parking area will be one-way, entering from the north end of the site and exiting at the southern end. A new footpath will also be provided linking the parking area to the crossing points along Mound Way. Appropriate road signs and marking will also be installed, all as designed by the Highways engineers in consultation with the Highways department.

**SITE AND SURROUNDINGS**

The application site lies some 200m south east of Woodside local centre and approximately 900m west of Madeley Town/District Centre. With access directly on to Mound Way, an adopted highway, the site itself sits along the frontage of the road. To the east, the boundary is formed by the rear garden of a property and a wooded area with Park Way beyond. To the west, the boundary is formed by Mound Way and the former Woodlands Primary School site beyond and to the north and south the grass verge continues.

The site is mostly laid to grass but does include a short lay-by used as a drop off to the old Woodlands Primary School. The setting for the site is formed by the woodland to the east and Mound Way to the west and the adjoining road is open with wide verges and generally bordered with hedges and trees. A number of bus stops are located along the length of Mound Way but no within

the vicinity of the site. Pedestrian access from the site to Woodlands Primary School is straight forward and the crossing points created as part of this scheme link in to the existing route used by pedestrians to the school.

## SUMMARISED CONSULTATIONS

### Standard consultation responses

Madeley Town Council: Support subject to conditions

- Highway solution to problem resulting from a poorly developed and actioned Travel Plan for the development of a re-located Woodlands Primary School
- The principal concerns are Highway Safety and impact on the open character of the area which is designated Green Network
- The proposal may be considered supportive of Sustrans Safe Routes to School programme but there are a number of issues that need to be taken into account to ensure that the route will minimise danger – how many crossings need to be made, what facilities there are to aid these (school crossing patrols, zebra/pelican/toucan crossings, islands), how visible are children to vehicles, how wide are the pavements and are they continuous?
- The proposal should include pedestrian guard railings, footpath extensions and controlled crossing or traffic warning lights

Drainage: Support subject to conditions

Surface Water Drainage and Greenfield run off rates

Highways: Support subject to conditions

- Contribution £1,500 for implementation of One Way Traffic Regulation Order
- Vehicular access/egress, footway, visibility splays and crossing shall be provided and constructed to base coarse level and completed to standards
- Car parking/turning provided and properly laid out, hard surfaced and drained prior to development being brought in to use
- Highways Informative

Ecology: Add Wildlife informative (nesting birds vegetation)

Cllr Rae Evans: Support

Cllr Kevin Guy: Support

### Neighbour consultation responses

Following consultation three letters were received from neighbouring properties expressing their views on the proposed development:

- Land used for part of the old Woodlands School would have been preferred
- Land off Ironbridge Rd near existing crossing would be more suitable
- Sufficient parking should have already been provided in original approval
- Concerned that further provision will be sought expanding in to woodland
- Security concerns/possibility of increase in accidents

#### RELEVANT HISTORY

None

#### RELEVANT POLICIES

National Planning Policy Framework (NPPF)

Core Strategy:

CS9 Accessibility

CS11 Open Space

CS15 Urban Design

Wrekin Local Plan:

OL3 Green Network

UD2 Design Criteria

#### PLANNING CONSIDERATIONS

Policy UD2 provides guidance to assess whether or not proposals are of an appropriate design quality and relate positively 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.

Policy CS15, amongst other issues, states that development will assist in creating and sustaining safe places, positively influencing the appearance of the local environment.

The proposed layout of the new parking provision has been designed taking in to account the existing nature of the site and the creation of a formal car parking area, providing 18 new car parking spaces will improve the existing appearance of the site, which is currently untidy given the hap hazard use of the site. It is proposed that the car parking spaces will be laid out in a herringbone format allowing drive in and reverse out of spaces. This format allows clearer views while reversing, thereby reducing the risk of accidents.

The site is surrounded by woodland with boundary fences and hedging to the east and the grass verges to the north and south and whilst most of this falls outside of the boundary, the green scape here will remain. No further landscaping of the site is proposed and the applicant has stated the reason being that introducing planted beds, shrubs or hedging would reduce visibility splays which would increase the potential for accidents.

Whilst the site falls within the Green Network, the proposed scheme maintains the open aspects of the site. The site is already used for parking, albeit unauthorised, and the proposed scheme is to make this a formal provision for parking, making a safer and more presentable use of the site which is considered to be in the wider public interest. The proposed scheme involves the surfacing of the edge of an area of Green Network only as opposed to developing a while area of severing a 'corridor'.

There are six aims of the Green Network:

- to maintain Telford's image as an attractive place to live and work with extensive green areas that cumulatively create a high quality environment and which will continue to attract investment into the town
- to retain and enhance the individual identify of the town
- to provide easy accessible 'green lungs' to provide the local community with a better quality of life
- to provide an appropriate supply of open land to meet the diverse recreational needs of an expanding population
- to protect, enhance and maintain Telford's ecological heritage
- to provide open space linkages through which footpath, cycleway and ecological corridors can join different parts of the town

The Local Planning Authority is satisfied that the proposed scheme will not have an adverse impact on the above principle aims of the Green Network and furthermore the Council's Ecologist has raised no objections to the application subject to the inclusion of informatives. Therefore the proposal complies with policy OL3 of the Wrekin Local Plan.

Officers have taken into account consultation response received from the Town Council and nearby residents however the proposed scheme has been designed by Highway Engineers from the Council's Estates & Investments department in consultation with the Engineers from the Highways department in order to achieve a proposal which is functional whilst maintaining highway and pedestrian safety. The Council's Highways department supports the application subject to appropriate conditions and also subject to receiving a contribution of £1,500 for the implementation of a One Way Traffic Regulation Order. The location for the parking has been chosen given the existing use of the site as an informal parking area and the easy access available to the new Woodlands School.

On balance, the proposed scheme is considered acceptable as it complies with design policies including UD2 of the Wrekin Local Plan and CS15 of the Wrekin Local Plan as well as the Green Network policy, OL3 of the WLP. The proposed development will provide a much safer parking facility which will be in the interest of the local residents and parents of the children attending the new school. Officers are satisfied that the development will not have a detrimental impact on the aims of the Green Network and neither will there be an adverse impact on the character of the immediate area or amenities of nearby residential amenities. It is therefore recommended that the application be approved subject to conditions.

## RECOMMENDATION

Based on the conclusions above, the recommendation to Plans Board on this application is that DELEGATED AUTHORITY be granted to the Manager of Development Management to GRANT PLANNING PERMISSION subject to the following:

- A). The applicants entering into a Memorandum between departments of the Council (terms to be agreed by the Manager of Development Management) relating to:
  - 1. A contribution of £1,500 toward highway improvements;
  
- B). The following conditions:
  - 1. Time limit
  - 2. Development in accordance with plan Nos.
  - 3. Surface water drainage
  - 4. Greenfield run off rates
  - 5. Provision of Vehicular access/egress, footway, and visibility splays
  - 6. Car parking

## Informatives

- 1. Ecology (nesting birds/vegetation)
- 2. Highways
- 3. Proactive Statement (NPPF)

## REASON FOR APPROVAL:

The proposed scheme is considered acceptable as it complies with design policies including UD2 of the Wrekin Local Plan and CS15 of the Wrekin Local Plan as well as the Green Network policy, OL3 of the WLP. The proposed development will provide a much safer parking facility which will be in the interest of the local residents and parents of the children attending the new school. Officers are satisfied that the development will not have a detrimental impact on the aims of the Green Network and neither will there be an adverse impact on the character of the immediate area or amenities of nearby residential amenities.

TWC/2013/0190  
Park Inn, Ironbridge Road, Madeley, Telford, Shropshire, TF7 5JU  
Erection of 7no. two-bedroomed terraced houses following demolition of  
existing public house

**APPLICANT**

Mr John Kuschnir

**RECEIVED**

06/03/2013

**PARISH**

Madeley

**WARD**

Madeley

**OFFICER** Matthew Thomas

THIS APPLICATION WAS DEFERRED FOR A SITE VISIT BY MEMBERS  
OF PLANS BOARD ON THE 1<sup>ST</sup> MAY 2013.

Update to board on the 1/05/13

Additional Consultation response:

Since the committee report was prepared, additional consultation response  
has been received:

8 letters of objection were received from local residents:

The above objections raised the following concerns:

- Overdevelopment of the site
- Insufficient on site parking
- Rear gardens too small
- Out of keeping with the street
- Inappropriate use of the site
- Highway and pedestrian issues – poor visibility/access
- Potential disruption during construction
- Possible disruption to bus services during construction

A petition of support has also been received with 44 signatures from the  
nearby neighbours:

Additional Supporting Information:

The applicant has requested the following supporting information to be  
submitted as part of the update to members:

Highways

1. West Mercia Police record road traffic accidents.
2. Details including the precise location are published on  
accidentdatabase.co.uk. The most recent information is for 2011.
3. There were 60 accidents in 2011 in an area which includes Madeley  
and parts of Brookside, Coalport, Dawley, Jackfield, Ironbridge,  
Stirchley and Woodside.

4. Fifty of these accidents were slight and ten were serious.
5. The location of the 60 accidents:
 

B4373	18	
A442	8	
A4169	3	
Bridgnorth Rd		3
B4379	2	
Holmer Fm Rd	2	
The Lloyds	2	
Waverley	2	

The following locations had one accident in 2011: Blakemore, Brockton, Off Brookside Avenue, Chapel Lane, Dark Lane, Grange Avenue, Hills Lane Drive, Halesfield 1, Off Legges Way, Majestic Way, Manor Road, Matlock Avenue, Off Mound Way, Naird Lane, Oxford Road, Park Avenue, Park Street (close to chip shop), Queen Street, Randlay Avenue and Woodside Avenue.

6. Four out of the ten serious accidents were in Madeley:
  - B4373 (Lees Farm Roundabout)
  - Bridgnorth Road
  - Halesfield 1
  - Hills Lane Drive.
7. Park Inn is bounded by a triangle of Ironbridge Road, Park Lane/Park Lane Avenue and West View Terrace. Park Lane/Park Lane Avenue is a designated dead end: please see the road signs shown in the site visit photographs 935, 936 and 938 of 13.03.13. There were no accidents in this triangle of Ironbridge Road, Park Lane/Park Lane Avenue and West View Terrace in 2011. There were also no accidents in Milton Drive, Mitchell Way, Bridle Terrace, Mason Drive, Bridle Road, Bridle Court, Joseph Rich Avenue, Meadcroft or Victoria Road in 2011.

#### Car Ownership

According to the 2011 Census Update published by Telford & Wrekin Council in December 2012, almost two thirds of households in the Borough (63.7%) have one or no car or van in the household.

#### Single Person Households

8. Across England and Wales 30% of all households are single person households according to the 2011 Census. Source: Office for National Statistics.

#### Madeley Ward Profile 2011

9. The Ward has a lower percentage of terraced houses (15.9%) compared with Telford & Wrekin Borough as a whole (22.4%). The

Ward has a higher percentage of flats (18.3%) compared with Telford & Wrekin Borough as a whole (10.3%). The proposed development is for 7 No. 2 bedroom houses with private gardens. Single folk and couples deserve the choice of a house with a garden.

#### Appropriate Development

10. The gross internal area (GIA) of units 1-6 is 66 square metres, and 72 square metres for unit 7, which compares favourably with the GIA of other new 2 bedroom houses in Telford. Cllr Green welcomed the investment in the area, the intention to retain as much of the historic boundary wall as possible and the design of the properties in her comment of 11.03.13 in relation to this proposed development. The Plans Board: 'expressed some concerns about parking provision but generally welcomed reinvigoration of the site' in relation to the planning applications for the Queens Arms TF4 3LY – TWC/2011/0032/0052. The Queens Arms is at the junction of Bartlett Road, Finger Road, Hinkshay Road and Southall Road. None of these roads is a dead end. Consent was granted for conversion of the pub into 4 No. two bedroom apartments + 1 No. one bedroom apartment and construction of 2 No. three bedroom semi-detached houses + 1 No. three bedroom detached house in the car park.

#### The Future of the Car

'Towards the driverless, near-crashless car: Meanwhile, a variety of "driver-assistance" technologies are appearing on new cars, which will not only take a lot of the stress of driving in traffic but also prevent many accidents. More and more new cars can reverse-park, read traffic signs, maintain a safe distance in steady traffic and brake automatically to avoid crashes'. Source: The Economist April 20<sup>th</sup> 2013 page 11.

With regard to the above comments officers considered that the site can be suitably developed, and will not cause overdevelopment; the scale and location of the units are acceptable for its locality in addition to the provision of amenity and parking. The proposal is an acceptable use of the site, in this sustainable location. With regard to highway impact the recommendations of the report remain unchanged as it is not considered necessary to provide the requested parking or visibility splays as suggested by the highways officer, due to the character and nature of the highway. Issues with regard to construction can be controlled through a site management plan through condition. Subsequently the officer's recommendation remains unchanged:

#### RECOMMENDATION

GRANT PLANNING PERMISSION subject to the following conditions:

1. Time limit
2. Samples of materials
3. Sample brick panel
4. Landscaping design

5. Foul & Surface water
6. Surface water drainage
7. Land Contamination
8. Site management plan
9. Car Parking
10. Landscaping
11. Initial Bat survey
12. Development in accordance with plans
13. Windows in side elevation to be obscure glazed
14. Removal of Permitted Development

Informatives :

Fire Authority

Proactive statement

\*\*\*\*ORIGINAL REPORT\*\*\*\*

COUNCILLOR GILL GREEN HAS REQUESTED THIS APPLICATION BE DETERMINED AT PLANS BOARD.

OBJECTIONS RECEIVED: Yes

MAIN ISSUES:

Loss of community facility Impact on street scene, residential amenity, Highways (access, parking and visibility splays) and loss of a public house

PROPOSAL

This is a full planning application for the erection of 7no. 2 bed dwellings on land currently occupied by 'The Park Inn' off Ironbridge Road in Madeley following the demolition of the existing public house and outbuildings.

The applicant is seeking permission to erect a terrace of three two storey dwellings and a terrace of four two storey dwellings. The terrace of four will be set back slightly from the terrace of three by approximately 2.5m. Access to the proposed four unit terrace will be off Ironbridge Road and access to the proposed three unit terrace will be to the rear off Park Lane Avenue. 8 car parking spaces are proposed in total. Private amenity for each dwelling will be provided to the rear with each dwelling have a private gated entrance to the rear gardens from Park Lane Avenue. Pedestrian access is proposed in the middle of the site leading from Ironbridge Road to Park Lane Avenue.

The proposed dwellings have a relatively traditional design being set beneath pitched roof with a red brick finishing, plain grey roof tiles, brick corbelling, feature brick window heads, brick window cills, white upvc windows and black, timber stained upvc doors. The proposed dwelling on the corner plot at the junction with Ironbridge Road and Park Lane Avenue will have a feature side elevation with a feature first floor window and a cottage-style stud door at

ground level. There is a wish to retain the existing boundary wall with as little disruption as possible.

Each dwelling will provide comfortable ground floor living space with a kitchen and a living/dining room with two bedrooms and a bathroom at first floor level.

#### SITE AND SURROUNDINGS

The application site lies on the junction with Ironbridge Road and Park Lane Avenue situated to the west of Madeley town centre. The site comprises a detached, two storey public house and a sizeable tarmac car park to the side. The public house has been closed for over a year and windows and doors have since been boarded up and the building is becoming in need of renovation works. The building is finished in painted render with a tiled pitched roof. The public house has been previously extended and its original windows replaced with white upvc framed windows.

Boundary treatments consist of a traditional brick wall to the rear boundary along Park Lane Avenue which wraps around to the front of the site abutting Ironbridge Road. There is an existing secondary gated access to the rear off Park Lane Avenue however it appears this access has not been used by vehicles for a number of years. Close boarded timber fencing runs along the western boundary with the neighbouring residential dwelling. To the rear of the site are a small outbuilding and a detached garage.

The site slopes west to east with the main building elevated, especially at the junction with Ironbridge Road and Park Lane Avenue with the brick wall acting as a retaining structure. The immediate surrounding area is residential comprising predominantly two storey detached and semi-detached dwellings. Ironbridge Road is a central bus route with links to Madeley town centre, Wellington, Telford and further afield. This is a sustainable site which is in walking distance from supermarkets and other public amenities.

#### SUMMARISED CONSULTATIONS

Standard consultation responses:

Madeley Town Council: Support subject to conditions

- PPG3 requires local planning authorities to ensure that developments make efficient use of land however there is a need to determine the acceptable density
- The proposed scheme exceeds site density guidelines as recommending in PPG3 guidelines and this will therefore alter the character of the local area
- The scheme is a cramped form of development which provides inadequate amenity space and inadequate provision for off-road parking, adding to traffic congestion and visibility concerns
- Madeley Town Council would support a reduced residential proposal as the site is no longer commercially sustainable for Use Class A4 however it should be subject to S106 contribution to provide for

financial contribution to traffic calming measures on Ironbridge Road (unless applicant contests viability)

Drainage: Comment, no objections subject to the following conditions:

- Scheme for foul & surface water drainage
- Scheme for surface water drainage

Highways: Object

- The provision of 7 parking spaces for 7 two-bedroomed houses is too low and would therefore increase the likelihood of highway danger due to vehicles being parked on the public highway which also has no footway along this boundary
- Scheme fails to make adequate provision for the turning of vehicles within the site curtilage resulting in an increase in the likelihood of highway danger due to drivers having to reverse into oncoming traffic. This is further exacerbated by the close proximity of the junction on to Ironbridge Road where the visibility is restricted due to existing boundary wall

Environmental Health: Support subject to conditions

- Land Contamination condition

Ecology: Initial bat survey required

Shropshire Fire Service: Add Fire Authority Informative

Cllr Gill Green: Comment

- Welcomes investment in the area and retention of historic boundary wall
- Design of the properties blend in with the existing terrace on Ironbridge Rd
- Park Lane Avenue, Bridle Road and Ironbridge Road form a difficult triple junction with poor visibility – proposed development is likely to increase existing highway problems
- Proposed scheme has a lack of on site parking which will lead to people parking on the road which will exacerbate existing highway problems
- Scheme should be modified to reduce number of properties to accommodate increased parking provision

Neighbour consultation responses:

Following consultation 2 neighbour letters of objection were received and two neighbour letters of recommendations were received and are summarised below:

- Overdevelopment of the site
- Lack of private amenity space which may lead to houses not being sold
- Lack of on site parking
- Existing highway concerns
- Brick wall should be repositioned to help improve visibility
- Double yellow lines should be introduced to avoid off site parking
- Number of houses should be reduced to 5 and increased parking spaces

#### RELEVANT HISTORY

No relevant history.

This application was submitted following pre-consultation with the Local Planning Authority.

#### RELEVANT POLICIES

National Planning Policy Framework (NPPF)

Core Strategy:

CS1 Homes

CS9 Accessibility & Social Inclusion

CS10 Community Facilities

CS15 Urban Design

Wrekin Local Plan:

UD2 Design Criteria

H6 Windfall Sites in Telford and Newport

EH7 Contaminated Land

#### PLANNING CONSIDERATIONS

Principle of Development :

The Park Inn is located on Ironbridge Road, a main thoroughfare in to Madeley. The public house has been closed since February 2012 as the business became unviable and the site has been left unkempt and the main building is becoming in need of renovation. Policy CS10 seeks to retain community facilities, a public house is recognised as one of these facilities which form part of the fabric of a community. Having tested this policy on appeal it is considered this is more important within the rural area, and being located in a sustainable area, on a very prominent approach in both directions from Ironbridge Road and to other residential roads which branch off from Park Lane Avenue. The application site is located in a highly sustainable location with good links to public transport as well as being in walking distance to shops, services and other public facilities. Whilst the proposed scheme results in the loss of a public house there remains a good choice of establishments within walking and easy travel distance in Madeley and Ironbridge. Eleven are within a mile from the site, seven are within half a mile and one is within 200m for the site (Red Lion, Park Street). Consequently the loss of this use in this location is considered acceptable, and will not result in

the loss of an essential community facility. There is an increasing need for the site to be redeveloped and the Local Planning Authority welcomes this scheme for residential development.

The site outlined for development is allocated as 'white land' in the Wrekin Local Plan; subsequently the site can be considered for residential development in accordance with Policy H6 of the WLP. The National Planning Policy Framework (NPPF) advises that '*housing applications should be considered in the context of the presumption in favour of sustainable development*' with an emphasis on developing brownfield sites first. Ironbridge Road is a main thoroughfare in to Madeley with good transport links and easy access to public facilities with local convenience shops around 400m from the site. It has been demonstrated that the existing use as a public house is no longer a viable option and officers are therefore satisfied that this is a sustainable location suitable for residential development.

#### Design:

The design of the proposed residential development was discussed between the Local Planning Authority and the applicant during pre-application stage and the design is one of traditional character with detailing to include a red brick finishing, plain grey roof tiles, brick corbelling, feature brick window heads, brick window cills, white upvc windows and black, timber stained upvc doors. The proposed dwelling on the corner plot at the junction with Ironbridge Road and Park Lane Avenue will have a feature side elevation with a feature first floor window and a cottage-style stud door at ground level.

The proposed dwellings will be constructed beneath pitched roofs which will match those to the east on Ironbridge Road and to the north on Park Lane Avenue. The dwellings will have a uniform appearance from the street scene and officers are satisfied that the design is acceptable and respectful to the character of the immediate area.

It is considered that there are sufficient amenity areas for residents. Officers therefore consider that the proposed layout, scale mass and design of the properties respects and responds positively to the area and creates a high quality environment. Furthermore, it reinforces the existing street patterns, and produces a safe and secure environment in accordance the policy CS15 of the Core Strategy and UD2 of the Wrekin Local Plan and guidance in the NPPF which is clear that good design is a key aspect of sustainable development.

#### Highways:

This proposal has raised objections from the Council's Highways department and from three nearby neighbouring dwellings. The Council's Highways Engineer objects to the proposal on three grounds; the lack of on site parking, omission of turning for vehicles and the impact on visibility on Park Lane Avenue and on the junction with Ironbridge Road.

When the application was first submitted, the proposed scheme limited access and on site parking to the rear of the site, off Park Lane Avenue with

space for 7 vehicles. The site layout was subsequently amended to introduce access off Ironbridge Road as well as access of Park Lane Avenue with 4 on site parking spaces to the front and 5 spaces to the rear, increasing on site parking to 8 spaces. Following subsequent discussions with the Highways Engineer, it was recommended for a minimum of 9 on site car parking spaces to be in line with the guidance of 1.25 spaces per dwelling of this kind. The amended scheme has maximised the potential for on site parking, and taking account of the sites sustainable location and type of dwelling (a modest 2 bedroomed property) one parking space per unit is considered acceptable, providing affordable accommodation for those in close proximity of Madeley Town Centre; Subsequently the Local Planning Authority is therefore satisfied that the proposed provision is acceptable and will not lead to significant disruption to the highway.

Whilst the scheme does not make provision for turning for vehicles, after assessing the immediate area, no other residential dwellings have turning facilities on site, on either Ironbridge Road or Park Lane Avenue, both resulting in reversing movements onto either highway. Furthermore the proposal is split resulting in only 4 movements to Ironbridge Road and 4 to Park Lane Avenue. The LPA are unaware of any highway incidents around this site and officers therefore consider that the lack of on site turning will not be detrimental to highway safety, taking account of the existing nature of either road. Whilst the Highways Engineer recommends the scheme be reduced in the numbers of dwellings for a turning space to be achieved, officers are aware of the impact that this would have on the viability of the scheme, in addition to the design of scheme, creating a layout incompatible with this corner site; subsequently officers considered on balance as that as the nature of the road already includes reversing movements, traffic using this highway are already aware of the nature of this use and will continue to be mindful, and as such considered the proposal without a turning head will not prejudice highway safety.

The Highways Engineer is also concerned about the impact the proposed development will have on the visibility in particular on Park Lane Avenue and on the junction with Ironbridge Road. Again, officers would argue that they are not aware of any highway related incidents around the site and would dispute that the addition of four parking spaces to the rear off Park Lane Avenue and four spaces to the front off Ironbridge Road would have an impact on existing highway safety. Whilst the Highways Engineer has suggested relocating the existing brick wall further into the site to improve visibility, given the nature of the site and as the wall acts as a retaining structure, this would not be possible. Officers are also keen to retain this feature with minimal disruption continuing a focal boundary treatment at this corner location.

The Local Planning Authority does not consider that the proposed scheme will have an adverse impact on highway safety given the relatively minor increase in vehicular activity. The proposed dwellings are two bed homes, targeted for first time buyers, and located on a main bus route with excellent transport links as well as being in easy walking distance to shops and other services.

The provision of eight on site parking spaces is considered to be sufficient and fit for purpose. Accordingly it is considered that the site can be suitably accessed and adequate parking provided in accordance with policy H6 of the WLP.

#### Impact on Residential Amenity:

The proposed layout of the site has been designed to have as minimal impact on the residential amenities of neighbouring properties as possible. The proposed dwellings have been positioned fronting Ironbridge Road and provide suitable separation distances between dwellings located to the rear on Park Lane Avenue and to the west on Ironbridge Road. The terrace of three units follows a similar footprint of the existing public house but is further away from the neighbouring properties to the rear. The Local Planning Authority considers that the visual character of the area will be significantly improved and the position of the proposed dwellings will not lead to any loss of privacy, loss of light or create any overbearing impact. Whilst windows are proposed in the side elevation of the dwelling closest to the neighbouring property on Ironbridge Road, these windows will serve the ground floor WC and first floor bathroom and a condition will therefore be imposed to ensure these windows are glazed with obscure glass. The proposed development will be subject to a landscaping scheme to ensure suitable boundary treatments and landscaping of the site. The site can also be adequately drained and there are no issues with regard to land contamination, ecology, or nuisances from adjacent uses. Accordingly it is considered that the proposed design respects and responds to the surrounding environment, creating a focal point at this corner location, in accordance with policy H6 and UD2 of the WLP.

#### Consultation response:

Officers have considered the representations received from neighbouring dwellings. Many of the issues raised have already been addressed within this report. Officers do not consider the proposed scheme to be overdevelopment of the site and given the relatively minor increase in vehicular activity associated with this development, it is considered that significant adverse impact on highway safety is unlikely. The amount of on site parking spaces falls short of the Council's Highways department's recommendation by 1 space and given the nature of the development and its location, it is considered that the proposed parking provision is sufficient.

Consideration has also been given to the consultation response received from Madeley Town Council. Officers would however note that PPG's, which are referred to in the response, have now been replaced with the National Planning Policy Framework and therefore the guidance contained within has altered in line with the principles of the NPPF. Concerns highlighted with regards to overdevelopment and the impacts on highway safety have been addressed above. S106 contributions would not be appropriate for this scale of development.

#### Conclusion:

It is considered that the proposed development would result in a sustainable form of development and its location close to the centre would in itself bring about housing choice in an accessible location. The Local Planning Authority welcomes this proposed residential scheme to make better use of an existing redundant site in a sustainable location. It is considered that the proposed development would have a positive impact on the immediate area, improving visual amenity whilst being sympathetic to the character of the locality. The plot is of sufficient size to accommodate the proposed dwelling, providing adequate on site parking, access and private amenity without being overdevelopment of the site. Accordingly it is considered that the proposal complies with local planning policies including UD2 and H6 of the Wrekin Local Plan, policies CS1, CS9, CS10 and CS15 of the Core Strategy as well as guidance contained within the National Planning Policy Framework.

Accordingly, the proposed development is recommended for approval subject to conditions.

#### RECOMMENDATION

GRANT PLANNING PERMISSION subject to the following conditions:

Time limit

Samples of materials

Sample brick panel

Landscaping design

Foul & Surface water

Surface water drainage

Land Contamination

Car Parking

Landscaping

Initial Bat survey

Development in accordance with plans

Windows in side elevation to be obscure glazed

Removal of Permitted Development

Informatives :

Fire Authority

Proactive statement

#### REASON FOR APPROVAL:

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development as set out in the National Planning Policy Framework.

It is considered that the above position is consistent with the National Planning Policy Framework which outlines what Local Planning Authorities should do *'to boost significantly the supply of housing'* (paragraph 47). The

NPPF also states that *“housing applications should be considered in the context of the presumption in favour of sustainable development.”* (paragraph 49). This relates to the social role of sustainable development that seeks to support *‘strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being’*.

The design and layout of the proposed development are considered acceptable in the context of the site and will form a positive enhancement of this brownfield site at this prominent corner location.

It is considered that the proposal will not prejudice highway safety, taking account of the pattern of existing development and the nature of the highway

There are no substantiated issues regarding land contamination or ecology that cannot be addressed by the imposition of appropriate planning conditions.

Overall, it is considered that the proposed development represents sustainable development and there is a presumption in favour of sustainable development in National Planning Policy Framework.

TWC/2013/0208

Land at Furnace Road, Telford, Shropshire

Erection of 23No. affordable residential units, including access, parking and associated infrastructure

**APPLICANT**

Partner Construction Ltd/ Sanctuary Housing

**RECEIVED**

15/03/2013

**PARISH**

St. Georges and Priorslee

**WARD**

St. Georges

**OFFICER**

Sarah Clifton

OBJECTIONS RECEIVED: Yes.

**MAIN ISSUES:**

Principle of residential development, Amenity, Highway Safety, Scale and Design Drainage, Ecology, Biodiversity, Trees, Noise and Section 106 Agreement.

**PROPOSAL**

Full planning consent is sought for 23no. social rented residential units, including access, parking and associated infrastructure. The application seeks to provide 23no. affordable units; comprising a mixture of 16 three bedroom houses, 1 two bedroom house and 6 one bedroom flats. The scale of the properties is that of two storeys, with a 3 storey feature apartment block at the head of the cul-de-sac.

The houses would be grouped in pairs and terraces along the east and western sides of the site. The block of flats would be located within the south westerly corner of the site. All of the houses would provide rear gardens, timber sheds and an access path for refuse bins from the rear to the front of properties. An area to store bicycles would be located to the west along with an amenity area for the block of flats.

Existing planting along the edge of the site would be retained and proposed parking areas would be broken up with additional planting.

Originally planning permission was sought for a scheme that failed to provide an amenity area for the apartment block, interesting design features and adequate rear garden and turning areas. Subsequent to discussions with the case officer the plans have been amended to show an improved design, larger garden areas and an improved apartment layout. With regards to these changes highways have been re-consulted.

**SITE AND SURROUNDINGS**

The site plan refers to a section of land that measures 0.5ha located off Furnace Road in Snedshill, Telford. The section of land is a vacant brownfield site that is heavily screened by landscaping, fencing and a gated access. The main body of the site is level although it does slope significantly along the

boundaries of the site. The site is elevated in its position with outward views of Telford Town Centre and the adjacent public right of way.

By reason of its elevated position and existing screening the site is not easy to view within the main public realm. The site lies in a built up area just to the east of the former Snedshill brick works site, the application site was previously used as storage and parking area for the former brick works. However, it has been vacant for a several years although prior to it most recent use it was once occupied by several buildings (now demolished).

The site positions close to the junction of Furnace Road and Holyhead Road. To the west of the site are large retail units (Wickes and Aldi) and to the north is an electrical substation site. Residential development lies to the east of Furnace Road, these residential properties vary in age and style. Nearby residential dwellings are located off Hazel Way and Church Road, the nearest residential property (Beaumaris) is located approximately 28m from the rear elevation plot no.15. There are no established rights of way across the site.

## SUMMARISED CONSULTATIONS

Standard consultation responses:

Parish Council: Object to the application on the grounds of highway danger.

Highways: Have no objection to the principle of the scheme. However they are considering amended plans, therefore comments will be presented to Plans Board in the form of an update.

The Coal Authority: No objection to the proposed development and no specific mitigation measures are required.

Drainage: No objections providing the development is built in line with the drainage design as detailed in the Flood Risk Assessment and the micro-drainage model (submitted on 26th March 2013).

Parks and Open Spaces: Believe 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 will contain a number of properties which will contribute to the need of recreational facilities for the area. There are some nearby recreational facilities in need of improvement in order to maximise the capacity and meet the need arising out of this development. Confirms the heads of terms sum of £11,000 is acceptable. The officer notes that no management plan has been submitted with regard to the open space proposed within the development. If a plan is not submitted for approval a condition will need be imposed requiring a plan to be approved by the LPA prior to commencement of development, given the sensitivity of the site.

Environmental Health: The site investigation has recommended remediation works. Environmental Health agrees and recommends that a land contamination condition be imposed.

Shropshire Fire Service: State that consideration should be given to the information contained within Shropshire Fire and Rescue Service's "Fire Safety Guidance for Commercial and Domestic Planning Applications".

West Mercia Constabulary: State that the applicant should aim to achieve the Secured by Design (SBD) award status for this development. SBD is a nationally recognised award aimed at achieving a minimum set of standards in crime prevention for the built environment.

Ecology: There is a badger sett located within the north west of the site and there have been recordings of a badger on site therefore no development can commence until a license from Natural England has been obtained in order to temporarily close the sett and disturb badgers during the development. A condition to erect a permanent fence around the sett after development is completed and future owners of the proposed houses are provided with literature about badgers and ways to deter them from foraging in gardens. Recommends a condition for nest boxes and informatives for a Natural England badger licence, nesting birds, trenches, 'bat friendly' lighting and hedgehog boxes.

Sustainability: There are some very positive sustainability aspects of the residential development, for example the development is being built to Code for Sustainable Homes (CSH) Level 3 as a minimum standard. Additionally, it is capable of being upgraded in future years to Code level 5 standards without any structural or building fabric changes. Taking this into account it is recommended the standard of CSH level 3, should be 'conditioned'.

Shropshire Council: No comment yet received. Comments received will be presented to members at Plans Board in the form of an update.

Arboriculture: No comment yet received. Comments received will be presented to members at Plans Board in the form of an update.

Development Plans: No comment yet received. Comments received will be presented to members at Plans Board in the form of an update.

Urban Design: Despite supporting discussions with regard to the scheme no written comment yet received. Comments received will be presented to members at Plans Board in the form of an update.

Neighbour consultation responses:

Following consultation, one letter of objection has been received which raises the following concerns:

- Overlooking, dominance and loss of view;
- Highway Danger;
- Lack of Parking;
- Overdevelopment;
- Traffic;

- Noise and construction vehicles.

## RELEVANT HISTORY

W2007/0212, Full planning for the erection of 2no. residential blocks comprising of 60no. flats and alterations to existing vehicular/pedestrian access, granted 03/07/07.

W2006/0292 Full Planning for the erection of 2no. four storey residential blocks comprising of 68no. flats, construction of new estate road and alterations to existing vehicular/pedestrian access refused 16/10/2006.

## RELEVANT POLICIES

National Planning Policy Framework (NPPF)

Core Strategy:

CS1 Homes

CS4 Central Telford

CS11 Open space

CS13 Environmental Resources

CS15 Urban Design

Wrekin Local Plan:

UD2 Design Criteria

H6 Windfall Sites in Telford and Newport

H23 Affordable Housing

EH7 Contaminated Land

OL11 Woodland and Trees

Central Telford Area Action Plan (CTAAP)

SA10 Holyhead Road

## PLANNING CONSIDERATIONS

Principle of development

The site is located within the Central Park Character Area as defined in the Central Telford Area Action Plan where residential development has already been accepted by the permission granted in 2007; therefore the principle of new housing is acceptable providing the scheme complies with local and national planning policies.

With regard to local planning policy, Policy CS4 of the Core Strategy outlines Central Telford for major residential development to meet the needs of the Borough and the sub-region, and seeks to secure Central Telford and enhance it as the core of the service centre hierarchy by recognising its role as a place of significant development as well as a strategic town centre. This policy is somewhat general and therefore advises that more detailed policies are contained in the Central Telford Area Action Plan.

The site is located in Snedshill, approximately 1 mile from Telford Town Centre and Oakengates District Centre. It has good accessibility to public transport and local facilities nearby, within 100m on Holyhead Road. The site is therefore considered to be a sustainable location for new development, and in accordance with the NPPF's presumption in favour of sustainable locations.

The site is a vacant brownfield site where Policy H6 and the NPPF advises that housing development will be considered acceptable providing the site can be adequately accessed and parking provided, when the site can be adequately drained and the proposal does not adversely affect the surrounding amenity.

#### Amenity

The proposed development would provide adequate parking provision as well as sufficient rear garden space. The proximity of the proposed block of flats and housing plots (16-17) opposite are positioned at oblique angles to one another and it is considered that a sufficient separation distance between 15m and 19m avoids impacts to amenity.

In regards to neighbouring concerns the Council do not accept there would be a loss of view by reason of existing boundary screening on the corner of Church Road, existing landscaping along the boundary of the site as well as proposed additional planting. The existing screening, separation distance and changes in ground level between the proposed plots and the nearest neighbouring property (Beaumaris) are considered more than adequate to offset any amenity impacts.

#### Highways safety

The proposed development would provide access off Furnace Road. The site would provide parking in the form of allocated parking spaces. Concerns with regard to a lack of parking spaces has been raised by a neighbouring resident however it is noted that each house would be allocated two car parking spaces each and each flat would be allocated one space per flat. Although the number of spaces would not wholly accord with existing highway guidance it should be noted that the Council do not have any 'saved' Wrekin Plan Car Parking Standards or Policies. In addition the site is a sustainable location, in walking distance of a bus stop (on Holyhead Road), Oakengates Train Station a supermarket and Telford Town Centre. Highways are currently considering amended plans therefore their final comments will be presented to Plans Board in the form of an update.

#### Scale and design

It is considered that the design and appearance of the proposed properties would relate positively to its context, and would incorporate many architectural details which are present on some of the nearby dwellings. Officers consider the proposed design to be acceptable and in keeping with the surrounding area. Materials have recently been submitted and the Council's urban designer is currently considering them, therefore final comments will be presented to Plans Board in the form of an update. If the proposed materials are considered unacceptable then a notwithstanding what is shown (on plans

and in application) condition to request further material details could be imposed.

The development has been designed to give a traditional open feel as to replicate those within the Snedshill area. Planted areas are set amongst the layout to give welcome feel to the area and break up allocated parking areas.

To the north of site is an area of open space; however no detail demonstrating how this area will be managed has been submitted with the application. This area of open space is positioned in close proximity of an existing badger sett. The applicant is currently in the process of producing an Open Space Management plan. If an unacceptable plan is submitted prior to Plans Board a condition will need be imposed requiring a plan to be approved by the LPA prior to commencement of development.

Officers acknowledge neighbouring concerns and whilst officers do not consider the layout to be faultless, do not consider the layout as a sole reason to warrant a refusal when considering the overall benefits the scheme would bring to the area. The proposed development would provide 23no. affordable homes in a suitable settlement in accordance with H6, CS1, policies that are contained in the Central Telford Area Action Plan as well as conforming with the National Planning Policy aims to boost the supply of affordable housing in a sustainable location.

#### Drainage

Electronic calculations have been submitted as part of the application and the drainage officer has no objections subject to condition to comply details in the Flood Risk Assessment and the micro-drainage model prepared by Banners Gate (submitted on 26th March 2013). This report concludes that the proposal would not impede on the flood plain, would not result in a net loss of floodplain and would not impact on flood risk within or outside of the site.

#### Ecology, Biodiversity and Trees

An ecological report prepared by EMEC Ecology concludes there would be no impact on any protected species. The report states there is a badger sett located in the north west of the site. The report also identifies that there have been recordings of a badger on site and recommends several mitigation measures. The Council's ecologist has considered the application and agrees with the recommendations set out and states that no development can commence until a license from Natural England has been obtained in order to temporarily close the sett and disturb badgers during the development. The ecologist also requests a condition to erect a permanent fence around the sett after development is completed and future owners of the proposed houses are provided with literature about badgers and ways to deter them from foraging in gardens. The ecologist supports the scheme subject to conditions and informatives. Currently the applicant is producing an amended landscaping plan to show the recommended ecological enhancements. If this plan is submitted in time and is acceptable a majority of the recommended conditions and informatives would not need to be imposed on any consent granted. An update regarding this issue will be provided at Plans Board.

The Council's Arboriculture Officer has not considered the application yet; however comments will be presented to members at Plans Board in the form of an update.

#### Cultural Heritage Assessment

A report prepared by URS has confirmed that the site does not contain any significant cultural assets within the site. It notes there is a Grade II Listed Building (St Peters Church) approximately 170m from the site however its setting would not be harmed by reason of screening and separation distances.

#### Noise issues

A report prepared by SLR states that mitigation measures in the form of an acoustic fence and specific glazing units have been recommended to ensure that noise from an existing substation to the north of the site would not have an impact on the proposed dwellings and the internal noise levels outlined in the WHO guidelines and BS8233 are achieved. It states subject to implementing the recommended measures, it is considered that noise can be mitigated so it should not pose a material constraint to residential development at the site.

#### Section 106 Contributions

The applicant has agreed to enter into a Section 106 agreement for the whole site in relation to affordable housing in accordance with policies H24 of the Wrekin Local Plan and CS1 of the Core Strategy. A contribution towards off site leisure and play facilities (£11,000) and highways (£21,000) is required due to the sites location and number of units proposed. Monitoring costs of £2,000 have also been agreed. These contributions amount to a total of £33,000. It should be noted that highways have not agreed with the figure and have asked the applicant to demonstrate how this figure was reached. An update with regards to contributions will be presented to Plans Board in the form of an update.

#### Other Issues

Details regarding the proposed gates, sitting area and boundary treatments have not been submitted as part of the application therefore these details will be conditioned. The Parish Council has objected to the application on the grounds of access. When officers have received comments from highway the LPA will liaise with the Parish Council.

Overall, on balance, officers consider that the proposed development is acceptable sustainable development that conforms to guidance in the National Planning Policy Framework, as it is located in the urban area of Telford. The plot is an acceptable form of development that has received permission for residential development previously in 2007. Although the layout is somewhat cramped the design of the proposed dwellings is of a good standard and will be in-keeping with the character of the area and will not harm the surrounding area by means of its location and existing screening. The development will provide a 23no.affordable homes without

having an adverse impact on neighbouring properties due to the decent separation distances and landscaping. Adequate rear garden areas would be provided for the proposed dwellings, as well access to the site along with a suitable provision of on site parking.

To summarise, the principle of residential development on the site is acceptable as it is in a highly sustainable location within walking distance of local shops within Oakengates District Centre and Telford Town Centre. The scale, layout and appearance of the proposed would not have an adverse impact on residential amenities of nearby dwellings. Therefore, the proposal is considered compliant with both local and national policy and recommended for approval with conditions.

**RECOMMENDATION:** Based on the conclusions above, the recommendation to Plans Board on this application is that DELEGATED AUTHORITY be granted to the Development Management Service Delivery Manager to GRANT PLANNING PERMISSION subject to the applicant entering into a Section 106 agreement for

- £11,000 towards off site leisure and play facilities
- £21,000 to Highways in respect of CTAAP contributions
- £2,000 monitoring costs and subject to the conditions (to be agreed and determined as appropriate).

The following conditions (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):

A04	Time Limit
B10	Notwithstanding Material Samples/Details
B012	Brick Panel Sample
B046	On site Construction
B047	Mud on Road
B57	Land Contamination
B120	Details of enclosure
BCUSTOM	Amenity furniture and gate details to be submitted
BCUSTOM	Fence details for Badger Sett
BCUSTOM	Nest Boxes
BCUSTOM	Affordable Housing details
C007	Windows set 75mm
CCUSTOM	Works to be in accordance with Ecological Survey Report
CCUSTOM	Drainage works in accordance with report
C38	Development in accordance with plans
C076	Landscaping Implementation
CCUSTOM	Works to accord with the recommended mitigation measures set out in the SLR Noise Report (acoustic fence and specific glazing )
D01	Removal of PD

Informatives

Fire Authority Advice  
I22a Natural England Licence  
I25c Nest Boxes  
I25e TrenchesI25n Bat friendly lighting  
I35 CUSTOM Hedgehog Boxes  
I40 Conditions  
I41 Reason for Permission  
RACUSTOM Reason for approval  
RANPPF Proactive Statement

**REASON FOR APPROVAL:**

The principle of residential development on the site is acceptable as it is in a highly sustainable location within walking distance of local shops within Oakengates District Centre and Telford Town Centre. The scale, layout and appearance of the proposed will not have an adverse impact on residential amenities of nearby dwellings. Therefore, the proposal is considered compliant with both local and national policy and recommended for approval with conditions.

TWC/2013/0246

Teagues Bridge County Primary School, Teagues Crescent, Trench, Telford, Shropshire, TF2 6RE

Erection of a 3 base classroom extension, erection of an entrance canopy and erection of an extension to include a hall extension and store room

**APPLICANT**

Telford and Wrekin Council

**RECEIVED**

02/04/2013

**PARISH**

Oakengates

**WARD**

Wrockwardine Wood and Trench

**OFFICER**

Anna Adams

OBJECTIONS RECEIVED: No

MAIN ISSUES: Scale and design, Character and appearance, Impact on adjoining residential amenity, Impact on adjacent Green Network

THE PROPOSAL: The application seeks planning permission for three separate extensions to the existing School buildings. Firstly, the erection of a 3 base classroom extension with associated toilet facilities to the east. Secondly, an entrance canopy to the north (front) and thirdly, a further extension to the west to comprise a hall extension and store room.

The new extensions would comprise of a combination of single and two-storey elements addressing the topography of the site and would be constructed in brickwork and curtain walling to match existing and Trespa cladded panelling.

**SITE AND SURROUNDINGS:**

The application site comprises an area of 1.13 hectares, with the modern primary school buildings, constructed in 1960s, located to the northern end of the site, close to Teagues Crescent, and the playground/school field extending down to Capewell Road to the south. The car parking area is to the north (front) and the west.

The existing school buildings are constructed in dark blue brick, with blue and white curtain walling and white upvc windows, and a flat roof. The buildings are located over single and two-storey levels and are located in attached blocks, with courtyard/grassed areas between. There is a detached demountable nursery building to the south of the main school building.

The main existing building is located over various different ground levels, with the site rising from the west to the east, and from the south to the north. The area to the east is a sloping site with areas of hardstanding, grass and shrubs, and adjoins the side and rear garden boundaries of residential properties in Teagues Crescent, which are located at a higher ground level, with the side gable of the nearest property, No.93 Teagues Crescent approx. 5m from the site boundary.

The site is well-screened along the boundaries with mixed hedgerow and trees. Modern green 2.4m high palisade fencing extends around the perimeter of the site. A footpath runs to the west boundary with playing field beyond, leading to the site of a former community centre and on to Capewell Road.

The land to the south and west of the school is designated as Green Network. Trench Pool, a large lake is located to the west.

The application site is located in a predominantly residential area, with c.1960s and 1970s modern two-storey semi-detached housing.

#### PLANNING HISTORY:

W2002/0570 Siting Of A Single Storey Demountable, Full granted 01/07/02

W2002/1003 Siting Of A Single Storey Demountable Classroom, Full granted 24/10/02

W2003/0466 Erection Of 2.4m High Palisade Security Fencing With Gates, To Side And Rear Of School, Full granted 12/06/03

W2007/0820 Provision Of 10no. Car Parking Spaces, Full granted 24/07/07

#### PLANNING POLICY CONTEXT:

National Planning Guidance

National Planning Policy Framework (NPPF)

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

CS9 Accessibility and Social Inclusion

CS10 Community Facility

CS15 Urban Design

#### CONSULTATION RESPONSES:

Oakengates Town Council: No comment.

Highways: Support subject to a condition regarding a School Travel Plan to be produced.

Drainage: Support subject to conditions regarding surface water drainage and soakaway tests.

Arboricultural: Raises no objection but makes the following comments: To facilitate the proposed classroom extension to the eastern side of the school

three Silver birch trees were felled prior to the application's submission. Therefore replacement trees will be required to be planted elsewhere within the curtilage of the school to offset their loss. Furthermore, there is a Holly tree growing on the boundary between 79 Teagues Crescent and the School site, this will require protective fencing during the classroom extension.

Canal & River Trust: No objection.

Fire Authority: Advise that consideration should be given to the information contained within Shropshire Fire and Rescue Service's "Fire Safety Guidance for Commercial and Domestic Planning Applications".

#### PLANNING CONSIDERATIONS:

The application site comprises an existing established primary school and therefore the proposed extensions that would provide additional classrooms and other facilities for the school such as an enlarged school hall are considered acceptable in principle, enabling the existing community facility to continue and provide improved accommodation and thus meeting the aims of policies CS9 and CS10.

The proposed development constitutes appropriate extensions to the school building; with the location of the extension comprising the hall and store within a recessed area of the existing building, thus forming infill development. The main classroom extension would be located parallel to the existing side gable to the east, with a mainly glazed side elevation and high level windows to the corridor to provide natural light. The canopy extension to the front of the building would provide a clear entrance point and feature to the front elevation helping to break up the existing massing.

The location of the extensions within the existing compact site of the school building would ensure that there would not be a loss of school playing field or usable space, given the sloping nature of the east of the site. The development would not be overly prominent from outside the site boundaries, and the extensions would reflect the character and appearance of the existing school building with a design and materials to match, and a similar eave/ridge height. Accordingly, the development complies with national guidance contained in NPPF and local policies CS15 and UD2.

With regard to residential amenity, the main classroom extension would be located closer than the existing school building to the east boundary; however there would be at least 10m separation distance and the design and height of the building combined with the topography, with the site sloping up to the east, would ensure that this proposed extension does not adversely impact on outlook, light and privacy.

The proposed extensions are not located within the area designated as Green Network; therefore the development would not adversely impact on this designation and complies with policies in the Wrekin Local Plan. With regard to the Arboricultural Officer's comments, it is noted that trees were removed from the site to accommodate the extension; and in order to maintain the

character of the site and amenity of the surrounding residential area, it is considered appropriate to request replacement planting at the school. This can be dealt with by condition.

The proposal would not impact on the existing car parking provision or access arrangements. However, the Highways Engineer's comments are noted and an appropriate condition can be imposed to ensure a School Travel Plan is produced.

The application has been accompanied by ground investigation surveys and a protected species survey, undertaken by qualified engineers/ecologists. The development can be carried out in accordance with the recommendations in these reports. Furthermore, the drainage matters can be dealt with by appropriate conditions regarding submission of surface water details and soakaways.

In conclusion, the proposed extensions will provide additional and improved accommodation, with the creation of new class bases and extended school hall. The extensions will be appropriate in terms of the scale, massing, design and materials and will be in keeping with the character and appearance of the existing school building and area. The proposal would not adversely impact on adjoining residential amenities or the Green Network. Accordingly, the proposal complies with national and local planning policy.

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

1. A04 Time limit
2. Bcustom School Travel Plan to be submitted
3. B62 Surface water drainage details
4. B64 Soakaway test
5. Bcustom Replacement planting
6. Bcustom Protective fencing to be erected
7. C01 Materials to match
8. C38 Development in accordance with plans and supporting information/ surveys

Informatives:

Fire Authority

Coal Authority – Standing Advice

Conditions

Reasons for Approval

**REASON FOR APPROVAL:**

The proposed extensions would provide additional and improved accommodation, with the creation of new class bases and extended school hall. The extensions would be appropriate in terms of the scale, massing, design and materials and would be in keeping with the character and appearance of the existing school building and area. The proposal would not adversely impact on adjoining residential amenities or the Green Network.