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**TELFORD & WREKIN COUNCIL**

**PLANS BOARD – 29<sup>TH</sup> OCTOBER 2008**

Schedule 1 : Planning Applications for determination by Board

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`A' List : Major developments and/or cases in conflict with policy

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- W2008/0387** Conversion of building into 14no. apartments and erection of an office extension **11, Church Street, Wellington, Telford, Shropshire.**  
Recommendation Code: FG - Ward: Haygate ..... **1**
- W2008/0844** Erection of single storey and first floor extensions **Wellington Road Surgery, Wellington Road, Newport, Shropshire.** Recommendation Code: FR - Ward: Newport South ..... **7**
- W2008/0859** The placement of soil and overburden on land adjacent to Leaton Quarry **Leaton Quarry, Leaton, Shropshire.** Recommendation Code: FG - Ward: Wrockwardine ..... **11**
- W2008/0870** Erection of 2 dwellings following demolition of existing church buildings (Outline planning Permission) **St Marys Church Hall, Red Lees, Ketley, Telford, Shropshire.** Recommendation Code: OLG - Ward: Ketley & Oakengates ..... **24**
- W2008/1034** Demolition of 11no. garages and erection of 5no. bungalows \*\*\*\*\*Amended site boundary\*\*\*\*\* **Land to the rear of, 25, Coronation Crescent, Madeley, Telford, Shropshire.** Recommendation Code: FG - Ward: Madeley ..... **29**
- W2008/1059** Erection of a single storey extension and new entrance to school reception with canopy **Holmer Lake Primary School, Brookside Avenue, Brookside, Telford, Shropshire.** Recommendation Code: FG - Ward: Brookside..... **34**
- W2008/1093** Erection of 2.4m high palisade security fencing **Millbrook Primary School, Grainger Drive, Leegomery, Telford, Shropshire.** Recommendation Code: FG - Ward: Hadley & Leegomery ..... **36**
- W2008/1094** Siting of a 3 bay demountable classroom **Ercall Wood Technology college, Golf Links Lane, Wellington, Telford, Shropshire.** Recommendation Code: FG - Ward: Ercall ..... **38**

**W2008/1156** Landslip remedial works **The Wynde, Coalport Road, Madeley, Telford, Shropshire.** Recommendation Code: FG - Ward: Madeley ..... **40**

Agenda Type : A

W2008/0387 Conversion of building into 14no. apartments and erection of an office extension

11, Church Street, Wellington, Telford, Shropshire.

Recommendation Code: FG

Ward: Haygate

APPLICANT:

Mr P Stubley

RECEIVED ON:

10/03/08

PARISH

Wellington

WARD

Haygate

CASE OFFICER:

Shawn Fleet

OBJECTIONS: No.

MAIN ISSUES: Principal of development, design and appearance, parking, impact on neighbours.

PROPOSAL:

This application is for the development of 14 flats on land to the rear of 11 Church Street, Wellington. The proposed development consists of two and three storey development leading back to Charlton Street at the rear.

SITE AND SURROUNDINGS:

The site is situated on the edge of the Wellington Conservation Area which encompasses Church Street to the front. The site itself is essentially unused comprising of former garden land to the rear of the property. The neighbouring sites are mainly used for car parking by a number of the businesses that front onto Church Street.

In the surrounding area there are a number of residential properties that front Charlton Street in addition to a public car park to the south and the Arriva bus depot on the northern side of Queen Street.

The site itself is relatively level and is bounded by a series of brick walls and timber fences but otherwise is vacant. To the western edge of the site is a small municipal building, which was previously used as public toilets but has since received planning permission for conversion to accommodation. To the south is Ten Tree Croft footpath.

HISTORY:

W2003/0769: Conversion of public toilets to single person accommodation. Granted August 2003

W80/0060: Extension to premises for office use. Granted March 2008

PLANNING POLICY:

National Guidance

PPS1: Delivering Sustainable Development

PPS3: Housing  
Manual for Streets

Core Strategy  
CS1: Homes  
CS5: District and Local Centres in Telford

Wrekin Local Plan  
UD2: Design Criteria  
H6: Windfall sites within Telford and Newport.  
LR6: Developers Contributions to Outdoor Recreations Open Space Provision within  
New Residential Development  
HE3: New Development in Conservation Areas

#### CONSULTATION RESPONSES:

Wellington Town Council: No objection, although comment has been made to ensure retention of a wall alongside the Ten Tree Croft passageway to the south of the site and also request that the shop frontage to Church Street be redesigned to enhance the Conservation Area.

Severn Trent Water: No objection raised, subject to conditions on drainage details incorporating sustainable drainage principles.

Drainage Officer: No objection however informed that only combined sewer available to rear of the site.

Environmental Health Officer: No objection subject to informative on use of piling for foundations in respect of potential noise pollution.

Conservation Officer: No objection however, comment raised in respect to the need for attention to scale and massing along with design of the building which should reflect that of the surrounding area. Also requested that this shows a degree of subservience to the original building in Church Street.

Outdoor Recreation Officer: No objection although a request has been made for the contribution of £600 per property of two bedrooms or more in respect of recreation provision to be provided off-site.

Education Officer: Confirmed that no requirement to education contribution would be sought.

Highways Officer: No objection in principle although request for the seven on-site parking spaces allocated for office accommodation to be assigned for the residential units.

Neighbour Comments: 16 letters of notification sent out. No comments or objections received.

#### PLANNING CONSIDERATIONS:

As indicated, this application lies on the edge of the Wellington Conservation Area which covers the front of the site facing Church Street. In terms of the principle of development, the use of the site which is defined as previously development of land would be in accordance with the policies in PPS3 and the Wrekin Local Plan as it would seek to locate residential development within a sustainable location.

The core issues in this case however related not to the principle but the details of the scheme and in particular the impact that the development would have on neighbouring occupiers in Charlton Street and the wider street scene.

Due to the building scale and mass, the property will create a new line of development within this area of Wellington, which may in turn act as a catalyst for additional development along the street frontage.

The predominant built form in the surrounding area along Queen Street and Charlton Street is that of Victorian architecture comprising small to medium properties which are mainly brick construction with tiled roofs. The architects have taken on board some of the design features of nearby properties to provide a direct reflection of the neighbouring properties but they have also sought to provide a more modern interpretation utilising glazed roof sections and balconies which are not traditional design features from within the area rather than seek to directly mimic previous designs.

The scheme proposes an innovative solution to addressing the challenges of providing sufficient parking space on-site by utilising undercroft parking as opposed to surface level parking which would be the norm within this part of Wellington. Although the initial design proposed open arches not only to the front entrance but also to the sides of the building. These have been now amended to show a more closed arrangement with a low dwarf wall at the bottom of the side arches and railings within the remaining gap used to secure the side of the property. This has the benefit of allowing light in to the undercroft area whilst providing a secure environment for users of the space.

Due to its full width which crosses the whole width of the plot, the opening will have a significant impact on the street scene at road level with the property rising above the pavement with no ground floor element. Whilst this will not present a strong design feature as a more traditional form of construction, it should be recognized that this element of Charlton Street does not represent a through road, and accordingly is little used other than by people using the public car park at the end. In terms of their perception of the site, many people will approach the development from the car park on foot, walking directly towards it as opposed to passing tangentially in front of the property along the pavement. As people will be facing the property, the upper sections will have a more significant element to play people's perception of the building resulting it being seen as a whole and in this respect the proposed structure provides a more traditional form comprising of two additional floors with a pitched tiled roof.

Due to the existence of boundary fences on the adjoining land to the north of the site, any pedestrian arriving at the site from the Queen Street end of Charlton Street

will have difficulty in observing the ground floor elements of the scheme with resulting in the upper floors being the predominant view.

A design change has been incorporated into the side elevations including false windows at the upper level to facilitate any possible subsequent expansion of the neighbouring plots should these be brought forward for development at a later stage.

The more contemporary elements of the scheme, notably the glazed roof section and balconies seek to add an element of individuality to the site. In some instances, such an approach can have a detrimental impact on the character of the property as the balcony features or glazing can appear as unrelated additions to the scheme creating a somewhat haphazard arrangement; but in this instance, the scheme has been designed with an overall ethos which results in the fenestration details on the walls and the roof enhancing, rather than competing with the overall design.

The applicants have submitted additional information which provides a design solution to the possible redevelopment of the neighbouring plots to provide an indication of the wider street scene, should the neighbouring owners wish to bring their sites forward for development at a future date.

As a consequence, it is felt that the development will provide an enhancement to this element of Charlton Street and in turn be used as a catalyst for the wider regeneration of the area without compromising development opportunities on neighbouring sites.

In terms of the comments made, it is considered that the request for a contribution towards open space provision from the Outdoor Recreation Officer is acceptable in this instance. Accordingly a Section 106 agreement will be required if Members are minded to approve this application to secure a contribution of £600 per dwelling towards off-site recreation provision in the Wellington area.

In considering the comments of the Highways Engineer, it is recognized that the site lies adjacent to a large public car park and also a number of on-street parking areas which can be used by both residents and businesses in the local area. Given that the greatest demand is like to be generated from residential occupiers of the premises especially during weekends when there will be a demand for parking spaces from shoppers and evenings, it is considered that on-site provision in this matter would be most appropriately utilised for residents with any business utilising on street or public car parking facilities.

In considering the comments of the Wellington Town Council, the wall alongside the property is to be retained as part of the development where this forms part of the application site. The Conservation Officer however has commented to indicate that the wall itself is early 19<sup>th</sup> C at the earliest. It should be acknowledged that the southern side of the pathway is outside of the applicants control and cannot be considered as part of this application.

In respect of the Town Council's other comment about the frontage to Church Street, this element of the scheme is not part of the proposal to hand and again, cannot be conditioned as part of this proposal. It is understood that separate discussions are

ongoing with the owner of the property and the Council's Conservation Officer to bring forward a separate scheme for the restoration of this frontage although this cannot be conditioned or managed through this application process.

In respect of the additional comments raised by the Pollution Control Officer it is felt it an informative in respect of the need to address any potential excessive noise and vibration would be appropriate. The comments of the Council's Drainage Officer and those of Severn Trent Water have been acknowledged and a standard condition of incorporating sustainable drainage elements is felt to be appropriate and is therefore recommended to Members.

Having considered the design and detailing of the scheme, attention is also brought to bear on the impact the scheme may have on neighbours in terms of privacy and loss of amenity. As there are no neighbours to the north or south of the site other than the car parking areas of the properties fronting Church Street, it is not felt that there will be any detrimental impact to privacy or amenity levels through overshadowing or overlooking which would warrant has refusal of this application.

Directly opposite the site on the other side of Charlton Street is a property which fronts on to Queen Street and has a garden that runs parallel to Charlton Street with the far end of the garden opposite the proposed entrance to the car parking. Given the distance between the actual block of flats itself and the neighbouring property, it is felt that the potential for overlooking which would be detrimental to the occupiers amenity levels is negligible and no objection has been raised this matter either. Accordingly, it is felt that given the distance between the buildings, which is about 30m, and the potential impact may occur in the potential for harm in this case is small and therefore no objection is raised.

In summary, it is felt that this development will bring forward an appropriately designed scheme which will I be in accordance with the character of the immediate surrounding area and also those properties which front onto Church Street. On balance, it is felt that the scheme is acceptable in both principle and design terms and is therefore recommended for approval.

#### RECOMMENDATION:

Subject to the applicant entering into a Section 106 agreement to provide financial contributions towards outdoor recreation then delegated authority be granted to the Head of Planning to grant planning permission subject to the following conditions:

1. A3 Full with no reserved matters
2. C118 Development in accordance with submitted plans
3. B15 Sample of materials
4. B17 Sample brick panel
5. B18 Details of windows and doors
6. B19 Details of enclosure
7. B33 On-site construction
8. B34 Mud on road
9. C104 Drainage including water attenuation measures
10. C85 Access prior to other operations
11. C86 Car Parking

12. No Standard – No gates to be affixed to the entrance to the site off Charlton Street.
13. C112 Completion of noise attenuation
14. Non Standard - Before the proposed development is brought into use, the associated access, parking, turning and service areas shall be formed in a bound surface and thereafter retained for those purposes.
15. Non Standard -The junction with the carriage way shall be formed as a dropped kerb and footway crossing rather than as a kerbed entry.

#### Informatives

1. SIE 22: Conditions
2. SIE26: Reasons
3. SIA6: Section 106 Required
4. The applicant is advised to contact the Council's Highways and Transport Maintenance Department prior to commencing work on the adopted highway under Section 184 of the Highways Act 1980 and for advice/ assistance in constructing the access. Please note, the applicant will need to present a valid Planning Consent and approved plan to the Highways Engineer before access works can commence.
5. If piling foundations are proposed, the applicants are advised to contact the Councils Environmental Protection Officer in respect of possible noise and dust pollution.

#### REASONS FOR APPROVAL:

The proposed housing development is acceptable in principle within this sustainable location highly accessible to Wellington District Centre and incorporates a satisfactory density of development with a mix of unit sizes. The traffic movements generated by the development can be accommodated without any detriment to highway safety. The scale, mass and design of the proposal are acceptable and in keeping with the character of the local area. There will be no adverse impact on residential amenities. A section 106 agreement will secure financial contributions for community open space.

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Notes

Agenda Type : A

W2008/0844 Erection of single storey and first floor extensions  
Wellington Road Surgery, Wellington Road, Newport, Shropshire.  
Recommendation Code: FR  
Ward: Newport South

APPLICANT:  
Wellington Road Surgery

RECEIVED ON:  
09/07/08

PARISH  
Newport

WARD  
Newport South

CASE OFFICER:  
Phil Baker

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Parking provision, Access, Highway safety.

THE SITE AND THE PROPOSAL:

This planning application relates to the erection of a large first floor extension and a small single storey extension at the Wellington Road Surgery, Wellington Road, Newport.

The site lies at the junction of Wellington Road and Granville Avenue. This is a predominantly built-up residential area, approximately 0.5 kilometres south of the town centre. Immediately to the east of the site is the Cottage Christian Nursing Home.

The existing surgery is mainly a single storey building but with two storey wings at either end. The ground floor accommodates 10 consulting rooms, 2 treatment rooms, a health visitor/district nurse, and a dispensary. The first floor comprises 4 offices, 3 store rooms, library/study, common room, and interview room. The external materials of the building are mainly traditional bricks and tiles.

There are currently 36 car parking spaces at the front of the building – 31 for patients and 5 for staff – and 8 staff parking spaces at the rear of the building.

The proposed first floor extension would accommodate 4 consulting rooms, office, counsellor, physio/gym, conference room, and separate waiting room. In order not to create an overbearing and dominant feature along Wellington Road it is proposed to construct a mansard structure, thereby keeping the height of the extension as low as possible, and ensuring that it is subservient to the 2 two storey elements located at either end of the complex. The mansard structure would be clad with powder coated metal sheeting.

The small single storey extension, which is needed to accommodate an enlarged steriliser room, would be built in matching brickwork and concrete tiles.

The applicants have stated that the main reason for the additional consulting rooms is in order to comply with Central Government advice which advocates bringing medical services closer to patients' homes. In reality this means introducing 'out

reach' clinics to the surgery, whereby patients can be seen by consultants in Newport rather than having to travel to hospitals in Telford, Shrewsbury or Stafford. These 'out reach' clinics would cover subjects like mental health care, smoking cessation, ophthalmology, orthopaedics, ear, nose & throat, obesity, and counselling services.

The applicants maintain that the extra accommodation is also required to alleviate existing cramped working conditions and to provide training facilities for medical students.

Because of the restricted size of the site no additional car parking can be provided to cater for the proposed extensions to the surgery. In fact two existing spaces will be lost to accommodate the proposed single storey extension.

#### CONSULTATION RESPONSES:

One e-mail has been received from a local resident. The points she makes are summarised as follows:

- There are many cars parked on Granville Road between 2.45pm and 4.00pm when parents collect their children from nearby schools
- The surgery could be open from early morning to late evening, and even at weekends, in the future in order to comply with Government guidelines
- Insufficient parking. Staff are often seen occupying patients' parking bays, and then patients are forced to park elsewhere, mostly on Granville Avenue
- Visitors to Trinity Church and Hall also park on Wellington Road and Granville Road
- Staff and visitors to the adjacent nursing home also park on Granville Road
- Contractors vehicles will also be forced to park on Granville Road, adding to the congestion problem
- Granville Road is used as a thoroughfare by many drivers to avoid the town centre
- Buses have difficulty passing between parked cars
- Has the surgery thought of moving to a new location? The Cottage Hospital already has an x-ray department

A letter from a Newport Town Councillor makes the following comments:

- Welcomes the proposed development in principle
- There is often a queue of traffic at the surgery car park entrance caused by vehicles trying to get on and off, or finding a space in the car park
- Vehicles are often parked on both sides of Granville Road, making it difficult to use the road. This is made worse by buses loading and unloading
- There is overspill parking from the nursing home onto Granville Road
- Highway safety is an important matter

The Council's Highways Engineer has objected to the application on the grounds that the proposed increase in floorspace and services is likely to increase patient visits to the surgery, the times of which cannot be controlled by the Council. Accordingly, this will surpass the capacity of the existing on-site car parking facilities. As a

consequence, this will create overspill parking on Granville Road and lead to traffic obstructions along this stretch of Granville Road near to its junction with Wellington Road, thereby creating traffic safety problems and jeopardising highway safety. In short, the surgery will have outgrown its site.

#### PLANNING HISTORY:

In 1987 planning permission was granted for alterations and extensions to the surgery (ref: W87/0217). In 1993 permission was given for a single storey extension (ref: W93/0910). In 1997 permission was granted for first floor extensions (ref: W97/0039). In 1998 permission was given for first floor extensions (ref: W98/0085). In June 2008 an application for a single storey side extension and a first floor extension was withdrawn before being determined.

#### PLANNING POLICY:

The following policies are relevant in the determination of this application:

Wrekin Local Plan

UD2 Urban Design

LR1 Provision of community facilities

LDF Core Strategy

CS10 Community facilities

CS15 Urban Design

#### PLANNING CONSIDERATIONS:

The Local Planning Authority supports the principle of providing a wider range of facilities and services at this surgery but the repercussions of an increased number of patients visiting the surgery is an inevitable increase in the number of people needing to use the on-site car park, which cannot be made any larger.

A car parking survey conducted earlier this year highlighted that at certain times of the day – around mid-morning and late afternoon – the existing car park is operating at or near full capacity. This has been confirmed by random visits to the site by Council Planning and Highway Officers.

The applicants argue that the additional accommodation and facilities will “have no impact on the existing car parking provision”. They also claim that they would be able to control the hours of the additional services by ensuring that they would only run between the hours of 1.00pm and 4.00pm, when the car park is quieter, and also that no additional patients would be seen during the busy periods. However, these proposed working practices are not matters that could be controlled or enforced by the Local Planning Authority. Such things could be changed or altered at any time in the future without recourse to the Council.

Despite the assurances given by the applicants it is considered that the additional accommodation and facilities would inevitably lead to an increase in the number of patients visiting the surgery. Furthermore, the proposed new housing developments in Newport over the next few years will mean an increase in the town's population, many of whom will need to register with this surgery as there is only one other medical practice in the town.

All these changes and increase in patient visits will inevitably lead to an increase in traffic movements, and put more pressure on the existing parking facilities. It is acknowledged that this site is fairly close to Newport town centre and lies on a bus route. However, by its very nature, many of the patients visiting the surgery are either ill, elderly, or infirm, and a car is the only realistic means of reaching the surgery.

At present, when the surgery car park is full, this leads to overspill parking onto Granville Road, particularly in the vicinity of a bend in the road, and results in vehicles passing at a point where there is restricted forward visibility. This would become a bigger problem in the future and represents an increased risk to highway safety.

The proposed development would also create an increase in the vehicular activity at the car park entrance, where vehicles queuing to access the car park are forced to wait on the highway whilst other cars manoeuvre within the site, often as a result of failing to find a parking space, and thus causing an obstruction on Granville Road, with the additional impact onto the adjacent priority junction with Wellington Road. This would represent another increased risk to highway safety.

In conclusion, it is considered that the perceived benefits of providing the increased accommodation, both to the surgery in alleviating cramped working conditions, and to patients in being able to see consultants closer to home, are outweighed by the highway problems emanating from having a finite car parking area which cannot be enlarged. It is therefore felt that the application should be refused for the reasons stated below.

In all other respects – appearance, design, materials, and its relationship with adjoining development – it is considered that the proposed development is acceptable and would not adversely affect the character, appearance, and residential amenities of the surrounding area.

**RECOMMENDATION: REFUSE PERMISSION on the following grounds:**

1. The Local Planning Authority considers that the proposed development fails to make adequate provision for the parking of additional vehicles within the site curtilage. This will result in an increase in the likelihood of vehicles being parked on the public highway, in the vicinity of a bend in the road, thereby creating a reduction in roadway width, and causing obstructions to both the forward visibility of road users and to through traffic movements on Granville Road. This would be compounded by an increase in turning movements at the site entrance by vehicles waiting to access the car park and those exiting the site, some of whom had failed to find a parking space. All this would interfere with the free flow and safe movement of traffic, resulting in an increase in highway dangers to all road users, and having a detrimental effect on highway safety.

Agenda Type : A

Leaton Quarry, Leaton, Shropshire.  
Recommendation Code: FG  
Ward: Wrockwardine

APPLICANT:  
Ennstone Johnston Ltd

RECEIVED ON:  
22/07/08

PARISH  
Wrockwardine

WARD  
Wrockwardine

CASE OFFICER:  
David Coxill

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Constrained operational area, landscape and visual amenities, environmental health issues, ecology, restoration and aftercare.

#### SITE AND SURROUNDINGS:

Overley Hall and Leaton hamlet form the western boundary of the quarry. The B5061 (formerly the A5) forms the southern boundary. Agricultural land lies to the north and east. The western boundary of Wrockwardine Village lies some 250m to the east/north-east and the property boundaries of Burcot Row is some 50 metres to the east of the eastern boundary of the current planning application respectively.

#### PROPOSAL:

It is proposed to extend the overburden and storage area by 3.7ha to the east of the existing stocking yard at the north east end of the quarry. This is to accommodate the current 116,000 m<sup>3</sup> of overburden to the south west of the quarry that is restricting further extraction of the permitted reserves. Moving this overburden material will allow full access to the existing permitted minerals reserves and prevent the sterilisation of some 2.3 million tonnes of permitted reserves.

Following soil stripping and storage within the application area, the overburden material from the main quarry would be moved using the following plant: x6 40 tonne articulated dump trucks that will work continuously during normal working hours; x1 360 excavator; and x1 D6 dozer. The overburden would be transported internally through the quarry and a 10m access would be created through the existing screening mound adjacent to the proposed stocking area. These operations will not therefore involve additional external road traffic to or from the quarry.

The new landform would be created by establishing the outer areas first to the east of the site and placement would proceed behind these outer mounds to form a visual and acoustic screen. When overburden movement has been completed the stored soils would be spread over the final contoured profile. The proposed landform in amended form would have a maximum height of 125m AOD with a maximum depth of some 6.6m. The slopes steepness would be 1 in 5.5 (north), 1 in 4.8 (south), 1 in 6 (east) and 1 in 2.5 (west). The material would be removed and placed over 8 weeks. A field ditch would be excavated along the perimeter of the storage area, so surface water will drain westwards into the existing surface water drainage system along the northern edge of the quarry before passing through the existing plant treatment and attenuation system.

Operating hours have been modified and shortened They are now proposed to be:

0830 to 1730 hours Monday to Friday

0830 to 1300 hours on Saturday.

Upon completion of landscaping operations the new extended storage area would be restored to grassland suitable for grazing. Consistent with the 2007 stocking area permission, the final storage mound would be seeded with a low maintenance seed mix such as British Seed Houses 'A4 – Low Maintenance Conservation Areas.' Typical seed mixtures would be: String Creeping Reed Fescue (CAMILLA) 40%; Chewings Fescue (OLIVIA) 30%; Hard Fescue (PINTOR) 25%; and Browntop Bent (HIGHLAND) 5%.

The seed mix would be sown at the rate of 20g/m<sup>2</sup> across the area of the mound and the area would then be rolled with a Cambridge roller or similar to ensure good contact between the soil and seed. Seeding would be carried out in the autumn, or if this is not possible, spring 2009. Initial management would depend upon the time of sowing but generally management would involve cutting 1-2 times a year to prevent scrub management. Finally, the restored site would be subject to a Five Year Aftercare Scheme.

#### SUMMARY RELEVANT PLANNING HISTORY:

Quarrying began at Leaton quarry just after the Great War. The site has a long and complex planning history. In January 2004, Plans Board resolved to grant planning permission subject to the signing of a legal agreement for an extension to the mineral extraction area and amended the existing planning conditions as required by the minerals review into a new single composite planning permission (W2003/0370). The legal agreement was signed in 2005 and the planning permission issued.

Amongst other planning permissions granted recently, in April 2007 planning permission was granted to extend the stocking yard by 2.7ha and the soil/overburden areas by a further 1.8ha, making a total permission area of 4.5ha in the north eastern end of the quarry (W2006/1190). This permission is west/ south-westerly adjacent to the current application area.

#### PLANNING POLICY:

Relevant government guidance and the saved policies of the Joint Structure Plan, 1996-2011, the Shropshire and Telford & Wrekin Minerals Local Plan, 1996-2006 (Joint MLP), the Wrekin Local Plan, 1995-2006, are relevant to the determination of this application.

#### CONSULTATION RESPONSES:

Wrockwardine Parish Council comment as follows:

#### Timescale

We are advised that the work will take place ASAP, certainly prior to the winter if at all possible. If planning is approved the time of year could be important for dust control.

Dust and noise control issues

Unfortunately the quarry already has a reputation as a “bad” neighbour with the neighbouring properties when it comes to dust control issues and this is a matter of record. The application on P.32 states that the quarry is “not known to be a source of nuisance”, Wrockwardine PC feels that this is a little disingenuous and this issue was in fact discussed at the last quarry liaison meeting in July. We would suggest that in order to alleviate dust contamination of nearby properties, full time dust suppression must take place at all times of working.

#### Time of working at the site

To minimise disruption and disturbance to the nearby residents in Burcot Row, it is felt that 8.30am-5.30pm would be more appropriate times when they are working in such close proximity to the properties of Burcot Row. In addition, we ask that consideration is given to imposing a condition that no weekend working should be allowed to take place on the new overburden site whatsoever. It is felt that the extension of the total working period is preferable to that of works taking place outside of the hours suggested here.

#### Water Run off from site

At the recent liaison meeting, an officer from Ennstone Johnson stated that no perimeter ditch was being installed to carry any surface water run-off. The Parish Council and residents are keen that either a ditch is installed or that the surface of the over burden mound is built such that all water run-off goes in a northerly direction and takes any water away from properties adjacent to the site.”

The Environment Agency have no objections subject to the inclusion of the following conditions:

#### CONDITION

No excavation shall take place beneath the water table.  
Reason: To reduce the risk of pollution.

#### CONDITION

Any facilities, above ground for the storage of oils, fuels or chemicals shall be sited on an impervious base and surrounded by impervious walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipe work should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bund. Such facilities shall be constructed and completed in accordance with plans by the Local Planning Authority.

Reason: To reduce the risk of pollution.

#### CONDITION

No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage works and regulation has been approved by the Local Planning Authority. The scheme shall be implemented as agreed.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal and to reduce the risk of pollution.

Please note: The drainage strategy must ensure that third parties are not affected by the works. There must be no increase in run-off rates during the following construction of the mound. There must be no interruption to the surface water drainage system of the surrounding land as a result of the operations on the site. Provisions must be made to ensure that all existing drainage systems continue to operate effectively and that riparian owners upstream and downstream if the site are not adversely affected.

#### CONDITION

Existing hedgerows shall be maintained, with replanting with native species if damage is caused during development.

Reason: For the protection of amenity.

English Heritage, the Highways Engineer and the Environmental Health Officer have no objections.

The Landscape Architect was initially concerned about the potential loss of visual amenity for local residents, but is now satisfied that providing the levels shown on the modified sections are adhered to, and that tree growth does not take place on the mound, that the long distance 'borrowed' horizon views for the Burcot Row houses have been almost completely retained from a standing up position inside the houses on the ground floor. Long distance views from the garden of the most southerly house will be lost. There is not any more room for manoeuvre of the overburden to 100% achieve horizon views, other than take it off the site. This is a much improved solution than the one originally submitted.

Natural England, Shropshire Wildlife Trust, Shropshire Badger Group and Severn Trent Water Ltd have not replied. Natural England did not object to the existing stocking yard permission (W2006/1190).

The application has generated interest among local residents in Burcot Row and Wrockwardine Village, who make the following comments.

- The development is out of character with the area landscape.
- The quarry has been expanding piecemeal since 2005 since which time the area has almost doubled in size and the uncertainty is affecting people's quality of life – when will it stop?
- As the development marches on towards Wrockwardine village it will be just over metres from residents in Wrekin View and Burcot Barns and only 50 metres from residents in Burcot Row.
- The quarry has become bigger than Wrockwardine village and represents over development. Its size with recent planning applications has increased by over 30%.
- The cracks in the walls are getting bigger and more of them. The blasts are a lot bigger when they were not being measured. Buildings shake during blasting.
- The company has chosen not to consult residents on their proposals with time to take any meaningful action. There have been many applications in recent years when they could all have been put into one.

- Noise and dust pollution have increased over the last two years despite planning conditions controlling them. There has been a constant nuisance of dust on windows, can't open windows because of dust, dust within property, can't put washing on line, a deep pink coloured tint to standing water and a local resident suffers for asthma. The explanation for only having one bowser to damp down was cost. If they can't afford to invest more in a more effective damping down system how can they afford to extend the operations? Vehicle reversing alarms are a constant nuisance since the quarry moved closer, waking up at 6am – why can't noise alarms be used as suggested in MPS2 Annex 1 (Noise).
- Devaluation of Property.
- The overburden mounds are total out of character with the existing landscape – as the quarry moves even closer towards the village it is hanging the nature of what was a quiet rural village.
- Surely the visual impact of the overburden mounds could be reduced, i.e. located at the base of the quarry or on other levels of the quarry?
- The current application seeks to prevent sterilisation existing reserves. What is to prevent the company in the future seeking to extend the quarry to recover the reserves sterilised by the new overburden heaps?
- The height of the existing overburden mound next to the stockyard is mainly 118m AOD whilst the proposed mound is 124m – this will have a significant visual impact to properties in Burcot Row, reinforced by figure 4.5. This will block views over the Tern Valley. The area is already adequately screened from the quarry by the previous bunds and does not require additional screening.
- Threat to wildlife.
- Increasing proximity to industrial development in a well established residential area.
- Cumulative impact and other effects on communities in saved policy M1 of quarry workings as recognised by the Joint Minerals Local Plan.
- Structure Plan Policy 2/85 refers to the importance of locating ancillary uses associated with mineral extraction within the proposed mineral site unless there are exceptional circumstances. This is to avoid encroachment onto surrounding land.
- The Minerals Preferred Options DPD requires a general separation distance on the merits of each proposal based on guidance provided under paragraph 28 of MPS2.
- MPS2 advises 'In some circumstances (especially where workings will have an extended life), new or extended permissions for mineral extraction close to residential property may not provide adequate protection to nearby residents despite requirements for landscaping works such as bunds, screening and planting. In such cases, MPAs should consider the need to require adequate separation distances. MPAs should require a distance that is effective but reasonable.'
- MPS2 (Dust) further advises in 1.36 'It is preferable that dust generating activities are separated by a stand off distance from residential properties and other sensitive uses.' And in 1.19 'if within a site the actual source of emission (e.g. the haul roads, crushers, stockpiles etc) is within 1,000m of any residential property or other sensitive use, then a further assessment should

examine the likely impacts and the weight they should be given in the decision making process.'

- MPS2 (Noise) recognises that 'tonal noises such as audible reversing alarms, squealing of dry caterpillar tracks, whistles and sirens and the operation of certain equipment may be particularly annoying. Earthmoving operations to strip soil, form baffle mounds and soil/overburden mounds, the body slap of empty vehicles and plant start up noise can also give cause for complaint.' And sets out that 'Where a choice of methods or plant is available, the quieter should be chosen.' Over recent years, to save money, Leaton quarry has switched to a crushing unit which has brought dust and noise making activities closer to the houses.
- Flashing yellow light of vehicles waking residents up at 6am.
- Quarry lorries are once again using Wrockwardine as a short cut to the A442 thereby causing damage to the verges and causing the roads to be dangerous because of wet mud.
- Site operations extended beyond permitted hours last year and no confidence these problems wont reappear.
- How many more planning applications will be submitted, how often, how much do they want, what do they want next, how much closer do they intend coming to our homes and when will it stop?

#### PLANNING CONSIDERATIONS:

There are several material planning considerations that are all relevant to this application which are discussed in turn.

#### Need, Sterilisation and Cumulative Impact

This is not a planning application to increase the quantity of permitted mineral reserves at the quarry, but to enable the existing permitted minerals reserves to be fully worked and avoid sterilisation. The overburden material in the south west part of the quarry (glacial material) needs to be moved in order to allow access to the underlying material so it can be worked. Otherwise some 2.3 million tonnes of the permitted mineral tonnage will become sterilised with the mineral deposit not being comprehensively worked out. This in turn would lead to the remaining permitted mineral being worked out quicker, resulting in the premature requirement to extend the quarry. The need argument is therefore to prevent sterilisation of existing permitted mineral reserves rather than a necessity to increase permitted mineral reserves.

On the other hand there is increasing concern from local residents that quarry related development is getting closer to Burcot Row and Wrockwardine Village. It is emphasised that each application is dealt with strictly on its merits. The eastern boundary of the present application is some 50m from the boundaries of the back gardens and some 80m from the houses along Burcot Row. Modifications to the final proposed landform as later discussed show that officers have thoroughly taken into account the issue of visual amenities. Granting this planning application does not imply that any future application to extend the quarry or ancillary development towards these residential areas would be acceptable. Indeed the environmental constraints, particularly when quarrying is involved will get greater the closer they come to residential property.

In terms of cumulative impact, it should be remembered that the quarry has been in the neighbourhood for many decades, is a long term local employer and an integrated part of the community. This is the only crushed rock quarry in the Borough. The last two other crushed rock quarries in the Borough, Maddocks Hill quarry and Ercall quarry, were both closed down in the 1980s to concentrate production at Leaton quarry.

Neither of these two other quarries were exhausted of mineral resources, but both lie within the Wrekin Hills AONB, where planning guidance and policy was evolving to its present state where major mineral working should be subject to the most rigorous examination (PPG7, paragraph 4.9) and is therefore discouraged. It was therefore the intention that Leaton quarry was the sole supplier of crushed rock within the Borough. On this basis that minerals can only be worked where they are found and there are appropriate environmental controls, it is not considered that the present application constitutes an unacceptable cumulative impact on the local area.

Therefore the proposals in terms of working comprehensively the mineral resources, avoiding unnecessary sterilisation and cumulative impact analysis, are compatible with government guidance in MPS1 &2, saved Joint Minerals Local Plan policies M1, M3, M10 and M30.

#### Noise and Blasting

Information from a noise assessment report from the existing stocking area permission (W2006/1190) planning application documents has been used based on a worst case scenario for temporary operations (BS5228:1997) in accordance with guidance given in MPS2 'Controlling and Mitigating the Environmental Effects of Mineral Extraction in England.' For the purposes of the present application, data for two sensitive local receptors (Laundry Cottage, Wrockwardine and No.1 Burcot Row) has been used.

MPS2 states that for temporary operations, such as those proposed, increased temporary daytime noise limits of up to 70 dB(A) LAeq 1hr for periods up to 8 weeks in a year at specific noise sensitive properties should be considered to facilitate essential site preparation and restoration work and construction of baffle mounds where it is clear that this will bring longer term environmental benefits to the site or its environs.

The proposed operations would be for the stipulated temporary period of 8 weeks. When constructed the new storage mound would together with the existing storage mound assist in screening the main quarry area from views from Burcot Row and also provide some additional acoustic screening to noise emanating from the quarry. There would therefore be some environmental benefit of the proposed development.

Using known background noise level data at the two noise sensitive receptors and noise generated from plant operations (use of excavators, articulated dump truck and a bulldozer), the following noise predictions have been calculated.

<b>Noise Predictions – Temporary Operations LAeq, 1hr</b>
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<b>Scenario</b>	<b>Laundry Cottage</b>	<b>No's 5/6 Burcot Cottages</b>
Soils Stripping/Restoration	52.4	62.9
Overburden Handling Operations:		
At closest approach @ existing ground level.	49.7	60.4
At highest level of mound c125m AOD	48.3	55.3

All noise prediction readings are therefore in compliance with the MPS2 requirement that temporary operations are within the day time limits of 70dB LAeq, 1hr. On this basis the proposed temporary operations are acceptable in terms of MPS2.

There will be no blasting involved with the present proposals. Blasting is controlled by the main quarry planning permission and regularly monitored. Whilst there are some complaints about vibration being felt in people's home from the blasts, independent seismograph monitoring indicates that vibration levels are within the limits set by the planning permission. These limits are based on British scientific standards. This issue amongst others will no doubt be discussed at the next local liaison group meetings.

The proposals are therefore compatible with government guidance in MPS1 & 2, saved Joint Minerals Local Plan policies M1, M3, M4 and M10, and saved Wrekin Local Plan policies EH1 and EH4.

#### Hours of Operations

The proposed hours of operations have been shortened Mondays to Fridays from the original intention of 0800 to 1800 hours to 0830 to 1730 hours and on Saturdays from 0800 to 1300 hours to 0830 to 1300 hours. However, not to have operations on Saturday mornings would result in the exercise taking longer than eight weeks.

This could compromise the proposals since the noise assessments based on the worst case scenario are that these will be temporary operations, lasting a maximum of eight weeks. It on this basis that day time noise limits of 70dB LAeq, 1hr is permitted. For longer periods of site operations, subject to a maximum of 55dB LAeq, 1hr, the noise limit at noise sensitive properties should not exceed the background noise level by more than 10 dB(A).

It is acknowledged that that the construction of the outer part of the bund first will provide an acoustic screen and when site operations are further away from properties, the resulting noise levels at these houses will be lower. However, the noise data provided by the applicant show that there is the risk that some site operations will generate noise greater than 55dB LAeq, 1 hr, at no's 5 & 6 Burcot Cottages (up to 62.9 dB LAeq, 1hr), but well within the 70dB LAeq, 1hr for temporary operations. Therefore to ensure that site operations are within the guidelines set by MPS2, the proposals should be for a maximum of eight weeks. In order to achieve this, Saturday morning operations have to take place.

#### Dust

Condition 25 of the main quarry permission (W2003/0370) states: "If measures to prevent dust nuisance proves impossible, then the operations which cause that nuisance shall temporary cease until such times as the weather conditions change and dust suppression becomes effective."

The Minerals Officer was called out on site in the afternoon of Monday, 29<sup>th</sup> September by a resident of Burcot Row. He observed a dust cloud emanating from the quarry, made worse by a strong wind. Immediate enquiries were made at the quarry offices. Site management explained that there had been a pump failure on the dust suppression plant on the mobile crusher which had caused the dust cloud. The plant was shut down and not restarted until it had been repaired. The situation was explained via e-mail to the local resident making the complaint.

Although this incident does not relate to the present application it is mentioned since it indicates the concerns, not without justification, of the problems local residents have had as shown in the objections to the present application received. The proposals involving movement of material including soil stripping have the potential for dust generation which need to be controlled.

Dust emissions from the quarry are currently controlled by a dust control scheme, which meets government guidelines. This comes from the back of a consultant's report on air quality for the main quarry permission (W2003/0370) saying that the existing air quality is well and dust deposition rates are both within excepted criteria. The dust section in the present planning applications concurs with this conclusion.

This appears to be effective when working properly, although complaints about dust have occurred in the past. But the above incident only occurred when the mobile crusher broke down. On this basis it would seem that future liaison group meetings will discuss how any future incident will result in operations stopping before large scale dust clouds are generated. It is recognised that the strong wind that day made matters worse.

There have been other complaints about dust at this quarry. Some of them state that pink soil is deposited on residential property. The company understandably have pointed out that the quarry dust is grey from the volcanic rock they crush. This therefore cannot be the source. The agricultural fields have a reddish colour to them from the glacial boulder clay and the local Permo Triassic sandstones to the north, which are a more likely source. However, officers do accept that there have been legitimate dust complaints from local residents and the situation needs to be closely monitored.

It is therefore considered that the dust problems at the site can be adequately controlled by a dust suppression system and planning conditions. Officers do not dispute that there has been a recent dust problem. But the best way forward is through dialogue with the company and local residents, to ensure that should past events reoccur, that operations are shut down as soon as possible. Members should remember that the earth moving operations are only temporary and should last some 8 weeks. On this basis the dust control proposals are considered to be acceptable in

terms of the requirements of MPS 1 & 2, saved Joint Minerals Local Plan policies M1, M3, M4 and M10 and saved Wrekin Local Plan policies EH1.

### Landscape and Visual

Concern has been expressed by local residents and officers about the effect the proposals will have on the visual amenities of local residents, in particular those living in Burcot Row. There are very attractive views to the north of the application area of the North Shropshire Plain. Whilst local residents don't own a view and devaluation of property is not a material planning consideration, officers have negotiated with the Company to mitigate the effect on the visual amenities of local residents and therefore assist in providing them with a good quality of life.

It is to this end that the proposed final landform of the storage mound has been modified in order that the highest and steepest contours are in the south west part of the application site area, which assists in screening Burcot Row of views into the quarry. This means the final restored contours in the main part of the application site area will be shallower and lower, retaining most of the long distance views of the North Shropshire Plain for residents of Burcot Row. Whilst the boundary of the planning application area is some 50m from the boundary of the fence line of the back gardens of Burcot Row, the proposed stocking mound does not start to rise until about 100m from the nearest property. These operations of course will only be of short duration.

The final mound will be grass seeded for grazing purposes, with a five year aftercare scheme. The restored mound will deliberately not be planted with trees at the request of local residents because this would assist in blocking out their views of the North Shropshire Plain. Officers consider this modified final landform as being acceptable, since it allows the development to go ahead whilst providing some protection for the visual amenities of local residents. The landscaping proposals are therefore compatible with saved Joint Minerals Local Plan policies M1 and M3 saved Wrekin Local Plan policies OL1, OL6 and OL7.

### Soils

The current land use is arable. The soils are grades 2 and 3, the best and most versatile agricultural land. However, the soils will not be stored, not lost. The soils will be temporary stripped, stored and used to cover the final landform, before being grass seeded for pasture land use. This will only take some eight weeks. Therefore the proposals are compatible with saved Joint Minerals Local Plan policies M1, M3 and M4, and saved Wrekin Local Plan policy OL8.

### Water Resources

The applicant has assessed the water resources issues. The report concludes that any additional rainfall runoff will not have any impact on the current water management of the quarry. The existing topsoil bund along the north western edge

of the site will be retained and prevent surface run off into the quarry. Otherwise surface runoff will naturally drain off the site perimeter.

Nevertheless, if permission is granted it would be prudent to impose a Grampian condition requiring surface water management scheme to be approved by the Council. This is recommended by the Environment Agency who would be consulted on the scheme. The company have confirmed that the construction of the perimeter field ditch along the storage area is part of the proposals. This will ensure any rainfall run-off will drain naturally and not lead to flooding of adjacent areas.

The applicant's report also concludes that the stripping of the soils in the application area before overburden is placed on it is not anticipated to intercept the water table. Consequently there should be no impacts on the local groundwater abstractions.

However, the use of machinery for soil stripping operations has the potential to cause groundwater contamination. It is therefore considered appropriate to incorporate the conditions suggested by the Environment Agency to protect the water resources of the area.

The proposals are therefore considered to be compatible with MPS1 & 2, the saved Joint Minerals Local Plan policies M1, M3 and M4, and saved Wrekin Local Plan policies EH1, EH2 and EH3.

#### Biodiversity

There application area and surrounding habitats were subject to a Phase 1 Habitat Survey in May 2008. The adjoining northern, southern and eastern field boundaries have species rich hedgerows, with some trees in them, e.g. hawthorn. The western field boundary adjoins the quarry. Part of the stock bund is planted with presently immature tree and shrub species to provide future screening. Part of the bund would be opened up to allow internal access to the new stock mound area, but any trees lost will be replaced elsewhere (but not on the main mounded area which will be deliberately grassed for the benefit of the visual amenities of local residents).

There is a badger sett in the locality. Badgers are a protective species that are at risk from badger baiters, so their location must be kept confidential. However, it is considered that the proposal will not put the badgers at risk. Neither of the two pools within the existing quarry development is considered suitable for Great Crested Newts. There is a bird population within the quarry area but this is not adversely affected by site operations.

Consequently the proposals are acceptable in biodiversity terms. Even though the hedgerows are not affected, it is appropriate to include the condition protecting them as requested by the Environment Agency. The proposals are therefore compatible with MPS 1 & 2, saved Joint Minerals Local Plan policies M1, M3, M5, M5(B) and M5(C), and saved Wrekin Local Plan policies OL9, OL10 and OL11.

#### Other Issues

Site operations will be entirely internal to the quarry and adjoining land. Consequently the proposals will be neutral for external traffic to and from the quarry using the public highway. There are no objections from the Highways Engineer.

No features of cultural heritage have been discovered within the application site. English Heritage have not objected. There is no evidence that the proposed operations will not result in significant effects on any features of cultural heritage.

Finally, the only alternative to the new stocking mound is to take the overburden to landfill. This is definitely not recommended. The Borough has limited licensed landfill capacity which needs to be preserved for as long as possible. Besides, to take such a large quantity of overburden off site would lead to a substantial increase in lorry traffic using Leaton Lane. This would be beyond the current planning condition maximum limit of 254 movements per working day, which would not be sustainable. The Council has to have regard to the quality of life of people who live and work along Leaton Lane.

### Conclusion

Not all the objections relate to the present proposals. The immediate response of the Council to the recent dust complaint shows that local residents have a 'help line' of support when problems occur, which can be actioned on when necessary immediately or left to the next liaison group meeting. Dialogue with local residents is therefore ongoing. It is therefore considered that a temporary conditional planning permission should be issued.

**RECOMMENDATION:** Grant planning permission until 31<sup>st</sup> December 2013 for overburden materials to be moved from the main quarry area to the proposed permanent stocking area, which include conditions that cover the following material planning issues:

- Commencement of development within the extension area.
- Maximum of 8 weeks to complete soil stripping, storage, overburden movements and soil respreading.
- Final permitted contour levels of stocking mound.
- GPDO Rights.
- Control of Site Operations.
- Hours of Operation.
- Water Resources.
- Soil storage.
- Noise.
- Dust.
- No blasting within the application site area.
- Ecology including hedgerow protection.
- Restoration and 5 Year Aftercare.

### INFORMATIVE

1. This does not obviate the need to comply with the requirements of the main quarry permission (W2003/0370) and the existing stockyard extension permission (W2006/1190).

#### REASONS FOR APPROVAL

1. The proposals are in accordance with the policies of the development plans. The proposals are compatible with the saved policies in the Shropshire and Telford & Wrekin Joint Structure Plan, 1996-2011, The Shropshire, Telford & Wrekin Minerals Local Plan, 1995-2006 and the Wrekin Local Plan, 1995-2006, and to all relevant material planning considerations, including supplementary planning guidance. Appropriate planning conditions and continued dialogue at the local liaison group meetings can control the environmental concerns of local residents

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Notes

Agenda Type : A

W2008/0870 Erection of 2 dwellings following demolition of existing church buildings  
(Outline planning Permission)

St Marys Church Hall, Red Lees, Ketley, Telford, Shropshire.

Recommendation Code: OLG

Ward: Ketley & Oakengates

APPLICANT:  
Reverend Evans

RECEIVED ON:  
09/07/08

PARISH  
Ketley

WARD  
Ketley & Oakengates

CASE OFFICER:  
Phil Baker

THIS APPLICATION WAS DEFERRED FROM PLANS BOARD ON 24<sup>TH</sup>  
SEPTEMBER 2008 IN ORDER TO CLARIFY ISSUES RELATING TO LOSS OF  
PARKING FOR THE CHURCH AND DRAINAGE.

#### PARKING

Members were concerned that the proposed redevelopment of the Church Hall would result in the loss of car parking for people attending the church.

On two successive Sundays a survey was undertaken of the number of vehicles using the Church Hall car park during the Sunday morning church services. On the first Sunday the rector stated that only his car was parked near the Hall, with everybody else parked on the road in front of the church. On the second Sunday a planning officer observed 3 cars parked in the church Hall car park, with 6 more parked on the road.

It is therefore considered that any displacement of cars from the Church Hall car park as a result of this proposed development will be minimal, and will not create any undue traffic problems. The road outside the church is comparatively wider than along the remainder of Red Lees and any additional parking here will not interfere with the free flow of traffic which would have a detrimental impact on highway safety. The applicant has stated that it is their intention in the long term to make alternative parking provision at the bottom end of the churchyard, but that this is dependant upon the funds being released by the sale of the Church Hall.

#### DRAINAGE

Members were concerned that the adjacent property would be unable to empty its septic tank should the Church Hall be redeveloped.

It has been established that there is no formal agreement in place between the Church and a local resident to allow a lorry to use the Church Hall car park in order to facilitate the emptying of the septic tank in the neighbouring property, Woodgate House.

However, there appears to be no reason why the lorry cannot use the driveway into the local resident's own property, and than lay a long hose from the lorry to the septic tank, approximately 100 metres distance. Contact with a local company that specialises in the emptying of septic tanks has confirmed that there is no limit to the length of hose that can be used to reach, and then empty, septic tanks. Therefore, it is considered that the proposed development will not prevent the local resident from being able to empty the septic tank at the rear of his property.

There is no change to the officer recommendation as a result of the above information.

The original report is set out below:

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CLLR SEAN KELLY AND KETLEY PARISH COUNCIL HAVE REQUESTED THAT THIS PLANNING APPLICATION BE DETERMINED BY THE COUNCIL'S PLANS BOARD.

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, Access, Demolition of building.

THE SITE AND THE PROPOSAL:

This outline planning application (to include access) relates to the demolition of St Mary's Church Hall at Red Lees, Ketley, and the erection of two detached houses on the site.

The Church Hall lies directly to the south of St Mary's Church in Red Lake. It is understood that most of the church hall was built as a school in the mid 19<sup>th</sup> Century. A later extension, which doubled the size of the building, was built after the Second World War. Both parts of the building are externally constructed in brown bricks, with blue roof slates. It is understood that the building has been vacant and disused for several years because of serious structural problems.

The church hall is physically attached to two residential dwellings. One dates from the late 19<sup>th</sup> Century and was built for the resident schoolmaster, and the other was built after World War 2.

The proposed development would comprise two detached houses. An indicative layout has been submitted with the application which shows how the two dwellings could be laid out on the site, although the applicant has stated that he only wants to agree the access at this outline stage. Matters relating to layout, scale, external appearance, and landscaping would be left to the reserved matters stage.

The site is approached from Red Lees along a driveway which is shared with the adjoining property, Keston.

#### CONSULTATION RESPONSES:

One letter has been received from one of the adjoining properties stating that the western wall of the Church Hall is a party wall shared with the east wall of their house, and that they are worried that the demolition of the Church Hall could cause serious structural damage to their house. They feel that the absence of a surveyor's report on the party wall is lamentable as it means that no assessment of the risks of demolishing the Church Hall, as well as the structural integrity of the east wall of their house, is possible. The residents are also concerned that the development of this site would make it impossible to empty a septic tank at the rear of their property.

Councillor Kelly objects to the application because:

- (a) the land should not be used for residential development.
- (b) there is an adjoining wall to another residential property.

The Parish Council has objected to the application on the grounds that it is not possible to agree the proposed development without the detailed replacement parking scheme.

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

The Council's Geotechnical Engineer has no objections, subject to conditions relating to shallow mine workings, contaminated land, and landfill gas mitigation measures.

Severn Trent Water has no objections to the application, subject to a condition relating to drainage.

#### PLANNING HISTORY:

In February 2008 an outline planning application (Ref: W2008/0280) to demolish the Church Hall and erect two detached houses on the site was withdrawn before being determined.

#### PLANNING POLICY:

The following policies are relevant in the determination of this application:

Wrekin Local Plan

H6 - Windfall sites in Telford and Newport

UD2 - Urban design

LDF Core Strategy

CS1 - Homes

CS5 - District and local centres in Telford

#### PLANNING CONSIDERATIONS:

This site lies within a predominantly residential area within the Red Lake area of Ketley. The site is within the urban area of Telford and is shown as "white land" on the Wrekin Local Plan where residential development would in principle be acceptable.

Members should be aware that as the Church Hall is not a Listed Building or in a Conservation Area, that it could be demolished at any time without needing planning

permission. However, other non-planning consents must be obtained before any demolition can take place.

Firstly, under Section 80 of the Building Act 1984, applicants would have to submit a Demolition Notice to the Local Authority stating how the adjacent and remaining buildings would be made weatherproof and structurally sound. A Section 81 Notice would then be issued by the Local Authority confirming exactly what would need to be done to these adjoining properties, and these items would be the subject of stringent Building Regulation conditions.

Secondly, prior to any work taking place a Notice under the Party Wall Act would need to be submitted by the developer of the land to both affected neighbouring properties. This Notice would give the neighbours the right to agree or dispute any proposed works before they are carried out.

Efforts to find alternative uses for the Church Hall have been unsuccessful because of the dilapidated condition of the premises. A Commercial Feasibility Report, prepared by a firm of local estate agents, concluded that the building does not lend itself to any conversion or adaptation to a commercial or business use, and, in any case, such uses would probably conflict with the residential nature of the immediate area around the site.

It is felt that the site is large enough to accommodate two detached dwellings, together with their associated access, parking and private garden requirements, without prejudicing the character and visual amenities of the surrounding area. The development would not adversely affect the residential amenities of neighbouring dwellings by virtue of any overlooking, although the design of the actual dwellings would need to carefully consider the position of windows.

In view of the fact that almost all the properties in this part of Red Lake are in residential use it is considered that the erection of two dwellings on this site would be acceptable.

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

- 1) A8 – Standard outline
- 2) A2 – Submission of reserved matters
- 3) B10 – Standard outline
- 4) B11 – General details required
- 5) B41 – Shallow mine workings
- 6) B44a – Contaminated land
- 7) C100 – Landfill gas mitigation measures
- 8) B50 – Drainage
- 9) C122 – No approval of layout

**REASONS FOR APPROVAL:**

The application site lies within a predominantly residential area within the urban area of Telford and is shown as “white land” on the Wrekin Local Plan. Planning

permission is not required to demolish the Church Hall, and other non-planning legislation is available to ensure that the demolition work will not have an adverse effect on the structural stability of the two adjoining houses. The site is large enough to accommodate two new detached houses without having a detrimental impact on the character and visual amenities of the surrounding area. The development would not adversely affect the residential amenities of neighbouring dwellings by virtue of any overlooking.

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Notes

Agenda Type : A

W2008/1034 Demolition of 11no. garages and erection of 5no. bungalows

\*\*\*\*\*Amended site boundary\*\*\*\*\*

Land to the rear of, 25, Coronation Crescent, Madeley, Telford, Shropshire.

Recommendation Code: FG

Ward: Madeley

APPLICANT:

Innovation Imperative Ltd

RECEIVED ON:

16/09/08

PARISH

Madeley

WARD

Madeley

CASE OFFICER:

Emma Green

THIS APPLICATION WAS DEFERRED FROM COMMITTEE ON 8<sup>TH</sup> OCTOBER 2008 FOR A SITE VISIT TO BE CONDUCTED.

There is no change to recommendation, original report is attached below:

CLLR G GREEN HAS REQUESTED THAT THIS APPLICATION BE DETERMINED BY PLANS BOARD TO CONSIDER ISSUES OF ACCESS AND PARKING DISPLACEMENT.

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, impact on character and appearance of area, impact on neighbouring properties and highways implications.

PROPOSAL:

This application seeks planning permission for the erection of 5 residential bungalows. The layout of the dwellings is for five 2/3 bed bungalows with 2 bathrooms, kitchen and lounge/dining area. The dwellings are arranged as a pair of semi detached bungalows and a row of three bungalows. The site layout is for the retention of a tree lined bank along the southern elevation and parking layout of 12 cars along the northern boundary. The proposal also includes the demolition/removal of 11 existing garages on the site.

This application has been submitted following withdrawal of an earlier application (W2008/0729) for 4 dwellings on the site by the applicant, to enable further investigate of issues relating parking provision and displacement parking through the removal of existing garages.

SITE AND SURROUNDINGS:

The application site area is 0.16hectares, and is currently used as a garage lockup car parking area, which has 11 garages erected on the site. The site is accessed of accessed of a 3m wide shared vehicular/pedestrian route to the north east of 25 Coronation Crescent. There is a second pedestrian access to the north of the site between No. 8 and No. 10 Regent Square.

The land slopes away and down from the rear of existing garage block by approx

2m. There are a number of mature trees on this area of land, none of which are covered by a Tree Protection Order.

The east boundary of the site is defined by a tree line and the Silkin Way footpath and cycle way. To the south is St. Marys Catholic Primary school playing field.

To the north and east of the site lies a mix of residential development, with two storey semi detached dwellings and detached, semi detached and row of single storey bungalows.

#### CONSULTATION RESPONSES:

The Council's Environmental Health Engineer has raised no objections subject to conditions relating to soil gases and informative relating to land contamination.

The Council's Geotechnics Engineers raise no objections to the proposal subject to conditions relating to ground gases, foundation design and Informatives relating to land contamination.

The Council's Drainage Engineer has raised no objection subject to drainage conditions.

The Council's Highways Engineer - Officers support the access through the site for 10 Regents Square and 25 Coronation Crescent. I do however feel the provision of 2 spaces for existing residents is a little tight but there is scope for 4 spaces. If the bay width is reduced from 2.5m to 2.4m, the provision of spaces in the east parking row can be increased to 8 from 7 without compromising the rear access to 10 Regents Square. This will increase the total on site provision to 13 spaces. Considering the nature of development, 9 of these can be assigned to the new bungalows as 5 allocated and 4 communal and the 4 most westerly of spaces can be assigned to the existing residents who are losing a garage.

To conclude, I think the careful allocation of the 13 on site parking spaces, including rear access to 10 Regents Square and 25 Coronation Crescent, will accommodate parking needs of both new and existing residents. Consideration must also be given to the fact that the applicant, as the land owner of this site, could potentially enclose it off until any time they see fit and therefore eliminate any existing parking within it.

The Council's Arboricultural Officer raised concerns of overshadowing of rear elevation from trees to be retained, request details to clarify soil level alterations and conditions for protection.

The Council's Ecological Officer has raised concerns about potential impact on bats and birds.

Madeley Parish Council: Objections on grounds of overdevelopment, with footprint of buildings too large for the plot size, topography of site does not allow for acceptable amenity space, concern about parking issues and issues of accessibility. Loss of trees is unacceptable and further planting should occur.

Neighbouring properties have been consulted on the original proposal and amended plans, comments are awaited, consultation period not expired at time of drafting and comments will be reported in an update sheet prior to committee.

**POLICY:** The following planning policies are relevant in the determination of this application: National Planning Policy PPS1 - Delivering Sustainable Development PPS3 - Housing

Core Strategy CS1 - Homes CS3 - Telford CS15 - Urban Design

Wrekin Local Plan (saved policies) UD2 - Urban Design H6 - Windfall Sites in Telford and Newport T4 - Development Principles OL11 - Woodlands and Trees

#### **PLANNING CONSIDERATIONS:**

**Principle of Development:** The application site is located within approx 380m of the district centre of Madeley, and is therefore highly accessible to a range of core services and facilities, mix of retail, recreation and public transport. The proposal is therefore considered to comply with policy CS5 of the Local Development Framework Core Strategy.

**Layout and Impact on neighbouring properties:** The proposed layout indicates 5 single storey dwellings in the south of the site; with vehicular and pedestrian access off Coronation Crescent. The garden lengths of the proposed plots are between 6 and 11m, which is considered sufficient separation distance to the playing fields to the rear, particularly given the screening afforded by the retained trees. The front elevations of the bungalows are approx 20/21m from the nearest properties to the north with a distance of 12-14m from the rear garden boundaries. It is considered that these separation distances are sufficient to ensure no adverse impact on neighbouring properties amenities in terms of overlooking or loss of privacy.

The garden sizes, whilst small are considered adequate for this size and type of dwellings, but to ensure that adequate garden space is retained permitted development rights for extensions to the property or curtilage buildings are removed.

**Character and appearance:** The proposed bungalows are single storey and are of an appropriate the scale, mass and design, there are two distinct blocks, separated by a rear access and stagger of building line. The proposal reflects the character and appearance of the surrounding development of bungalows within Regents Square. The proposal is considered to accord with policies UD2, and H6 of the Wrekin Local Plan and CS15 of the Core Strategy.

**Highways:** The access to the site is off a 3m wide shared vehicular and pedestrian access of Coronation Crescent, adjacent to No. 25. This is the existing access for the garage use. The layout of the site allows for 12 spaces. The proposed 5 dwellings are to be allocated 10 of these spaces, which are considered sufficient for the size of dwelling, particularly given the close proximity to Madeley. The proposal is considered in accordance with policies CS9 and T4.

There is an issue of displacement parking arising from the loss of garage provision. Following the previous application, the applicant has been contacted by a number of

current occupiers of the garages to ascertain the level of usage of the site. Officers have received invoices which indicate that 4 garages have been occupied and rented until April 2008 and planning permission has been sought for the relocation of a 5th garage within the rear garden of No. 25 Coronation Crescent.

On this basis of this evidence, the proposal would result in the displacement of 5 vehicles. One of the spaces is to be provided by the applicants allowing a right of way for no. 25 to access relocated garage in rear garden. Access is to be given to 10 Regents Square for parking provision in the rear garden. Two additional spaces are to be provided within the site, which would be available to the two occupiers of garages in Regents Court. The other two garages are occupied by people residing in Victoria Road and Bridle Road, which is a minimum of 730m from the site. It is considered that given this distance, it is unlikely that the occupier of these garages would be displaced to park on Coronation Crescent or Regents Square.

The Highways Engineer considers that the size of the parking spaces can be amended to allow for 13 spaces along with the access for two neighbouring properties. This amendment can be secured by use of an appropriate condition. It is considered that the number of traffic movements generated by these spaces and access to the neighbours gardens, is not significantly higher than the potential maximum use of the site as existing with 11 garages, and will therefore not have an adverse impact on highway safety. Furthermore, it is unlikely on the evidence of use of the site as existing that the proposal will result in an adverse impact on existing parking provision in the vicinity due to displacement of parking.

Trees and visual amenity: The existing tree bund to the south of the site is to be largely retained, with some thinning. Within the site two existing trees located either side of the footpath are to be retained.

The retention of these trees will ensure that the visual amenities of the site are retained, subject to conditions relating to tree protection, and replacements. The proposal is therefore considered to accord with policy OL11.

Protected Species: The Council's Ecological officer has requested a bat survey be undertaken for the demolition of the garages. This information has not been requested as the demolition works are permitted development and it would therefore be unreasonable to request this information. However, an informative regarding bats on the decision document is recommended to ensure applicant knows of the obligation towards protected species.

As the trees are to be largely retained, it is considered that the proposed development will not adversely impact on the local bird population.

Ground conditions: The Council's Geotechnical Engineers consider that the applications are acceptable subject to conditions on land gases and foundation details.

In conclusion, the site is in a highly sustainable location in relation to Madeley District Centre, with good access to public transport. Having regard to local objections and planning policy and guidance, officers consider, on balance that the principle of

residential development and new pay provision on this site is acceptable subject to conditions.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

1. A3 - Full no reserved matters
2. B15 - Samples of Materials
3. B19 - Details of enclosure
4. B33 - On site Construction
5. B34 - Mud on road
6. B44c - Soil Gas
7. B50 - Foul and Surface Water Drainage
8. NS - Amended Car Parking layout
9. C100 - Foundation Design - Landfill Gas
10. C120 - Development to be implemented as amended
11. NS - Trees - protective fencing
12. NS - Trees - soli level alterations
13. NS - Trees - no dig methods
14. D125 - removal of permitted development rights (extensions and curtilage buildings)
15. Sie17 - Minerals Area
16. Sie 20 - Contaminated Land
17. NS - Bats
18. Sie22 - Conditions
19. Sie26 - Reasons for granting planning permission

REASONS FOR APPROVAL:

The proposed residential development is acceptable in principle. The scale, mass and design of the dwellings are acceptable and in keeping with the character and appearance of the surrounding area. The traffic movements generated by the development could be accommodated without detriment to highway safety. The layout of the development would preserve those trees on the site, which are important to the visual amenities of the locality. Furthermore, the residential development would not be harmful to the residential amenities of nearby dwellings.

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Notes

Agenda Type : A

W2008/1059 Erection of a single storey extension and new entrance to school reception with canopy  
Holmer Lake Primary School, Brookside Avenue, Brookside, Telford, Shropshire.  
Recommendation Code: FG  
Ward: Brookside

APPLICANT:  
Telford & Wrekin Council

RECEIVED ON:  
05/09/08

PARISH  
Stirchley & Brookside

WARD  
Brookside

CASE OFFICER:  
Andrew Mackriell

OBJECTIONS RECEIVED: None.

MAIN ISSUES: The design of the extension and entrance in relation to the existing school building and the visual impact of the development on the surrounding area.

THE PROPOSAL:

The application is for the erection of a single storey extension to provide an enlarged staffroom and reception area, and a new visitors entrance with external canopy.

SITE AND SURROUNDING AREA:

Holmer Lake Primary school adjoins the residential area of Brookside. The main school building is brick built and mostly single storey.

PLANNING POLICY CONTEXT:

Core Strategy DPD Policy CS15 Urban Design  
Wrekin Local Plan Policy UD2

PLANNING HISTORY:

Previous planning permissions for an extension and cycle shelter.

PLANNING CONSIDERATIONS:

The proposed single storey extension would be to the side of the existing reception and administration offices. The existing main entrance to the school building is low key and lacks identity. The application proposes a distinctive new entrance to the reception area with external canopy. In order to further enhance the appearance of the extension and entrance it is proposed to use cedar panels to surround the new windows and entrance door which would help to emphasise the new extension and create a visual focal point for visitors.

The proposed works would enhance this part of the school building, and would provide a clearly located main entrance. Contained within the school site, the development would have little impact on the amenities of the surrounding residential area.

The proposals therefore accord with the established design objectives of relevant local planning policies and are considered acceptable.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following condition:

1. A3 Standard time limit

REASONS FOR APPROVAL:

The proposed extension and entrance canopy would be satisfactory additions to the main school building and the design and appearance of the works would provide a visual focal point which would enhance the entrance facilities at the school. The site is adequately screened and the development would have little impact on the amenities of the surrounding area.

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Notes

Agenda Type : A

W2008/1093 Erection of 2.4m high palisade security fencing  
Millbrook Primary School, Grainger Drive, Leegomery, Telford, Shropshire.  
Recommendation Code: FG  
Ward: Hadley & Leegomery

APPLICANT:  
Telford & Wrekin Council

RECEIVED ON:  
17/09/08

PARISH  
Hadley & Leegomery

WARD  
Hadley & Leegomery

CASE OFFICER:  
Andrew Mackriell

OBJECTIONS RECEIVED: None.

MAIN ISSUES: The visual impact of the proposed security fencing in the surrounding area.

THE PROPOSAL:

It is proposed to erect dark green coloured 2.4 metre high palisade security fencing on sections of the boundary of the school site, in order to prevent unauthorised access and high levels of anti social behaviour. The existing 2.4m high palisade fencing that currently runs across the school field will be relocated along the boundary of the school field, and new sections of matching fencing will be added to enclose the site.

SITE AND SURROUNDING AREA:

The school is situated in a predominantly residential area and the site is bordered by maturing landscaping and hedgerows particularly adjoining Grainger Drive, the main distributor road through this part of Leegomery. On the west boundary of the school site there is a public footpath which connects with Chepstow Drive to the north.

RELEVANT PLANNING POLICY:

Core Strategy Development Plan Document Policy CS15 and Wrekin Local Plan Policy UD2.

PLANNING HISTORY:

Planning permission for security fence granted under Ref: W2001/1057.

CONSULTATION RESPONSES:

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

Hadley & Leegomery Parish Council has no objection to the application.

PLANNING CONSIDERATIONS:

The school environment benefits from the mature planting and hedgerows which border the site, in particular the playing field area. The existing palisade security fencing on part of the western boundary of the school site is positioned behind the hedgerow adjoining the footpath and is relatively unobtrusive. Any further installation of fencing should balance the need to secure the site and prevent unauthorised

access onto the playing fields with a visually acceptable enclosure which would not detract from the existing amenities of the area.

The proposals would continue the palisade fence along the west boundary of the site and also enclose the south and east boundaries adjoining Grainger Drive and Turnstone Drive. Whilst the fencing would be visible in some locations it would be in keeping with the existing palisade fencing on the school site. Most of the proposed additional fencing would be adequately screened from the highway and public footpath by the existing hedgerow and trees on the remaining sections of the boundary.

The new fence would not be unacceptably visually intrusive and would have little impact on the amenities of the surrounding area. Therefore the proposal is considered acceptable

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

1. A3 Standard time limit
2. Fence approved to be positioned on the inside of the hedge line and no hedgerow to be removed without prior consent in writing of the LPA.

**REASONS FOR APPROVAL:**

The proposed fencing would enhance security at the school site and would not be visually intrusive in the street scene or the surrounding residential area.

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Notes

Agenda Type : A

W2008/1094 Siting of a 3 bay demountable classroom  
Ercall Wood Technology college, Golf Links Lane, Wellington, Telford, Shropshire.  
Recommendation Code: FG  
Ward: Ercall

APPLICANT:  
Director of Children & Young People

RECEIVED ON:  
17/09/08

PARISH  
Wellington

WARD  
Ercall

CASE OFFICER:  
Lucy Yates

OBJECTIONS RECEIVED: No.

MAIN ISSUES: Design and appearance, impact on playing field.

THE PROPOSAL:

The application seeks permission for a 3 bay demountable classroom.

THE SITE AND SURROUNDINGS:

Ercall Wood Technology College is located within a predominantly residential area of Wellington, between Holyhead Road to the north and the M54 motorway to the south. The site consists of mostly single storey school buildings, with some two storey blocks. The school buildings are situated to the south west of the site, with a large playing field to the north, including tennis courts, and a playing field to the east which is used more frequently.

There are three demountable classrooms situated adjacent to the playing field east of the main school buildings. The site is bounded by mature hedging and, for the majority, is not visible from the public realm. The school is accessed via a driveway from Golf Links Lane. The nearest residential neighbours are Nos. 3-17 Golf Links Lane, which are all at least 20m from the site.

CONSULTATION RESPONSES:

Wellington Town Council has no objections to the proposal.

PLANNING HISTORY:

W2006/0026 Provision of a cycle shelter, full granted  
W2005/0114 Erection of 2.4m high security fencing, full granted  
W2003/0399 Erection of a two storey science and technology block, full granted  
W2002/0601 Provision of 2no. single storey demountables on existing field area, full granted

POLICY CONTEXT:

In consideration of the proposals, the following policies are considered relevant:

Wrekin Local Plan 'saved policies':  
UD2 – Design Criteria

Core Strategy Development Plan Document:  
CS15 Urban Design

**PLANNING CONSIDERATIONS:**

The demountable classroom would be built on the edge of the school playing field; however, as the majority of the school field would be unaffected by the development and the classroom would be next to three existing demountable units, it is considered that the location of the proposed demountable is acceptable.

'Saved' policy UD2 Design Criteria requires development to respond positively to its context. With regards the design, materials and layout, the Local Planning Authority considers that the proposed demountable classroom is an expected feature within the context of the school grounds and would have minimal impact on the adjacent school buildings and playing field. The scale, massing and form of the proposal respect the character and appearance of the adjoining demountable units and single storey school building.

The proposed demountable classroom will include ramped access, as the playing field is slightly sloping. The playing field will be largely unaffected by the proposal; therefore it is considered that the impact upon amenity would be minimal.

It is anticipated that the proposal would not have any impact upon neighbouring properties as it would be located a minimum of 145m from the nearest neighbours.

In conclusion, the Local Planning Authority considers the proposed demountable classroom would positively influence the use of the school, in line with Core Strategy policy CS15.

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

1. A3 – Statutory time limit
2. SIE22 – Conditions
3. SIE26 – Reasons for grant of planning permission

**REASONS FOR APPROVAL:**

The Local Planning Authority considers the proposal for a 3 bay demountable classroom at Ercall Wood Technology College is acceptable as it respects and relates to the adjacent buildings and would not result in a significant detrimental impact on the playing field.

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Notes

Agenda Type : A

W2008/1156 Landslip remedial works  
The Wynde, Coalport Road, Madeley, Telford, Shropshire. Recommendation  
Code: FG  
Ward: Madeley

APPLICANT:  
Telford & Wrekin Council

RECEIVED ON:  
07/10/08

PARISH  
Madeley

WARD  
Madeley

CASE OFFICER:  
Valerie Hulme

OBJECTIONS RECEIVED: No.

MAIN ISSUES: Impact on the Natural Environment.

PROPOSAL:

This is a Council application which seeks permission to remediate an area of land-slipped ground, which covers approximately 460sqm.

SITE & SURROUNDINGS:

The application site is situated to the south of a detached dwelling 'The Wynde'. Part of the failed ground lies within the curtilage of this property and the remaining within the unmanaged woodland to the south of the site.

The area of failed ground slopes southwards at a gradient of approximately 1:1 to 1:2. The failure has resulted in the loss of some ground to the garden of The Wynde, and has undermined outbuildings and private services within the curtilage of the property.

A number of footpaths navigate through the woodlands. 'The Inclined Plane' is a historical feature which runs down the valley side slope to the east of the failed area. This is designated as footpath and is located approximately 5 -11m to the south of the proposed works. No footpaths pass through the proposed remedial area.

To the far north of the site Madeley Infant School and the John Fletcher Junior School are located. Further south of the application site Blists Hill Open Air Museum is located, separated from the application site by a car park and picnic area and Legges Way.

HISTORY:

No relevant planning history.

POLICIES:

Core Strategy DPD 2007  
CS11 Open Space  
CS12 Natural Environment

Wrekin Local Plan 1995-2006 (Saved Policies)

OL2 Designated Areas  
OL3 Green Network  
OL4 Development in the Green Network

**CONSULTATION RESPONSES:**

Adjacent neighbours and Madeley Parish Council have been consulted and no comments have yet been received.

In addition no comments have yet been received from the LA's Environmental Engineers, Rights of Way Officer, Ecologist or Arboriculturalist.

**PLANNING CONSIDERATIONS:**

The application site is classified as Green Network, and an Area of Special Landscape Character in the Wrekin Local Plan. In addition the site also lies within the World Heritage Site and the designated Severn Gorge Conservation Area.

The information provided by the applicants states that the slip has been caused by saturation of the near surface ground, which could possibly be the result in part of broken drainage. This slip has resulted in approximately 1-2m thickness of soil on the sloe face collapsing, leaving a steep face exposed, and prone to further erosion.

Without treatment the exposed area will continue to degrade and further ground will be lost from the residential garden of The Wynde. Deterioration is likely to be rapid over the winter months.

The proposed remedial works incorporate the construction of a granular facing to the slope, incorporating under-drainage and a toe berm. This construction will involve importing over 60-1000m<sup>3</sup> of selected granular material to the site. The import fill will be placed in layers compacted such that a stable profile is developed on completion. The fill profile is intended to replicate the estimated slope prior to failure and will be placed at an overall batter of the order of 1:1.5. In order to enhance stability and limit the quality of imported material required, a toe berm will also be constructed.

At the crest of the slope new fill will be reinforced with Geogrids such that a stable platform is provided upon which the outbuildings will be reinstalled. The failed material will be recycled to provide a firm base for the earthworks.

Post construction it is anticipated that the scrub vegetation will rapidly re-establish across the area, to reflect that prior to failure.

Access to the site is limited. Subsequently light material will be accessed via the garden to The Wynde, and heavier equipment via the Coalport Road and adjacent to the garage of The Wynde. A temporary access track will be constructed across two existing fields and just to the north of The Wynde. As necessary the access track will be fenced to protect adjacent land users during the works. In addition a temporary ramp will be formed from the crest of the slope to the base of the failed area to provide access for construction plant. This temporary track is required in transporting approximately 600-100m<sup>3</sup> of stone material and to allow small excavators and plant onto the site. This proposed route is considered to have the least impact on surrounding residents.

The historical inclined plane runs North- South and is designated as a footpath within 5-11m of the failed land. It is proposed that this footpath is closed to ensure the safety of possible users. The T & W maintained footpath which begins at the Blists Hill overspill Carpark, navigating into the wooded area and then eastwards, will remain open.

The LA's Environmental Engineers have held informal consultations with the residents of The Wynde, and surrounding properties. No specific requirements or objections were identified at that stage.

In conclusion it is considered that the proposed remediation works will reinstate the areas of both private garden land and open land which is protected by Green Network policies. As the development will have environmental and community benefits, which contribute to the aims of the Green Network, the proposal accords with OL2, OL3 and OL4 of the Wrekin Local Plan. In addition the proposal would also concur with Core Strategy policies CS11 and CS12 by protecting and enhancing open space and the natural environment.

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

- A3 – Full with no reserved matters
- B23 – Landscape Design

The decision to grant planning permission has been taking having regard to policies and proposals in the Telford & Wrekin Core Strategy Development Plan Document adopted December 2007 and the 'saved' policies in the Wrekin Local Plan 1995-2006 set out below, and to all relevant material considerations, including National and Supplemental Planning Guidance:

Core Strategy DPD 2007  
CS11 Open Space  
CS12 Natural Environment

Wrekin Local Plan 1995-2006 (Saved Policies)

OL2 Designated Areas  
OL3 Green Network  
OL4 Development in the Green Network

**REASONS FOR APPROVAL:**

The proposed remediation will reinstate the areas of both private garden land and open land which is protected by Green Network policies. As the development will have environmental and community benefits, which contribute to the aims of the Green Network, the proposal accords with OL2, OL3 and OL4 of the Wrekin Local Plan. There will be no adverse impact on the surrounding residential amenities or the surrounding area.