

PLANNING COMMITTEE

A1

Minutes of a meeting of the Planning Committee held on
Wednesday, 11th January 2017 at 6.00pm in the Telford Suite at
Shropshire College Hotel School Ltd (The Telford Whitehouse Hotel),
Watling Street, Wellington, Telford TF1 2NJ

Present: Councillors J C Minor (Chair), N A Dugmore, I T W Fletcher, N C Lowery, L A Murray, P Scott, C F Smith (as substitute for Cllr J Loveridge) and C R Turley.

PC-043 Apologies for Absence

Councillor J Loveridge.

PC-044 Declarations of Interest

None.

PC-045 Minutes

RESOLVED – that the minutes of the meeting of the Planning Committee held on 14th December 2016 be confirmed and signed by the Chairman.

PC-046 Deferred/Withdrawn Applications

None.

PC-047 Site Visits

None.

PC-048 Planning Applications for Determination

Members had received a schedule of planning applications to be determined by the Committee and fully considered each.

- (a) TWC/2016/0107 – Former Concrete Works, Lightmoor Road, Lightmoor, Telford, Shropshire

This was an outline application for the erection of 52 no. dwellings and associated access with all other matters reserved at the former Concrete Works, Lightmoor Road, Lightmoor, Telford, Shropshire.

An update report was tabled at the meeting which highlighted that contributions towards equipped children's play and recreation would be spent in Lightmoor Village to upgrade existing facilities at Croppings Park/Stocking Park and Holywell Meadow. An education contribution of £121,131 would be used towards educational facilities at Captain Webb Primary School, Dawley.

Councillor J Greenaway, Ward Councillor for Horsehay and Lightmoor, spoke against the officer recommendation and raised concerns regarding the unsuitable development due to the lack of services, educational facilities, the speed of traffic, HGVs accessing the nearby metal waste site, poor public transport links and connectivity, lack of affordable housing and considered the development to be unsustainable. The links to the rights of way and the reduction in speed limit were

welcomed, but she felt that the speed limit should be further reduced to 30mph from the proposed 40mph.

Mr A Williams, Applicant's Agent addressed Members that this was an outline application on unsightly, spoiled land which would enhance the character and visual amenity of the surrounding area and regenerate a problematic brownfield site. The area was not prone to flooding and although the roads were currently under B2 industrial use the Highways Engineers supported the application. It also included footpath improvements to Lightmoor Village and did not harm the Green Network. There were no objections on the grounds of Ecology, Urban Design, Pollution Control, Arboriculture or Education.

The Planning Officer addressed Members regarding the viability of the site which had previously been used as an open storage yard but was currently unoccupied and it had an extant B2 Business Use. Although parts of the site were on Green Network this was a small area and was covered in concrete and there was no loss to Green Space. A definitive Right of Way could be linked to Lightmoor Road on to the footpath network and formalised under a formal Diversion Order of Footpath 185. Section 106 contributions would be sought for the reptile habitat to be included as a Local Nature Reserve (LNR) as part of the public open space. The site was within Flood Zone 1 which held the lowest possibility of flooding. Noise from the adjoining HGV site could be conditioned. The education contributions had been agreed for the Captain Webb School as the School did have scope for expansion.

The Highways Officer spoke to Members regarding the traffic and pedestrian access and the mitigation measures being undertaken which included the visibility splay and road markings and the crossing refuse system on the A4169, the formal consultation on reducing the speed limit in line with national guidelines, S278 footway improvements and pedestrian access, bus route and the improvements and formalisation of the Rights of Way in order to gain access to the Captain Webb School.

During the ensuing debate although some Members felt they could support the application in principle, they raised concerns regarding the highway and the current speed limit, the pedestrian crossing on the A4169 which was on a busy road near to the proximity of the junction which raised safety concerns, bus route, footpaths, the proximity to the HGV site, flooding, lack of affordable housing, the effect on wildlife, sustainability, density and overdevelopment. Other Members considered that the site was an eyesore and supported the need for new housing on a derelict brownfield site. Members concurred that a 30mph speed limit would be more suitable on this road if the development was to be approved. Members also requested that some flexibility was given to Officers to investigate the education contributions towards Lightmoor Primary School.

Upon being put to the vote it was, unanimously:-

RESOLVED - that with respect to planning application TWC/2016/0107 that delegated authority be granted to the Development Management Service Delivery Manager to grant planning permission subject to the following:-

- a) The applicant/landowners entering into a Section 106 Agreement with the Local Planning Authority, terms to be agreed by the Development Management Service Delivery Manager, relating to:

(i) Highways

- £30,000 towards formalising Definitive Rights of Way in order to provide pedestrian access to local amenities in Lightmoor centre.
- £5,000 towards implementation of a Speed Restriction Traffic Regulation Order and associated Signage on Lightmoor Road from a 60mph Road to a 40mph Road.

(The off-site highways works to provide a pedestrian footway running south to a new pedestrian splitter in the A4169 providing access to the bus stops in Woodside would be secured by condition and a s278 agreement).

(ii) Children's Play space

- £600 per dwelling towards enhancement of the existing children's equipped play facilities in Lightmoor Village.
- £600 per dwelling towards sport and recreation facilities in Lightmoor Village.

(iii) Education

- £121,131 contribution towards educational facilities at Captain Webb Primary School in Dawley and/or if the Development Management Service Delivery Manager considers it more appropriate, to facilities to be specified at the Lightmoor Village school using the following formula:

Demand Generation

(d) Dwellings x (e) Average Beds/Dwelling = (f) Total Population Demand x (g) Average School Year (0.011).

Cost

(h) Primary pupil no.s (7yrs x g), (i) DfES New Build standard multiplier (£12,257) (2008-09 figure), (j) Regional variation (+ or - %) (Jan 09 local factor variation), (k) Regional Multiplier (lxj) – any surplus.

(iv) Ecology

- £10,000.00 for the creation of alternative reptile habitat within Lightmoor Reserve.

b) the conditions and informatives (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager) set out in the report and the update report and that the reserved matters application be brought before the Committee.

(b) TWC/2016/0761 – Land adjacent Oakfield, Middle Lane, Cold Hatton Heath, Telford, Shropshire

This was a full application for the erection of a 4 bedroomed dormer bungalow with associated access and detached garage on land adjacent to Oakfield, Middle Lane, Cold Hatton Heath, Telford. The application had been brought before the Committee

as it was a departure from the Development Plan, but following receipt of medical evidence officers felt on balance there was justification for this new dwelling.

K Baker spoke in favour of the application on behalf of the Waters Upton Parish Council who felt that all other options had been investigated and were deemed unviable and due to the special circumstances of this local family, who needed to remain close to their support network of family members and neighbours in order for a good quality of life, that this application received their unanimous support.

Councillor S Bentley, Ward Councillor for Edmond and Ercall Magna spoke in favour of this application and thanked officers, the Agent and the Parish Council for working together to address the needs of this local family.

The Planning Officer informed Members that although the development was outside of the three suitable settlements, this was outweighed by the unsuitability of the family's living conditions, the local connection to the village and the medical evidence supplied and that this application, on balance, was acceptable.

During the ensuing debate Members supported the application which, although deviated from policy, was collectively justified by the circumstances. A question was raised regarding safeguarding against any potential change of circumstances to the family which may involve them not moving into the property and the property being sold on at a later date.

The Legal Adviser informed Members that this be conditioned or a S106 agreement imposed to cover the circumstances of the family not moving in to the development as proposed. It was suggested that delegated authority be given to the Development Management Service Delivery Manager in conjunction with the Chair to draw up a condition/section 106 agreement.

On being put to the vote it was unanimously:-

RESOLVED - that with respect to Planning Application TWC/2016/0761 that delegated authority be granted to the Development Management Service Delivery Manager in consultation with the Chair to grant planning permission subject to the following:

- a) The applicant entering into a Section 106 Agreement with the Local Planning Authority (or an appropriate planning condition being imposed) with terms to be agreed by the Development Management Service Delivery Manager in consultation with the Chair of the Planning Committee to provide for an appropriate solution in the event of the exceptional circumstances which justified the grant of this permission ceasing to exist at a time after the planning permission has been granted for example on sale of the site or the new dwelling no longer being occupied for reasons connected with those exceptional circumstances.
- b) the conditions and informatives set out in the report (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager)
- (c) TWC/2016/0785 – Land East & South East of Shelldar Bungalow/ Covings/The Old Stables, Back Lane, Tibberton, Newport, Shropshire

This was an outline application for a residential development of up to 14 no. dwellings, associated infrastructure and access, with all matters reserved on land east & south east of Shelldar Bungalow/Covings/The Old Stables, Back Lane, Tibberton.

The application had been deferred at Committee on 14th December to allow a site visit which had taken during the afternoon prior to the meeting.

An update tabled at the meeting referred to a copy e-mail sent to Planning Committee dated 9th January which raised public safety concerns, together with key objectives, by the neighbouring properties of Covings and Sheldar.

Councillor S Burrell, Ward Councillor for Edgmond and Ercall Magna, spoke against the application and raised concerns regarding the constrained footpaths, limited visibility, narrow village lanes, the access roads where two vehicles were unable to pass and he felt that the route did not meet the minimum adoptable standard. He raised further concerns regarding highway safety, the sustainability and the principle of development.

Mrs Norton, on behalf of Local Residents, spoke against the application. Concerns were raised regarding the unsuitability of the access, legal right of way, unlit lane, width of the roads, poor footpaths, traffic noise, protection of hedgerows, negative effect on wildlife and the detrimental effect of the quality of life of local residents.

Mr M Burrow, Applicant, spoke in favour of the development. The proposed carriageway was acceptable and within guidelines. Visibility splays would be installed on the access and there would be up to 14 dwellings with a reasonable impact on the highway and a footpath for future or existing residents alleviating the need to drive to school.

The Planning Officer informed Members that the layout of the scheme would come forward at the reserved matters stage. Private Rights of Way were not affected but, in any event, this would be a civil matter. Adoption of the road may not take place.

During the ensuing debate, some Members raised concerns regarding the width of road and the passing of vehicles, the unsuitability of the access, lack of turning space, detrimental effect on the neighbouring properties, unlit village lane, lack of passing bay, footpath and the speed of traffic. Some Members proposed that the application be refused.

The Planning Officer confirmed to Members that there were no technical grounds to refuse the application if this application was taken to appeal.

The Highways Officer explained that the adoption of any roads would be considered at the reserved matters stage. The traffic impact had been looked at and the traffic from 14 properties was not considered a significant increase. There would be the use of a visibility splay and widths and distances had been measured and calculated on site with regards to the minimum width of road.

The Legal Officer advised Members that if they were minded to refuse the application that they needed to have proper planning reasons for refusal.

Upon being put to the vote, it was by a majority:-

RESOLVED – that with respect to Planning Application TWC/2016/0785 that planning permission be refused for the following reason:

Whilst accepting that the highway network was capable of accommodating the additional traffic, the design of the access track was such that it would be inappropriate for use as an access to/egress from the proposed development and the access track as designed would result in unacceptable traffic issues along that track which would have a detrimental impact on the amenity of adjacent residents.

(d) TWC/2016/0804 – Land Rear of Units 1A-1C, Gatcombe Way, Priorslee, Telford, Shropshire

This was a reserved matters application for the erection of 20no. dwellings and garages to included access, appearance, landscaping, layout and scale pursuant to application TWC/2012/0530 on land to the rear of Units 1A-1C Gatcombe Way, Priorslee. Councillor V Fletcher had requested that the application be determined by Planning Committee.

Councillor V Fletcher, Ward Member, spoke against the application raising concerns regarding the access, bus route, safe route to schools, the impact on the nearby dwellings, vehicles crossing the pavement, the play area, impact on the free movement of buses and emergency service vehicles, pinch point, speed of traffic, visibility, the odour and smells for the adjoining hot food takeaway and overdevelopment.

The Planning Officer informed Members that the indicative layout was considered appropriate following the submission of an amended scheme replacing a pair of semi-detached dwellings with a block of four flats. An odour assessment had been undertaken and suitable mitigation measures could be achieved through conditions. A highway contribution of £9,000 towards the implementation of traffic calming on Gatcombe way would be included within the S106 agreement, together with funding for the play area. The application was not considered to be an overdevelopment, although not all properties within the development would have parking and garden space.

During the ensuing debate some Members raised concerns regarding access, visibility, density, the reduction in affordable housing, the location being next to a school and nursery, poor design, overdevelopment, the flats being positioned close to the takeaway and the height of the development which would tower over the shops.

Upon being put to the vote it was, by a majority:-

RESOLVED – that with respect to Planning Application TWC/2016/0804 that delegated authority be granted to the Development Management Service Delivery Manager to grant reserved matters consent subject to the following:

- a) The applicant/landowners entering into a Section 106 Agreement with the Local Planning Authority (terms to be agreed by the Development Management Service Delivery Manager) relating to:

- (i) **A contribution of £9,000 towards highways improvements to be spent specifically on the implementation of traffic calming which would consist of a build out and speed cushion near to the front of the proposed development on Gatcombe Way.**
 - b) **The conditions and informatives set out in the report (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager).**
- (e) TWC/2016/0918 – Site of Red Lion, 15 Holly Road, Little Dawley, Telford, Shropshire

This application was for the erection of 14.no 1 bed supported living flats (Use Class C2) and Resource Hub with new access arrangements and landscaping following the demolition of existing public house on the site of Red Lion, 15 Holly Road, Little Dawley.

An update report had been circulated at the meeting which included a Technical Note providing further clarification on key points, together with an amended site layout and a contextual elevation plan.

The Planning officer informed Members that the Inspector had previously deemed an Appeal on this site as suitable. The current application had taken into account issues of access and car parking. It was proposed that a Section 106 agreement was entered in respect of the sum of £6,500 towards improvements to the existing pedestrian link between Hafren Road and Holly Road and the provision of a tactile pedestrian crossing at Holly Road. Officers had been mindful on the mass of the building and provided a varied ridgeline although this was limited. There had been no objections with regard to drainage, Ecology, Highways and Arboricultural Officers or the Fire Service and objections received from the public could be addressed through conditions.

Mrs S Tagg, Applicant's Agent, spoke in favour of the application which was on a disused site and provided specialist housing for adults with learning disabilities and others who needed support to live independently which was similar in design to other Schemes run by Bromford and My Place. The development had 8 car parking spaces for staff and visitors and the layout and design of the scheme was acceptable to Officers with access from Holly Road due to highway safety issues which had been reinforced by a Planning Inspector.

During the ensuing debate Members felt that this was an excellent use of the site and brought a much needed resource to the community which supported people to live independently. Some Members welcomed the contributions towards the footpath but did raise concerns regarding the design which could have been improved and conditions regarding the hours of working during construction.

Upon being put to the vote it was, unanimously:-

RESOLVED – that with respect to Planning Application TWC/2016/0918 that delegated authority be granted to the Development Management Service Delivery Manager to grant planning permission subject to the following:

- a) **The applicant/landowners entering into a Section 106 agreement with the Local Planning Authority (terms to be agreed by the Development Management Service Delivery Manager) relating to:**

- i) **Highways - £6500 towards improvements to the existing pedestrian link between Hafren Road and Holly Road and provision of a tactile pedestrian crossing across Holly Road.**
- b) **The conditions and informatives set out in the report and the update report (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager).**
- f) TWC/2016/1096 – Severn Valley Motorsport, Ironbridge Road, Madeley, Telford, Shropshire TF7 5JU

This was a full application on a vacant site for a part change of use to a hand car wash at Severn Valley Motorsport, Ironbridge Road, Madeley, Telford. Councillor P Watling had requested that this application be considered by Planning Committee.

Councillor P Watling, Ward Councillor, spoke against the application and raised concerns regarding the proposed change of use which could hold up any residential development coming forward and further concerns regarding the environmental risks and noise pollution. He further commented that he was not adverse to the business model but felt that this this was not the right place for a hand car wash.

The Planning Officer informed Members that the proposed 2 year temporary consent would put the vacant site back into productive use whilst the development on the site was being progressed. The jet washing would take place to the rear of the site behind an acoustic barrier and any surface water would run off into the foul drainage. Vacuuming and valeting would take place under the canopy and it was not anticipated that the motors from the machinery would be heard outside of the boundary and that the surrounding trees and hedges would further help to reduce the impact. The hours of business would be 9am to 6pm Monday to Saturday and 10am to 4pm on Sundays and Bank Holidays. Provisions for staff and customer parking were provided on site.

During the ensuing debate some Members were minded to support in principle although raised concerns regarding noise and trade effluent. Other Members suggested shortened hours on a Sunday and suggested that a 1 year temporary consent be granted and that noise levels were checked 6 monthly.

Upon being put to the vote it was, unanimously:-

RESOLVED – that with respect to Planning Application TWC/2016/1096 that delegated authority be granted to the Development Management Service Delivery Manager to grant planning permission for a 1 year temporary permission subject to the conditions and the informatives set out in the report (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager).

- g) TWC/2016/1119 – Land west of Hollinshead Way, Old Park, Telford, Shropshire

This application was for the importation of clean soil to land west of Hollinshead Way, Old Park, Telford in order to test ground stability and had been referred to Planning Committee as a major development covering more than 1 hectare.

An update report was tabled at the meeting which imposed additional conditions which included wheel washing, parking restrictions and restricting deliveries between the hours of 8.45am and 3pm.

The Planning Officer informed Members that a temporary full planning permission was sought to bring in extra soil to the site for approximately 2-3 weeks to assess how the ground moved on the site. The entrance to the site would be opposite the Thomas Telford School and a traffic management routing plan had been undertaken along West Centre Way and Hollinswood Way.

During the debate some Members raised concerns regarding the wheel cleaning, parking, access and the hours of operation due to this being opposite the school site. Other Members were of the opinions that this work would only take 2-3 weeks and considered this acceptable.

The Highways Officer informed Members that they would work with the Council's Engineers in order to ensure that there was no impact on the school regarding the hours of operation.

Upon being put to the vote it was, unanimously:-

RESOLVED – that with respect to Planning Application TWC/2016/1119 that delegated authority be granted to the Development Management Service Delivery Manager to grant planning permission subject to the conditions and informatives set out in the report and the update report with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager).

The meeting ended at 8.32 pm

Chairman:

Date: