

## **PLANS BOARD**

### **Minutes of a meeting of the Plans Board held on Wednesday, 25 November, 2009 at 6.00 p.m. in the Civic Offices, Telford, Shropshire**

**PRESENT:** Councillors I.T.W. Fletcher (Chairman), R.G. Chaplin, E.A. Clare (substitute for Councillor F.R. Picken), N.A. Dugmore, J.A. Francis, G.M. Green, Y.C. Hicks (substitute for Councillor H, Rhodes) and M.J. Smith

**ALSO PRESENT:** Councillor S. Bentley for planning application W2009/0794 and Councillor Y.C. Hicks for planning application W2009/0874

#### **PB-56        MINUTES**

**RESOLVED** - that the minutes of the meeting of the Plans Board held on 4 November, 2009 be confirmed and signed by the Chairman.

#### **PB-57        APOLOGIES FOR ABSENCE**

Councillors H. Rhodes and F.R. Picken

#### **PB-58        DECLARATIONS OF INTEREST**

Councillor Y.C. Hicks declared an interest in planning application W2009/0874 and stated that, as she would be speaking in support of the application, she would leave the room during determination and voting thereon.

#### **PB-59        PLANNING APPLICATIONS FOR DETERMINATION**

- (a) W2009/0009 – The Shropshire Golf Centre, Muxton Lane, Muxton, Telford, Shropshire

This application was deferred at the Plans Board meeting on 15<sup>th</sup> October 2009 to enable officers to discuss with the applicants whether any further measures could be taken to make Granville Road more attractive for motorists, thereby encouraging more drivers to use this road to gain access to the Golf Centre rather than using Muxton Lane.

Officers had considered the possibilities of widening Granville Road and/or providing passing places and of bringing the road up to an adoptable standard. However, investigations had shown that most of the land on either side of the road was in private ownership and, therefore, any potential road widening would not be possible. As a way forward, the Council's Highways Engineer had suggested that the road be adopted by the Council under Section 228 of the Highways Act 1980, although this could not take place until the road improvements had been carried out. Adoption could not be guaranteed as the owner of any section of the road had the right to object. However, if the road was adopted, the surface dressing works would take place in June/July immediately following the implementation of the improvement works and adoption of the road.

In the short term the applicants were willing to take the following measures to encourage greater use of Granville Road:

- The removal of the existing flag sign at the junction of Muxton Lane with Wellington Road that now directed motorists up Muxton Lane
- Updating and amending the internet web site so that all visitors were directed to the Golf Centre via Granville Road
- Writing to all the suppliers to the Golf Centre advising that all their delivery vehicles should use Granville Road only
- On the grant of planning permission, to update all existing road signs leading to the Granville Roundabout so that it was clear that all the facilities at the Golf Centre should be accessed along Granville Road

During discussions with the applicants the possibility of closing off Muxton Lane where it joined Granville Road had been explored, as well as placing a barrier between the Golf Centre car parks to prevent movement through the site. However, it was considered that trying to encourage hotel guests to only use Muxton Lane and golfers to only use Granville Road would be difficult to monitor and enforce, and would create too many operational difficulties and could, in the long run, result in more vehicles using Muxton Lane than was currently anticipated.

It was considered that the implementation of the above measures would be sufficient to encourage drivers to access the Golf Club from Granville Road thus alleviating the flow of traffic along Muxton Lane.

Members welcomed the new proposals but the Chairman requested that it be stipulated that the highways improvements be undertaken prior to the commencement of the building works at the Golf Centre.

**RESOLVED – that with respect to planning application W2009/0009 delegated authority be granted to the Head of Planning & Transport to grant planning permission subject to the applicants entering into a Section 106 Agreement relating to a financial contribution of £30,000 towards highway improvements in Granville Road and to the conditions as set out in the report.**

(b) W2009/0544 – St. Luke’s Catholic Primary School, Church Road, Trench, Telford, Shropshire

This planning application was for the erection of annexe extensions to provide new and improved facilities for church, school, and community use on a site designated as Green Network in the Wrekin Local Plan. St Luke’s Primary School formed part of a larger school complex which also accommodated the Wrockwardine Wood Church of England School. Councillor C.F. Smith, one of the Ward Members, had requested that the application be considered by the Plans Board.

The proposed development, which would be sited on an area of grass to the west of the existing school buildings, would comprise a building for a community and church hall, sacristy, foyer, meeting room, kitchen and toilets

together with an extension to the existing car park to provide 42 parking spaces. The proposed one-way system through the site and the chevron parking spaces had been designed to discourage access from Pinewood Avenue or exiting onto Church Road. Overflow parking for 20 cars would be provided on part of the existing playground for related events. The existing pedestrian accesses from Church Road and Pinewood Avenue through the site would be maintained.

Following the demolition of the original Catholic Parish Church in Winifreds Drive, Donnington services had been held at the Army Garrison Church and at St. Luke's School. However neither building was suitable or licensed for wedding or funerals. The applicant, the Shrewsbury Roman Catholic Diocese, tried, whenever possible, to co-locate church, community, and school facilities on the same site, to the benefit of both the school and the parish but had been unable to find an alternative site or building in the Trench/Wrockwardine Wood area.

162 letters of support and a petition signed by 218 people in support of the application had been received, as summarised in the report. In addition, the Rector of Holy Trinity Church in Wrockwardine Wood supported the application as the proposed new facilities would not only benefit St Luke's School and the congregation of Our Lady of the Rosary, but also the wider community of Lower Trench. 27 letters of objection had been received, together with objections from Wrockwardine Wood & Trench Parish Council and Councillor C.F. Smith, as summarised in the report.

The Council's Highways Engineer had no objections to the application but had advised that weddings, christenings, and funerals should take place outside the school opening and closing times. This restriction together with the placing of appropriate signage at the car park entrance and exit points would be subject to conditions. The Council's Environmental Health Officer had no objections to the application but had recommended the imposition of conditions to attenuate noise from the development, as described in the report and that an acoustic fence should be erected along the northern boundary of the site.

Policy LR1 (Provision of Community Facilities) of the Wrekin Local Plan expected proposals for community facilities, including places of worship, to normally be located in District or Local Centres. However, such facilities might be acceptable on other sites providing that certain criteria were satisfied. These criteria, and the Council's response to each one, were summarised in the report.

It was considered that the design of the proposed development related positively to its context as the buildings had an appropriate and distinctive design which would complement and enhance the character and appearance of the surrounding area. The proposal would provide much needed new and improved school, church, and community facilities for local people and the wider community in a sustainable location which was accessible by pedestrians, cyclists, and public transport. Whilst the proposal would result in the loss of Green Network land it would accord with the community aims of the Green Network. The annexe extensions would not have an adverse impact on

the local environment or on amenities presently enjoyed by residents living in the local area and had been designed to echo and complement the style of the existing school buildings by the use of matching external materials, mainly brown bricks and interlocking tiles.

The Chairman invited the two Ward Members for Wrockwardine Wood & Trench to address the Board. Councillor R.E. Groom considered that the need for such facilities on this particular site had not been proven and raised concerns regarding the impact of increased traffic on the immediate area. In conclusion he believed that any benefits of the proposal were outweighed by the disadvantages and was of the opinion that there had been no material changes since a similar application had been refused in 2005.

Councillor C.F. Smith supported the need for a Roman Catholic Church in Telford but raised concerns on this particular site, particularly with regard to the impact of the increased traffic. He agreed with the concerns raised by local residents, who would now be subject to traffic movements all week. He requested that, if approved, no licensed club should be allowed to operate on the site.

In response the Council's Highways Engineer outlined the highway reasons for refusing the 2005 application but explained that the current application was significantly different as a one-way system had now been introduced to overcome the visibility issues when turning right out of the site. He informed the Board that the adjacent roads were of standard estate road width and, therefore, able to accommodate the additional traffic. However, information provided by the applicant had shown that, whilst users of the Army Garrison Church were more likely to drive to Donnington, they were more likely to walk to St. Luke's.

Following a discussion of the issues raised by the Ward Members, the Board agreed that a decision on the application be deferred to allow them to make a Site Visit.

**RESOLVED – that planning application W2009/0544 be deferred to the meeting of the Board on 16 December 2009 to allow Members to undertake a Site Visit.**

(c) W2009/0615 – 16 – 20 Stafford Street, Newport, Shropshire

This planning application, as originally submitted, related to the development of a sheltered housing for 60 units, 54 of which would be sheltered apartments, comprising 32 one-bedroom units and 22 two-bedroom ones. It also included a communal residents' lounge, laundry, guest suite, and house manager's accommodation. 6 social rental apartments would also be provided within an attached but separate self-contained block at the northern corner of the site with its own amenity space and sitting-out area to the rear. However, since submission of the application the applicants had commenced negotiations with the Wrekin Housing Trust to take over the affordable units but, in order to achieve this the one-bedroomed units had been redesigned to produce 4 two-bedroom and 2 one-bedroom units. As a result, the number of sheltered

apartments had been reduced to 53 but the number of affordable units remained as 6..

The proposal was for a rectangular-shaped building with development along all four sides of the site together with the creation of an internal courtyard to provide a parking court for 21 cars and a landscaped amenity space for the residents. A single point of vehicular access would be provided off Stafford Street, with an archway into the courtyard. The development was predominantly three-storey in height, although there were several two and a half storey elements along Stafford Street to mirror the existing development on the opposite side of the road. External materials comprised red bricks, render, and brown and grey roof tiles and the development would be mainly bounded by railings with brick pillars.

One letter of objection had been received from a local resident, as summarised in the report. Newport Town Council and Newport District Civic Society had both welcomed the potential development of the site but had expressed a number of concerns, as summarised in the report.

The Council's Highways Engineer had no objections subject to the applicants entering into a Section 106 Agreement for financial contributions of £20,000 towards changing the operation of the Stafford Street Car Park to create a one-way circulation system (with no exit being allowed onto Stafford Street) and improvements to the Stafford Street/Audley Road traffic signal junction, £10,000 towards highway improvements at the Stafford Street/High Street roundabout junction, £10,000 towards the relocation of the existing bus stops and bus shelters in the Stafford Street Car Park and to conditions relating to the provision of all the proposed parking within the site before the first unit was occupied, and any visibility splays being clear of any obstructions at all times.

The Council's Outdoor Recreation Officer had requested a financial contribution of £30,000 towards the environmental improvements being planned in Victoria Park, in lieu of any on-site provision of recreational or leisure facilities. These improvements would include some items specifically for elderly people.

Whilst the provision of 6 affordable dwellings, which equated to 10%, was less than the 35% suggested in Policy CS6 it was considered that in the present economic climate and the current housing market it was a reasonable number to secure and was more than had been negotiated on other sites in the Borough recently.

Normally affordable housing would be 'pepper-potted' around the entire housing development but, in this instance, the developers had maintained that, for operational reasons, they were not willing to have social rented units within their buildings interspersed with the privately owned apartments for the reasons outlined in the report. Following discussions with the Council the applicants had submitted this scheme whereby the social rented units were located within a self-contained block but which was physically attached to the buildings along Stafford Street. This wing of the building would be built to exactly the same specifications as the remainder of the site, both internally and

externally, and no differences in its ownership or management would be discernible from the outside.

The proposed development had been designed to resemble a collection of traditional town houses, and incorporated red brick and light render on the facades, topped by brown and grey roof tiles. It was, therefore, considered that the design and appearance of the proposed development sympathetically respected and responded to its context in the street scene in terms of scale, form, massing, proportions, historic plot layout, boundary treatment, roofscape, and materials. The scheme would enhance the character and appearance of the area, and substantially improve the townscape quality of a site that adjoined the Newport Conservation Area. In addition it was considered that the amount of the site devoted to landscaped gardens and sitting out areas was acceptable given the average age of residents in sheltered accommodation.

The level of car parking provision was acceptable, as the applicants had stated that car ownership levels amongst its residents were very low and the site lay in a highly sustainable location close to Newport Town Centre. In addition, the new bus station lay adjacent to the site with a frequent bus service to Stafford and Telford and irregular services to Wolverhampton and Stoke-on-Trent. Approval of the application would necessitate the relocation of the bus stop situated outside the existing public toilet block to a new position at the north-eastern end of the two existing bus stops and would entail the loss of six parking spaces within the public car park. This was regrettable but it would be offset by the creation of some 30 additional spaces within the Town Centre Improvement Scheme being developed for the High Street.

Stafford Street constituted one of the main vehicular and pedestrian accesses into the town centre and this development would replace a vacant, boarded-up site. The scale, footprint, and design of the proposed apartment building respected, complemented and reinforced the prevailing townscape in this part of Newport, and the resulting development would preserve and enhance the character and appearance of the surrounding area and the adjacent Conservation Area.

Members welcomed the application which met the need for sheltered housing and affordable housing and would be a well-sited development close to the town centre.

**RESOLVED** – with respect to planning application W2009/0615, delegated authority be granted to the Head of Planning & Transport to grant planning permission subject to the applicants entering into a Section 106 Agreement relating to the provision of affordable housing accommodation and to financial contributions of:

- (i) **£20,000 towards changing the operation of the Stafford Street Car Park to create a one-way circulation system (with no exit being allowed onto Stafford Street) and improvements to the Stafford Street/Audley Road traffic signal junction;**

- (ii) **£10,000 towards highway improvements at the Stafford Street/High Street junction;**
- (iii) **£10,000 towards the relocation of the existing bus stops and bus shelters in the Stafford Street Car Park;**
- (iv) **£20,000 towards the environmental improvements being planned in Victoria Park**

**and subject to the conditions as set out in the report.**

- (d) W2009/0794 – Roden Lane Farm, Roden Lane, Roden, Shropshire

This application sought permission for the redevelopment of the existing Dogs Rehoming Centre. The Dogs Trust had operated in this location since 1970 with the last major phase of kennel improvements being over 15 years ago. Since then there had been significant changes in the design and construction of Rehoming Centres and the proposal sought to redevelop the site to meet these standards. Therefore, it was considered that the application met the criteria for expansions of existing employment uses as set out in Policy E6, although Roden was not considered a sustainable location.

The rehoming kennels had been designed and would be built to the latest standards, thus reducing stress and noise and providing viewing to the public. The new reception area would be larger than the existing one and would create a welcoming space. The proposed training hall would be used for evening training classes, anticipated to be one day per week. Other additional facilities would be 4 sponsor dog kennels, accessed via the main reception, and on-site veterinary facilities, all of which would be easily accessed by staff and visitors. A Training and Behavioural Assessment Building would be rebuilt away from active parts of the site; intake buildings would be erected away from other active parts of the site under an earth mound, thus reducing any possible noise from the new dogs, and providing a thermal heat store heated by solar thermal panels above the new unit. A Whelping Kennel was proposed to the rear of the existing administrative building, the Manager of the Centre would be relocated to Oakfield House, and staff currently housed there would be relocated in accommodation on the 1<sup>st</sup> floor of the administrative building and the Manager's house. The older dogs would then be relocated in the Manager's house at ground floor in domestic surroundings. A new sewage treatment plant was proposed in addition to rainwater harvesting for washing kennels and toilet cisterns.

The facility currently accommodated 190 dogs, although the existing permission was for 200 dogs, with the average number presently accommodated being 175. The proposal would provide a total of 82 kennels to accommodate 156 dogs. However, it was likely that the average number of dogs accommodated at any one time would be 125, as some would not be able share. The proposal would, therefore, assist in the rehoming of dogs, create a quicker turnover, and reduce the number on site at any one time and, ultimately, reduce the impact of the business on the surrounding environment.

The proposed development, whilst located in the rural area, had to be specific to meet the needs of the Dogs Trust and the buildings would be situated some

distance from other dwellings. Subsequently, there was no specific vernacular which the proposal needed to reflect. The proposals would introduce a modern building and, subject to the quality of materials, no objections had been raised to the proposed design. The proposed locations of the buildings had been arranged, as near as possible, to the existing built-up area of the site and had also taken account of the need to reduce the dogs' stress thus having a positive influence on animal welfare and the amenity of the surrounding area. Whilst local objections had been noted, further development would require planning consent, which would be considered on its merits at that future time. The proposal did not set a precedent for future development of the remaining fields to the north or west and, subsequently, no objections had been raised to the location of the buildings covered by this application.

The application had been supported by a noise report which had concluded that current levels of noise in the area were a result of road traffic rather than the dogs. No comments had been received from the Council's Environmental Health Officer but calculations had indicated that the proposed site layout would reduce noise levels of barking dogs from the site in comparison to the site in its current form.

One letter of objection has been received from a resident on behalf of the residents of Haughton, as detailed in the report. .

The update sheet tabled at the meeting set out a number of points which the applicant's agent wished to bring to the Board's attention, one of which was the concerns raised by the Council's Arboricultural Officer. The agent had addressed these issues and the Council had confirmed that this was satisfactory and that there were now no objections subject to appropriate conditions.

In conclusion it was considered that the proposed redevelopment would result in the improvement of the facilities for not only the dogs but also the amenities of the surrounding area. It was, therefore, considered that the proposal was considered appropriate and acceptable and was compliant with the Wrekin Local Plan 1995 – 2006, the Adopted Core Strategy and guidance contained in National Planning Guidance.

The Chairman invited Councillor S. Bentley, Ward Member, to address the Board and he raised three points for Members'. The proposal would involve moving the existing facilities further back and some local residents were concerned about the impact on the open countryside. In addition, he would wish to seek guarantees that there were no future plans to extend the site and the present level of management would be both retained and enhanced. He advised the Board that a Site Visit would enable them to more easily determine this application.

**RESOLVED -\_that planning application W2009/0794 be deferred to the meeting of the Board on 16 December, 2009 to allow Members to undertake a Site Visit.**

(e) W2009/0872 – 75 Aintree Close, Leegomery, Telford, Shropshire

The application sought planning permission for the change of use of land at the side and rear of No.75 Aintree Close to private garden land with the erection of 1.83 metre high timber fencing and the erection of 2 pigeon loft buildings on the land. These would be constructed in timber, with tin and perspex sheeting to roof and galvanised weld mesh to front. Beyond the rear boundary was a communal courtyard area with access to rear gardens shared by Nos. 68 to 75 Aintree Close, providing storage for wheelie bins but with no vehicular access.

The new area of enclosed land to the side of the property was intended to be a vegetable and flower garden to match the existing front garden area of the dwelling, and would be bounded by 0.9 metre high arch top feather edge panels. The rear garden area would comprise slabs and landscaping and would be bounded by 1.8 metre high feather edge fence. In addition to the fencing at the rear of the site, the Applicant had advised that a gate would be added to provide security to the courtyard area.

Householder Permitted Development allowed free-standing structures for use as pigeon lofts but, as these would be located within 2 metres of the boundary of the curtilage of the dwellinghouse and would exceed 2.5 metres in height planning permission was needed. However, under Permitted Development, there was no control on how many sheds and birds could be accommodated within the curtilage of a property. Only the top of the timber structures would be visible above the existing boundary treatments.

Hadley & Leegomery Parish Council object to the application and three letters of objections received, as set out in the report. No formal comments had been received from the Council's Environmental Health Officer.

The proposal was considered acceptable in the context of the area and the streetscene and also in terms of its scale and design. As the area at the side of the dwelling would have 0.9 metre high fencing officers considered that a landscaping scheme should be submitted to maintain the verdant character of the area.

However officers had considered that the enclosure and encroachment across the courtyard access was unacceptable, as this would reduce the access to the area and set a precedent for future applications. Therefore the applicant had been requested to amend the plans so that the additional garden area at the rear infilled the space from the brick wall boundary but did not extend the 1.5 metres across the existing access. The update sheet tabled at the meeting informed Members that amended plans had subsequently been received which reduced the area of land to be enclosed so that it did not extend and obstruct the access. The area of land to be enclosed was, therefore, considered to now be acceptable.

In addition the proposed design and layout of the pigeon lofts had been revised and a single 'L' shaped building measuring 24 sq.m. with a height of 2 metres to eaves, 2.8m to ridge was now proposed, which would combine the 2 pigeon lofts originally proposed. The pigeon loft would be positioned in the centre of

the extended rear garden area and projecting towards the rear of the site. While, the top of the structure would be visible above the boundary fencing, due to the form, design and materials and existing timber garden sheds etc. in the locality, it would not be overly prominent in the streetscene. Furthermore, the colour of the fencing and pigeon loft would be agreed to ensure the development was in keeping with the context of the area. In light of these amended plans, the recommendation in the report had been revised together with an additional condition in relation to the finish/colour of materials to the fencing and the pigeon loft.

Although the top part of the pigeon lofts, above 1.83 metre fencing, would be visible in the streetscene the development would look similar to large garden sheds and would be in keeping with the character of the area and they would not appear unduly prominent as the roofs would slope away from the boundary and the timber walls would match the existing fence boundary.

**RESOLVED – that with respect to planning application W2009/0872 planning permission be granted subject to the amended conditions as tabled at the meeting.**

(f) W2009/0874 – 87 Dunsheath, Hollinswood, Telford, Shropshire

This application sought permission to erect a free-standing amateur lattice radio mast in the rear garden of this property to replace the previously approved slim pole aerial. The proposed mast would comprise three 'telescopic' sections of lattice metal construction with a horizontal aerial at least 4 metres in length which would be attached to the top of the mast. When fully erected complete with aerial it would be a substantial structure to a height of 17.5m. and would be located approx 0.5m away from the rear elevation of the dwelling. The applicant had acquired the mast apparatus from 8 Hill Fold, Dawley Bank, where it had been allowed on appeal following refusal of planning permission (W95/0279).

Two letters of objection on the grounds of visual intrusion had been received from residents in the surrounding residential area and Hollinswood & Randlay Parish Council considered that the mast would not be in keeping with the residential area and would be visually obtrusive in the locality. A letter had been received from the Radio Society in support of the application.

While paragraph 80 of PPG8 advised that amateur radio masts usually presented few potential planning problems in terms of their size and visual impact over a wide area the proposal also needed to be considered against the guidance given in 'saved' Policy T21 in the Wrekin Local Plan which required telecommunication installations to be designed and sited in order to minimise their visual impact.

Whilst lattice type mast structures had been allowed elsewhere in the Borough, this proposal needed to be considered on its own merits and site specifics. Officers had visited sites at Hill Fold and Cuckoo Oak Green in order to view the circumstances existing at those sites. At both sites the dwellings, while similar in size to 87 Dunsheath, were part of relatively smaller residential estates with a mix of land uses and development in the wider surrounding area

and were in a different setting and context. The aerial approved on appeal at 15 Cuckoo Oak Green and, notwithstanding the verdant backdrop of trees which provided some screening from the adjoining slip road, appeared as a substantial piece of antennae equipment not normally associated with a low-rise residential development.

The applicant had also made reference to an approved 13.7m high radio mast, at 73 Cordingley Way but the pattern of development there was different to that in Dunsheath being of a lower density and with, typically, traditional semi-detached dwellings with longer rear gardens giving a greater distance to adjoining properties to the rear. Thus the mast had less visual impact. In contrast, at Dunsheath, there was a distinct pattern of development and dwellings in closer proximity and the existing 1.8m high fencing enclosing the garden would do little to mitigate the impact of the lattice mast when fully extended. The lower section of the mast would be screened from some viewpoints by adjoining dwellings but, due to its height when fully extended, would project above the height of the roof of the property. The apparatus was likely to be visible at various points in the surrounding area and street scene and would appear as an incongruous feature in this residential area.

The update sheet tabled at the meeting informed the Members that eight letters of support had been received from neighbouring properties and that the applicant had submitted details and photographs of several radio aerials within Telford. Officers had responded that no planning history had been found in respect of several of these aerials.

Therefore, it was considered that the proposed mast would have a significantly greater impact on the character and amenity of the surrounding area than the similar apparatus approved at Cordingley Way and allowed on appeal at Hill Fold and Cuckoo Oak Green. The application made no attempt to minimise the visual impact of the proposed mast on the surrounding environment, contrary to the advice and guidance given in national planning policy (PPG8) as well as the objectives of local planning policy contained in CS15 of the LDF and 'saved' Policy UD2 in the Wrekin Local Plan. Therefore, in this case, it was considered that the radio mast would be a visually intrusive and incongruous feature which would have a detrimental impact on the character and amenity of the locality.

The Chairman invited Councillor Y.C. Hicks to address the Board in support of the application, as she had indicated. She informed the Board that the description given in the officer's report was incorrect as the mast was not free standing but would be fixed to the wall of the property. In addition, the mast at rest was only 5.75m in height, and, therefore, lower than the roof of the property, and would only reach 17.5m when extended. Due to the nature of the applicant's work, he was only able to use the mast 2/3 time per week in the evening and, therefore, for the majority of the time it would not have any visual impact by breaking the skyline. She considered that the policy context set out the report referred mainly to mobile telephone masts and care should, therefore, be taken when applying it masts for a hobby. In addition, she disputed the use of the word 'development' being applied to the mast in the officer's report. With regard to two of the letters of objection received she was of the opinion that these were due to the incorrect height of the mast being

given and to personal issues with the applicant. Other residents with direct visual access to the mast had not lodged objections. In conclusion, she referred to other instances of lattice masts within the Borough.

(Councillor Hicks left the room while the application was determined).

For clarification, the Head of Planning & Transport informed the Board that the use of the word 'development' referred to any structure above ground; it did not have to be a building. He advised Members that the application should be considered on the basis of the impact of size and scale of the mast when fully extended. He further advised that the existence of similar masts elsewhere in the Borough that did not have the benefit of planning permission but against whom no enforcement action had been taken had not set a precedent for approving other masts.

Two Members spoke in support of the application on the grounds that the mast could be retracted and the existence of satellite dishes. However, on being put to the vote, it was:

**RESOLVED – that planning application W2009/0874 be refused planning permission for the following reason:**

**The proposed radio mast represented an unacceptable development by reason of its size, overall height, design and appearance, which would be visually intrusive and out of character in the context of the surrounding residential area. The proposal, therefore, would be an incongruous feature which would be detrimental to the visual and residential amenities of the area and would, therefore, be contrary to the established objectives of 'saved' Policies UD2 and T21 of the Wrekin Local Plan and Policy CS15 of Local Development Framework Core Strategy Development Plan Document.**

(Councillor Y.C. Hicks returned to the meeting for the remaining items of business).

(g) W2009/0876 – Snedshill Trading Estate, Holyhead Road, Snedshill, Telford, Shropshire

This was an application for full planning permission for the erection of a DIY retail warehouse, for occupation by Wickes, extending to 2,931sq.m., together with a 464sq.m. outdoor garden centre and the erection of new foodstore comprising 1,558sq.m. gross floorspace with a net retail sales area of 1,125sq.m. to be occupied by the discount food retailer, Aldi. Provision would also be made for a 594sq.m. external compound area to include a pump house and sprinkler tank installations.

The site comprised some 1.8ha. of land known as the Snedshill Trading Estate and was located to the north of the Holyhead Road, adjacent to the Town Centre as defined in the Local Plan, and approximately 1km to the north of the Town Centre's retail core. Oakengates lay approximately 1 km to the north of the site.

The site was a former quarry, with the remaining quarry face running along its northern and eastern boundaries. This steep embankment represented a prominent feature in the local landscape and contained densely planted evergreen and deciduous trees, thus providing a strong visual context for the development. The site had been cleared of former industrial buildings leaving the remnants of the frontages to the former buildings, lowered and used partly as an existing retaining wall, which would need to be re-built in its entirety to retain the proposed car parking area.. Whilst this was a 'gateway' site and prominent in relation to Queensway, Holyhead Road and the Greyhound roundabout, it was relatively secluded and there were few buildings that the site could relate to, with those there were being concealed by trees and shrubs.

Access to the two retail units would from the Holyhead Road by means of a dedicated right turn lane. 182 car parking spaces would be located against the boundary along the Holyhead Road with the buildings located to the rear backing on to the former quarry face embankment. A service area and an enclosed garden centre facility would be provided to the rear and side of the DIY warehouse store. From the roundabout, the buildings would be viewed against the backdrop of the hill behind. A new retaining wall was proposed along the frontage to the site, which would form an important element in the street scene and was to be constructed with smooth 'sandstone' masonry blockwork and incorporate recessed panelling to aid design.

The height of the non-food DIY retail warehouse was equivalent to a 2.5 storey building with a height of approximately 10 metres and the foodstore at a lower height of approximately 8.5 metres. The design of the two buildings was broken into two distinctive components with each incorporating common design and elevational treatment. The building would effectively 'sit' on an architectural smooth facing 'sandstone' masonry plinth to a height of 3 metres.. The main upper parts of the building would be clad in a smooth metallic silver cladding framed by a flat panel cladding of the same colour. The theme was to provide a simplistic 'sculptured' form when viewed from a distance in the context of the landscaped slope to the rear of the site.

Officers had been in negotiation with the developer to ensure that the design treatment respected the Council's aspirations for this 'gateway' site and, as a result, the treatment of the entrance to the DIY store had been further enhanced to incorporate a projection to the elevation, the canopy roof remodelled, and a corner feature introduced to the roundabout-facing elevation. A Transport Assessment, a Retail Impact Assessment and a Supplementary Report Flood Risk Assessment Sustainability Statement had also been submitted as part of the application.

Oakengates Town Council had drawn attention to the need for a plan for managing traffic on the whole length of Holyhead Road between the Greyhound Island and the Priorslee Roundabout, as outlined in the report. A further point of concern was the effect of the proposed food store on the centre of Oakengates, where trade was in a fragile state. However, the Council's Property & Design Section had confirmed that it had received an expression of

Interest from a major food retailer for a site in Oakengates and negotiations were continuing. The retailer was aware of the proposed development of an Aldi store at Snedshill.

The Highway's Engineer had requested the localised widening of the frontage footway to the Holyhead Road and appropriate conditions on the proposed access and pedestrian splitter island. A Travel Plan would be necessary as would a financial contribution to secure off-site highway improvements and monitoring of the Travel Plan.

As set out in the report, the application needed to satisfy the requirements of Planning Policy Statement 6 : Planning for Town Centres. As a general rule any application should satisfy all these requirements, along with relevant local issues and other material considerations. The report set out in detail the justification for approval of the application in respect of the need for the development, the qualitative need, the retail impact considerations, and the sequential test considerations

With regard to the economic effects of the proposal and issues of sustainability, a major element in the success of Wickes was the evolution of the larger warehouse format whereby a large amount of goods were offered for sale from a large site. With regard to the convenience element, the proposal would provide 70 jobs and represent a substantial private sector investment given the current economic climate.

The Transport Assessment submitted by the applicants stated the level of traffic likely to be generated by the current proposed development was significantly below that of the previous proposal and, therefore, no objections had been raised by the Highway Engineer. Following the production of the CTAAP and the clarification of 'major schemes' it was now anticipated that all major developments would be required to share the costs of major highway schemes throughout the Town Centre corridor. The applicant had, therefore, agreed to make Section 106 contributions of £410,872 towards major highways and transportation infrastructure schemes, £10,000 towards monitoring the Travel Plan and £10,000 towards the ongoing monitoring and administration of the Agreement. In addition, they would be required to submit a Travel Plan for consideration and, as the monitoring of such Plans impinged upon the resources of the Highways Section, a financial contribution had been secured for the monitoring of the Travel Plan provisions over a 3-5 year period.

There were a number of mineshafts both on and outside of the application site regarding the impact of the development on the mineshaft to the rear. The update sheet tabled at the meeting informed the Members that the applicants had now resolved the land stability/geo-technical issues to the satisfaction of the Council's Engineering Services and recommended the imposition of appropriate conditions.

The Chairman invited Councillor J.C. Minor, the Ward Member to address the Board. Councillor Minor welcomed the application and the jobs it would bring to Telford. This was a very positive statement in terms of the investment and regeneration in this part of the town. However, he expressed concern at the

omission of any reference to St. George's and its Parish Council in the officer's report and was of the view that a proportion of the proposed Section 106 monies should be used to the benefit of St. George's. In response the Head of Planning & Transport welcomed the support given to the application by the two Ward Members for St. George's but explained that Oakengates had been designated as a Borough Town and included in the Council's regeneration programme, hence the emphasis upon it in the report.

The Board supported the application and considered that it would not have a negative retail impact upon Oakengates or the surrounding area. However, the Chairman asked if the scheme included any mitigation proposals given that there were seven egresses onto this stretch of road between the Greyhound and Priorslee roundabouts and the 'T' Junction between Furnace Road and the Holyhead Road.

In response the Council's Highways Engineer explained that the trip rates associated with this application had been found to be the same as for the previous application for this site, which had been approved. The proposal for both applications included a right hand turn onto the site, with estimated 75 turns per hour in peak times. There would be space in this lane for 6 vehicles. With regard to the S106 contributions sought, the Highways Section now took a holistic approach to the impact on both the CTAAP area and the wider area.

With regard to the issues in respect of the Holyhead Road/Furnace Road the Highways Engineer referred to a number of possible improvements which, for a variety of reasons had not proved to be feasible. However, the highway modelling work being carried out in support of the CTAAP has identified the need for improvements to the highway network in the vicinity of the site and that there was an opportunity to use part of the S106 Agreement contribution to design and implement a traffic signal controlled junction at the Holyhead Road/Furnace Road junction.

In conclusion, officers considered that there was sufficient retail capacity within Telford to accommodate the foodstore proposal and that sequentially, whilst there might be better sites available within Oakengates centre, there was a strong market demand to develop another site in the town centre and that, due to the nature of these retailers, they were comfortable to operate within the same immediate community. The tests of PPS6 had been satisfied on the basis of both quantitative and qualitative need and the planning balancing exercise was heavily influenced by the very positive regeneration elements of the proposal and the opportunities to develop this brownfield site.

**RESOLVED** – that with respect to planning application W2009/0876 the Head of Planning & Transport be granted delegated authority to grant planning permission upon the signing of a Section 106 Agreement to secure the payment of £410,872 towards major highways and transportation infrastructure schemes plus a further £10,000 towards monitoring the Travel Plan and a contribution of £10,000 towards the ongoing monitoring and administration of the Agreement and there be no objection from the Engineering Services on geotechnical grounds, and subject to the conditions as set out in the report, together with the

**conditions advised by the Engineering Section and those set out on the update sheet tabled at the meeting.**

(h) W2009/0886 – Public Open Space to Rear of Glendale, Lawley, Telford, Shropshire

This application by Telford & Wrekin Council sought planning permission to erect a neighbourhood equipped area for play (NEAP), ball court and cycle track on this existing area of public open space, part of which lay within the Green Network. The ball court would be bounded by 3 metre high galvanised grille fencing including a seating area, upgraded litter bins and safety signage. The play area would be bounded by 1.2 metre high bow top fencing and the cycle track fencing would be 1.2 metre high flat top. This was a modernisation of the existing facilities following a public consultation exercise by the Council. The site of the existing play area was needed to accommodate new housing as part of the Lawley development.

The Council's Arboricultural Officer had advised a number of measures to mitigate any damage to the adjacent hedge and trees. Lawley & Overdale Parish Council had objected to the proposal and one letter of objection had been received from local residents in Glendale, as summarised in the report. The response to the Parish Council's objections by Landscape & Recreation was also summarised.

The colour of the fencing to the ball court would be green and brown, and the cycle track and play area would be bounded by 1.2 metre high green metal fencing, which would blend in with the surrounding woodland. It was considered that the overall scheme was appropriate to the context of the area, both visually and functionally and the design accorded with local design Policies CS15 of the Core Strategy and UD2 of the Local Plan. There would be no adverse impact on the amenities of the area, as the site was located well away from residential properties, with substantial screening around the boundaries of the recreation land.

The proposed new facility would be located in the Green Network but, in line with Policy OL4, development such as this which provided a community benefit was permitted. In addition, Policy CS10 of the Core Strategy stated that improvements to existing community facilities would be supported.

As the facility would be sited at least 40 metres from the nearest dwellings, which exceeded national NPFA guidelines for proximity of facilities to residential properties, it would not have a detrimental impact on nearby residential amenities. There was no evidence that the instances of past anti-social behaviour cited by the objector would be exacerbated by the proposal, as it was intended that these facilities would result in a reduction in the fear of crime, enhance community harmony and improve the quality of life for the local community.

The Chairman invited one of the Ward Members, Councillor C.P.R. Mollett, to address the Board. He stated that whilst he had worked with the Council's Sports & Leisure Management to encourage the development of this facility, he

has also been asked to represent the views of Lawley & Overdale Parish Council. In doing so he advised the Board that the Parish Council was awaiting a determination on its application for Village Green status which, if approved, would mean it would not be possible to implement these play facilities. The Parish Council also had concerns regarding the inclusion of a BMX track and the loss of trees. Councillor Mollett also informed Members that the proposal site included the area currently used by the Lawley Comets Football Team.

In response the Head of Planning & Transport said that the location of the site had been chosen to have a minimal impact upon local residents. This site had to be viewed within the wider context of the provision of leisure facilities for the proposed 3,500 new houses in Lawley. The loss of football facilities as a result of this application would be compensated for elsewhere in the area by means of the framework being agreed with the developer in respect of all the open spaces in Lawley. In conclusion, he said that the Council had undertaken extensive consultations over many years and that, in so doing, it had to listen to both the concerns expressed by local councils and by local residents.

**RESOLVED** – that with respect to planning application W2009/0886 planning permission be granted subject to the conditions as set out in the report.

- (i) W2009/0904 – Windmill Primary School, Beaconsfield, Brookside, Telford, Shropshire

This application by Telford & Wrekin Council was for a single storey extension to the school building to provide a new entrance lobby and glazed vestibule, with glazed canopies over the entrances.

The single storey extension would be built on the east elevation of the school building as part of an internal restructuring of space within the existing building to provide two new reception classrooms and a nursery area, which were currently provided elsewhere within the building. Although the extension would encroach onto part of an existing hard surfaced play area, there would be no significant loss of this facility as a result of the proposal.

The proposed extension would be of an acceptable appearance. Although the external facing elevations would be of largely glazed construction, they would harmonise satisfactorily with the existing school building. Curved polycarbonate canopies would feature over the new entrance doors. The extension to the school building would have little impact on residential amenities in the surrounding area.

**RESOLVED** – that with respect to planning application W2009/0904 planning permission be granted subject to the conditions as set out in the report.

**PB-60        SITE VISITS**

**RESOLVED** – that a Site Visit be made in respect of planning application W2009/0794 (Roden Lane Farm) at 3.30 p.m. and in respect of planning application W2009/0544 (St.Luke’s Catholic Primary School) at 4.15 p.m.

**PB-61        PLANNING APPLICATIONS DETERMINED UNDER DELEGATED AUTHORITY**

The Board received for information details of planning applications that had been determined under delegated powers.

The meeting ended at 8.32 p.m.

Chairman: .....

Date: .....

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**TELFORD & WREKIN COUNCIL**

**PLANS BOARD – 16<sup>TH</sup> DECEMBER 2009**

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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<b>W2009/0544</b> Erection of annexe extensions for church, school and community use <b>St Lukes Catholic Primary School, Church Road, Trench, Telford, Shropshire.</b> Recommendation Code: FG - Ward: Wrockwardine Wood & Trench .....	<b>1</b>
<b>W2009/0745</b> Erection of a single storey side extension to existing annex accommodation <b>Highbury Villa, Drury Lane, Rodington, Shropshire.</b> Recommendation Code: FG - Ward: Wrockwardine .....	<b>13</b>
<b>W2009/0768</b> Erection of a two storey rear extension (following partial demolition), and single storey side extension for use as a mosque <b>Old Hall Building, King Street, Wellington, Telford, Shropshire.</b> Recommendation Code: FG - Ward: College .....	<b>16</b>
<b>W2009/0794</b> Redevelopment of existing dogs rehoming centre including a new purpose built reception and relocation of main entrance <b>Roden Lane Farm, Roden Lane, Roden, Shropshire.</b> Recommendation Code: FG - Ward: Ercall Magna.....	<b>19</b>
<b>W2009/0811</b> Erection of 1no. detached dwelling *****AMENDED PLANS RECEIVED***** <b>Ketley Hall, Red Lees, Ketley, Telford, Shropshire.</b> Recommendation Code: FG - Ward: Ketley & Oakengates .....	<b>27</b>
<b>W2009/0915</b> Erection of superstore, petrol filling station, car parking, servicing and associated landscaping and access including realignment of part of Southwater Way <b>Land at, Malinslee House, Malinsgate, Town Centre, Telford, Shropshire.</b> Recommendation Code: FG - Ward: Malinslee .....	<b>31</b>
<b>W2009/0917</b> Siting of 1no. 9m long storage container, portable WC and 2m high palisade fencing and retention of existing 8no. storage containers and club hut <b>Oakengates Leisure Centre, New Road, Wrockwardine Wood, Telford, Shropshire.</b> Recommendation Code: FG - Ward: Wrockwardine Wood & Trench .....	<b>61</b>
<b>W2009/0945</b> Residential development and associated access (Outline) Land off, <b>Southwater Way, Town Centre, Telford, Shropshire.</b> Recommendation Code: OLG - Ward: Malinslee .....	<b>63</b>
<b>W2009/0947</b> Erection of 4no.dwellings following demolition of existing derelict dwellings <b>6, 8, The Avenue, Wrockwardine, Shropshire.</b> Recommendation Code: FG - Ward: Wrockwardine .....	<b>73</b>

Agenda Type : A

W2009/0544 Erection of annexe extensions for church, school and community use  
St Lukes Catholic Primary School, Church Road, Trench, Telford, Shropshire.  
Recommendation Code: FG - Ward: Wrockwardine Wood & Trench

APPLICANT:  
Shrewsbury Roman Catholic Diocese

RECEIVED ON:  
29/07/09

PARISH  
Wrockwardine Wood

WARD  
Wrockwardine Wood &  
Trench

CASE OFFICER:  
Phil Baker

THIS APPLICATION WAS DEFERRED AT THE PLANS BOARD MEETING ON 25<sup>TH</sup> NOVEMBER 2009 FOR A MEMBERS' SITE VISIT AND TO SEEK FURTHER CLARIFICATION ON SEVERAL ITEMS

At the Plans Board meeting Members sought clarification over several items relating to the application.

1. Comparison with the previous planning application refused in 2005

In 2005 a planning application for a Roman Catholic Church, with associated car parking, and a new vehicular access, was refused for the following reasons:

- (a) It had not been satisfactorily demonstrated that the proposed development needs to occupy land designated as Green Network. This would result in the loss of a valuable playing field, and would have a detrimental impact on the character and visual amenities of the surrounding area
- (b) The proposed access and parking provision was not satisfactory, and would prejudice the safety and free flow of pedestrian and vehicle flows. In addition, the proposed parking facilities would undermine the objectives of the 'Safe Routes to School Scheme' by providing parking facilities in close proximity to the existing school

The current application has been the subject of pre-submission discussions with Planning and Highway Officers from the Council, whereas there were no pre-application discussions before the 2005 application was submitted. As a consequence, the current scheme has been better thought out and justified. In particular, it is considered that the appearance, layout, access and parking arrangements are a marked improvement over the previous scheme. In addition, the present proposal does not involve the loss of a playing field, which was the case last time.

Whereas the 2005 application was solely for an independent church building, the current one is for an annexe extension that will provide church, school, and community facilities. Policy OL4 of the Wrekin Local Plan permits development within the Green Network if community benefits are an integral part of the proposal. It is therefore considered that as the proposed annexe will be available for general community uses it complies with Policy OL4, and overcomes the first reason for refusal of the 2005 application.

The 2005 application was also refused because the access and car parking arrangements were unsatisfactory, and the proposal compromised the Council's Safe Routes to School Initiative. The current application does overcome these earlier highway objections by now demonstrating the following:-

(a) Car parking not satisfactory – The 2005 application showed an extended car park, with the circulation aisle between the two lines of parking being only 4 to 5 metres wide, whereas the normal accepted standard is 6 metres. Manoeuvring into and out of the parking spaces would have presented a problem, which would have led to congestion within the car park. The proposed chevron-style parking layout, coupled with an appropriate one-way system through the car park, as proposed in the current application, now overcomes the previous objections.

The 2005 application proposed a total of 31 parking spaces. The current application provides 42 permanent spaces, as well as 24-36 overflow parking spaces on the existing school playground which would be used for busy events such as open days and parents' evenings. The Council's Highways Engineer considers that this amount of car parking is adequate.

(b) Proposed access was unsatisfactory – The 2005 application showed two vehicular access points – the existing one off Church Road and a new one off Pinewood Avenue – and access and egress would have been available at either point. The current application now proposes a single vehicle width roadway through the site and a one-way in/out system. Church Road is an 'In Only' access which then connects through to the western end of the extended car park to an 'Out Only' exit onto Pinewood Avenue.

The existing school access onto Church Road forms a crossroad junction with Woodhouse Crescent opposite, which generates a number of conflicting vehicle turning movements that could lead to an increased likelihood of accidents. Furthermore, the driver visibility to oncoming vehicles and pedestrians when exiting from the school site onto Church Road is severely substandard, adding further to any accident risk. Therefore, by making this access point on Church Road 'In Only' there would be a significant increase in highway safety. In addition, the creation of the 'Out Only' exit onto Pinewood Avenue should operate safely as visibility is good and its position is sufficiently offset to the cul-de-sac opposite (Ashmore Drive) to avoid conflicting head-on vehicle turning movements.

(c) Compromises the Council's Safe Routes to School initiative - The existing access into the school operates a two way traffic system from Church Road, where passing vehicles often have to mount the adjacent footpath due to the narrow nature of the 3-metre wide road, thereby jeopardising the safety of children walking to school. The proposed one-way traffic system from Church Road ('In Only') through to Pinewood Avenue ('Out Only') would stop vehicles having to mount the footpath, and prevent the present vehicle/pedestrian conflict. Children would therefore enjoy a safer walk to the school and this would enhance the Safe Routes to School Initiative. The Council's Road Safety Team Leader has also advised that the St Lukes School Travel Plan is keenly implemented by the school.

The Highways Engineer has no objection to the application and has affirmed that he could not substantiate a highway reason for refusal based on access and parking issues.

## 2. Provision of acoustic fence.

The Council's Environmental Health Officers have recommended that a two metre high acoustic fence is erected along the northern boundary of the site. This would extend from the rear of 17 Broadway Avenue, where the proposed car park commences, round to the vehicle exit point on Pinewood Avenue. It is understood that the school owns the existing fence and hedgerow and therefore would be in a position to be able to replace it with a 2-metre high acoustic fence. Having this fence along this boundary would also have the effect of giving the occupants of the adjoining houses some degree of added security.

## 3. Licensing

The applicants have stated that there is no intention to have a licensed club within the premises. However, if it was proposed to apply for one in the future, the application would be advertised and local residents would have the opportunity of being able to comment. Individual licences would be required for one-off events/functions such as weddings.

## 4. Additional information

Since the Plans Board meeting on 25<sup>th</sup> November the applicants have submitted the following information which they wish to bring to Members' attention:

### "Parking Facilities and Traffic Movements

There will be sufficient parking in the extended 45 place car park to cover all but the most exceptional circumstances – (say 2-3 occasions a year). It will only be on very rare occasions that there will be a need for the use of the school playground as an overflow car park. These occasions will always be outside the school day. (Examples are Christmas Eve Midnight Mass and whole school productions in the evening).

"During the daytime on school days most activities in the new building will be for the school itself, thereby not attracting additional car traffic. Exceptions to this could, for example, be a pensioners' lunch club (say once a fortnight), a mother & toddler group (say once a week), but neither these, nor any other such events would be expected to attract more than say 10 additional cars. IMPORTANTLY, at the present peak time for traffic, ie school start and finish times, we do not envisage any additional traffic at all.

"Whereas parents delivering and collecting children at the beginning/end of the school day will not be allowed to use the car park (under Telford & Wrekin policy), for evening activities, such as parents' evenings, school productions, school discos and other social occasions they will be allowed and indeed encouraged to park on site.

## Weddings & Funerals

The number of these services will vary from year to year but recent history suggests 10–12 funerals a year and 4-5 weddings a year. For both weddings and funerals it will be the parish priest's policy not to allow 'large' events during the school day. A 'large' event would be one where say 20+ cars were expected. Large events would be scheduled for non school days. (Weddings are typically held on a Saturday).

#### "Use of the new building

The general plan is for the existing school hall to be restricted to the following uses:

- PE classes (using new modern equipment that can not currently be accommodated because of the hall's overuse)
- Drama and dance classes
- School lunches
- Small assemblies

"The following activities, which use the school hall currently, will transfer to the new building:

- Breakfast club (daily)
- After school club (daily)
- Whole school assemblies (2/3 times a week)
- Large drama productions / practices (say 10 times a year)
- Weekend church services (currently on a Saturday evening but to move to a Sunday morning).

#### "What the design of the new building will achieve

The new building is of a flexible design so that it can reasonably be used both as a church and a hall. The altar part of the church will have foldaway doors that will enable it to be separated from the rest of the building. This remaining space will itself be capable of being split into two through the use of further foldaway doors. The resultant two rooms will be the size of 2 large classrooms.

"One of these rooms (together with new storage facilities) will be used by the existing school breakfast and after school clubs. These are very popular and will enable more children to be accommodated, including children from the neighbouring Wrockwardine Wood CE Junior School (some of whom already attend). Taken together these activities will provide wrap around care for children from 8am to 6pm in accordance with government legislation.

#### "Social / Community Events

The present school hall has accommodated a number of school and parish social events including some (6 or so per year) where an occasional license has been obtained. No permanent licence will be obtained, not least because this would be contrary to diocesan policy. In any event the licensing authority would determine whether or not even occasional licenses should be issued and this is not therefore a material planning matter."

After receiving this information, and coupled with the fact that the Council's Highways Engineer is not objecting to the application, the recommendation to Plans Board remains unaltered, as below:

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

1. A3 – Full permission
2. C118 – Submitted plans
3. B15 – External materials
4. B50 – Foul and surface water drainage
5. Surface water run-off rates
6. C86 – Car parking
7. Cycle provision
8. Lighting and security lighting
9. B33 – Personnel parking/materials storage
10. B34 – Mud on road
11. Car park signage
12. All windows to be non-opening and not fitted with trickle ventilation
13. The roof and all external walls to be constructed so as to provide a minimum of 45dB of sound attenuation
14. Erection of two metre high acoustic fence along the northern boundary of the site
15. No weddings, christenings or funerals to take place at school opening and closing times

REASONS FOR APPROVAL:

The erection of these annexe extensions at St Lukes Catholic Primary School will provide much needed new and improved school, church, and community facilities for local people and the wider community. This is a sustainable location which is accessible by pedestrians, cyclists, and public transport. The buildings will be providing community benefits to the local population. Whilst the proposal will result in the loss of Green Network land, it will accord with the community aims of the Green Network. The annexe extensions will not have an adverse impact on the local environment or on amenities presently enjoyed by residents living in the local area, by virtue of visual intrusion, undue noise and disturbance, or the creation of any overlooking problems. The design and appearance of the proposed buildings not only complement and respect the existing buildings on the site but would enhance the character and appearance of the surrounding area.

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This is the original report that was submitted to Plans Board on 25<sup>th</sup> November 2009:

COUNCILLOR CHARLES SMITH HAS REQUESTED THAT THIS APPLICATION BE CONSIDERED BY THE MEMBERS OF THE PLANS BOARD

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, Increased School, Church, and Community facilities, Green Network, Access, Parking, Noise and Disturbance.

THE SITE AND THE PROPOSAL:

This planning application relates to the erection of annexe extensions at the St Lukes Catholic Primary School in Church Road, Trench, to provide new and improved facilities for church, school, and community use.

The proposed development, which would take place on an area of grass to the west of the existing school buildings, would comprise a building for a community and church hall, sacristy, foyer, meeting room, kitchen and toilets. The new annexe has been designed to echo and complement the style of the existing school buildings. External materials, mainly brown bricks and interlocking tiles, would match those used on the existing school buildings. The application site is designated as Green Network on the Wrekin Local Plan.

The existing car park will be extended to provide 42 parking spaces. Vehicular access will be from Church Road only, and the exit will be only onto Pinewood Avenue. The proposed chevron parking spaces have been designed to discourage either access from Pinewood Avenue or exiting onto Church Road. Overflow parking, for 24 to 36 cars, (depending on whether double parking is implemented) will be provided on part of the existing playground for events such as an open day, parents' evening, and a few social events. The existing pedestrian accesses from Church Road and Pinewood Avenue will be maintained.

St Lukes Primary School lies in the middle of Trench and forms part of a larger school complex which also accommodates the Wrockwardine Wood Church of England School. There is a playing field to the south of the site and existing residential development immediately to the north and west.

The original Catholic Parish Church off Winifred's Drive at Donnington had to be demolished eight years ago due to severe maintenance and structural problems. Since then the parish services have been held at the Army Garrison Church at Donnington on Sunday mornings and at St Lukes School on Saturday evenings. Neither of these buildings is suitable or licensed for wedding or funerals.

The Shrewsbury RC Diocese tries to co-locate church, community, and school facilities on the same site, and it feels that when this has been achieved both the school and the parish have benefited enormously. The Diocese looked at the possibility of acquiring other properties, or finding other sites, but could not find one in the Trench/Wrockwardine Wood area.

The proposed building is designed to be flexible in its use, with the main hall capable of being subdivided. The applicants have identified the following uses for the new annexe:

#### 1. Church

There would be a Sunday morning service in the hall and daily mass in the sacristy. Additional masses and services would take place during Lent, Advent, and Christmas time. Evening meetings would be held once or twice a week for 6 to 14 people.

It is anticipated that there would be four weddings a year, normally on a Saturday, and about 12 funerals a year which would be on weekdays but timed to avoid the arrival and departure times of the school.

## 2. School

The existing breakfast and after-school clubs would relocate to the new annexe, releasing the school hall for more sports activities. The new hall would also be used for whole school assemblies, an indoor play area during inclement weather, and as a further indoor area for PE and other sports.

## 3. Community

The new buildings would be available for general community use such as mothers and toddlers groups, senior citizens luncheon clubs, uniformed organisations, keep-fit classes, dancing and theatre groups, adult education classes, and health advice and counselling groups. The applicants have stressed that there would be no licensed club within the premises, with the emphasis being on supporting the pastoral and social care of the local community.

### CONSULTATION RESPONSES:

162 letters of support have been received, summarised below as follows:

- The development will provide much needed facilities for the children at the school, such as a breakfast club and after-school activities
- It will provide a place of worship for the Catholic population in north-east Telford, and be somewhere to have weddings and funerals
- It will provide new facilities for parents and the local community
- The new car park will be adequate to cater for all the parking needs of the development
- It will enable the current school hall to be reorganised so that modern PE equipment to be installed
- There will be no overlooking of local homes

The Rector of Holy Trinity Church, Wrockwardine Wood, supports the application, stating that the proposed new facilities would not only benefit St Lukes School and the congregation of Our Lady of the Rosary, but also the wider community of Lower Trench who at present have no direct access to a community facility near to where they live.

The Parish Council has sent in a petition signed by 218 people supporting the planning application. The vast majority of the people who signed the petition live in the Trench area.

27 letters of objections have been received, summarised below as follows:

- Extra traffic and parking problems on local roads
- Local roads will not be able to cope with the increase in traffic and parking
- Traffic chaos when funerals take place at school closing times
- Increase in noise from car doors slamming, horns blowing and parents shouting
- Emergency services will not be able to get through
- It will make it less safe for children to play outside
- The site is not big enough
- There are more suitable sites

- The impact on local people will outweigh the benefits to the community
- It is too close to residential properties
- Local residents will not be able to relax in peace and quiet in their gardens
- Extra noise from weddings, parties, and social activities, particularly in the evenings
- Loss of privacy
- Increase in drainage and flooding problems
- Increase in light pollution
- Disruption during the construction period
- Sensitive children will be distressed by the funeral processions
- Loss of playing field

Councillor Charles Smith has made the following comments:

- This is an overdevelopment of the site
- There would be an increase in noise and nuisance to nearby houses
- There would be more congestion in Pinewood Avenue
- The traffic nuisance would be seven days a week, not five as it is now

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

- The increase in traffic. It is concerned about the traffic flow from Church Road to Pinewood Avenue, and the effect it would have on that area in general, and particularly on Pinewood Avenue
- Increased parking and traffic problems will affect residents of Broadway Avenue and Pinewood Avenue at weekends, as well as during the five days they suffer from now
- It is concerned about noise and exhaust pollution from the extended car park at the rear of Broadway Avenue properties and the detrimental effect this will have on residents who are trying to enjoy their gardens
- It is concerned about drainage from the car park and that flash flooding may be caused when it rains, and flows into the gardens at Broadway Avenue
- It is concerned that parties at the proposed community centre will disturb residents' peace, particularly when alcohol is involved
- It has received complaints from many residents who border this site and it can see these complaints continuing and increasing if the development goes ahead

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

The Council's Drainage Engineer has no objections subject to the imposition of conditions relating to the submission of full drainage details and surface water run-off rates.

The Council's Highways Engineer has no objections to the application. Before the application was submitted he had discussions with the applicants regarding the size and location of the enlarged car park, as well as the proposed access and egress arrangements. All these items are now regarded as being acceptable. However, he would advise that weddings, christenings, and funerals should take place outside the school opening and closing times, and this will be conditioned. Another condition

would be required relating to appropriate signage at the car park entrance and exit points.

The Council's Environmental Health Officer has no objections to the application. Having assessed a Noise Impact Survey that the applicants have undertaken, he has accepted its conclusions that any noise originating from any activity taking place within the annexe extensions, whether it be the organ, singing, or amplified music, will not be any louder at the boundaries of the site than existing noise levels from other sources, such as passing traffic. However, this relies on all windows remaining closed. Therefore, he recommends the imposition of conditions stipulating:- (a) that all windows shall be non-opening and not fitted with any trickle ventilation, and (b) that the roof and all external walls shall be constructed so as to provide a minimum of 45dB of sound attenuation. In addition, to ensure that the nearest residents to the site are not unduly disturbed an acoustic fence should be erected along the northern boundary of the site.

Sport England has raised no objections to the application as the proposed development does not form part of a playing field or affect any other provision for formal sport.

#### PLANNING HISTORY:

In 2005 planning permission for a Roman Catholic Church, with associated car parking and a new vehicular access was refused for the following reasons:- (a) the development would have a detrimental impact on the character and visual amenities of the surrounding area, it would result in the loss of a playing field, and there was an unsatisfactory demonstration that it needed to occupy land designated as Green network, and (b) the proposed access and parking provision would prejudice the safety and free flow of pedestrian and vehicle users.

#### PLANNING POLICY:

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

Wrekin Local Plan

LR1 – Provision of Community Facilities

OL3 – Green Network

OL4 – Development in the Green Network

UD2 – Design Criteria

LDF Core Strategy

CS10 – Community Facilities

UD15 – Urban Design

#### PLANNING CONSIDERATIONS:

Policy LR1 (Provision of Community Facilities) of the Wrekin Local Plan expects proposals for community facilities, including places of worship, to normally be located in District or Local Centres. However, such facilities may be acceptable on other sites providing that certain criteria are satisfied. These criteria, and the Council's response to each one, are summarised as follows:

(a) is located on a public transport route: the application site is on Route 55, one of Telford's frequent bus services, which runs every 15 minutes on weekdays, and

hourly on Sundays, between Telford Town Centre, Oakengates, Donnington, Hadley, and Wellington. This accords with Policy CS10 of the LDF Core Strategy.

(b) demonstrates suitable access arrangements and adequate provision for car parking: A one-way traffic system from Church Road through to Pinewood Avenue will be introduced, and the existing car park will be extended to provide 42 parking spaces. The Council's Highways Engineer has approved these arrangements. It is considered that the proposed parking provision generally complies with the Council's Parking Standards, although such standards cannot be accurately applied in this case because the facilities will be multi-use in nature.

(c) occupies land allocated for development, or derelict land. Exceptionally, such proposals may be permissible within the Green Network, subject to the provisions of Policy OL4 of the Wrekin Local Plan: Policy OL4 states that development may be permitted within the Green Network if, amongst others, environmental and community benefits are an integral part of the proposal. In this particular case it is considered that the erection of annexe buildings that would be available for general community use complies with the provisions of Policy OL4.

(d) does not have an adverse impact on the character and amenity of the local area: It is considered that the erection of these annexe extensions will not have a detrimental impact on either the visual amenities or the prevailing character of the surrounding area. Rather, they will complement and reinforce the existing buildings on the site, to the benefit of the local community.

(e) is not located on a site required to meet essential employment growth: This site is not allocated for employment on the Wrekin Local Plan.

(f) satisfies the environmental health, urban design, and other appropriate policies in the Local Plan: A Noise Impact Assessment has been carried out by the applicants, the results of which have been analysed by the Council's Environmental Health Officer (EHO). He is satisfied that providing all windows remain closed then the noise emanating from any activity taking place within the extensions, whether it be the organ, singing, or amplified music, will not be any louder at the boundaries of the site than existing noise levels from other sources, such as passing traffic. Conditions would be imposed to ensure that all windows are not fitted with opening lights or trickle ventilation. In addition, to ameliorate noise from the car park he is recommending that an acoustic fence is erected along the northern boundary of the site.

Policy CS10 of the LDF Core Strategy states that new community facilities outside of a Town, District, or Local Centre should have good accessibility by foot, cycle, and public transport. In response, this site lies in the middle of the built-up residential area of Trench and is easily reached by a large number of people. An existing cycle shelter will be will be relocated to the front of the buildings and will be freely available to be used by all visitors to the site. Bus route No.55 runs along Church Road every 15 minutes, as mentioned earlier.

It is considered that the design of the proposed development relates positively to its context and that its appearance will respect and respond to the existing buildings on

the site. As such, the buildings have an appropriate and distinctive design which complement and enhance the character and appearance of the surrounding area.

To conclude, it is considered that the erection of these annexe extensions at St Lukes Catholic Primary School will provide much needed new and improved school, church, and community facilities for local people and the wider community. This is a sustainable location which is accessible by pedestrians, cyclists, and public transport. The buildings will be providing community benefits to the local population. Whilst the proposal will result in the loss of Green Network land it will, nevertheless, accord with the community aims of the Green Network. The annexe extensions will not have an adverse impact on the local environment or on amenities presently enjoyed by residents living in the local area, by virtue of visual intrusion, undue noise and disturbance, or the creation of any overlooking problems. Finally, the design and appearance of the proposed buildings not only complement and respect the existing buildings on the site but would enhance the character and appearance of the surrounding area.

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

16. A3 – Full permission
17. C118 – Submitted plans
18. B15 – External materials
19. B50 – Foul and surface water drainage
20. Surface water run-off rates
21. C86 – Car parking
22. Cycle provision
23. Lighting and security lighting
24. B33 – Personnel parking/materials storage
25. B34 – Mud on road
26. Car park signage
27. All windows to be non-opening and not fitted with trickle ventilation
28. The roof and all external walls to be constructed so as to provide a minimum of 45dB of sound attenuation
29. Erection of two metre high acoustic fence along the northern boundary of the site
30. No weddings, christenings or funerals to take place at school opening and closing times

**REASONS FOR APPROVAL:**

The erection of these annexe extensions at St Lukes Catholic Primary School will provide much needed new and improved school, church, and community facilities for local people and the wider community. This is a sustainable location which is accessible by pedestrians, cyclists, and public transport. The buildings will be providing community benefits to the local population. Whilst the proposal will result in the loss of Green Network land, it will accord with the community aims of the Green Network. The annexe extensions will not have an adverse impact on the local environment or on amenities presently enjoyed by residents living in the local area, by virtue of visual intrusion, undue noise and disturbance, or the creation of any overlooking problems. The design and appearance of the proposed buildings not

only complement and respect the existing buildings on the site but would enhance the character and appearance of the surrounding area.

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Notes

Agenda Type : A

W2009/0745 Erection of a single storey side extension to existing annex accommodation Highbury Villa, Drury Lane, Rodington, Shropshire.  
Recommendation Code: FG - Ward: Wrockwardine

APPLICANT:  
Mr J Weinel

RECEIVED ON:  
04/09/09

PARISH  
Rodington

WARD  
Wrockwardine

CASE OFFICER:  
Tom Lewis

OBJECTIONS RECEIVED: No.

MAIN ISSUES: The main issues are the impact on the character and appearance of the existing dwelling and the surrounding area, also the impact on neighbouring properties amenities and the potential for creation of a separate dwelling.

**THE PROPOSAL:**

The erection of a single storey side extension to existing annex accommodation to provide additional bedroom space and a bathroom, to provide full granny annex.

**THE SITE AND SURROUNDINGS:**

The site is a large detached dwelling within the rural area. The property is rendered and painted cream with white headers and lintels to the windows. At the rear of the property there is a detached gable fronted double garage. At the side of the building there is a smaller single storey outbuilding. This is also rendered and painted white, it is currently used for storage but contains separate rooms for a kitchen lounge and bedroom and therefore it is able to be used as ancillary living accommodation. The only immediate neighbour to the property is a warehouse and storage building with offices for Mercian Masterplan Ltd who deals with mobile and relocatable buildings; they use part of the area adjacent to the proposal for storage of these mobile buildings. The boundary between the two properties until recently had a large conifer hedge separating the two, this has however been removed and part replaced by a timber fence.

**CONSULTATION RESPONSES:**

Rodington Parish Council have raised concerns over the application creating an addition dwelling.

The Council's Environmental Planning Assistant has raised no objections to the proposal subject to the placement of one informative with regards to bats.

**PLANNING HISTORY:**

No relevant planning history

**POLICY CONTEXT:**

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

## CS 15 – Urban Design

Also the following Wrekin Local Plan saved policies are considered relevant:

UD2 – Design Criteria.

### PLANNING CONSIDERATIONS:

The application seeks to extend the existing outbuilding to the side of the property. This extension will retain the same depth as the existing building but will be stepped back from the existing building by half a metre.

The proposed development will have a length of approximately 6m, this is shorter than the existing and with a width of approximately 3m, this therefore will not dominate the dwelling or the surrounding area. This is helped by the development being well screened from the street scene by the front the existing outbuilding.

The proposal will be of a very similar character to that of the existing outbuilding but will however also include a small gable styled porch feature. This will however be well screened from the street scene by the existing dwelling and also the existing outbuilding. The proposal will therefore not be detrimental to the character and appearance of the existing building and the surrounding area.

The proposed extension will provide ancillary living accommodation; however the unit would now include a separate bedroom, bathroom and kitchen, which would be contrary to policy for the creation of new dwellings within the open countryside. A condition is therefore required. However due to previous issues relating to enforcement of such units in the rural are, it is considered that a Section 106 agreement would ensure this is not breached. Subsequently the applicant has also agreed to enter into a section 106 legal agreement to ensure that the proposal stays ancillary and linked to the main dwelling.

The proposed development will be on the opposite side of the car parking area to the neighbouring depot, which is approximately 7m away. There will be one additional window on this side elevation; however this will be a bathroom window and therefore the proposed development will not lead to detrimental overlooking of neighbouring properties which are industrial buildings. At this distance with the development being single storey, the proposed development will not lead to a detrimental level of overshadowing. The property benefits from a modest plot and therefore the development will leave adequate amenity space within the curtilage of the dwelling.

As the proposed development does not dominate the site, is in keeping with the character and appearance of the general area and not of detriment to the amenities of the neighbouring properties, the proposal complies with policies UD2 of the Wrekin Local Plan and CS15 of the Core Strategy.

### RECOMMENDATION:

Subject to the applicant entering into a section 106 agreement with regards to the proposed development remaining linked to the main dwelling as ancillary

accommodation, then delegated authority to the Head of Planning to GRANT PLANNING PERMISSION subject to the following conditions:

1. A3 - Full with no reserved matters
2. C120 - In accordance with amended plans
3. C68 – Materials to match that of the existing building
4. D127 - Restrictions on a separate use

**REASON FOR APPROVAL:**

The proposal would not adversely impact on neighboring properties amenities with regards to overlooking or overshadowing. The scale and design of the proposed extension will not have a detrimental impact on the architectural merit of the existing building and any potentially detrimental impacts on the character and appearance of the property will be adequately mitigated by condition. The proposal will not create a separate unit of residential accommodation and this can be secured by condition and Section 106 Agreement.

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Notes

Agenda Type : A

W2009/0768 Erection of a two storey rear extension (following partial demolition), and single storey side extension for use as a mosque Old Hall Building, King Street, Wellington, Telford, Shropshire. Recommendation Code: FG - Ward: College

APPLICANT:  
Shropshire Islamic Foundation

RECEIVED ON:  
18/09/09

PARISH  
Wellington

WARD  
College

CASE OFFICER:  
Valerie Hulme

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: External appearance and parking.

**THE PROPOSAL:**

This application seeks to alter the design of that approved by Members of Plans Board under W2007/0667.

**SITE AND SURROUNDING AREA:**

The site was previously the Former TA Centre, being previously used as a base for the Shropshire and Staffordshire Artillery Volunteers. They have since relocated to a new building to the east immediately adjoining their former premises. At the time of submission the applicants had demolished the majority of the building retaining the front façade. This is not in accordance with the approved plans but of the proposed application.

The whole site is secured by a combination of walls and palisade fencing. The front of the site benefits from metal gates.

The site is located in a predominantly residential area, although there are a number of additional uses nearby including New College, a former petrol filling station, which is now used for car servicing and the operation of a taxi hire business, both of which are on the opposite side of King Street and to the rear, a scrap metal dealer. It should also be noted that the former petrol filling station has recently benefitted from residential planning consent.

**PLANNING POLICY CONTEXT:**

Wrekin Local Plan

UD2: Design Criteria

T22: Planning Obligations

LR1: Provision of Community Facilities

**PLANNING HISTORY:**

W2007/0667 – Change of use of former Territorial Army Centre to Mosque, Imams flat, 2No Retail Units and Community Facilities extensions and remodelling of Façade – Approved 17/08/07

#### CONSULTATION RESPONSES:

The Local Highways Engineer has raised no objections to the development subject to the inclusion of previous conditions concerning the travel plan.

The Wellington Town Council have objected to the proposal on the grounds of:

- demolition taken place without consent
- insufficient parking for well attended events
- overdevelopment of the site
- not in keeping with locality or adjoining development
- traffic congestion on King Street

The National Drill Hall Association has submitted comments previously submitted under the previous application which provides background information with regard to Drill Halls and the need to preserve these buildings, including any plaques.

#### PLANNING CONSIDERATIONS:

The principle of use of the former drill hall has previously been approved by members of Plans Board in 2007. The agents previously involved failed to address the needs of the proposed users and as such new agents have been appointed to redesign the layout to provide the necessary accommodation for this religion, limiting the usability of the site. The consequence of redesigning the layout has also resulted in addressing the external parameters. Consequently the main issues being considered under this application are design.

The agent have engaged the Council in pre application discussions prior to this submission illustrating a variety of alternative designs. This proposed application is the proffered option of those proposals.

The previous application sought to remove the front elevation of the drill hall, retaining the rear aspects. The approved front elevation had Middle Eastern architectural features, with a vertical section bounded by two lower vertical sections.

This proposal seeks to retain the front elevation of the drill hall, reinforcing the characteristics of the area. The rear elements however will be a new element. It is noted that the rear section has been removed; however planning consent is not required for demolition of this building as it is not listed nor is it located within a Conservation Area. Subsequently the loss of the rear elements is not for consideration under this planning application. The proposed application seeks to install a two storey element which displays modern architectural features set back from the front elevation. The proposal will be slightly higher than the ridge of the Drill Hall however the proposal has a curved roof, and the elevations are proposed to be rendered in a light colour. The proposed set back acts as a buffer, and will be well screened at a pedestrian level on King Street by the retained façade. Taking this into account it is considered that the proposed design is more in keeping than the previous approval, respecting and reinforcing the architectural features of the Drill Hall and the character of the surrounding area. Whilst it is accepted this is a modern development attached to a mature façade, it is considered that this design preserves the Drill Hall whilst giving this a modern twist which meets the needs of the user.

Issues with regards to parking were previously raised on the last application. The proposal will provide 27 parking spaces; parking along kings road is restricted by yellow lines and consequently users cannot overspill onto the highway. Occasional events such as weddings and funerals will require additional parking; consequently an agreement is in place with New College to cater for such events. The Highways Engineer has requested this confirmation and is seeking to continue the condition regarding the travel plan. Subsequently it is considered that the issues with regard to parking can still be mitigated through condition.

Hours of use proposed use were not conditioned on the previous application. Bearing in mind the location of the site, on a main road into wellington, it is considered acceptable for the nature of the area.

Taking account of the previous application which remains a valid approval, the principle of use has been accepted on the site. With regard to the design it is considered that the proposal respects and reinforces the drill hall and the surrounding area, and is less intrusive than that previously approved. Subsequently it is considered that the proposed application meets the criteria of Local Plan Policy LR1, UD2 and Core Strategy Policy CS15.

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

1. A3 - Full Planning
2. B15 - Samples of materials
3. B18 - details of windows and doors
4. Non standard – details of signage
5. Non standard – travel plan
6. non standard – parking for 27 vehicles
7. non standard – audio equipment
8. non standard – removal of pd for masts
9. non standard – drainage
10. C86 - car parking
11. non standard – restriction of sale of goods
- 12 B33 - on site construction
- 13 B34 - mud on road

**REASONS FOR APPROVAL:**

The principle of use for a Mosque and its associated facilities has previously been established on this site. The proposed amended design respects and responds to the surrounding area in addition to retaining the front façade of the former Drill Hall. The proposal will not have an adverse impact on the safety and free flow of highway users.

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Notes

Agenda Type : A

W2009/0794 Redevelopment of existing dogs rehoming centre including a new purpose built reception and relocation of main entrance Roden Lane Farm, Roden Lane, Roden, Shropshire. Recommendation Code: FG - Ward: Ercall Magna

APPLICANT:  
Dogs Trust

RECEIVED ON:  
18/09/09

PARISH  
Ercall Magna

WARD  
Ercall Magna

CASE OFFICER:  
Valerie Hulme

THIS APPLICATION WAS CONSIDERED BY MEMBERS ON 25<sup>TH</sup> NOVEMBER 2009 AND DEFFERED FOR SITE VISIT

Update presented to Plans Board on the 25<sup>th</sup> November included:

Since the preparation of the report to members, comments have been received from the Councils Highways Engineer who has raised no objections to the proposed development; furthermore he has also confirmed that the recommended condition C86 is not required as no further parking spaces are provided.

No comments have been received from the Councils Environmental Health Officer.

Comments have also been received from the agent who would like to bring the following to Members attention:

- Consultation has taken place between residents and their agent (Elwyn Jones) on four separate occasions in January, March, and two occasions in July.
- With regard to noise, the applicant has confirmed that the site is controlled under Environmental Protection Act 1990, as amended. Furthermore the noise report indicates the noise from the centre will be reduced by the proposals.
- With regard to management the site cannot be controlled by planning other than opening hours.
- No statutory nuisance has taken place at the centre and at no time has an abatement order ever been issued. The Dogs trust is very conscious of the provisions within the EPA, and actively manages the site to address any potential problems.
- The modern rehoming centre design improvements have removed almost all incidents of concern from any local resident. This centre remains as only one of two older design centres across the country. It is because of these inadequacies that the applicants have submitted the application.
- With regard to the other properties in the trust's ownership, 1 Roden Lane will remain as staff accommodation, and older dogs will be located in a family environment at Oakfield House, being used solely by the manager.
- Applicant expresses that any other uses would require planning consent for any of the houses or land holdings.

- With regard to the siting of the intake building, the earth mound with additional planting will offset any limited detriment to the open landscape
- “Contrary to Mr Brine’s stated presumption, Dogs Trust does not invest significant sums of charity funds at locations to which they are ‘indifferent’. A protracted and professional internal assessment and approval procedure has been undertaken concerning the Roden Rehoming Centre, over the past two years – a fact that Mr Brine was made aware of in historic written communication with the Chief Executive of Dogs Trust.”
- With regard to finding alternative sites before the use of this site, the site has an existing use, whereby the site’s use is being reduced.
- Furthermore the applicant would like to reiterate to members that “the application is for improved facilities that will benefit the dogs, the staff and visitors and will lead to increased rehoming figures which will benefit the community by supplying families with the pet that they desire and providing homeless, abandoned dogs with a new life.”

The agent has also addressed the issues raised by the Council’s Arboriculturalist, agreeing to certain tree works to individual trees. The Council’s Arboriculturalist has confirmed these works are satisfactory and now raises no objections subject to conditions.

In conclusion, it is considered that the recommendation for approval of application is amended to take account of the additional condition regarding trees, and the removal of the condition relating to car parking.

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

1. A3 - Full with no reserved matters
2. C120 - Amended Plans
3. B15 - Samples of Materials
4. B33 - On site Construction
5. B34 - Mud on Road
6. Non Standard - Details of Suds
7. Non standard - Mitigation methods as per ecology report.
8. Non Standard - Tree protection during construction, including service runs
9. Non standard - Tree and hedge replanting.
10. Non Standard - Kennel accommodation
11. Non Standard - Managers House and Oakfield House use
12. Non standard - Hours of use
13. C79 - Maintenance of existing hedges
14. C80 - Landscape implementation
15. Non Standard - Tree works

**THE ORIGINAL APPLICATION REPORT IS INCLUDED BELOW**

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CLLR BENTLEY HAS REQUESTED THAT THIS APPLICATION IS CONSIDERED BY MEMBERS OF PLANS BOARD

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Impact on visual amenity, residential amenity, highway safety.

**PROPOSAL:**

Redevelopment of existing dogs rehoming centre including a new purpose built reception and relocation of main entrance.

**SITE & SURROUNDINGS:**

The application site is located within the village of Roden, situated to the North West of Telford. The site itself is situated on the B5062 through Roden. Residential properties are located in sporadic locations more than 1/4 of a mile from the site.

The existing centre has gradually developed on the site of a small scale farm. The ground is relatively level, however there are several large planted mounds formed from previous inert waste created by phases of development. Buildings are generally located to the south east corner of the site, fronting the adjacent highway. The main entrance is located central to these buildings, with the reception to the west, and the managers house to the east. A small parking area for visitors is located within this courtyard. Kennels are located to the north east and west of this parking area. A staff car park has recently been developed to the west of these buildings, which also provides overflow car parking facilities for additional visitors. An additional access to the west was created to the west of the main entrance.

Oakfield House, 1/4 mile to the west of the site is currently occupied by members of Dogs Trust Staff, who care for veteran dogs which reside as pets at this address. The field between these dwellings is also within Dogs Trust ownership; 1 Roden Lane is also occupied by Dogs Trust Staff.

Three dwellings, New Farm, 1 & 2 New Farm, Roden Lane are located within 320m to the south west of the development site. These three properties are the closest residential dwellings to be effected by the proposal.

**RELEVANT HISTORY:**

W2006/0539 Extension to dwelling house and additional kennelling. Withdrawn  
W2008/0489 Formation of Staff Parking Area; Approved June 2008. PE/ 2009/0007 - Redevelopment of Homing Centre.

**POLICIES:**

Telford & Wrekin Core Strategy DPD 2007 CS7 Rural Area CS12 Natural Environment CS15 Urban Design

Wrekin Local Plan 1995-2006 (Saved Policies) UD2 Urban Design Criteria E6 Rural Employment

PPS1 Delivering Sustainable Development PPS7 Sustainable Development in Rural

Areas PPG13 Transport PPG24 Planning & Noise

CONSULTATION RESPONSES:

Comments are awaited from the Local Authorities Highways Engineer, Environmental Health Officer, and Pollution Control Officer; these will be reported at Plans Board.

The Council's Arboricultural officer raised concerns with regard to the proposal and the loss of some trees. These are subsequently being considered by the applicant and amendments to the impact on trees are awaited.

The Council's Ecologist had also raised concerns with regard to the information submitted. Subsequently an extended phase 1 ecology survey was carried out on the site. The ecologist has raised no objections to the proposal subject to carrying out the recommendations of the report.

The Council's Drainage Engineer raises no objection to the development subject to details of the proposed Sustainable Drainage System.

The Council's Licensing Officer has raised no objections to the development, confirming kennel sizes are sufficient, and has requested a condition relating to kennel occupancy.

The Parish Council support this application, however they also requested conditions regarding signage well in advance of the entrance, a development boundary for the site, and concern over screening to the rear of the site.

One letter of objection has been received from a resident located from the development site. The letter is on behalf of the residents of Haughton. This states there is a background of complaints to Environmental Health with regard to noise at all times of the day, caused by what they consider poor dog management practices rather than the fabric of construction. They consider since the "awful summer of 2006" noise disturbance overall has reduced. They object to the application in its current form on the following grounds: \* Does not deal with land within the curtilages of the domestic buildings of 1 Roden Lane and Oaklands \* lack of detail regarding the use of the field to the west of the existing Dogs Trust Buildings \* Sprawls into more green field land to the west outside of the existing built up area \* Involves construction into green field land immediately north of the existing buildings \* No evidence for need for the oversized site to be in Roden, and why no other site is available nationwide for a development of this scale which does not necessitate spreading into green field The letter also requests consideration is given to the following: \* Consultation \* Construction \* Noise \* Oakfields and 1 Roden Lane \* The field to the west of the site included within the red line \* Intentions for the west field \* Protection of 1 Roden Lane, Oakfields and the west field from canine care and exercise \* New main building located outside of the current sites curtilage to the west, loss of mature hedgerow, and further sprawl into the rest of the green area \* Sprawl into the north field \* The statement "the main buildings mass is contained within the footprint of the existing centre" is not correct \* Scale of development \* No alternatives suggested

**PLANNING CONSIDERATIONS:**

Planning Policy Statement 7: Sustainable Development in Rural Areas; inter alia, encourages sustainable development that respects and, where possible, enhances local distinctiveness and the intrinsic qualities of the countryside. Furthermore, it discourages the use of Greenfield land, except in cases where there are no Brownfield sites available, and where such land must be used, ensures that it is not used wastefully.

Policy CS7 of the Core Strategy recognises the need to sustain rural communities, by focusing development on a limited number of rural settlements, which include High Ercall, Tibberton and Waters Upton. By focusing housing, employment and service facility development at these centres, a pattern of development should be created that maximises the accessibility of services and facilities to rural resident whilst reducing the need to travel by car and enhancing the local identity and character. The proposal is located at Roden which is not one of the identified areas where rural development including employment is promoted under the recent adopted Core Strategy.

Policy E6 of the Wrekin Local Plan remains a 'saved' policy. This policy requires employment development to be related to agriculture or forestry; of an appropriate scale, type and design sensitive to its location, meet other policy requirements including Environmental Health policies; located in existing rural buildings in or adjacent to settlements, within a farm unit for purposes of farm diversification, or where appropriate to enable the expansion of an existing employment use. New build development will only be located in or adjacent to suitable settlements; and development in the open countryside will be strictly controlled.

Whilst this application does not propose new development perse, the proposal seeks redevelop the existing dog's home, providing better accommodation for the dogs and the number of employees will remain at 27, this must be considered in accordance with both current local and national planning policies. Taking both these policies into account Roden is not considered a sustainable location; however policy E6 allows expansions of existing employment uses where appropriate.

The Dogs Trust has operated in this location since 1970, and later wooden kennels were replaced in 1980 by brick structures. The last major phase of kennel improvements were over 15 years ago to the then accepted best practice standards. Since then there have been significant changes in design and construction of rehoming centres. The proposal seeks to redevelop the site to meet these standards. Consequently it is considered that this principle meets the criteria of policy E6.

Furthermore the proposals seek to replace existing kennels which are not efficient at controlling or containing noise, that are not economically effective, and which cause anxiety to the dogs by virtue of the layout and accessibility.

The proposals seek to reduce the stress of dogs by altering the layout, so that kennels do not overlook exercise areas, this in itself will reduce noise. The rehoming kennels are designed and built to the latest standards, reducing stress, reducing noise and providing viewing to the public; the reception area to be created is larger

than previous creating a welcoming space. A training hall is proposed, which has been gradually introduced at other rehoming centres since 2001; this will also evening training classes anticipated at 1 day per week. Four sponsor dog kennels are proposed which should be accessed via the main reception; veterinary facilities are essential to the site, which currently take place off site, the proposal seeks facilities to be easily accessed for staff and visitors. The Training and Behavioural Assessment Building will be rebuilt away from active parts of the site; intake buildings will be erected away from other active parts of the site under an earth mound reducing any possible noise from the new dogs, this will also provide a thermal heat store heated by solar thermal panels above the new unit. A Whelping Kennel is proposed to the rear of the existing admin building; the manager of the centre will be relocated to Oakfield, and staff housed at Oakfield will be relocated in accommodation of the 1st floor of the admin building and the managers house; old dogs will then be relocated in the managers house at ground floor in domestic surroundings. A new sewage treatment plant is proposed in addition to rainwater harvesting for washing kennels and toilet cisterns.

The facility as existing accommodates 190 dogs, although the existing permission accommodates 200 dogs. The average number presently accommodated is 175 dogs. The proposal will provide a total of 82 kennels across the site, accommodating 156 dogs; however it is likely that the average number of dogs accommodated at any one time will be 125 dogs as some will not be able share. It is aimed that the proposal will assist the rehoming of dogs, creating a quicker turnover which is better for the dogs, reducing the number of dogs on site at any one time, and ultimately reducing the impact of the business on the surrounding environment.

Urban Design guidance is found within policy CS15 of the Core strategy, and Policy UD2 of the Wrekin Local Plan. CS15 states the design of development will assist in creating and sustaining safe places. Strengthening local identity and projecting a positive local image. Design will positively influence the appearance and use of the local environment. Moreover, Policy UD2 of the Local Plan requires development to;

- \* Respect and respond positively to the context,
- \* Respect and integrate with the wider landscape setting,
- \* Respect and relate to any adjacent buildings,
- \* Produces a safe environment and parking provision.

It is considered the proposed development, whilst located in the rural area, has to be specific to meet the needs of the Dogs Trust. These buildings will be situated some distance from other dwellings which are not associated with the Dogs Trust. Subsequently there is no specific vernacular which the proposal must reflect. The proposals will introduce a modern building which will meet the needs of the Dogs trust, and subject to the quality of materials, no objections are raised to the proposed design. The proposed locations of the buildings have been arranged as near as possible to the existing built up area of the site. However the location also takes account of the need to reduce the dogs stress, which not only will lead to reduced noise impact through barking, but also aid the likelihood of rehoming, having a positive influence on animal welfare, and the amenity of the surrounding area. Whilst local objections are noted, further development will require planning consent and as such will be considered on its merits at that future time. Nor does this proposal set a precedent for future development of the remaining fields to the north or west; subsequently no objections are raised to the location of these buildings being considered under this application.

With regard to noise considerations, comments from Environmental Health are awaited and will be reported at Plans Board. However the application is supported by a noise report which concludes current levels of noise in the area is a result of road traffic, with no noise from dogs. Calculations indicate that the proposed site layout will reduce noise levels of barking dogs from the site in comparison to the site in its current form.

An extended phase 1 ecology survey has been conducted on the site; this concludes the proposed development will not have any adverse impact on ecology or protected species. However the report recommends mitigation methods to ensure wildlife is protected during construction, this can be adequately conditioned.

The proposal involves the loss of two groups of four groups of trees which are located across the site. These mounds are populated with native species and in this instance we would specify the need to replant on a like for like basis. T21 indicated on the tree report is a magnificent Oak of veteran status, and certainly worthy of retention, preservation and protection, although the tree will need some remedial tree works as stated in the schedule. It is estimated the tree is over 200 years old. The amended tree survey - site plan, shows the new main entrance into the site, which consequently, compromises the protective fencing around T21 and the root protection area of this tree. Subsequently amendments have been requested for the realignment of the track so that it is constructed outside of the root protection area of either, T21 and T23. It is accepted that the realignment of this access track will facilitate tree works to T23 and this is acceptable. Conditions are required to ensure no dig construction around within these root protection areas and service runs.

According to the amended site plan, a new access is to be located underneath T20, however there is already an access path located further south down the hedgerow. Subsequently the arboriculturalist has requested that this access is removed.

The kennels situated by T7 are to be partly demolished, this also falls within the root protection area of this tree, conditions are necessary to ensure a "top down pull back" methodology of demolition, so as not to damage the roots of this tree and ensure its future retention. Conditions are also required to root protection areas of T6 a group of willows, and T3 a group of Hawthorns.

In conclusion it is considered that the proposed redevelopment of the dog's home following up to date practice will result in the improvement of the facilities for not only the dogs but also the amenities of the surrounding area. Subject to the provision of amended plans relating to root protection areas, and the comments from Environmental Health and the Highways Officer, it is considered that the proposal is considered appropriate and acceptable and is compliant with the Wrekin Local Plan 1995 - 2006, the Adopted Core Strategy and guidance contained in National Planning Guidance and therefore recommended for approval with conditions.

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

1. A3 - Full with no reserved matters
2. C120 - Amended Plans
3. B15 - Samples of Materials

4. B33 - On site Construction
5. B34 - Mud on Road
6. Non Standard Details of Suds
7. Non standard Mitigation methods as per ecology report.
8. Non Standard Tree protection during construction, including service runs
9. Non standard Tree and hedge replanting.
10. Non Standard Kennel accommodation
11. Non Standard Managers House and Oakfield House use
12. Non standard Hours of use
13. C79 - Maintenance of existing hedges
14. C80 - Landscape implementation
15. C86 - Car parking

REASONS FOR APPROVAL:

The proposed development will form an acceptable form of development to existing dogs home which is located in the rural area. The proposed development will reduce the number of dogs located on the site at anyone time in addition to meeting current standards of care and management. Furthermore the reduction in the number of dogs and the proposed construction will also reduce the impact of noise within the area. The proposed development doe not set a precedent for further encroachment into adjacent fields, and any future application will need to be judge on its own merits in accordance with planning polices at that time.

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Notes

Agenda Type : A

W2009/0811 Erection of 1no. detached dwelling \*\*\*\*\*AMENDED PLANS RECEIVED\*\*\*\*\* Ketley Hall, Red Lees, Ketley, Telford, Shropshire.  
Recommendation Code: FG - Ward: Ketley & Oakengates

APPLICANT:  
Mr & Mrs Mike Smith

RECEIVED ON:  
29/09/09

PARISH  
Ketley

WARD  
Ketley & Oakengates

CASE OFFICER:  
Anna Robinson

KETLEY PARISH COUNCIL HAS REQUESTED THAT THIS APPLICATION IS CONSIDERED BY MEMBERS AT PLANS BOARD

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, Setting of the listed building, Character and appearance.

THE PROPOSAL:

The application seeks full planning permission for the erection of a detached single storey one-bedroomed dwelling with associated car parking spaces and amenity area. It would measure 12.8 metres by 6.2 metres, with eaves height of 2.4 metres and 4.9 metres to ridge. The dwelling would be located within the grounds of Ketley Hall on the northwest boundary of the site, some 20 metres from the Hall, and adjacent to an adjoining dormer bungalow, Champions Ridge, which is located some 8 metres from the application site. Access to the new property would be via the existing driveway to Ketley Hall from Red Lees.

Amended plans have been submitted, revising the details of windows and doors to improve the character and appearance, following advice from the Conservation Officer.

THE SITE AND SURROUNDINGS:

Ketley Hall is a three-storey Grade II listed building constructed in the 18<sup>th</sup> Century and extended and altered in the 19<sup>th</sup> and 20<sup>th</sup> Centuries, with two-storey gables. A private road provides access to Ketley Hall from Red Lees. The application site forms part of the substantial grounds of Ketley Hall and is bounded by a variety of trees and hedgerows to garden boundary, with driveway between the Hall and the proposed building plot. The land was previously used as a haulage yard and historical maps indicate outbuildings to the Hall on this area. An existing storage building is located at the drive entrance to the Hall.

The site is located in a predominantly residential area, with modern two-storey residential estate, The Incline to south. Mainly bungalows are situated on adjacent Red Lees and School Lane. Adjacent properties, Champions Ridge and The Bungalow are both dormer bungalows. The rear elevation of Champions Ridge faces the building plot, and the nearest point is located some 8 metres from the boundary of the application site.

A wooded area which is subject of a Tree Preservation Order is located directly to the west boundary of Ketley Hall and its grounds; and adjacent land within Red Lees is designated Green Network.

#### CONSULTATION RESPONSES:

Ketley Parish Council Members are supportive of the simple nature of the proposed building which would not conflict with the Hall; however they consider the new property would be too close to the listed building. Furthermore, they are concerned about the access arrangements and the additional pressure on the exit onto Red Lees.

The Council's Conservation Officer has provided advice both at pre-application stage and during the application process and considers the erection of a small dwelling on the site of former outbuildings within the curtilage of the dwelling would be acceptable and would not be detrimental to the listed building and its setting. The building should be constructed in brick with tile roof and designed to reflect the former outbuildings. The Conservation Officer has confirmed that the amendments to the plans are acceptable.

The Highways Engineer has no objection to the proposal.

The Environmental Engineers recommend approval subject to conditions regarding shallow mineworking, contaminated land, gas mitigation measures and soakaway test. The Drainage Engineer adds that there are no public sewers adjacent to the site and it is therefore assumed that the foul flows produced by the development will discharge into a private system. The Applicant must provide further details of the foul water disposal.

The Environmental Health Officer states that the development would be located 250 metres from a closed licensed landfill site. Thus a condition should be imposed that a scheme for soil gas mitigation measures is submitted and approved in writing by the Local Planning Authority.

The Environmental Planning Assistant states that reptiles, particularly slow worms, may be present on the site given its current condition and surrounding habitat. She therefore recommends an informative is attached to the application stating if slow worms or any other protected species, are encountered during works, the development must be halted and a licensed ecologist and Natural England contacted for advice. Furthermore, the removal of the *Leylandii* trees should be done outside nesting season (March through August) to avoid disturbing nesting birds (protected under Schedule 1 of the Wildlife and Countryside Act 1981). If work during nesting season cannot be avoided then a suitably qualified ecologist must check nearby trees for nests before work begins.

The Fire Authority advises that it will be necessary to provide adequate access for emergency fire vehicles at the above premises.

#### PLANNING HISTORY:

No recent planning history

Pre-application discussions between the Local Planning Authority's Conservation Officer and the Applicant with regard to a small property within the curtilage of the listed building

**POLICY CONTEXT:**

Local Development Framework Core Strategy  
CS1 Homes  
CS14 Cultural, Historic and Built Environment  
CS15 Urban Design

Wrekin Local Plan  
UD2 Urban Design Criteria  
H6 Windfall Sites in Telford & Newport

National Guidance  
PPG15 Planning and the Historic Environment

**PLANNING CONSIDERATIONS:**

The proposal comprises the erection of a modest single storey property which would be located 23 metres from the end gable of Ketley Hall, within an 'L' shaped site. The dwelling would be located very close to the boundary (approximately 1.2 metres) with Campions Ridge, but will present a blank elevation and 3 rooflights. The new property would share the existing driveway to Ketley Hall from Red Lees, with parking and bin storage area to side of property. The development can be adequately accessed and drained, with sufficient parking provision space, in accordance with H6 of the Wrekin Local Plan.

The Parish Council's comments regarding the setting of the listed building are noted; however the proposed dwelling is a very modest building which has been designed to have the scale and simple form of an outbuilding, subservient to the main house. It is positioned on the boundary of the Hall's grounds, away from the main house and is partly screened by existing trees. By virtue of the new dwelling's position to the north of the end gable, at an oblique angle from the main frontage of Ketley Hall, and the distance from the listed building, the Local Planning Authority considers that the proposal would not affect the setting of the Hall. The site for the dwelling would occupy that part of the grounds that were formerly commercial. Furthermore, it would appear smaller in footprint and height than the adjacent dormer bungalows beyond the site boundary. In this regard, the proposal will accord with national and local planning policies which state that development will seek to protect or enhance the setting of listed buildings and be of a design that is appropriate to its context in terms of the scale, massing, form, materials and detailing etc. Landscaping and boundary treatment to the new property will be important in order to protect the setting of the listed building, and this will be controlled by condition.

The plans indicate that 3 rooflights only are proposed on the west (rear) elevation directly facing the adjoining property, Campions Ridge, and existing boundary screening will ensure there will be no overlooking or loss of privacy of adjoining residential amenities.

The plans have been amended in accordance with Conservation Officer's advice to simplify the design and give the building more vertical emphasis, with fewer glazing bars, omission of timber features, and the addition of sills to windows on the front and side elevations. The Local Planning Authority considers the amended scheme is acceptable, by virtue of its modest size, the simple design, and siting within the grounds of, but a sufficient distance from Ketley Hall. The property will not adversely affect adjoining residential properties.

RECOMMENDATION: GRANT PLANNING PERMISSION subject to the following conditions:

1. A3 - Statutory time limit
2. C120 - Amended Plans
3. B15 - Submission of external materials
4. B18 - Details of windows and doors including sections
5. B23 - Landscape design
6. B41 - Shallow mineworking
7. B44a - Contaminated land
8. B65 - Soakaway test
9. Details of foul drainage to be submitted
10. C100 - Mitigation measures
11. Soil gas condition
12. D125 - Removal of all Permitted Development
13. D131 - No further windows on west elevation facing Campions Ridge

REASONS FOR APPROVAL:

The Local Planning Authority considers the principle of development is acceptable. The site can be adequately accessed, with sufficient parking and private amenity space, and will not have an adverse impact on the residential amenities of the adjoining properties. The proposal will not adversely affect the setting of the Grade II listed Ketley Hall and will be of an appropriate scale, design, form and appearance.

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Notes

Agenda Type : A

W2009/0915 Erection of superstore, petrol filling station, car parking, servicing and associated landscaping and access including realignment of part of Southwater Way Land at, Malinslee House, Malinsgate, Town Centre, Telford, Shropshire.  
Recommendation Code: FG - Ward: Malinslee

APPLICANT:  
ASDA Stores Ltd

RECEIVED ON:  
23/10/09

PARISH  
Great Dawley

WARD  
Malinslee

CASE OFFICER:  
Gareth Thomas

MAIN ISSUES: Retail Impact on town centre, Sequential assessment, Access and parking, Land Stability, Pollution Control, Biodiversity

#### SITE DESCRIPTION:

The planning application covers a site of 2.7 ha in area and is located between Malinsgate/Coach Central, which runs east-west along the site's northern boundary, and Southwater Way, which runs east-west along the site's southern boundary. Both Malinsgate and Southwater Way form separate spurs off the Malinslee roundabout.

The site can be described as forming two main parts. Firstly the Malinslee House and Walker House civic buildings, comprising the principal offices of Telford & Wrekin Council and secondly, the terraced surface level car parking and landscaped areas surrounding the complex. The existing buildings date from the 1970s and consist of largely uninspiring exposed concrete clad panels with ribbon glazing that gives the impression of a grey and dour civic headquarters. Nevertheless the site is well landscaped, particularly to the north east and south east boundaries, consisting of semi-mature trees and ornamental shrub planting.

The site is currently separated from the Shopping Centre to the north by Malinsgate and Coach Central and the 'Box Road', which forms an acknowledged difficult pedestrian environment. Access across Coach Central (and on to the Town Centre) for pedestrians is via an existing light controlled crossing

To the north-west of the site, between the Civic buildings and the Malinslee Roundabout lies the Job Centre and beyond, the Severn Gorge Public House together with their associated car parks. Across the road from the public house are the offices of the National Farmers Union. The Malinslee roundabout is one of the principal gateways into the town centre.

Directly across Southwater Way to the west of the application site is the Malinslee Link site, which is the subject of a separate outline planning application for residential development to be considered at the same meeting as this application – W2009/0945. This site is currently an area of semi natural green space but is being promoted by this Council for residential purposes as part of the Local Development Framework (LDF) process.

Immediately to the south of the application site (and south-east of the “residential site” above), on the opposite side of Southwater Way is the imposing mass of the ‘Spout Mound’, a former colliery tip that has become a woodland feature on the local view point. There is some evidence of slippage of this mound, particularly in the direction of the Town Park to the south.

Importantly, there is a fall across the site running north-west to south-east of some 9 metres, which has resulted in the terracing of both the built form of the Civic buildings and the car parks. This natural feature has formed a constraint and an opportunity for the proposal from a design perspective.

### RELEVANT PLANNING HISTORY

There are no planning decisions within the application site that have relevance to the consideration of this proposal.

### THE APPLICATION

The application for full planning permission is described in the particulars as a “superstore”, but for the purposes of this report may be better described as a foodstore. The foodstore will replace the Civic headquarters, which in turn is likely to be relocated to a site elsewhere in Southwater. The principal elements of the development proposal comprise:

- New foodstore to provide 7,897 sq m of gross floorspace with a total net area of 4,076 sq m. (2,500 sq.m net convenience goods and 1,576 sq. m net comparison goods) The store is to be located at first floor (on stilts) along the north-west boundary of the site with customer and service access via a realigned Southwater Way and, in the form of a ‘left in’, ‘left out’ access from Malinsgate.
- 500 space car park inclusive of 22 disabled spaces and 19 parent-child spaces and 10 trolley bays. Cycle racks enabling secure storage will be provided outside the store.
- Six bay ‘automatic’ Petrol Filling Station (PFS) with access/egress via Southwater Way.
- Provision of full traffic signal control at the junction of Malinsgate/Woodhouse Central/Coach Central incorporating a reduction of the size of the central island, realignment of kerblines to reduce the engineering of the ‘Box Road’.
- Pedestrian routes through the site linking the proposed store to adjoining land to the south-east and the Malinslee housing area to the north-west.

The application is subject to an Environmental Impact Assessment (EIA) and is accompanied by supporting information, as follows:

- Environmental Statement (ES)
- Design & Access Statement
- Report on Consultation (public engagement/consultation)
- Tree Survey and Arboricultural Implications and Assessment
- Construction and Demolition Waste Report
- Retail Impact Assessment (contained within the ES)
- Traffic Assessment and Outline Travel Plan (contained within the ES)

- Slope Stability Assessment (contained within the ES)
- Flood Consequences and Foul Sewage and Utilities Assessment (contained within the ES)

### PUBLICITY AND CONSULTATION

The application has been advertised in the local press and on site as an Application the subject of EIA, as a Departure Application and of major significance. In addition, 12 immediate neighbours have been notified of the planning application.

A Statement of Community Involvement in the form of a Report on Consultation has been submitted with the application, summarising the measures taken to consult and involve the community prior to the submission of the application. However officers note that it has not been counter-signed by community representatives to confirm that it is a true record of this process and the outcomes from it.

The applicants explained the process followed as follows (in summary):

- Wrote to all identified stakeholders informing them of the applicant's intentions to bring forward a planning application;
- Issues a press release
- Organised a 2-day public exhibition preceded by a VIP preview in the main foyer of the existing Asda at Telford Town Centre in August 2009
- Creation of a dedicated web site ([www.asda-telford.co.uk](http://www.asda-telford.co.uk)) which contains stakeholder feedback etc
- Full-colour quarter-page advert in the local press running the week before the exhibition
- Handing out of circa 1600 leaflets
- Consideration and follow-up of 200 forms received by the "Asda planning team"
- One-to-one meetings with identified stakeholders e.g. political leaders

### CONSULTATION RESPONSES:

Great Dawley Parish Council: No objection but concerns expressed regarding PFS – already one PFS in town centre; another PFS would generate additional traffic; in close proximity to the proposed residential area.

Engineering Services: No objections subject to the imposition of conditions relating to retaining wall, foundation design, soil gases, slope stability and earthworks.

Pollution Control: Recommend Conditions.

Drainage Engineer: Reduction in current Surface Water discharge to the public sewer of 50% will be necessary together with provision of Attenuation up to 1 in 100 year storm (+30%). The Flood Routing and levels on the site are achievable with details to be further approved in accordance with a recommended condition. No development shall take place until a scheme for surface water limitation and flood routing has been submitted and approved by the Planning Authority. The approved scheme shall be completed before the development is occupied.

Highways Section: Recommends Conditions and a section 106 Obligation including the payment of a financial contribution for major highway projects (in line with a plan-led approach advocated in the Central Telford Area Action Plan) of £720,000 to include provision of a pedestrian crossing/junction improvements at Malinsgate/Coach Central/Woodhouse Central plus an additional sum of £5,000 for monitoring of the store travel plan.

The Transport Assessment has been produced using a different methodology to that currently being employed by the Local Highway Authority (LHA). The LHA is adopting a plan led approach (through the Central Telford Area Action Plan) to determine the impact of the development on the local highway network and to this end it is using both a VISUM and a VISSIM model to ascertain the impact of this and any future development proposals on the adjacent highway network and any corresponding mitigating highway and transportation measures. Therefore, it can be confirmed that the contribution, towards the Major Schemes Infrastructure identified in Table 5 Section 5 of the Central Telford Area Action Plan, June 2009, has been calculated using the LHA's own methodology broadly outlined above.

Similarly, whilst the Highway Authority is supportive of the new pedestrian crossing hub at the junction of Coach/Malinsgate/Woodhouse, the submitted layout is not satisfactory at this time. The LHA is in discussions with the applicant to revise the design to meet the standards contained in the Design Manual for Roads and Bridges and supported with a safety audit and AutoTrak runs.

In terms of the internal layout LHA recommends minor changes to the car parking arrangements. The site has a pedestrian entrance off Southwater Way. This is shown to tie into the realigned footway link to Malinslee (see W2009/0945). The submitted plans show a raised pedestrian table at this location but LHA would recommend a signalised crossing point is used instead

Highways Agency: Awaited – to be updated in the addendum report

Planning Ecologist: No objection

Environment Agency: Site within Zone 1 Flooding Zone. SUDS drainage recommended; Contamination Risk Assessment condition recommended.

Tree Officer: Concerned about loss of trees, three of which are worthy of TPO together with the loss of a commemorative tree. Should support be given, advise relocation of trees that are capable of translocation, as agreed with applicants and to be covered by condition.

Land Contamination Officer:

The report has identified the following site issues:

1. Elevated Polyaromatic Hydrocarbons and aromatic hydrocarbons in the C12-C16 and C16-21 range, with the potential to impact upon groundwater
2. Ground gas- Elevated concentrations of CO<sub>2</sub> have been observed to 16.4%, and methane at 3.8%, albeit with negligible flows at 0.3L/hr. As such, ground

gases have been characterised as “Characteristic situation 2” based upon CIRIA 665. I am in agreement with the proposed gas mitigation measures as per section 7.2 of the report.

Given point 1 above, the report proposes that a Detailed Quantitative Risk Assessment (DQRA) be undertaken. I am in agreement with these proposals. You may wish to include the requirements of a DQRA as a pre-commencement condition.

As an aside, the petrol station will require a petroleum license and a Permit to operate via the Environmental Permitting Regulations 2007 prior to opening.

Planning Policy Team: Wrekin Local Plan: The site is identified, in part, for employment use as part of the section 7(1) approval T90/0022 for office development granted permission 16 August 1991. However, this application will not be implemented. The site is not covered by any other specific designations therefore no site-specific issues are raised by this proposal. However, a number of policies should be considered as relevant to this proposal, namely Policy TC2 New Shopping Development in Telford Town Centre and Policy E9 Non-Employment Uses within Employment Areas.

The proposal is in conflict with Policy TC2, which directs new retail development to locations shown on the Wrekin Local Plan proposals map. In relation to Policy E9, the proposal will result in the loss of office floor space. However, this will be replaced on another site within the town centre. The development is also in close proximity to the town centre and existing public transport connections therefore accords with PPG13 transport policies. Further justification for transport proposals is set out in the Transport Statement.

Policy CS4 of the adopted Core Strategy in broad terms identifies Central Telford as the for major retail development serving the needs of the borough and the sub-region, and seeks to consolidate Central Telford and enhance it as the hub of the service centre hierarchy by recognising its role as a settlement of significant development (set out under RSS Policy SS1) and strategic town centre (identified under RSS Policy PA11). Therefore, due to the scale and nature of development proposed being most appropriately located within Central Telford, the proposal does not undermine the policy objectives of the Core Strategy.

Objection received from Telford Trustee No. 1 Limited and Telford Trustee No. 2 Limited ("the Trustees" of the Telford Shopping Centre):

“The Trustees strongly object to the proposed development which would conflict with important national policy on planning for town centres, is recognised by Asda as being in conflict with the saved policies of the adopted Wrekin Local Plan (1995-2006) and would result in significant and unacceptable impacts on the existing town centre.

The proposed development would result in the unnecessary loss of the key food retail anchor store from the town centre to a site within the ownership of TWC. It is difficult to envisage a more stark example of a proposal that would damage confidence and future investment in the centre and cause an unacceptable retail

impact. As such it flies in the face of the Government's town centre first policy particularly in current economically uncertain times.

Below we set out the Trustees' objections based on their initial review of the planning application. In summary the Trustee's initial objections are on the following grounds:

(i) Conflict with the sequential approach – there are available, suitable and viable sites for the development proposed within and at the edge of the existing town centre which are sequentially preferable to the Civic Offices site. Asda has failed to provide evidence to demonstrate why sequentially preferable sites are not available, suitable and viable in accordance with Planning Policy Statement 6: Planning for Town Centres ("PPS6");

(ii) Unacceptable impact on the town centre – the Retail Impact Assessment submitted in support of Asda's application is fundamentally flawed for a number of reasons as set out in section 3 below. The proposed development would cause a significant and unacceptable impact on the town centre;

(iii) Conflict with the adopted development plan – paragraph 4.5 of the Planning Statement acknowledges that the proposed development is "in conflict with Policy TC2" of the adopted Wrekin Local Plan. In addition, the proposal does not accord with Policy TC1 and is also in conflict with the vision set out in Policy CS4 and elsewhere within TWC's adopted Core Strategy Document 2007 to consolidate and enhance the Town Centre in the period to 2016. No weight should be attached to the emerging Central Telford Area Action Plan ("CTAAP");

(iv) Prematurity - the acceptability of retail on West Southwater and the Civic Offices site in terms of scale, location and phasing are key issues for CTAAP which has reached submission draft stage. The grant of planning permission for Asda in advance of the consideration of CTAAP at an Examination in Public would clearly have a substantial effect which would be so significant that granting planning permission would clearly prejudice CTAAP's consideration;

(v) Uncertainty regarding the replacement for the Civic Offices - no evidence has been submitted with the planning application explaining where it is proposed to relocate the Civic Offices to or to demonstrate that the assumption that Asda will obtain vacant possession of the application site by early 2013 is correct. Asda is clearly concerned about the potential for such a delay as, unusually, it has requested that the usual three year duration of any planning permission be extended to five years. Without clarity on this aspect the grant of permission could blight investment in the town centre for years to come;

(vi) Highway impacts have not been adequately addressed – the Transport Assessment prepared by Savell Bird & Axon in support the application contains a number of serious omissions, deficiencies and inaccuracies; and

(vii) The scheme's design fails to address key urban planning requirements – the proposed development has been designed as a stand alone superstore divorced from the town centre's primary shopping area ("PSA") with no proper regard to its urban environment.

Emails of support have been received from two individuals on the basis that a standalone Asda store would meet the needs of residents living close-by and offer free car parking.

### PLANNING POLICY CONTEXT

Saved Wrekin Local Plan Policies :

TC1 Town Centre

TC2 New Shopping Development in TC

TC14 Town Centre Design

E9 Non-employment uses within Employment Areas

EH3 Flooding

EH7 Contaminated Land

UD2 Urban Design

UD4 Landscape Design

UD5 Public Art requirements

S1 Service Centre Hierarchy

S2 Site Selection

T14 Parking, Servicing and Commuted Parking Payments

Core Strategy 2007:

CS3 Telford – focus for Borough’s spatial development

CS4 Telford Town Centre

CS5 District and Local Centres

Regional Planning Policies

Policy PA11: Strategic Town Centres

National Planning Policies:

PPS6 Retailing

### PLANNING POLICY BACKGROUND

Joint Shropshire and Telford and Wrekin Structure Plan 1996-2011 represents the strategic planning framework pending replacement by the LDF; it is however dated, but contains “saved” policies that are considered relevant to the consideration of this proposal. The Plan outlines a strategy that seeks to:

- Conserve resources and the environment by reducing reliance on car travel and length of journey, fostering bio-diversity and the conservation of natural resources
- Improve the quality of life by: protecting the natural and cultural assets of the area; improve employment prospects; and tackle levels of deprivation
- Achieve a sustainable environment by careful location of development; improve access and maximise use of previously developed land and existing infrastructure; and
- Foster a prosperous economy, support for the rural economy and encourage inward investment

The saved policy of relevance to this proposal includes:

- Policy 31 Sustainable Transport Strategy

Wrekin Local Plan (1995-2006) – This Plan together with the above Structure Plan form part of the ‘Development Plan’ (along with the Core Strategy) The Structure and Local Plans however are becoming increasingly dated and they are currently being superseded by LDF documents. However the “saved” policies of the Local Plan (some 88 in total) will continue to have weight in the determination of planning applications for the moment.

The West Southwater site lies within the Telford Town Centre boundary as identified on the Proposals Map and is partially allocated for employment uses. Although it abuts retailing to the east, the proposals represent a Departure to the Development Plan. The “saved” policies of relevance, include:

- Policy TC1 (Town Centre) which permits development which contribute to its function as a multi-purpose sub-regional centre subject to provisos contained within TC2, 3, 4, 6 and 7;
- Policy TC2 (New Shopping Development in Town Centre) – which restricts the location of further shopping to areas defined on the Inset Proposals Map and in accordance with TC3, 4, 6 and 14.
- TC14 – Town Centre Design

Telford Core Strategy -The Core Strategy Development Plan Document (DPD) was adopted in December 2007 and is the key strategic LDF document that sets out the vision and spatial development strategy for the area and for subsequent DPDs to follow.

Telford is identified as a Strategic Town Centre under the adopted Revised RSS 2008 and a Town Centre in the Core Strategy. Policy PA11 of RSS states that the Strategic Town Centres will be the focus for major retail developments and PA13 states that it is not envisaged that “any further large-scale (10,000 sq m plus) out of centre retail developments or extensions to existing developments will be required” during the period to 2021. The policy goes on to say that “Smaller-scale out of centre retail proposals should be considered in the light of policies and proposals in development plans and take full account of Government guidance including the requirement to demonstrate ‘need’ and the sequential test. No out-of-centre developments should be redefined as town centres”. The RSS Panel report to the Phase II Changes gave endorsement to the level of growth of retail development and to the focus on Telford Town Centre.

Policy CS4 in the adopted Core Strategy states that “Central Telford Area will be the focus for major....retail....development serving the needs of the Borough and the sub-region...”

The Council is currently pursuing a more up-to-date spatial development approach through the LDF process and has submitted the Central Telford Area Action Plan (CTAAP) document to the Secretary of State following a period of consultation. It has limited weight as a tool for development control at this particular time. Nevertheless it is an indication of the Council’s spatial planning ambitions and is worthy of mention as we enter the period of uncertainty that many Councils face as the new Development Plan system is introduced. Possibly of greatest significance

at this time and where we can reasonably consider (on the basis of the most up-to-date evidence) are the references within the Plan to the retail studies that have informed the Council's thinking.

In relation to new additional retail provision, the Council has commissioned a strategic retail study to assess the quantitative need for retail floorspace within the Borough – the White Young Green (WYG) Retail and Leisure Study 2006, updated 2009. WYG identifies that there is a net convenience capacity of between 2,560 sq m and 5,120 sq m (net) by 2016, increasing to between 3,490 sq m to 6,980 (net) by 2021. The Council's approach within CTAAP is to propose that this can be met in the primary shopping area (PSA) and the proposed PSA represents an extension to those collective areas previously allocated within the Local Plan for retail purposes; the application site sits within the proposed PSA.

Draft Policy CT2 in the CTAAP states that new retail development will be permitted to meet the need in the Town Centre and facilitate its regeneration and should come forward in the form of mixed proposals. Supporting text emphasises that when determining applications for out of centre retail applications, the principles of PPS6, in particular its sequential approach to site selection, will be applied.

As will be seen later the application will need to be assessed against both Local and National planning policies. Considerable reliance will be placed by both the applicants and objectors on Planning Policy Statement 6: Planning for Town Centres (PPS6). PPS6 requires out-of-centre retail developments to be assessed in accordance with an assessment of the need for the development; an assessment that the development is appropriate in scale; that there are no more central sites; that there are no unacceptable impacts on existing centres; and, that the location is accessible. The guidance goes on to state that development as a general rule should satisfy all of these criteria, whilst also taking account other relevant local issues and material considerations.

At this time, PPS6 is under review. However, it is worth pointing out in passing that the review draft PPS6 (July 2008) which has fed into PPS4 Draft (May 2009) proposes to refine the policy approach to planning for town centres rather than to make significant changes, and in so doing, proposes to strengthen the Government's policy on positive planning for town centres. There is no proposed change to the requirement for LPAs to assess the need for new town centre development or to take account of scale, impact and accessibility considerations, or the sequential approach to site selection when producing retail strategies or proposals for inclusion in their development plans.

A key change relates to how certain planning applications should be considered and tested. The draft proposes the removal of the requirement for the applicant to demonstrate a 'need' for a proposal which is in an edge-of-centre or out-of-centre location and which is not in accordance with an up to date development plan strategy.

The draft PPS6 proposes to replace the existing impact assessment with a new impact assessment framework which applicants outside of town centres will need to undertake in certain circumstances. Key features of the new test are a broader

focus with emphasis on economic, social and environmental as well as strategic planning impacts; identification of key impacts including impact on planned investment, whether the proposals is of an appropriate scale, impact on centre trade turnover; identification of wider impacts such as accessibility, traffic, employment and regeneration and how the proposal would make efficient and effective use of land.

## KEY ISSUES AND PLANNING CONSIDERATIONS

### The Development Plan

Before considering retail planning issues in detail, some consideration should be given to the status of planning policy documents that have been described above and what weight should be given to the various documents in the determination of this application.

The Development Plan comprises the following documents:

- The Regional Spatial Strategy (RSS) for the West Midlands. Part of the statutory development plan for Telford and Wrekin, it contains policies to apply to development and to be taken into account in preparing the Council's LDF. LDF documents are required to be in general conformity with RSS.
- Shropshire and Telford & Wrekin Joint Structure Plan 1996-2011. Policies within the Joint Structure Plan have formed part of the local Development Plan since November 2002. By Direction of the Secretary of State in September 2007, a number of Structure Plan policies ceased to form part of the Plan, whilst others were 'saved', until expressly replaced by new Local Development Framework policies.
- Telford Core Strategy -The Core Strategy Development Plan Document (DPD) was adopted in December 2007 and is the key strategic LDF document that sets out the vision and spatial development strategy for the area and for subsequent DPDs to follow.
- The Wrekin Local Plan was prepared in the mid / late 1990s, adopted in February 2000, and had an end date of 2006. In September 2007 certain policies were formally "saved", recognising that they were consistent with national policy and up-to-date. Whilst not part of the LDF these policies remain in force and form part of the development plan (all other Local Plan policies were discontinued at this date).

The relevant policies have been explained in the preceding section.

The application has been advertised as a "Departure" to the Development Plan thereby recognising that the proposed development is in conflict with saved Local Plan policy TC2 (that seeks to limit retail development to sites allocated for this purpose on the Inset Map to the Local Plan).

But although this Policy is 'saved', this must also be tempered by the fact that the original policy was formulated to respond to growth pressures within the particular Plan period up to 2006, extended to September 2007. As with most Development Plans, there is a period of uncertainty as LPAs move from one Plan to another. Clearly the RSS proposes a growth in households of 26,500 between 2006 and 2026 within Telford and the Council has responded to this growth scenario as part of

the Core Strategy in its WYG retail study by assessing the level of retail floorspace required to meet this level of growth.

There is an argument therefore to suggest that strict adherence to Policy TC2 would not constitute a proportionate response to the significant growth proposed for Telford in the RSS and may be damaging to the Council's aspirations going forward. Accordingly, while saved policies of the Local Plan and the approved RSS have the weight of s38(6) of the Act, the WYG report should be given appropriate weight and along with Planning Policy Statement 6 (PPS6) constitute material considerations that might outweigh the Local Plan policy, and this is explored in detail below.

A further policy consideration for Members here is Policy CS4 of the Council's own Core Strategy that in recognition of the RSS population figures albeit with a time horizon to 2016, acknowledges that "the role of the Central Telford Area will be consolidated and enhanced as the hub of the service centres hierarchy by [inter alia] creating more shops..." If Members accept the arguments using PPS6 contained within the remainder of this section of the report, then the proposal would clearly comply with the Core Strategy ambitions.

#### Central Telford Area Action Plan (CTAAP)

Again, before Members consider retail planning issues in detail, it would be appropriate to comment on whether CTAAP should play any part in consideration of the planning merits of the proposal. In agreement between the Council and the Planning Inspectorate, the examination of CTAAP has been suspended to allow additional work and consultation to be undertaken to support its policies. The suspension has the effect of placing the plan at "pre-submission" stage for the purposes of status in planning terms.

The principal objectors (Telford Trustees etc.) suggest (correctly in your officers' opinion) that CTAAP should not be afforded any weight given its current uncertain status but then goes on to argue that that the Council should refuse the application on the grounds that the development would be premature in the context of the emerging Action Plan. This argument appears inconsistent and conflicting and there is a need to consider the 'prematurity' point further at this point of the report.

Members' attention is drawn to paragraph 17 of the ODPM's document "The Planning System: General Principles" (2005) which sets out that "in some circumstances" ... "it may be appropriate" to refuse permission on prematurity grounds. This is a matter of discretion for the decision maker. It may be appropriate where a proposed development is so substantial, or where the cumulative effect would be so significant, that granting permission could prejudice the DPD by predetermining decisions about the scale, location or phasing of new development which are being addressed in the policy in the DPD. The Government advises that a proposal for development which has an impact on only a small area would rarely come into this category.

It is the view of your officers that 'prematurity' arguments would be stronger if the proposal was being assessed against the provisions of CTAAP; clearly this is not the case and as will be noted later in this report the proposals stand to be determined outside the CTAAP. Furthermore, the development proposal is not so significant

that by dealing with the application now it would seriously prejudice a particular policy provision or development proposal that would be covered in the CTAAP. Indeed, the application can be appropriately assessed against PPS6 tests on the basis of an edge-of-centre development, something that would occur with or in the absence of CTAAP.

The background research on highway considerations, which has contributed to the preparation of the LDF and CTAAP, has been used to advise consideration of this planning application. It is considered that the traffic modelling undertaken as part of this work represents the most up-to-date methodology available to the Council – see later in the report under Highway Considerations.

### Retail Planning Considerations

The application raises issues relating to retail planning policy and the need to protect the town centre as the primary focus for retail development. This is highlighted by the principal objector to the scheme. The stance adopted by these particular objectors is an important consideration for the Council as they represent an important stakeholder in the economy of this town centre. It is therefore appropriate to consider two issues of principle raised by the Trustees. Firstly, they fear that the proposal if permitted would result in the loss of an important ‘anchor’ to the town centre shopping centre and secondly that this loss would damage the confidence and investment in the town centre, possibly beyond just their stakehold, thereby being in conflict with the Government’s town centre first policy.

What the applicants and the objectors appear to agree upon is that the existing Asda store in ‘qualitative’ terms’ is inadequate for today’s shopping experience and requirements. The owners of the Shopping Centre have announced that they are now proposing a new foodstore within the town centre, on the Red Oak Car Park. Although no application has been lodged as yet, the Council might be facing proposals that may appear on the face of it to be competing directly for a slice of the retail capacity available in Telford. Given that there may also be the prospect of Asda’s existing store at shopping centre being re-occupied by another convenience operator, the question of quantitative need will inevitably arise.

PPS6 is presently under review but the extant guidance requires out-of-centre retail developments to be assessed in accordance with the following criteria:

- The need for the development;
- That the development is appropriate in scale;
- That there are no more central sites that can accommodate the development;
- That there are no unacceptable impacts on existing centres; and,
- That the location is accessible.

The guidance goes on to state that development as a general rule should satisfy all of these criteria, whilst also taking account of other relevant local issues and material considerations. The tests for assessment are an appropriate methodology against which support or otherwise can be given to this proposal and how these may be undertaken are described in the following paragraphs below.

With regard to the demonstration of 'need' the guidance recognises that both quantitative and qualitative factors are of relevance albeit that local planning authorities tend to place greater weight on quantitative matters. Assessments should be on a 'goods' basis and should generally look to no more than five years ahead. The catchment area that is to be used to assess future need should be realistic and well related to the size and function of the proposed development and take account of existing centres. In addition qualitative considerations might provide additional justification for any development. A key consideration in qualitative terms is to provide for customer choice and ensuring that an appropriate distribution of locations is achieved; and provision is made for a range of sites for shopping which allow genuine choice to meet the needs of the whole community.

With regards to the issue of scale, the Guidance seeks to ensure that the scale of new development is directly related to the role and function of a centre and its catchment. The aim should be to locate the appropriate type and scale of development in the right type of centre.

In dealing with the sequential approach, the relevant centres in which to search for sites will depend on the overall strategy set out in the development plan, the nature and scale of the development and the catchment the development seeks to serve. When considering alternative sites, developers should be able to demonstrate that in seeking to find a site in or on the edge of existing centres, they have been flexible about their proposed business model in terms of the following considerations:

- The scale of the development
- The format of their development
- Car parking provisions, and
- The scope for disaggregation

In considering flexibility, the Guidance states that a single retail operator should not expect to split their proposed development into separate sites where flexibility in terms of scale, format, car parking provision and the scope for disaggregating has been demonstrated. It is not the intention of PPS6 to seek arbitrary sub-division of proposals.

Where a site is proposed in an edge of centre or out of centre location and is not in accordance with an up-to-date development plan strategy, LPAs should assess the impact of the potential development.

#### Quantitative Need

In terms of need, PPS6 currently requires a quantitative need assessment of the additional floorspace generated to be undertaken. The evidence prepared in support of the Council's Core Strategy (the White Young Green Borough-wide Retail Study – WYG) has been used by the applicant to determine whether the additional floorspace would prejudice the Council's objective of securing the future health of the town centre as the primary shopping destination for Telford.

WYG suggests that Telford will generate a growth in convenience expenditure within the primary catchment area (PCA) that may be influenced by this development rising from £180.4m in 2009 to £192.3m in 2014 and £199.3m in 2016. With retention levels equating to 69% (% of expenditure retained within the catchment area rather

than leaking to other areas beyond the catchment area) and allowing for inward expenditure from areas outside the primary catchment area, the available expenditure amounts to £173.1m in 2009, £184.1m in 2014 and £190.5m in 2016. Allowing for increased benchmark turnover from existing stores arising through efficiency improvements etc, and deducting committed retail developments (at Donnington, Madeley and recently Snedshill), this would equate to 'headroom' (available) capacity for new developments of £54.8m in 2009 growing to £62.8m in 2014 and £68m in 2016. This is more than sufficient to accommodate the proposed new store and the re-occupied Asda store at The Shopping Centre and leaving yet further headroom for additional convenience provision should future proposals come forward.

The objectors do not appear to dispute the Council's quantitative need assessment but do question the basis for the PCA and suggest that PCAs should be assessed against 10-15 minute drive times. The applicants however feel confident that they possess adequate and demonstrable knowledge of their customer base from data held about their current store. However a short further sensitivity analysis has been undertaken comparing the outputs from the 10-15 minute drive time with the submitted PCA evidence and this shows there is reasonable correlation with the differences not affecting the study between them which do not materially affect the Study or assessment undertaken.

Turning to the relatively modest comparison goods element that will be available at the proposed Asda superstore, this equates to some £13.6m of annual turnover. The WYG Study suggests that there is available capacity for £72m in 2014 and £156.6m by 2016. That equates to 12,783 sq m of floorspace requirement in 2014 and 26,985 sq m at 2016. The proposal would take up 19% of expenditure capacity in 2014 or 12% of equivalent floorspace capacity and by 2016 this would reduce to 9% of spending capacity or 6% in floorspace capacity terms. The comparison goods requirement identified in the RSS is 70,000 sq m of floorspace between 2006-26 and this was accepted EIP Panel into the Phase II Modifications in the report to the Secretary of State.

Your officers are satisfied that a quantitative need exists that could easily support this development in addition to the existing convenience foodstore in the Shopping Centre.

#### Qualitative Need

PPS6 states that when assessing the qualitative need, a key consideration will be to provide for consumer choice by ensuring:

- An appropriate distribution of locations is achieved subject to ensuring the vitality and viability of existing centres and the application of a sequential approach to site selection and to improve accessibility; and
- Provision is made for a range of shopping, leisure and local services, which allow for genuine choice to meet the needs of the whole community.

The applicant claims that the existing store is under-trading as a result of poor layout and aisle arrangement, poor car parking and requirement to pay at kiosks – all of

which result in a poor shopping and customer experience. This is at odds with the applicant's own RIA and tables in the appendix to that report, which suggests that the existing store is over-trading. The difference is explained on the basis that the over-trading figures are derived from an analysis of the household shopper survey, whereas the under-trading figures are obtained directly from Asda. This has little effect on retail capacity, which is derived in part from the catchment survey results as it is the overall level of spending that is the crucial factor which defines retail capacity and it is apparent that evidence exists that other large convenience stores in Telford are over-trading, citing their own Donnington Wood store and the Tesco Extra at the Wrekin Retail Park.

The objectors claim that the proposed store will be unable to compete with the much larger Tesco Extra and seriously question the applicant's claim that Tesco Extra is over-trading by 70% and Donnington Wood Asda by 100%. Irrespective, they suggest that the surplus expenditure arising from over-trading should be directed to a sequentially preferable, more centrally located new foodstore, which in addition would avoid customers having to traverse the difficult Box Road configuration. Whether the figures are entirely accurate is open to conjecture but your officers acknowledge that there is evidence of over-trading at both the out of centre stores and it would be desirable for this expenditure to be 'clawed back' to the Town Centre.

Members will need to ask whether the new proposed store will lead to qualitative improvements. Clearly any new modern store will offer an enhanced shopping experience and the applicant argues that a dedicated car park under the direct control of the store operator will certainly provide greater convenience to shoppers who presently shop at the existing Asda store at the Shopping Centre. The existing Asda store is presently compromised and appears to be unable to provide the qualitative opportunities necessary, at least as far as Asda is concerned. The applicants argue that a new store will provide an enhanced shopping experience and lead to qualitative improvements. These qualitative improvements in policy terms can include elements contained within the proposal such as wider range of goods, brighter store, wider aisles, the availability of convenient car parking etc.

Your officers consider that on balance, in terms of qualitative need there appears to be a draw of trade away from the town centre convenience store (Asda) to out-of-centre stores like Sainsbury's at the Forge Retail Park, Asda Donnington and Tesco Extra at the Wrekin Retail Park who can offer the qualitative experience and accessibility including (free) car parking facilities. The proposal would help off-set some of the deficiencies of existing provision.

#### Sequential Test Considerations

PPS6 requires a sequential approach to site selection for sites neither located within an existing centre nor allocated in the development plan. All options are required to be assessed within the town centre before moving on to edge-of-centre locations, followed by out-of-centre sites. This is a simple but nevertheless reasonable approach to adopt in order to protect vitality and viability of our town centres thereby encouraging linked shopping trips and use of a variety of transport modes.

Unlike CTAAP, the adopted Local Plan does not identify a Primary Shopping Area (PSA) for Telford although it does define the town centre. But it is recognised that the natural albeit imaginary boundary for the PSA in terms of Telford Town Centre can reasonably equate to land within the 'Box Road' and it is, after all, where the Local Plan sought to allocate retail uses to satisfy the needs of Telford at the time to 2006. It is clear that the Local Plan is increasingly dated and the Council has through the LDF process updated its retail capacity figures in the light of RSS population and household growth figures.

It is argued that PPS6 should be afforded greater weight than the Local Plan because it is a more up-to-date policy approach to retail developments. Given that the Council cannot rely on the provisions of the draft CTAAP as explained earlier, for the purposes of PPS6 it can be reasonably concluded that the application site for this proposal falls in an edge-of-centre location (although still within the Town Centre), thereby necessitating a sequential analysis to be undertaken against which the application can be assessed.

The sequential approach requires developers to be flexible in their requirements to the extent that they should look to reducing the footprint of their stores in order to secure more sustainable locations. In looking at other sites under the sequential approach, PPS6 acknowledges that such alternative sites should be reasonably 'available' in terms of time span, 'suitable' in terms of site characteristics and 'viable' in terms of servicing, costs of acquisition, design and operational considerations.

On this issue the applicants have pointed out that they require 2.2 Ha as a minimum and that this is somewhat less than ideal for a large quality foodstore like Asda. In choosing the Civic site, the applicants point out that they have already made compromises by incorporating undercroft car parking and travelators into the design. They claim that it would be unreasonable to expect the applicant to reduce further their minimum area requirement in the context of sequential analysis. This is reasonable in the opinion of your officers.

Realistically, there are few opportunities within the Box Road, which as described above is the natural 'PSA' for Telford. The Red Oak car park and the Ash Grey car park formed part of the applicant's sequential assessment, both of which are sequentially preferable to the application site. In relation to the Red Oak CP, the applicant considers that this would not be a viable proposition as the development of a new store at this location would have practical and economic impact on the current Asda which would need continuity of operation whilst the new store is built, effectively on a large part of 'their' car park.

Not surprisingly, the objectors who are keen to bring forward their own scheme for the Red Oak car park maintain that this site is readily available and that the applicants have failed to clearly demonstrate its lack of availability and suitability in compliance with PPS6 tests. This is an important point as the objectors have commented that active discussions did take place between themselves and Asda and that it was the Council's intervention in bringing forward the Civic site that has threatened future investment in the PSA. Moreover the objectors consider that continuity of operation is not an unfamiliar phenomenon in other town centres and is, in any event, not a planning issue.

The Council has to consider whether the two sequentially preferable sites in terms of PPS6 are genuinely available, suitable and viable. Taking the larger Red Oak car park site first, there appears to be a major constraint to the development of this site in that Asda would be able to block the early development at Red Oak. The existing lease between Asda and the owners of the Shopping Centre obliges the Trustees to maintain 600 parking spaces on the Red Oak car park during the period of the lease. Whilst the Red Oak CP site is closer to the heart of the centre ('PSA') and sequentially preferable and suitable, this site would not be available until 2014 at the earliest given Asda's current leasehold arrangements.

Turning to the question of viability, it is acknowledged that the particular set of circumstances arising within the Telford Town Centre is unusual in that it is Asda who is proposing the development and who are already within the town centre and have control over the Red Oak car park until 2014. In order for the Red Oak site to be viable in PPS6 terms, its redevelopment must be practicable to the end user, the applicant. The viability or 'practicability' of this site at the Red Oak car park coming forward is dependent upon agreement by Asda at least until 2014. Paragraph 3.16 of PPS6 highlights that LPAs should take into account genuine difficulties that the applicant can demonstrate are likely to encounter in operating the applicant's business model from sequentially preferable sites. Asda is unlikely to enter into any agreement with the owners of the Shopping Centre that brings forward the Red Oak site before 2014 as to do so would cause significant disruption to Asda, which could jeopardise their business at Telford, possibly irretrievably. Your officers conclude therefore that the Red Oak car park site is not viable as Asda has provided evidence to demonstrate that the business model could not operate viably from this site.

In relation to the Ash Grey car park, the applicant maintains that this would be too small to provide a reasonably sized store. Given that Asda's requirement is for a smaller store than their current location and that this requires a minimum site area of 2.2 Ha, your officers would agree that this site is unsuitable and unviable.

Moving out from the 'PSA', PPS6 sequential analysis requires an assessment of sites elsewhere within the town centre. The applicant has considered options at other edge-of-centre locations, including most importantly the area that has been designated as Eastern Southwater and Central Southwater in the consultation draft CTAAP, both of which enjoy a similar standing as the site of this planning application in terms of being edge-of-centre sites, but sufficiently close to the PSA so as to operate as part of the town centre shopping area. The site consists of two large retail 'boxes', including the presently occupied 'The Range' and the area adjoining the Town Park and consisting of Meeting Point House, the Library, the Ice Rink and Bingo Hall. These have been dismissed as unsuitable – the site of the large retail 'boxes' because The Range is still occupied and the car park used extensively as a shopper's car park and therefore, both are 'unavailable', whilst the Council has ambitions for the remainder of Southwater to become the cultural and leisure heart of Telford town centre.

Elsewhere, edge-of-centre sites have been explored although strongly discounted including the Cherry Pink Car Park, Mattherson House, Blue Willow Car Park and Lime Green Car Park. The applicants claim and your officers agree that none of these sites are suitable, available or viable for a foodstore.

The search for another sequentially preferable edge-of-centre site is largely academic as there is little doubt that within Central Southwater, it is the Civic site that undoubtedly offers the most realistic and ideal opportunity for a foodstore on several counts. Of importance is that this site is the closest site to a large somewhat deprived residential area; it is also close to the bus station, and; there are proposals within the application scheme enhance and improve the recognised pedestrian difficulty associated with the box road and link to the wider residential area in Malinslee.

Finally on the subject of sequential analysis, other centres have been considered including Hadley, Dawley, Oakengates, Donnington and Madeley. Such analysis in the view of your officers may be superfluous because in planning policy terms, Telford Town Centre is the highest order retail centre within the Borough's retail hierarchy and no other District Centre is able to compete in retail planning terms; however PPS6 requires this to be done.

Your officers have concluded that the applicants have demonstrated that there are no sequentially preferable sites within the 'PSA' or elsewhere within the town centre that could be described as available, suitable and viable. Your officers also agree with the applicant's findings in respect of other centres.

In policy terms, there appears to be no other sites within any edge-of-centre locations better placed than the application site. Whilst the Red Oak Car Park may be sequentially preferable, this site is not available in terms that would meet PPS6 tests until at least 2014. There is a strong argument to suggest that the proposed site would for all intents and purposes perform as part of the town centre retail offer and help kick-start the re-development and regeneration of the remainder of Southwater.

#### Retail Impacts on the Town Centre

The applicants have provided a useful 'health check' on Telford and conclude that the town centre performs reasonably well, despite present economic difficulties nationally, against the vitality and viability indicators set out in PPS6. Further analysis of trade draw has been undertaken to ascertain the likely impacts arising, particularly on the town centre should planning permission be granted for this development. This assessment has to assume that the existing Asda store within the Shopping Centre is re-occupied for it to be realistic in terms of impact on the town centre. The conclusions suggest that the proposed new foodstore would draw trade from Sainsbury's (31%) followed by other convenience shops in the Town Centre (Iceland and M&S Foodhall) (24%) and then Donnington Wood Asda and Tesco Extra at the Wrekin retail Park (9% each). This would be off-set by increasing comparison trade in the town centre. Impacts to out-of-centre convenience stores are not normally considered to be a planning issue, but rather a matter for commercial competitiveness.

In terms of the Town Centre itself the principal objectors stress that the new Asda store's trade diversion would mean £5m less being spent in the PSA. This is correct but only if the proposed store failed to function as part of Telford Town Centre i.e. as an out of centre/town stand alone store. The applicant has strongly countered this by arguing that the evidence from retail analysis and shoppers' surveys would suggest that the proposal would function as part of the town centre, because of

proximity and good accessibility and serve the needs of a deprived residential area of Telford in addition. Evidence put forward by the applicant of its experience in other towns suggests that the presence of Asda stores in those towns results in significant levels of linked shopping trips.

The objectors believe that retail impact considerations put forward in the application are flawed. They claim that the loss of Asda from its current location would be unlikely to result in that store's re-occupation by a national food retailer thus causing detriment to the vitality and viability of the town centre. They also provide conflicting evidence on vacancy rates and health indices citing that the Telford Shopping Centre has seen a reduction in the number of national retailers leaving the Centre and being replaced by temporary low-end retailers, which reduces in turn the retail offer that is available and its appeal to shoppers.

There is a degree of conflict between the evidence put forward by the applicant and that submitted by the objectors, who presumably can refer to up-to-date evidence of what's actually happening on the ground. But your officers believe that there is a quantitative need for additional capacity to be provided in the convenience sector going forward and that arguments about the current economic climate do not alter the fact that we are planning for a period well beyond the present recession.

On this latter point, the applicant has pointed out that the re-development of the Red Oak Car Park, even if that would be made available to Asda would result in the loss of parking and this, together with the resultant disruption to Asda would have an impact on their trade of up to 80%. The applicant claims that this figure is so high that it would result in the present store (already under trading and impacted upon by parking charges, outdated design and poor layout) having to close whilst the construction of the replacement store proceeded. If this was to happen it would in turn have a seriously detrimental impact on the viability and vitality of the town centre.

In relation to impacts on the Town Centre, there is a compelling argument to suggest that in order to secure the best outcome for the town centre the local planning authority should support the relocation of Asda to a new purpose built store without disruption and then pave the way for the redevelopment of the Red Oak car park site and existing Asda store for further retailing which the quantitative analysis shows is needed. The alternative – the “do nothing approach” - would slow down retail growth in the town centre and the regeneration opportunities would be diminished, at least up to 2014 and possibly beyond.

Your officers are satisfied that the evidence provided by the applicant and supported by the Council's WYG Study would suggest that the proposal will not harm the vitality and viability of the town centre in terms of retail impact. It is accepted that the proposal would function as part of the town centre retail offer, provide for linked trips and serve the needs of the local community thus encouraging social inclusion. In this context, the site is close to the bus station, pedestrian and cycle routes and within very close proximity to residential areas and would offer qualitative improvements to those living close by and others using different transport modes of travel. Moreover, it would help deliver one of the Council key objectives to regenerate the Southwater area of the town centre by providing a western anchor to the Southwater regeneration area.

Having regard to the above assessment, your officers conclude that the proposal accords with national and local planning policy in relation to retail planning considerations.

### Design Considerations

The site falls away some 9 metres from the north-west and this has influenced both the siting and the car parking opportunities. The building will be located to the north-west and will incorporate undercroft parking. Essentially the sales floor level of the store is at about grade along its north western edge, but in the region of 5m above car park level along the elevation facing south east. All customers accessing the store, whether they have arrived by car, cycle or on foot, will access the store via a spacious vertical circulation pod on this elevation which will house stairs, lifts and travellers (inclined moving ramps which can be used by trolleys)

The Design & Access Statement explains that the goal for the proposed ASDA development has always been to provide a bright modern building, with crisp clean lines utilizing good quality, sustainable, low maintenance materials which sit comfortably within its surrounding environment. With that in mind the restaurant and 'colleagues' areas' have been sited along Malinsgate in order to provide some active frontages along the main road and key elevation. The main aspect however faces down to Southwater, in preparation for the redevelopment and regeneration of this area later. The intention always has been to provide a 'book-end' feature to this end of Southwater, with the future new 'High Street' leading from the Telford International Centre right up to the front entrance to this site.

The design of the development is described in the Design & Access Statement, which subdivides and explains the design concept in the following terms:

**The Front Entrance:** Double height predominantly glazed feature with the sales floor sitting above the undercroft parking, for the most part screened from view by the circulation pod. The pallet of materials consists of glass, white flat panel cladding and sustainable timber cladding, with the canopy and supporting columns providing articulation and modelling to the frontage.

**The Gable Elevation facing Malinsgate:** the various offices and restaurant areas have been positioned along this elevation to provide interest and variety, rather than the traditional blank sales area. Glazing is used to offer views in and out with a mixture of timber and white cladding elsewhere. A vertical access tower connects the undercroft with the upper areas and sales floor with a colonnaded canopy and 'brise soleil' (as the House of Fraser building opposite) providing depth and modelling.

**The Gable Elevation facing Southwater Way:** is set a little into the development and screened by existing and proposed trees. There is little scope for glazing to this elevation but a combination of timber and flat panelling will help break up this elevation. At a higher level, translucent glazing panels are used to provide light into the store and allow light out at night. The front entrance glazed area will form the end to this elevation

The Rear Elevation facing towards Malinslee Roundabout (although screened by the intervening Job Centre): The design of this elevation is somewhat utilitarian but having to accommodate the rear service yard. The proposal here comprises a mix of timber, white flat panelling and grey louvers accommodating the plant area. A pedestrian and cycleway runs alongside, which is proposed to be planted. A planning condition will require full details of walling to be agreed as timber fencing will not be sufficient at this location.

The Petrol Filling Station: By necessity – in order to afford site protection from potential slippage of Spout Mound, a retained landscaped bund will be provided which will soften the PFS area and provide a greener, softer edge from Southwater Way and Malinslee.

Pedestrian linkages were highlighted as fairly crucial in the pre-application discussions, particularly to create strong pedestrian linkages between Malinslee residential areas and the town centre, and south-eastwards towards Southwater. A 5 metres wide desire line is provided east-west and north-south that opens up into a public realm area 10 metres in width as pedestrians head towards Woodhouse Central/Coach Central. This can accommodate public art and form a useful outdoor space. In turn this connects to a wide at grade link onto Malinsgate and then towards a more pedestrian friendly crossing and pedestrian way towards House of Fraser or the Bus Station. There is also a strong 5 m wide tree lined pedestrian route leading from the store entrance towards the existing cycleway-footpath to the south-eastern boundary. This connection point will form a 'gateway' to the site and provide a strong legible access from the Southwater direction to the south-east and the future redeveloped area.

Your officers believe that there have been some physical constraints arising from the sloping nature of the site and the inclusion of steps and ramps at key points (the Malinslee entrance and the Southwater entrance) is unfortunate, however the vast majority of the development is well designed and is likely to achieve BREEAM Very Good standard of sustainability. With suitable conditions requiring the submission of further details, the development can be supported from a design point of view.

#### Highway and Transportation Issues

The proposals show two access points into the site; the main access via a proposed priority junction off Southwater Way providing access/egress for customers and servicing plus access/egress to the PFS. A secondary additional access is proposed from Malinsgate providing left-in/left-out arrangement for shoppers. Pedestrian linkages are given precedence in the design of the store, with the aim to achieve improved and enhanced pedestrian linkages from the site to the remainder of Southwater in an east-west direction and across the site roughly north-south to open up linkages and footfall to the town centre from Malinslee housing area to the south-west.

Configuration changes are proposed in order to facilitate these proposals to Malinsgate/Woodhouse Central/Coach Central. Whilst the basic form of these junctions will remain as existing, it is proposed to enhance conditions for traffic and pedestrians by introducing a full traffic signal control that will be integrated with the

existing House of Fraser car park traffic signals. In addition to the signalisation changes, the central island will be reduced in size and kerbs realigned to tighten the corner radii. The applicants suggest that these engineering works will start the process of reducing the dominance of the 'Box Road', slowing traffic and enhance pedestrian facilities and improve the environment for pedestrians. The entire junction, including the bus priority lanes, car park entrance and flow systems along Malinsgate/Coach Central//Woodhouse Central will be improved and be less 'highway dominated'. Multiple phases (movements) will be achieved resulting in greater efficiency of this part of the Box Road, particularly for pedestrians.

Indeed pedestrian accessibility and permeability are key to the successful integration of this proposal. It is accepted that the new 10m wide signal controlled pedestrian crossing will improve pedestrian flows to the town's shopping centre. However, it must be pointed out that although the configuration changes in this area appear to be possible, the LHA has suggested revisions to meet the standards contained in the Design Manual for Roads and Bridges and supported with a safety audit and AutoTrak runs. Your highway officers advise that conditional consent is possible.

The site has a pedestrian entrance off Southwater Way. This is shown to tie into the realigned footway link to Malinslee (see W2009/0945). The submitted plans show a raised pedestrian table at this location. However your highway officers consider that a signalised crossing point is used instead

The proposal shows a 500 space car park partly at grade, partly undercroft; PPG 13 would require 1 space per 14 sq m equating to a maximum of 580 spaces. A slightly lower allocation as proposed would reflect the site's central location and opportunities for more sustainable forms of transport. 500 spaces is deemed acceptable. In addition sheltered bike parking/storage is proposed. Servicing arrangements appears sufficient and largely separated from customer traffic and pedestrian movements. The LHA has again advised minor changes to the car parking arrangements and undercroft parking

The LHA's modelling work was completed as this report was being prepared and it is against this modelling work that your Highway Officers has assessed this application rather than the simple traffic modelling undertaken by the applicants. The Council is pursuing a plan-led approach in relation to strategic Borough-wide highway improvements and transport measures that will be deemed necessary to permit the scale of development envisaged in the Core Strategy and RSS. This modelling has identified the mitigating highways and transportation measures that will be necessary and your officers have carried out an initial assessment of the corresponding financial contribution that will be required.

### Flood Consequences

PPS 25 'Development and Flood Risk' 2006 emphasises the importance of taking into account the consequences and not just the probability of future flooding events and adopts a risk based approach to steer developments to areas of least probability of flooding, taking account of climate change. The Council has produced a Strategic Flood Risk Assessment and the application site falls within Flood Zone 1 with no local issues. The EA's indicative floodplain suggests that there are no known flood risks within the application site and is assessed as having a less than 1 in 1000

annual probability in any year. The Council's work has revealed some flash flooding hotspots on site that occurs when surface water sewers in the vicinity reach capacity.

The ES assessed the impact of the proposal in relation surface and ground water quality, groundwater, drainage and flood risk. No watercourses are located within the site but investigation did take place on the effects arising from the proposal on surface water features in the area, namely Southwater Lake, Spout Pool and Withy Pool. It was concluded that in relation to each water feature, the development would be unlikely to have any notable impact on these systems.

In terms of both foul and surface water drainage, the site already benefits from Civic's drainage systems. The proposal will meet the Council's policy contained within LDF Surface Water Drainage SPD, which seeks a 50% reduction in existing surface water flow rates.

### Ecology and Nature Conservation

An ecological impact assessment has been undertaken following an earlier scoping exercise and included the following surveys:

- Habitats and vegetation communities
- Invertebrate survey
- Reptile survey
- Badger survey
- Bat survey

The Civic site (unlike the corresponding application at Malinslee Link) supports no semi-natural habitat comprising buildings, car parks and associated landscape plantings. The site does not form part of any statutory or non-statutory site of nature conservation value. The only ecological impact is the loss of semi-mature trees, but even this has very little (site specific) impact. The Council's Ecologist confirms that the surveys reasonably conclude the low ecological value of this site.

### Landscape Strategy and Arboricultural Considerations

An understandable and legible landscape strategy accompanies the D&A Statement and will form the landscaping framework for detailed planting. It has been designed in conjunction with the proposed Malinslee housing site to the south.

Specific landscape planting has been included within the design proposal to lessen the landscape and visual impact of the new supermarket. This includes additional trees and shrubs next to Southwater Way to replace some which will be removed, new trees and evergreen shrubs next to the proposed petrol filling station which is part of the supermarket car park, more tree and evergreen shrub planting to the eastern boundary to screen views of parked cars and partially screen the view of the supermarket, new trees and shrubs to a new landscaped area next to the western boundary to partially screen views of the supermarket and its service yard, more

trees and evergreen shrubs to the northern boundary to partially screen views of the supermarket and entrance road.

There are proposals for tree felling and these works will have an impact on the local scene. A total of 85 trees are scheduled for removal from an existing 123. The Tree Officer has identified two Red Horse Chestnuts and a Horse Chestnut of some 40 years of age that are worthy of TPO status and in terms of arboricultural standards are of B1 status, which according to British Standards means of moderate quality with a life contribution of a further 20-40 years. In addition a commemorative American Sweetgum is also proposed to be felled. This tree together with a Wellingtonia which has A1 status can be replanted

A condition will be imposed requiring further details of translocation of some of the trees. However it must be emphasised that the removal of a considerable amount of trees and shrubs will take place if planning permission is granted. Although regrettable, it is felt on balance that the design of the store and the use of natural levels to facilitate a respectful design should be supported albeit at the expense of the majority of trees at this location. It is important to recognise that there are no fully mature trees at this site and most semi-mature trees date only from the time of the new town. This is not to denigrate this resource as most certainly the trees really do contribute to the overall townscape at this location. But in this instance provided a comprehensive new planting scheme takes place, your planning officers, at least, consider it is a price worth paying.

#### Noise and Pollution Control Issues

The report accompanying the ES aimed to identify background noise levels and potential noise arising from supermarkets activities, and how those would affect existing and future sensitive receptors. The following issues were considered and assessed:

- Servicing activity,
- Mechanical plant
- Car parking
- Activities on the car park such as trolley movement and collection.

The assessment method chosen is based on Planning Policy Guidance PPG 24 Planning and Noise: 1997 (PPG24).

The types of noises that are normal to Supermarket operations are of a different nature than those compared to a normal background. They can consist of sudden, short-term 'impulse' noises arising from the use of shopping trolleys, delivery activities and customer activities, as well as the 'drone' of fan noise. Whilst the report submitted gives a measure of comfort in terms of overall noise levels, there is limited detail. This will need to be clarified in respect of appropriate standards, and control measures, with conditions imposed if a grant of planning permission is forthcoming.

#### Control Measures:

Mechanical Plant: Given the level of experience Adsa has with supermarket plant and the acoustic louvers in place the control measures appear acceptable.

Car Parking: The ES has considered car door/boot slams and appears to consider there to be no other sufficient noise impacts. However the report makes no mention of noise generated by customer trolley movement or supermarket employee collection and storage (see Car Park Activities below). In respect of Car Parking, the ES suggests that distance and character of the noise from the car park, as well as the barrier effect of the building, sufficiently protects the proposed residential properties from adverse impact.

Car Park Activities: These sources of noise occur at the same time as noise impacts from deliveries and car doors slamming etc. This can give rise to problems and additional control measures such as acoustically protected trolley collection points may be required.

HGV and other vehicle delivery: Additional control measures may be required to reduce impact. It may be necessary to extend the noise barrier shown on the plans in order to offer appropriate protection. The service area itself is basically an open yard surrounded by a high barrier. There is also some concern that the queuing of HGV traffic might occur on Southwater Road and have the potential to cause noise nuisance to the proposed residential properties without any noise protection measures in place. Controls may be necessary that restrict the hours of use of the service area.

Light Pollution: A scheme of light pollution control should be the subject of a planning condition requiring approval of details.

Air Quality: There are currently no air quality management areas with Telford and Wrekin administrative area. The information contained in the ES has been assessed and shows a slight increase in air pollutants predicted. A review of the area's air quality would be reviewed in the air quality assessments undertaken by your Pollution Control Service. Should the development be granted planning permission, this redevelopment would be included in that assessment. The additional work carried out should be funded by the applicant as part of a section 106 agreement.

Petroleum Licensing: under the Petroleum (Consolidation) Act the applicant will need to apply for a Petroleum Licence.

### Ground Conditions

The close proximity of the site to Spout Mound to the south west was viewed as potentially problematical, particularly given evidence of minor recent slippages. The drilling of the mound and laboratory testing took place to ascertain the slope's factor of failure. The analysis suggests that the factor of failure which could directly affect the proposed development is within acceptable tolerances.

### The Loss of the Civic Buildings

It is appropriate to make a short comment on the loss of the Civic buildings as the objectors to the proposal have raised it as part of their submissions, although it is open to conjecture whether the protection of existing uses such as these is a material planning consideration. The objectors argue that the relocation of the Council offices from the application site constitutes the loss of a “community facility” to which Core Strategy policy CS10 applies. Paragraph 9.65 of the Core Strategy notes that community facilities include “education, health, and social facilities such as schools, health centres, hospitals, libraries, community/day centres, prisons, village and community halls, post offices and churches” with public houses and local shops also forming part of the fabric of a community. It is highly unlikely that the existing Use Classes Order Class B1 office use can be described as a community facility as the CS Policy CS10 intended. In any event, the Council will need to react to the loss of Malinslee House and Walker House as it sees fit. The ES makes only scant reference to the sustainability gains that will occur from demolishing the current poor quality build Civic complex and its redevelopment by a BREEAM Very Good standard store construction. The Council will be considering a report on the preferred site for the relocation of its main administrative headquarters next month, although the Head of Property & Design has confirmed that his preferred location is at the Southwater Core area, which is currently the subject of a planning application for a mixed use development, to include B1 Office uses.

### Other issues

The applicants have requested any approval to be accompanied with a 5 year time limited as opposed the usual 3 year approval, on the grounds that the relocation of Telford and Wrekin Council offices needing to be relocated, ( planning permission gained and new building constructed) prior to vacant possession of the site being available. The likely timetable for site acquisition is early 2013. The Local Planning Authority has the discretion under section 91 of the Town and Country Planning Act 1990 (as amended) to grant permissions for longer than the statutory default period. Your officers consider that a request to increase the time limit is reasonable and justifiable; however, a period of 4 years is suggested to allow for vacant possession of the site and implementation of the store, in accordance with predicated timetables. This would help to prevent disruption of the operation of the existing store.

### Planning Obligations Requirements

As landowner, the Council is an interested party; as such therefore, the avenue of a section 106 Obligation under the Planning Act is not open to Plans Board. A different approach is recommended - rather than entering into a formal Section 106 Agreement with itself, commitments will be made on behalf of the Council as landowner to abide by the planning ‘obligations’ and, should the land be transferred to make it a condition of that transfer that the new owner will have to enter into a Section 106 agreement to ensure that the obligations bind future owners.

The Council as both local planning authority and local highway authority intend to adopt a plan-led approach to planning contributions, particularly in terms of

infrastructure provision and this is entirely consistent with the Government's Community Infrastructure Levy (CIL) approach. In relation to local highway network, the Council is using both a VISUM and VISSIM model to ascertain the impact of future development proposals on the adjacent highway network that will lead to an improved understanding of corresponding mitigating highways and transportation measures that will ameliorate these impacts.

Your highway officers have identified inadequacies in the TA lodged with the planning application; these concerns are shared by the Highways Agency who may issue a Direction to defer consideration before the meeting of Plans Board this evening. Members will be updated at the meeting. However there is also some unity as to how these issues can be resolved. Members will be familiar with the scale of developments that will emerge over the next few years within the town centre in particular. Clearly developments cannot be allowed to proceed without contributing to infrastructure improvements and it is now becoming accepted practice to seek financial contributions towards major highway schemes based on the number of additional trip generation.

Members will recall the recently approved by Plans Board at Snedshill and The Forge Retail Park where contributions were sought from developers based on the impacts on the local highway network. A similar approach will be recommended here.

The LHA has assessed the impacts arising from the development using their own methodology and traffic modelling and advise that in accordance with the plan-led approach, a financial contribution of £720,000 will be necessary towards the provision of Major (highway, transport and traffic) Schemes and new pedestrian crossing hub at the junction of Coach/Malinsgate/Woodhouse. An additional sum of £5,000 will be required for monitoring of the store travel plan.

In addition, the Council should seek a contribution to public art in line with Local Plan Policy. Known as the percentage for art approach, it is recommended that a sum of £75,000 be required to commission public art on the site.

In addition, and in line with recent developments a sum of £10,000 be sought to monitor and enforce section 106 Agreement and conditions.

### Conclusions:

The application has been the subject of an Environmental Statement under the Town & Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. The impacts have been fully assessed by the Local Planning Authority and the conclusions reached that any outstanding environmental effects can be satisfactorily mitigated with the use of planning conditions.

The proposed retail store has been fully considered and assessed to be in accordance with guidance in PPS6, the RSS and Core Strategy policies CS3 and CS4. The proposed store is of a suitable scale, mass and design, which respects and responds positively to the site context and surrounding environs, strengthening local identity of Telford Town Centre. The site layout creates and reinforces

pedestrian linkages to produce a safe and secure environment in accordance with the urban design policies in the Core Strategy and Wrekin Local Plan. The traffic movements generated by the development can be accommodated without detriment to the highway safety. The layout also provides adequate car parking and bike storage provision. The development will preserve either in-situ or through translocation those trees on the site which are of important value to the visual amenities of the area and reinforce this through additional tree planting and landscaping. Issues of ground conditions, flooding, drainage, ecology, noise and pollution have been fully assessed and it is considered that any impacts can be adequately mitigated through the imposition of suitable conditions. The proposal creates a demand for additional off-site requirement, which can be adequately achieved through planning obligation contributions.

RECOMMENDATION: That the application be referred to Secretary of State under The Town and Country Planning (Consultation) (England) Direction 2009 and subject to confirmation from the Secretary of State that she does not wish to call-in the application for determination and subject to the Council as landowner agreeing that the land will be bound by the obligations in respect of the provision of a sum of monies comprising a contribution of £720,000 for the provision of major highway schemes including new pedestrian crossing hub at the junction of Coach/Malinsgate/Woodhouse, £5,000 for monitoring of the store travel plan, £5,000 for the monitoring of air quality post development, £75,000 for the commissioning of public art on or off site as may be subsequently agreed and £10,000 for monitoring of covenants and planning conditions the Head of Planning & Transportation is authorised to GRANT planning permission, subject to the following conditions:

1. NS - Four year time limit condition
2. B23 - Landscaping
3. C80 - Landscape Implementation
4. B4 - Materials
5. B19 - Details of enclosure
6. B33 – On-site construction
7. B34 – Mud on road
8. NS – Environmental Health noise protection scheme
9. NS – Environmental Health restriction on noise levels
10. NS- Environmental Health time restrictions on delivery and service area use.
11. NS- Environmental Health illumination details
12. NS- Highways amended junction details
13. NS – Highways footways and parking materials
14. NS – Highways Travel Plan
15. NS – Trees Protection and Translocation scheme
16. NS – No dig method
17. NS – Drainage Ground water and Surface water limitation.
18. NS – Limit of floorspace
19. NS – Environment Agency Land contamination risk assessment
20. NS – Environment Agency Land contamination monitoring
21. NS – Environmental Health Land Contamination
22. NS – Demolition and construction hours of operation

23. NS - Retaining Wall details
24. NS - Foundation Design
25. NS – Earthworks Specification
26. NS – Soil gas protection
27. NS – Slope Stability

#### Informatives

- NS – Environment Agency guidance
- NS – Environmental Health guidance
- NS – Advertisement requires separate consent
- Sie20 – Land Contamination

#### REASONS FOR THE GRANT OF PERMISSION:

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The proposed retail store has been fully considered and assessed to be in accordance with guidance in PPS6, the RSS and Core Strategy policies CS3 and CS4. The proposed store is of a suitable scale, mass and design, which respects and responds positively to the site context and surrounding environs, strengthening local identity of Telford Town Centre. The site layout creates and reinforces pedestrian linkages to produce a safe and secure environment in accordance with the urban design policies in the Core Strategy and Wrekin Local Plan. The traffic movements generated by the development can be accommodated without detriment to the highway safety. The layout also provides adequate car parking and bike storage provision. The development will preserve either in-situ or through translocation those trees on the site which are of important value to the visual amenities of the area and reinforce this through additional tree planting and landscaping. Issues of ground conditions, flooding, drainage, ecology, noise and pollution have been fully assessed and it is considered that any impacts can be adequately mitigated through the imposition of suitable conditions. The proposal creates a demand for additional off-site requirement, which can be adequately achieved through planning obligation contributions.

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Notes

Agenda Type : A

W2009/0917 Siting of 1no. 9m long storage container, portable WC and 2m high palisade fencing and retention of existing 8no. storage containers and club hut Oakengates Leisure Centre, New Road, Wrockwardine Wood, Telford, Shropshire. Recommendation Code: FG - Ward: Wrockwardine Wood & Trench

APPLICANT:  
Telford & Wrekin Council

RECEIVED ON:  
23/10/09

PARISH  
Oakengates

WARD  
Wrockwardine Wood & Trench

CASE OFFICER:  
& Andrew Mackriell

OBJECTIONS RECEIVED: None.

MAIN ISSUES: The visual impact of the storage containers and their effect on the amenities of the surrounding area.

**THE PROPOSALS:**

The application is to site one new storage container and a portable wc facility on the Oakengates Leisure Centre site, near to the athletics running track. It is also proposed to regularise the situation regarding eight existing metal storage containers on the site some of which were the subject of now expired temporary permissions and others which have been in situ for many years and are immune from enforcement action. It is also proposed to relocate container 'K' which was given consent earlier this year under Ref: W2009/0401.

**SITE AND SURROUNDING AREA:**

The Leisure Centre is situated in a predominantly residential area north of Oakengates, between Wrockwardine Wood and Trench. The associated playing fields, and athletics track area are effectively an area of open space within the generally built-up residential surrounding area, and provide a verdant outlook for those properties in the vicinity of the site.

**PLANNING POLICY CONTEXT:**

LDF Core Strategy DPD Policy CS15 Urban Design  
Wrekin Local Plan 'saved' Policy UD2

**PLANNING HISTORY:**

W2009/0401 temporary planning permission granted for two years for the siting of one metal storage container adjoining the athletics stadium circuit (container 'K' on Plan A). It is now proposed to relocate this container as part of this application.

W2003/1153 temporary planning permission granted for five years for the siting of two storage containers at the Leisure Centre. These two metal containers are part of this current application (containers 'A' and 'F') and permission is sought for their retention.

**CONSULTATION RESPONSES:**

Oakengates Parish Council as well as Wrockwardine Wood & Trench Parish Council have been consulted and no comments have been received. Members will be updated if any responses are received.

**PLANNING CONSIDERATIONS:**

The proposed single 9 metre long container would be sited within the existing gated compound which adjoins the car-parking area near to the access to the athletics track and sports area. This container will store an 'indoor mobile sports hall' trailer for use around the community by disabled persons. It is essential to store this trailer within a secure compound for insurance purposes. In this location it would have little impact on the appearance of the area and would not detract from local amenity.

The four existing containers marked B, C, D and E have been used to store sports equipment for many years; in addition to the kiosk marked on plans B/B1 they have been in situ since 1984.

All the existing containers as well as those proposed, are situated well within the Leisure Centre site, and therefore would have little impact on the residential amenities of any dwellings which adjoin the site. It is proposed to paint all proposed and existing containers dark green which would result in a unified appearance and would further reduce their visual impact on the site.

The containers are a ubiquitous if somewhat functional and utilitarian solution to storage requirements for the variety of sports equipment used on the site. As yet there are no proposals for a permanent storage building on the Leisure Centre site. Officers consider that the metal containers are unsuitable to form permanent development on the site, therefore a temporary planning permission for the new containers is considered appropriate in this case, however it is accepted that those containers which have been in situ since the 1980s are immune from enforcement.

**RECOMMENDATION:** GRANT PLANNING PERMISSION for a temporary period of three years subject to the following conditions:

1. Temporary permission for three years for the new container within the compound, the portable wc, and containers: 'A', 'F', 'G', 'H' and 'K'.
2. Exterior of all containers and the existing kiosk to be finished in a dark green colour the details of which shall be agreed with the LPA and carried out within one year of the date of planning permission.

**REASONS FOR APPROVAL:**

The retention of the existing containers and the proposed additional containers would be acceptable additions to the Leisure Centre site subject to a temporary planning permission in order to allow for future consideration of storage facilities. The existing containers together with those proposed would not have a significant detrimental impact on the amenities of the surrounding area.

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Notes

Agenda Type : A

W2009/0945 Residential development and associated access (Outline) Land off,  
Southwater Way, Town Centre, Telford, Shropshire. Recommendation Code:  
OLG - Ward: Malinslee

APPLICANT:  
ASDA Stores Ltd

RECEIVED ON:  
30/10/09

PARISH  
Great Dawley

WARD  
Malinslee

CASE OFFICER:  
Emma Green

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 outline planning permission for a residential scheme of approx. 79 units. The issue of access is to be considered at this stage with all other matters reserved for later consideration.

The indicative layout plan, shows that the proposed scheme could comprise of 7 x 3 bed 3 storey townhouses, 9 x 3 bed 2.5 storey townhouses, 4 x 4 bed 3 storey town houses and 59 x 1 or 2 bed apartments in blocks of between 3 and 5 stories.

#### SITE AND SURROUNDINGS

The application site area is 2.6 hectares, (however due to constraints in terms of trees, green network etc, only approx. 1 ha is potentially developable) and is currently open space, in a prominent location at Malinslee Roundabout and is a 'gateway' to the retail centre of Telford.

This site is considered to fall within Telford centre and is bounded to the east by Southwater way, which is a route to Council and retail car parks. There is an informal hedgerow, tree planting along this boundary currently. The Severn Gorge Public House and Job centre building with associated car parking are opposite the site. Alongside are the Council Offices, the site of which is subject to a separate proposal for a new Asda store.

There is a significant tree bank to the north and west of the site, which screens the existing residential area of Malinslee which comprises of a mix of 1 and 2 storey dwellings, interspersed with areas of open land and shared parking courts.

To the south is the footpath link (Silkin Way) to Malinslee, which is poorly illuminated, however frequently used and Spout Mound.

To the north of the site there is the existing NFU building and associated car parking, which had a hedge and fence boundary with the site.

There are ground level differences of approx. 20m across the site due to the tree

bank; however the developable area is largely a plateau, with a gentle slope to the south.

## CONSULTATION RESPONSES

The Councils Geotechnics Engineers raise no objections to the proposal subject to conditions relating to shallow mining and land contamination and slope stability.

The Council's Sport and Recreation Officer has raised no objections, although the provision of a LEAP on site is not considered necessary due to proximity to Telford Town Park, however a contribution towards these facilities is considered necessary due to the increase demand this development will create. Furthermore, any open space to be adopted by the Council will need to be accompanied by a design and commuted sum for maintenance, which is to be agreed with the LPA.

The Councils Drainage Engineer no objections subject to a suitable condition relating to ground water and surface water limitation.

The Councils Planning Policy Officer has no objections as the proposal contains positive sustainable aspects and will retain the existing green network provision.

The Councils Highways Engineer has no objection to the proposal in principle. The proposed junction due to its location adjacent to the raised platform for the Silken Way crossing will need to be amended to be a raised junction to incorporate the existing feature, details to be submitted via condition.

The amount of journeys created by the development warrants the inclusion of a contribution of £85,278.13 for strategic road improvements in the vicinity.

The Councils Arboricultural Officer has no objections in principle subject to tree protection conditions.

The Councils Environmental Health Officer: The layout of the site should be orientated so that noise sensitive rooms are located away from major sources of noise, i.e. living and bedrooms to face into the development. Careful layout of the site to protect amenities is recommended. Noise from the supermarket development and local roads maybe issues that need consideration, although this can only be considered following assessment, which can be secured via appropriate conditions.

The Councils Scientific Officer has raised no objections to the proposal in terms of land contamination, subject to inclusion of relevant conditions.

The Councils Education Officer has raised no objections and seeks a contribution of £75,367.19 for the provision of primary education due the additional demand this scheme will create.

The Councils Ecological Officer has no objection to the proposal subject to conditions for mitigation of impact on invertebrate species and moths.

The Councils Housing Officer has no objection in principle and would seek to secure

a minimum of 25-30% affordable units with type, tenure and location to be agreed at the layout reserved matters stage, when more detailing is available.

Natural England has no objection to the proposed development in respect of legally protected species.

Environment Agency no objection to the proposal subject to imposition of conditions relating to contamination and monitoring to protect controlled waters

Shropshire Wildlife Trust consider that the reduction in ecological network is difficult to compensate or mitigate and that the proposed attenuation area, will offer a reduced ecological corridor.

Great Dawley Parish Council has no objections to the proposal and welcomes the preservation of trees and woodland and supports a mixed housing scheme however, has some concerns regarding drainage implications.

During the consultation process 1 letter of objection has been received and the comments can be summarised as follows:

Concerns about creation of a footpath link or road adjacent to 60 Coachwell Close, linking to the new Asda development site.

#### POLICY

The following planning policies are relevant in the determination fo this application

#### National Planning Policy

PPS1 – Delivering Sustainable Development

PPS3 – Housing

PPS9 - Biodiversity and Geological Conservation

PPG13 - Transport

PPG14 - Development on unstable land.

PPS 23 - Planning and Pollution Control

PPG24 - Planning and Noise

PPS25 - Planning and Flood Risk

#### Core Strategy

CS1 – Homes

CS3 – Telford

CS4 - Central Telford

CS9 – Accessibility and Social Inclusion

CS11 – Open Space

CS12 - Natural Environment

CS15 – Urban Design

#### Wrekin Local Plan (saved policies)

UD2 – Urban Design

UD6 - Major Transport Corridors and Gateways into Telford

H6 – Windfall Sites in Telford and Newport

H22 - Community Facilities

H23 – Affordable Housing  
 TC1 - Town Centre  
 TC7 - Housing Development  
 TC14 - Town Centre Design  
 EH7 – Contaminated Land  
 EH8 – Remedial Action on Contaminated Land  
 EH14 - Land Stability  
 T4 – Development Principles  
 T22 - Planning Obligations  
 OL3 - Green Network  
 OL4 - Development in Green Network  
 OL6 - Open Land  
 OL11 – Woodlands and Trees  
 LR4 – Outdoor Recreation and open space.  
 LR6 - Developers contributions to outdoor recreational open space provision within new residential developments.

## PLANNING

## CONSIDERATIONS

The proposal is for outline planning permission for approximately 79 dwellings and retention of existing woodland area.

Principle of Development: The application site is located on the edge of Telford Centre, and is designated as a ‘gateway’ site and for employment use in the Wrekin Local Plan. The application of course has been advertised as a “Departure” to the Development Plan thereby recognising that the proposed residential development is in conflict with allocations detailed in the Wrekin Local Plan. To date there has been no interest in an employment use on this site and Policy TC7 of the Wrekin Local Plan does permit housing development in the Town Centre on land that is not committed or required for other uses. Furthermore, the emerging guidance in CTAAP seeks to increase the mix of uses within Telford and introduce high density, high quality residential development on suitable site. The Malinslee link is identified in CTAAP as a suitable site for residential use, although as this is only emerging guidance limited weight can be afforded to this document.

As with most Development Plans, there is a period of uncertainty as Local Planning Authorities move from one Plan to another. Clearly the RSS proposes a growth in households of 26,500 between 2006 and 2026 within Telford, and new sites, not previously allocated in the saved plan, will need to come forward to deliver this level of growth.

Policy CS4 of the LDF core strategy states that Central Telford will be the focus for major housing, employment, retail, recreation, leisure and mixed use development. With the aim of encouraging people into the town centre at different times of the day and night, and to make the area easier, safer and more pleasant to walk in and with a mix of uses developed at a higher density.

It is considered that this proposal would improve the linkages of Malinslee and the Town Centre, creating a safer environment by improving the existing Silkin Way link with increased surveillance and aid in the introduction of the 24 hour economy to

Telford. If the original allocations in the saved local plan were adhered to this could limit the growth potential of Telford and Wrekin and damage the Council's aspirations to move forward with achieving a mix use for Telford Town Centre. If members are to accept the argument giving greater weight to the more recent policies in the Core Strategy, accordingly, this is a suitable site for residential development in accordance with policy CS4 of Core Strategy and TC7 of the Wrekin Local Plan.

Highways: This permission seeks approval for access along with the principle of development. Access to the site is to be gained from a single point off Southwater way. The central location of the site will allow for greater travel by foot and bicycle and use of public transport. The form of junction proposed is a simple priority junction, which the highways authority considers is appropriate for a development of this scale. However, concern is raised about the proximity of this junction to the raised pedestrian crossing point for the Silkin Way. It is therefore recommended that notwithstanding the submitted details that the access be formed as a raised table junction, which will incorporate the existing raised crossing. This detail can be secured through the imposition of a condition.

The indicative layout is insufficient information to comment on parking levels etc and will need consideration at the reserved matters stage. The layout will need to incorporate the following features; adopted carriage way width should be 5.5m reducing to 3.5m at any narrowing's with a minimum 2m wide footways. Visibility to accord with road speed as defined in Manual for Street. A turning facility for refuse vehicles needs to be included and the layout should not place any dwelling beyond a 40m servicing distance from the adopted highway. These details will be included as an informative on the decision document.

The indicative plans propose the realignments of the main footway to Malinslee. This is an adopted link and any realignment will require a formal 'stopping up' of any section that is no longer required, an informative on the consent would be sufficient to cover this issue.

The transport assessment has been carried out on the assumption that the site will accommodate 79 dwellings and the Highways Authority recommends that consent is limited unless otherwise agreed in writing. Due to the number of dwellings and the location of the development a contribution for off site contributions' (in line with a plan-led approach advocated in CTAAP) is required. This is based on the number of additional journeys created by this development and requires a sum of £85,278.13 for off site highway works. Planning Officers concur that it is reasonable to limit the scope of the permission to 79 units, unless otherwise agreed in writing, to give certainty to the decision making process. The proposal is considered in accordance with policies CS9 of the Core Strategy and 'saved' policy T4 of the Wrekin Local Plan.

Green Network, Open Space and Protected Species: Part of the site is designated as Green Network, this is the tree mounds to the west and land to the south adjacent to the existing footpath link. Policies OL3 and OL4 seek to protect this land. The proposed residential development has been planned to ensure that the Green network area is retained. The rest of the site is currently open marsh land and whilst

not protected does afford a wildlife habitat and the loss of this will impact on existing species using the site. There is to be no impact on any protected species, however mitigation and translocation of other species on the site has been identified as an issue and the imposition of relevant conditions are considered sufficient to ensure that this impact is managed. Accordingly, it is considered that the proposal is in accordance with 'saved' policies OL3 and OL4 of the Wrekin Local Plan, Policy CS12 of the Core Strategy and PPS9.

Design Principles: The proposed developable area of the site is approx 1 ha and the indicative layout drawings are sufficient to demonstrate that 79 dwellings could be accommodated on the development. There is however some concerns raised that the indicative layout is too heavily reliant on apartments and does not afford an adequate mix of unit types. Whilst a high level of density is deemed appropriate within this edge of centre location, the mix of development to create a sustainable community must also be reflected and it is therefore considered that a condition to limit the number of units to a maximum of 79 would be appropriate to aid in achieving this at the reserved matters stage.

This is in part a 'gateway' site, and will require a landmark building, the indicative layout shows that heights rise to 5 stories at the south eastern corner of the site, however, it is considered that this is an inappropriate location for such a landmark, which should be located to the north of the development. It is expected that the scale of the buildings along the southern boundary would be of a more traditional domestic scale up to a maximum of 3 stories to reflect the pattern of development in Malinslee while still providing adequate surveillance of the open space and footpath link. A condition relating to heights is considered necessary to ensure that a landmark building is provided in a suitable location.

A change in the scale and character of development within the site is considered appropriate given the constraints of the site and proximity of the internal development to the existing trees. Accordingly, it is considered that sufficient information has been provided to indicate that detailed submissions at reserved matters stage can be adequately designed and the scheme therefore complies with Policies CS15 of the Core Strategy and 'saved' policies UD2 and UD6 of the Wrekin Local Plan.

Trees and visual amenity: The existing tree bund to the north and west boundary of the site is to be retained. The retention of these trees will ensure that the visual amenities of the site are retained. There are a number of trees to be removed from elsewhere on the site, but these are category C trees, are poor quality specimens and do not merit retention or relocation. Conditions relating to construction methods and protective measures are considered sufficient to ensure that the proposed development will not adversely impact the retention of the trees and the visual amenity therefore afforded to the site by their retention. The proposal is considered to accord with 'saved' policy OL11. Furthermore, as the trees are to be largely retained, it is considered that the proposed development will not adversely impact on the local bird or bat populations.

Layout and Impact on neighbouring properties: The indicative layout shows development is to be contained to the east of the existing tree belt which is to be

retained. The tree belt is located on a bank and the developed land is set at a lower level in relation to the existing residential development in Malinslee. It is noted that the massing drawings do indicate that the development could be in parts up to 4/5 stories in height, these elements of the proposal are indicated adjacent to Southwater Way. It is considered that the retained bank and tree belt are sufficient to screen the development from the existing residential development of Malinslee to ensure that there is no adverse impact on residents amenities in terms of overlooking or loss of privacy, whilst reinforcing the residential nature of the area and providing natural surveillance to the used footpath link to improve access from the existing residential area and the wider town centre.

Education: The level of residential development will have an impact on existing levels of educational provision. In accordance with 'saved' Policy H22, and based on the indicative numbers provided on the scheme it is considered that a sum of approx. £75,000 is required as a contribution for primary education facilities.

Affordable Housing: The indicative layout proposes a scheme with 75% of development being apartments, and whilst there is a need for apartments, there is a greater need for housing, particular 2 and 3 bed units and a small number of 4 bed houses. The indicative layout currently has no 2 bed houses, and the Housing policy officer considers that it would be beneficial if at the reserved matters stage, 2 bed roomed dwellings could be included in the proposal, to create a greater balance and meet a wider range of needs.

There is also no indication of the split between 1 and 2 bed apartments, a limited number of 1 bed apartments would be acceptable for affordable provision, but due to the limited and inflexible nature for the types of households who can occupy them, for the purposes of providing affordable accommodation more 2 bed apartments would be acceptable.

If the mix of affordable is to be largely provided by apartment accommodation, then a percentage of 35% would be required. If more dwellings are to be included then this figure could be reduced to 30%, these figures are based on the indicative housing numbers and types. There is scope that the overall percentage could be amended if the layout can provide some 2 bed roomed houses. It is considered that the proposed development is acceptable subject to an agreement on the type and level of affordable housing, which is to be secured between 25-30% at the time of determining the reserved matters stage for layout, when a clear idea of number and types of units is available. An informative of potential break downs of tenure for affordable housing is to be included on the decision document. The proposal is considered acceptable and in accordance with the requirements of 'saved' policy H23 of the Wrekin Local Plan.

Leisure and Open Space: The indicative drawings show the potential for the inclusion of a LEAP, within the development site. However, given the proximity of the site to Telford Town Park, this facility is considered unnecessary as there is adequate provision locally. Nevertheless, this residential development will create a demand for such provision and an off-site contribution for improvement works to the Town Park would be reasonable. A sum of £600 per dwelling for 2 bed plus units is considered acceptable.

The space indicated as a LEAP could be used for open space or developable land, as deemed necessary by any layout to be submitted. Any open space on the wider scheme will need to include details for long term management and if it is to be adopted by the Council a commuted sum for maintenance will need to be agreed along with the design. The proposal is therefore considered acceptable in accordance with 'saved' policy LR6 of the Wrekin Local Plan.

Other Planning Obligations: the Council is seeking a sum of £10,000 to monitor and enforce section 106 agreements and conditions on strategic projects within the borough; this request is in accordance with other recent developments.

Ground conditions: The Councils Geotechnical Engineers consider that the applications are acceptable subject to conditions on shallow mining and land contamination and slope stability, in accordance with 'saved' policies EH7 and EH8 of the Wrekin Local Plan.

Drainage: The proposed foul drainage is to be linked to existing provision, and Severn Trent Water have confirmed that there is capacity for approx. 100-150 dwellings on this site, subject to a change in capacity with the Council offices being redeveloped. The green attenuation space provided to the south of the site is to accommodate a SUDs drainage solution. Due to the natural gradient of the land, this site is preferred and will allow for drainage via gravity. As a result of this SUDs solution there is negligible impact on surface water drainage in the vicinity. The Councils Drainage Officer has raised no objection to the scheme subject to a condition relating to ground water and surface water limitation drainage. The proposal is in accordance with guidance in PPS25.

Noise: The proposed development along Southwater way is to be set back due to an existing sewer easement. This set back will help to mitigate issues of noise arising from the road. The proposed Asda store on the opposite site, it to have the delivery and service yard located adjacent to Southwater Way, to ensure issue of noise are mitigated, the Asda scheme proposes the inclusion of an acoustic fence. The Councils Environmental Health officer requires additional information to be submitted to ensure that residents amenities are protected from the proposed supermarket opposite, this can be achieved through the imposition of a condition. Furthermore, an additional condition regarding sound insulation measures is considered necessary to ensure adequate amenity for future occupiers. Accordingly, the development is considered acceptable and in accordance with guidance contained in PPG24.

Other Issues: During the consultation period one neighbour has raised an issue relating to the proposed links to the existing Malinslee estate, and potential loss of garden space. There are to be no works proposed to widen or alter the existing footpath links, but the new development will connect to these existing footways to improve access and legibility between the proposed development and existing uses.

Planning Obligations: because the Council is land owner, rather than entering into a formal Section 106 Agreement with itself, commitments will be made on behalf of the

Council as landowner to abide by the planning 'obligations' and, should the land be transferred to make it a condition of that transfer that the new owner will have to enter into a Section 106 agreement to ensure that the obligations bind future owners.

In conclusion, the loss of some open space is considered acceptable, as the development will provide a link between the Town Centre and existing residential areas and encourage use of the Town centre day and night in accordance with the aims of policy CS 4 of the Core Strategy. The proposed dwellings are of a size and tenure to meet local need, and are to include a minimum of 25% affordable units. The site is in a highly sustainable location in relation to Telford town 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 access subject to the revised access junction are acceptable subject to conditions.

RECOMMENDATION: that the Head of Planning and Transportation be authorised to GRANT OUTLINE PLANNING PERMISSION subject to the Council as landowner agreeing that the land will be bound by the obligations in respect of the provision of a minimum of 25% affordable housing subject to an agreement of type, mix and location at the layout reserved matters stage, a sum of monies for highways improvements, a commuted sum of £600 per dwelling for play facilities, a commuted sum for maintenance of open space, £10,000 for the monitoring and enforcement of S106 agreements and a sum of monies for primary school education contributions and the following conditions;

1. A1 – Standard Outline
2. A2 – Submission of Reserved Matters
3. B10 – Standard Outline
4. B11 - General Details required
5. B33 – On site Construction
6. NS – Highways details of layout, surface water and construction details
7. NS – Highways for the raised junction details.
8. B34 – Mud on road
9. B41 – Shallow mineworkings
10. B42 - Untreated Mine shafts
11. B44a – Contaminated Land
12. NS - Land contamination
13. B46 - Slope Stability
14. NS – Drainage limitation
15. NS – Limit on number of units to a maximum of 79 dwellings.
16. NS – No approval of indicative layout
17. NS – Building Heights
18. NS – Trees – protective fencing
19. NS – Trees – no dig methods
20. NS – Environmental health noise survey
21. NS – Environmental health sound insulation measures
22. NS - Water contamination
23. NS - Monitoring - water contamination

24. NS - Species Mitigation strategy
25. NS - Building to achieve Code for Sustainable Homes

Informatives:

Sie17 - Mineral Area

Sie22 – Conditions

NS - Environment Agency best practice and guidance

NS – Highways details

NS – Affordable Housing percentage and unit type details.

Sie26 – Reasons for granting outline planning permission

The proposed residential development is acceptable in principle. The traffic movements generated by the development could be accommodated without detriment to highway safety, subject to the inclusion of a raised table junction. The layout of the development would preserve those trees on the site, which are important to the visual amenities of the locality. The environmental issues raised in the EIA have been fully considered and any impacts can be mitigated through the imposition of relevant conditions. Furthermore, the residential development would not be harmful to the residential amenities of nearby dwellings. The additional demand for play facilities and education can be met by financial contributions to existing facilities.

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Notes

Agenda Type : A

W2009/0947 Erection of 4no.dwellings following demolition of existing derelict dwellings 6, 8, The Avenue, Wrockwardine, Shropshire. Recommendation Code: FG - Ward: Wrockwardine

APPLICANT:  
The Wrekin Housing Trust

RECEIVED ON:  
30/10/09

PARISH  
Wrockwardine

WARD  
Wrockwardine

CASE OFFICER:  
Valerie Hulme

OBJECTIONS RECEIVED: No.

MAIN ISSUES: Erection of additional and replacement dwellings in the rural area, impact on Conservation Area, residential amenity, siting, form and design.

PROPOSAL:

Demolition of existing semi-detached units and erection of 4 terrace dwellings.

THE SITE AND SURROUNDINGS:

The application site comprises of a pair of semi detached properties within the Village of Wrockwardine. These dwellings have limited character, reflecting a modern post war two storey unit with single storey wings. The buildings are approximately 12m from the rear of the pavement, following a similar building line as the adjacent semis on both the north and south of the proposed development. The adjacent semis have similar architectural character in terms of gabled semi with single storey side wings, however the exact features differ, i.e. flat roof wings, depth of dwelling, eave and ridge height.

To the front of the site are a row of mature Lime trees, which line The Avenue's highway verge, framing the approach to the listed church, situated to the far north of the proposed development. As existing there is no vehicle access from the highway into the development site.

The open countryside is located immediately to the west of the development site. Residential dwellings predominately surround the development site, typically semi detached dwellings to the south and east, varying to detached dwellings to the far north.

PLANNING HISTORY:

W2006/0361 – Demolition of two dwellings and re-development of 4 affordable homes, withdrawn.

W2008/0011 – Demolition of two dwellings and erection of 4 dwellings – refused February 2008. The grounds of refusal were:

1. Insufficient information to demonstrate need
2. Scale, mass and design of the new dwellings are unacceptable, failing to preserve or enhance the Conservation Area
3. Failure to demonstrate that the proposal will not adversely affect protected species.

**POLICIES:**

Telford & Wrekin Core Strategy DPD 2007

CS1 Homes

CS7 Rural Area

Wrekin Local Plan 1995-2006 (Saved Policies)

UD2 Design Criteria

H10 Scale of Development

H24 Affordable Housing Rural Exceptions Policy

HE2 Demolition in Conservation Areas

HE3 New Development in Conservation Areas

**CONSULTATION RESPONSES:**

The Council's Housing Enabling Officer Strongly supports the scheme as it will meet the identified need for affordable housing for local people. The Parish Housing Needs Survey, carried out by the Wrekin Housing Trust demonstrates the need for two bedroomed houses. This survey in the Officer's opinion has provided sufficient, robust evidence to justify this proposal. Furthermore the village has a predominantly older population, the provision of housing to meet the needs of younger families will create a more balanced, mixed and sustainable community. It is expected that a lettings plan will be agreed with the council and the Trust to ensure that the properties are allocated appropriately.

The Council's Highway Engineer has raised no objection to the proposal subject to conditions.

The Council's Ecologist has raised no objections to the development.

The Council's Arboriculturalist has raised no objection to the felling of a Lawson Cypress located within the parking area immediately to the front of proposed plot 2. Concern is raised with regard to the root protection areas of the adjacent Lime trees, and the proposed service runs as no information has been provided. The officer raises no objections to the proposed development subject to conditions.

Comments are awaited from the Councils Conservation Officer.

To date no comments have been received from any local resident or the Parish Council.

**PLANNING CONSIDERATIONS:**

The application site is located within the designated Conservation Area of Wrockwardine.

Planning Policy Statement 7: Sustainable Development in Rural Areas; inter alia, encourages sustainable development that respects and, where possible, enhances local distinctiveness and the intrinsic qualities of the countryside. Furthermore, it discourages the use of Greenfield land, except in cases where there are no Brownfield sites available, and where such land must be used, ensures that it is not used wastefully.

Policy CS7 of the Core Strategy recognises the need to sustain rural communities, by focusing development on a limited number of rural settlements, which include High Ercall, Tibberton and Waters Upton. By focusing housing, employment and service facility development at these centres, a pattern of development should be created that maximises the accessibility of services and facilities to rural resident whilst reducing the need to travel by car and enhancing the local identity and character. The proposal is not located within these settlements.

Saved Policy H24 of the Wrekin Local Plan, is an exceptions policy for small scale affordable housing schemes, and has a number of criteria for applications to be assessed against. This criterion requires applications to be accompanied by a statement which demonstrates how the proposal meets local housing need. This statement must be supported by the findings of Parish Housing Survey. This statement should also addresses why the dwellings can not be accommodated within a suitable settlement. Paragraph 4.29 to 4.37 of the applicants Design and Access statement provides details with regard to this need, accompanied by the Housing Needs Survey template undertaken in Wrockwardine during March 2009. The findings of the survey conclude that there was a need for 2-bedroomed properties, with support for a small development to provide affordable housing within the village. Furthermore the D&A also reiterates that over the past few months the shortfall of affordable housing has been high on the national agenda. The Housing Needs Survey and findings has been supported by the Housing Enabling Officer; the officer is also satisfied that there are no forthcoming sites within the identified suitable settlements which would cater for this need, meeting part a and b of H24.

Policy H24 part c requires development to not have an adverse impact on the character and setting of the village, nor have any overriding environmental problems, and the access and services are satisfactory. The design of the dwellings has been subject to pre-application advice since the refused application. Officers are now satisfied with the design of the proposed scheme which will preserve and enhance the Conservation Area. There are no issues with regard to tree protection nor access which again has been subject to pre-application discussions; however officers have raised concerns with regard to the proposed parking layout which accommodates 4 new spaces along the frontage of the site. Whilst off road parking is normally encouraged, in this instance officers raised the issue of of parking to these frontage where there previously had been none. The Council's Highways Officer raised no objections if two off road spaces had been provided, and two provided on road, as per the existing parking facilities. The applicants have not opted for this arrangement and submitted an application with four spaces on site. Whilst it is considered that this item would address the nature of the Conservation Area more appropriately, this is not sufficient reason to refuse this application and is considered acceptable.

Previous concerns with regard to protected species have now been addressed following the submission of a survey, which concludes that there is a colony of bats within the village. However there is no evidence that bats have ever used these buildings on site for the purposes of roosting or harbourage. No evidence of nesting birds or barn owls were found either internally or externally. Subsequently it is considered that the proposal has addressed the previous grounds of refusal.

The scheme involves only 4 units, less than the threshold of Policy H24; furthermore the proposal accords with other policies within the Local Plan including Conservation policies. Subsequently it is considered that the proposal meets the criteria of Policy H24, and other policies within the Wrekin Local Plan, the adopted Core Strategy and national planning criteria. It is therefore considered that subject to the applicant entering into a S106 agreement to ensure the dwellings are affordable accommodation in perpetuity, that the application is approved.

RECOMMENDATION: Subject to the applicant entering into a S106 agreement to provide 100% affordable housing, then grant delegated authority to the Head of Planning to GRANT PLANNING PERMISSION subject to the following conditions:

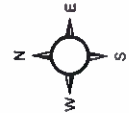
1. A3 - Full planning
2. B15 - Samples of materials
3. B17 - Brick Panel
4. B19 - Details of enclosure
5. B26 - Landscape maintenance
6. B33 - On site construction
7. B34 - Mud on road
8. B50 - Foul and Surface water
9. B65 - Soakaway test
10. B61 - Details of works
11. C70 - Window details
12. Non Standard carry out in accordance with tree report
13. C80 - landscape implementation
14. C86 - Car parking
15. D125 - Removal of permitted development rights

#### REASONS FOR APPROVAL:

The existing dwellings have very limited architectural merit, and as such the proposed demolition is considered acceptable within the conservation area. The proposed replacement dwellings will fill the resultant gap with an acceptable amount of development which will preserve and enhance the character of the Conservation Area. The proposals will not have an adverse impact on the adjacent protected trees, nor will the proposal prejudice the safety and free flow of highway safety. The proposals will not have a detrimental impact on proposed or existing residential amenities.

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Notes



Scale: **W2009/0544**  
 Date:  
 Drawn By:

Address: **St Lukes Primary School, Church Road, Trench**  
 Proposal: **Erection of extensions for church, school & com. use**

Environment & Regeneration  
 Dairy House  
 PO Box 212  
 Telford B  
 TF9 4B  
 444 (0)1952 380380

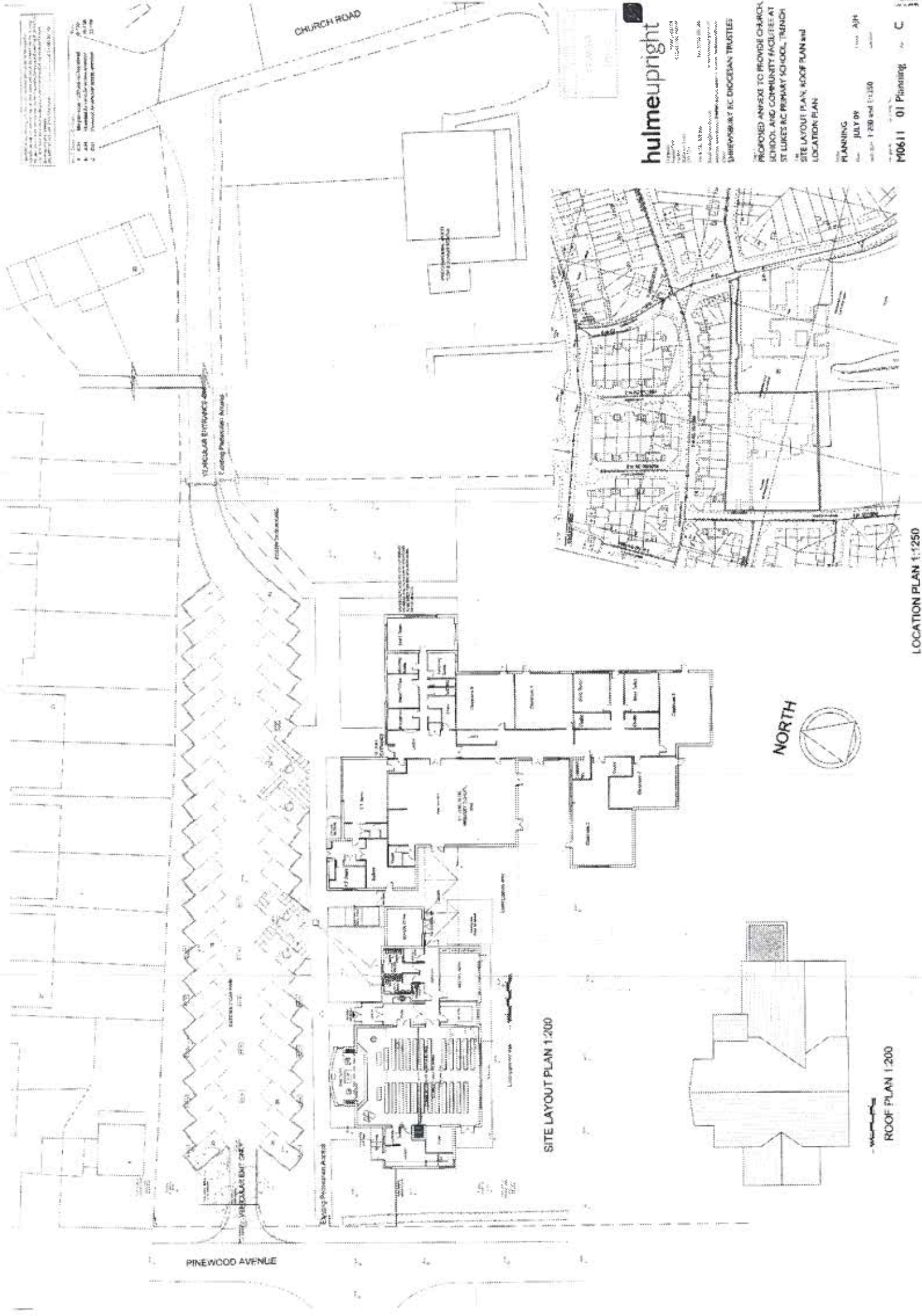


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CHURCH ROAD

**hulmeupright**  
 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000

**PROPOSED ANNEXE TO PROVIDE CHURCH SCHOOL AND COMMUNITY FACILITIES AT ST LUKES RC PRIMARY SCHOOL, TRENCH**  
**SITE LAYOUT PLAN, ROOF PLAN and LOCATION PLAN**  
 PLANNING JULY 09  
 JULY 09  
 1:250 and 1:150  
 M0611 01 Planning C



SITE LAYOUT PLAN 1:200

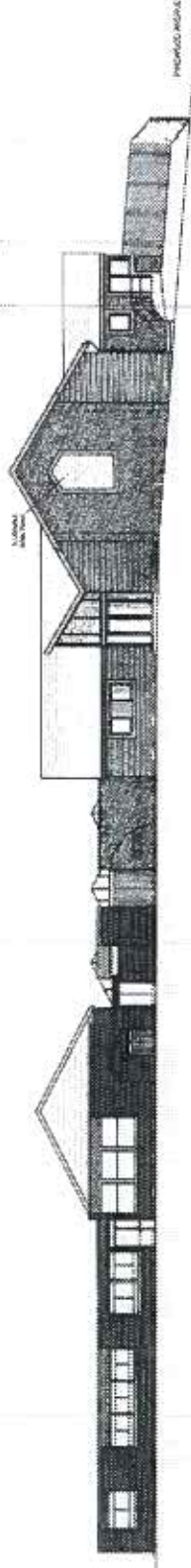
ROOF PLAN 1:200

LOCATION PLAN 1:1250

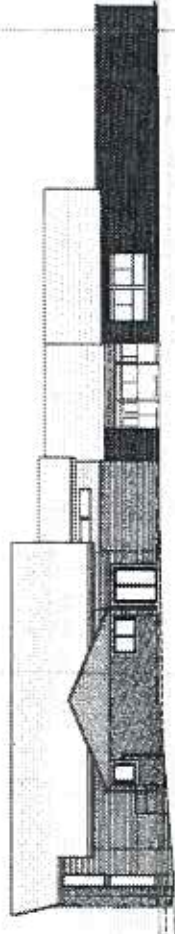
PINEWOOD AVENUE

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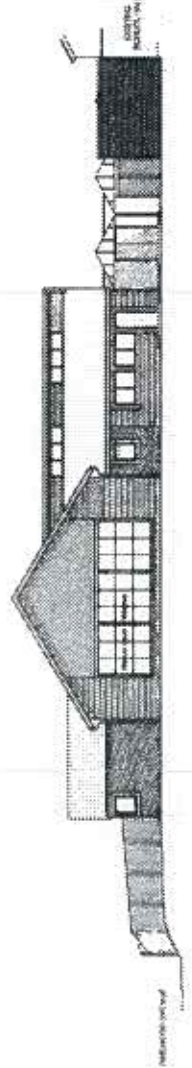
1/8" = 1'-0" (Vertical)



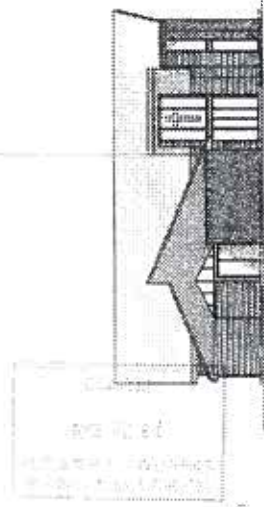
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

**0544**  
**hulmeupright**  
 ARCHITECTS  
 3140 EAST 17TH AVENUE  
 DENVER, CO 80202

Project: SHREWSBURY RC DIOCESEAN TRUSTEES  
 Location: SHREWSBURY RC DIOCESEAN TRUSTEES  
 Date: 07/20/09  
 Scale: 1/8" = 1'-0"

PROPOSED ANNEXE TO PROVIDE CHURCH, SCHOOL AND COMMUNITY FACILITIES AT ST LUKE'S PRIMARY SCHOOL, TRENCH. THE PROPOSED ELEVATIONS AT SCALE 1/8" = 1'-0"

PLANNING

JULY 2009

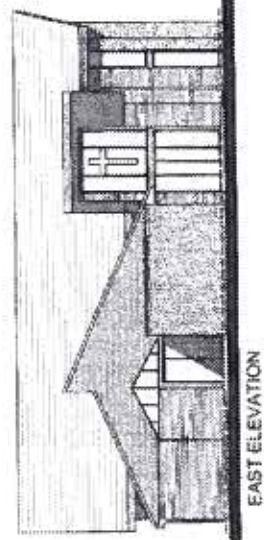
Scale: 1/8" = 1'-0"

Author: DJH

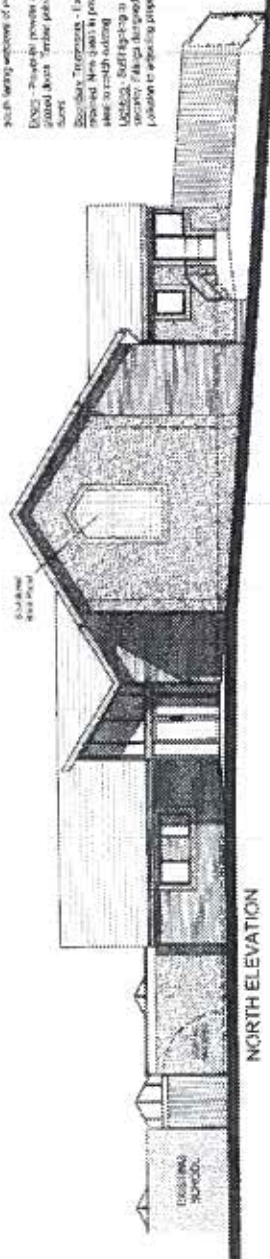
M0611 03 Planning

1. All elevations shall be drawn to scale of 1/8" = 1'-0".  
 2. All elevations shall be drawn to scale of 1/8" = 1'-0".  
 3. All elevations shall be drawn to scale of 1/8" = 1'-0".

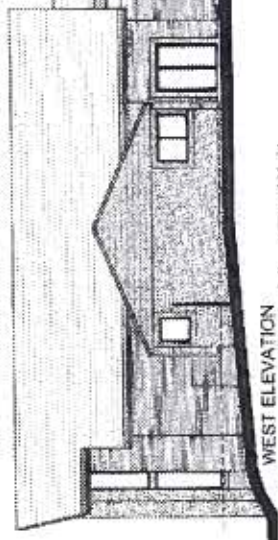
New exterior lighting on site should be permitted.  
 1. All elevations shall be drawn to scale of 1/8" = 1'-0".  
 2. All elevations shall be drawn to scale of 1/8" = 1'-0".  
 3. All elevations shall be drawn to scale of 1/8" = 1'-0".



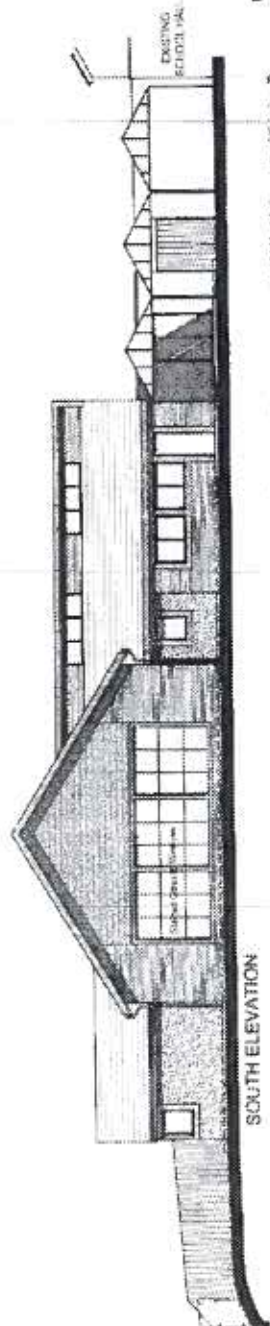
EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

RECEIVED  
 18 JUN 87

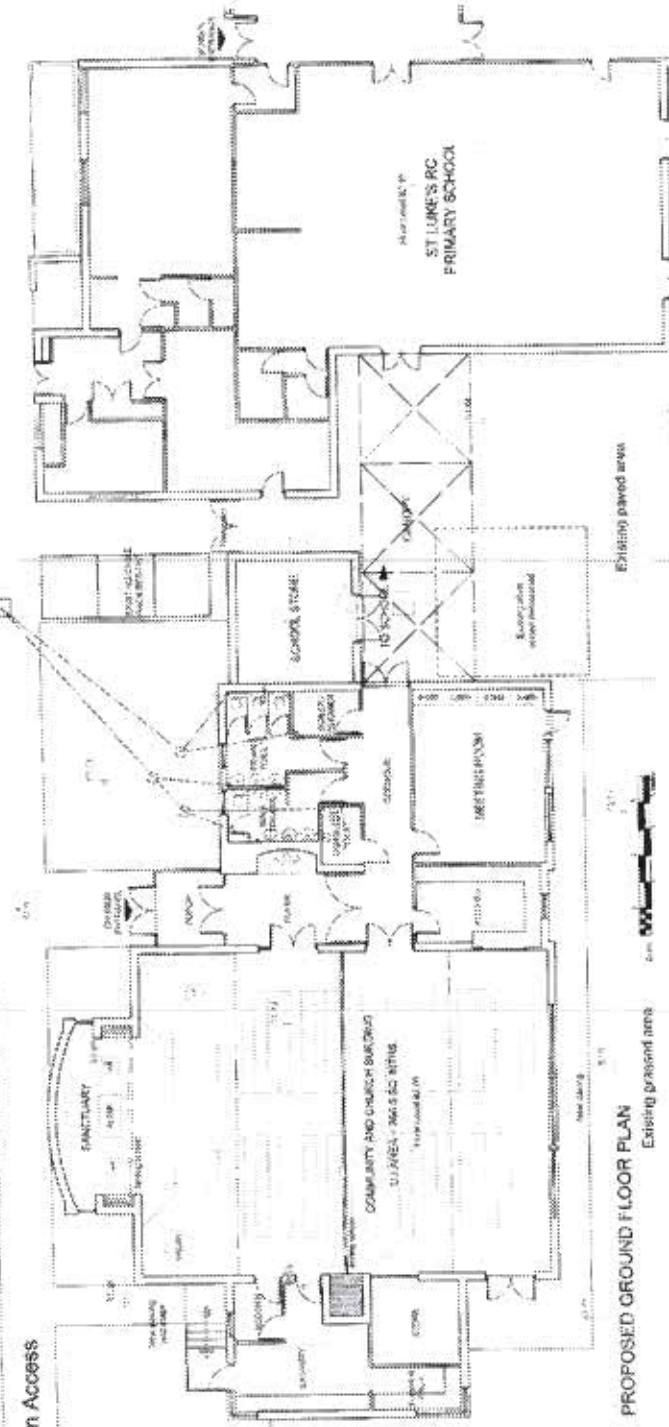


hulmeupright  
 ARCHITECTS  
 1400 14th Street  
 St. Luke's RC Primary School, Trenchard  
 St. Luke's RC Primary School, Trenchard

PROPOSED ACCESS TO PEOPLE CHURCH  
 SCHOOL AND COMMUNITY BUILDING AT  
 ST. LUKE'S RC PRIMARY SCHOOL, TRENCHARD  
 TRENCHARD PLANS AND ELEVATIONS

DATE: JUNE 87  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

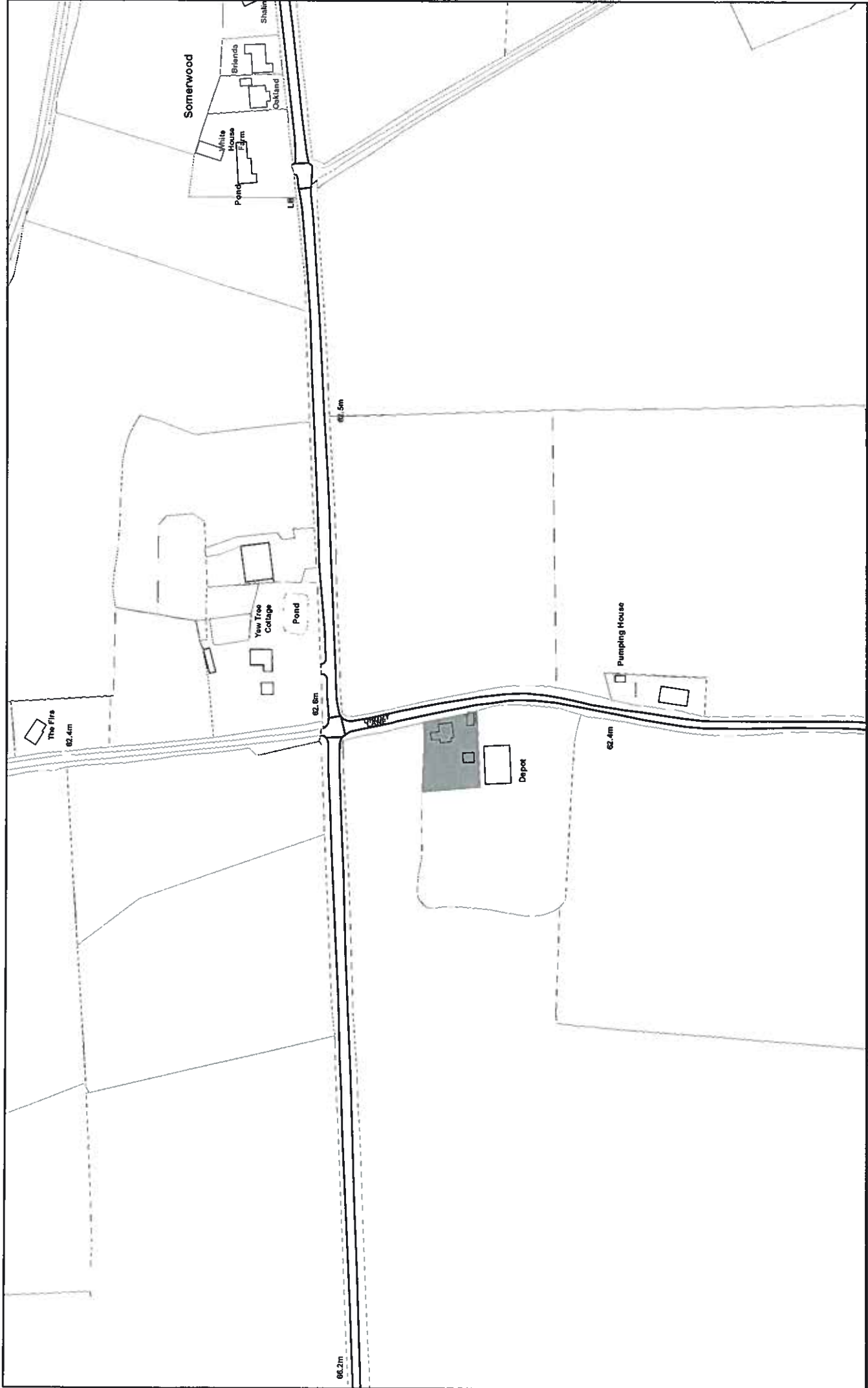
PROJECT NO: 02 Planning  
 SHEET NO: [Number]



Existing Pedestrian Access

PROPOSED GROUND FLOOR PLAN  
 Existing paved area

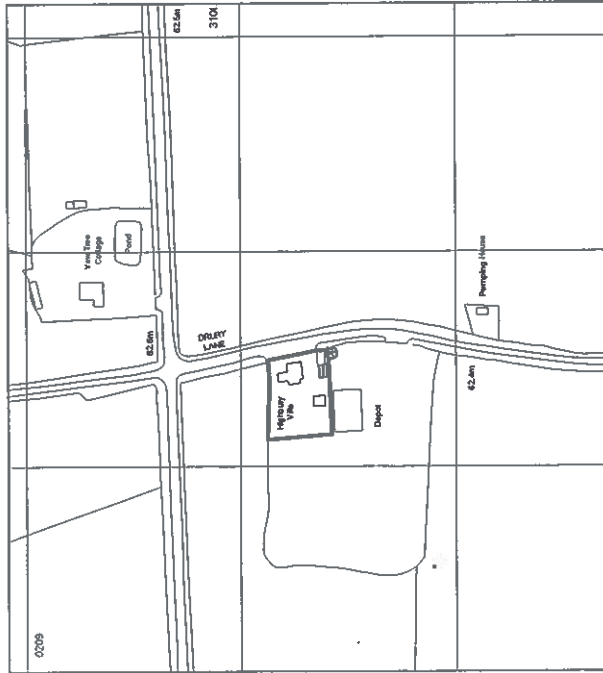
Scale: 1/8" = 1'-0"



<p>Environment &amp; Regeneration          Dairy House          PO Box 212          Telford          TF3 4LB          +44 (0)1952 380380</p>	<p><b>Address:</b> Highbury Villa, Drury Lane, Rodington</p>	<p><b>Scale:</b> W2009/0745</p>	<p><b>Proposal:</b> Erection of single storey side extension to annexe</p>
<p><b>Drawn By:</b></p>		<p><b>Date:</b></p>	
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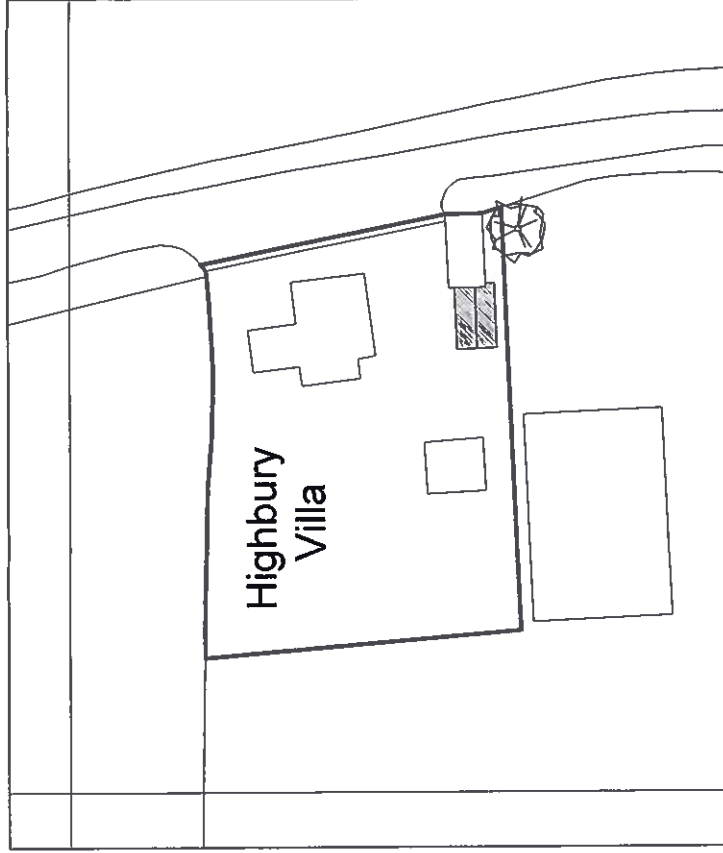
All dimensions are in mm. Do not scale. The plan has been prepared for planning and building regulations only. All dimensions should be checked on site. Copyright 2009.

Ordnance Survey<sup>®</sup>  
OS Sitemap<sup>™</sup>



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**Location Plan 1:2500**



**Block Plan 1:500**

TELFORD & WREKIN COUNCIL  
ENVIRONMENT & REGENERATION  
03 SEP 2009  
**RECEIVED**

Drawing  
**Location & Block Plan**

Title  
**Extension**

Client  
**Mr G Weinel  
Highbury Villa  
Drury Lane  
Somerwood  
Shropshire  
SY4 4RG**

**David Humphreys Limited**

Chartered surveyors

71 the mount shrewsbury sy3 8pl

www.buildingdesigner.co.uk

01743 232423

scale shown **A3**  
paper size **A3**  
drawing no. **1607/1**  
date **Jul 09**

All dimensions are in mm. Do not scale. This plan has been prepared for planning and building regulations only. All dimensions should be checked on site. Copyright 2009.



# AMENDED PLAN

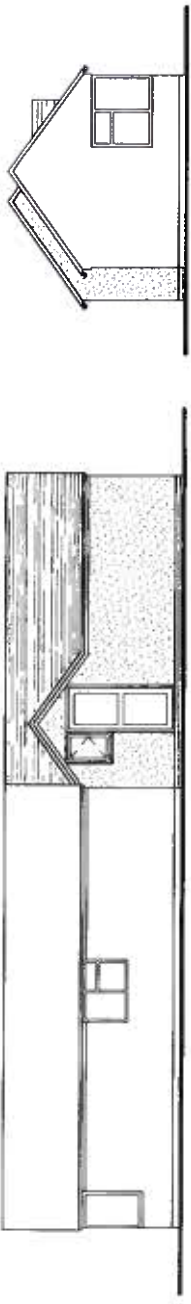
Drawing  
**Proposed**

Title  
**Extension**

Client  
**Mr G Weinel  
Highbury Villa  
Drury Lane  
Somerton  
Shropshire  
SY4 4RG**

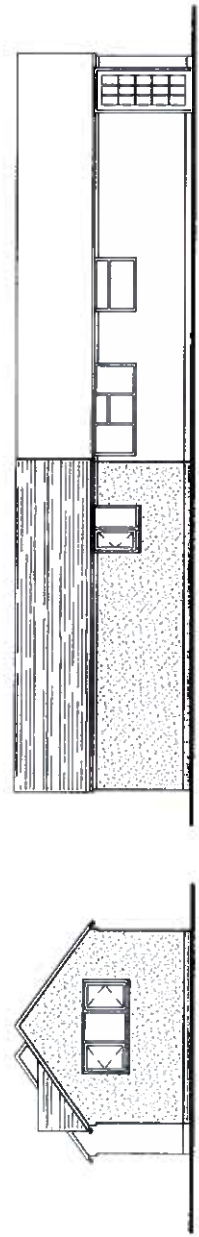
**David Humphreys Limited**  
**chartered surveyors**  
71 the mount shrewsbury sy3 8pl  
www.buildingdesigner.co.uk  
01743 232423

scale 1/100 paper size A3 drawing no. 1607/3 date Aug 09



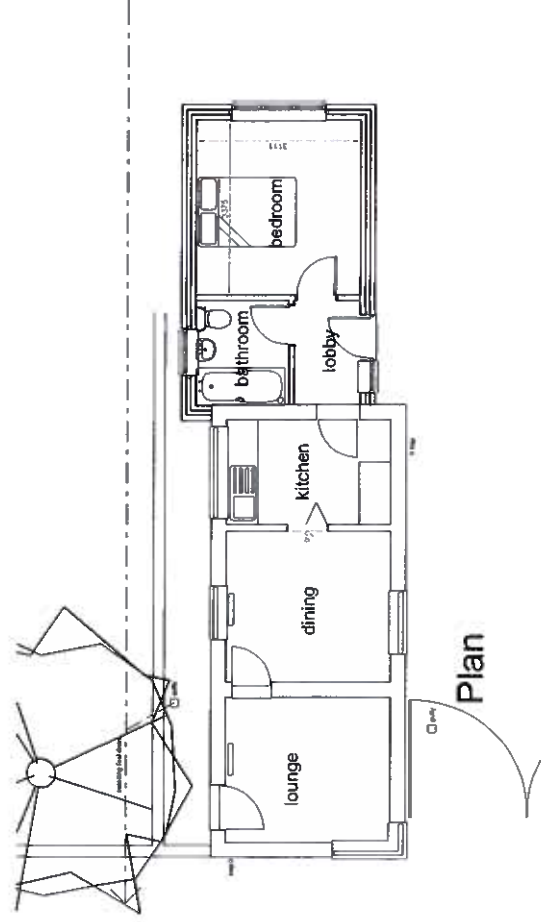
Side Elevation

Front Elevation



Rear Elevation

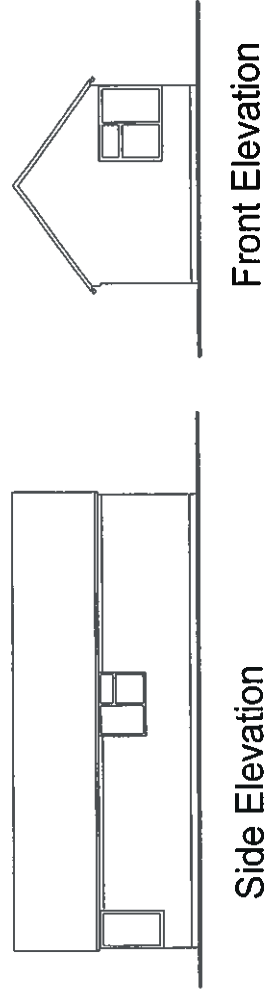
Side Elevation



Plan

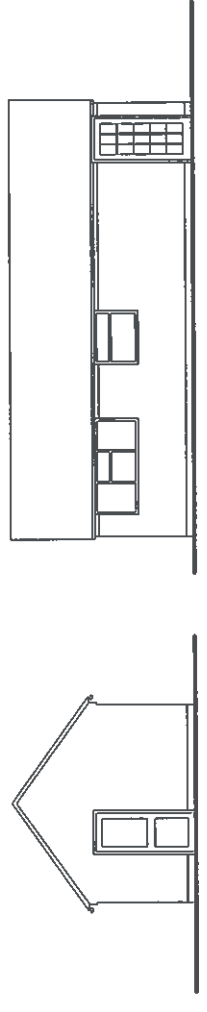
All dimensions are in mm. Do not scale. This plan has been prepared for planning and building regulations only. All dimensions should be checked on site. Copyright 2009.

TELFORD & WREKIN COUNCIL  
ENVIRONMENT & REGENERATION  
03 SEP 2009  
**RECEIVED**



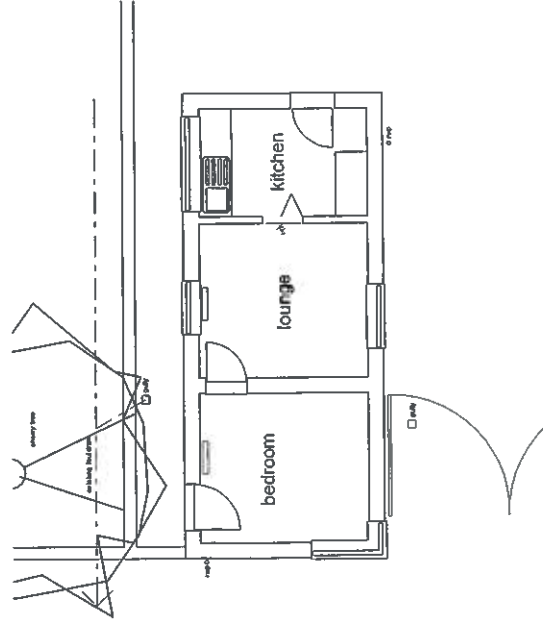
Side Elevation

Front Elevation



Rear Elevation

Side Elevation



Plan

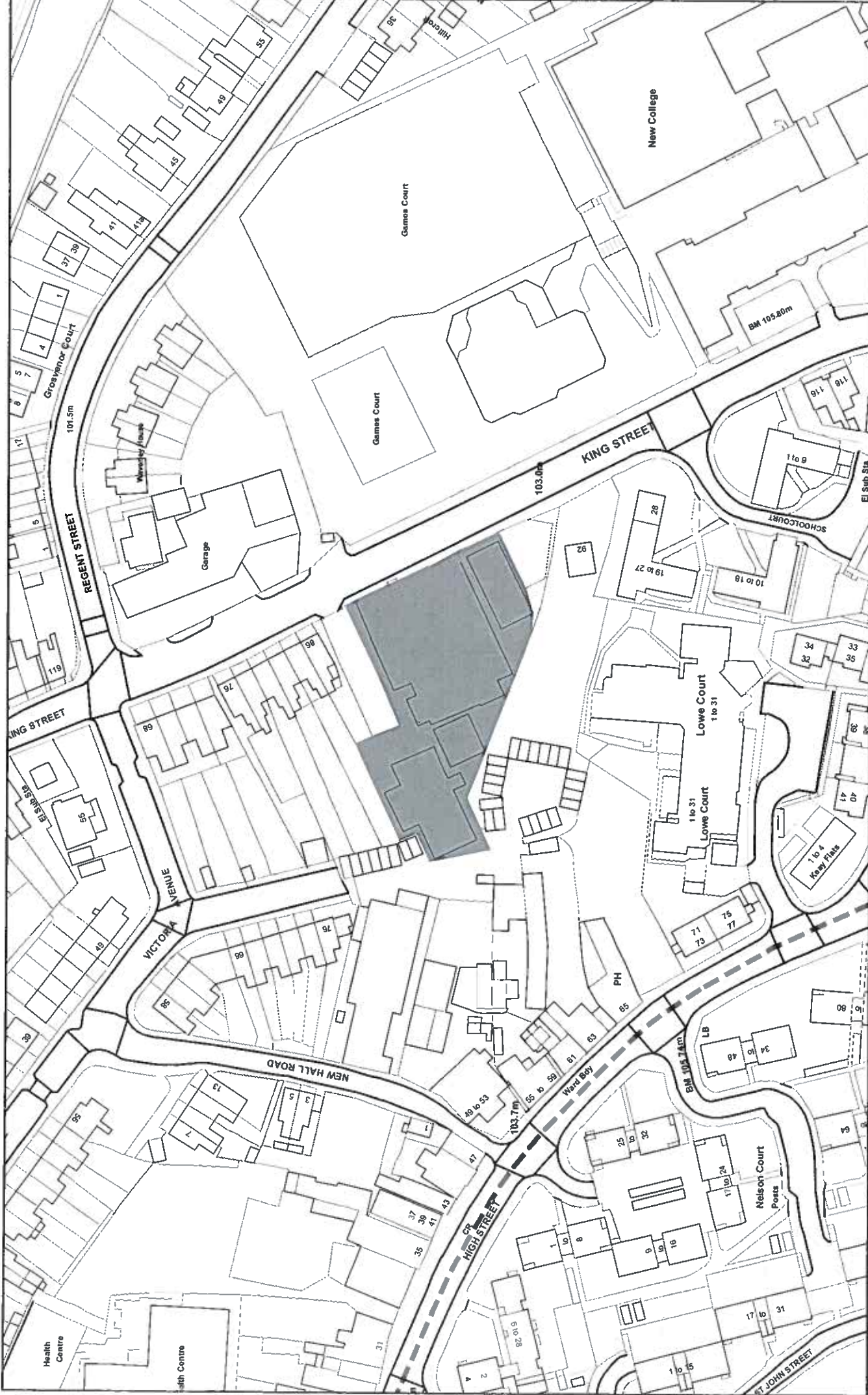
Drawing  
**Existing**

Title  
**Extension**

Client  
**Mr G Weinel  
Highbury Villa  
Drury Lane  
Somewood  
Shropshire  
SY4 4RG**

**David Humphreys Limited**  
chartered surveyors  
71 the mount shrewsbury sy3 8pl  
www.buildingdesigner.co.uk  
01743 232423

scale 1/100  
paper size A3  
drawing no. 1607/2  
date Jul 09



<p>Environment &amp; Regeneration          Derby House          PO Box 212          Telford          TF3 4LB          +44 (0)1952 380380</p>	<p>Address: <b>Old Hall Building, King Street, Wellington</b></p>	<p>Scale: <b>W2009/0768</b></p>	<p>North          N          W E          S</p>
<p>Proposed: <b>Erection of side &amp; rear extensions for use as mosque</b></p>	<p>Drawn By:</p>	<p>Date:</p>	<p>Reproduced from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office Crown Copyright. Unauthorised reproduction infringes Crown Copyright. Telford &amp; Wainman Council Licence No. 100019694 Date 2007</p>



Previous App. W2007/0667



CLIENT / PROJECT  
**SHROPSHIRE ISLAMIC FOUNDATION**

Location  
Old Hall Building  
King Street, Wellington,  
Telford TF1 1NZ

DRAWING TITLE  
**LOCATION PLAN**

Scale 0/4 Status  
1:1250 PL

Dwg No. Rev  
**01**

**CGI IMAGES**



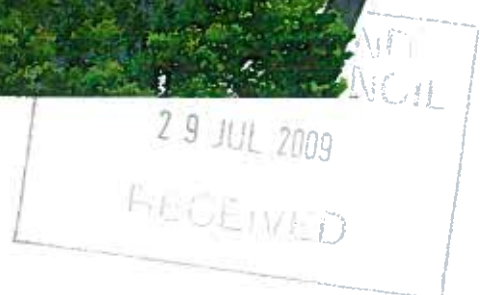
The new elements are set-back to line through with the line of the terrace cottages.

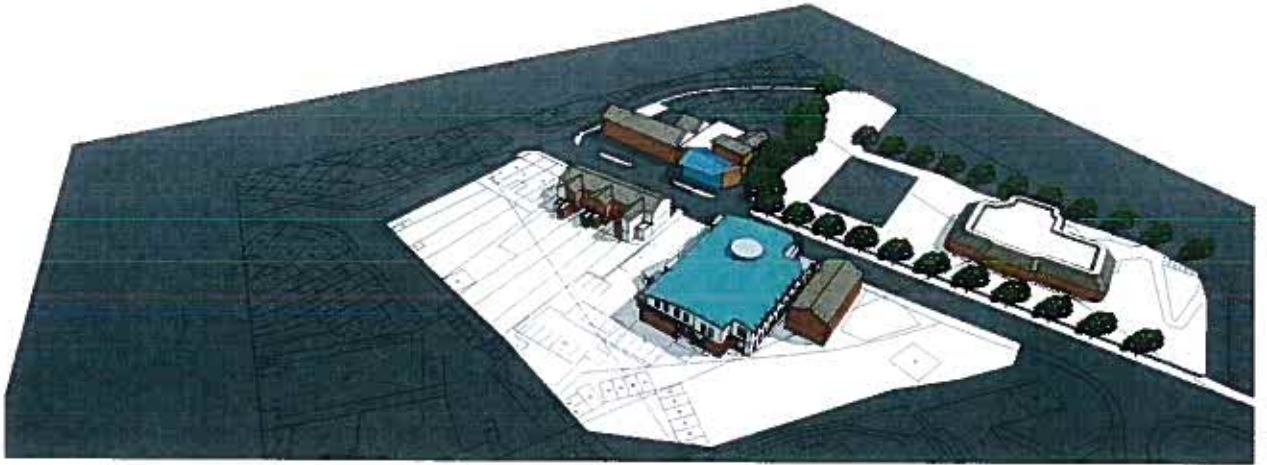


The omission of the side extension and replacement with courtyards reinforces the Old Hall's setting.



Top level view along Kings Road.

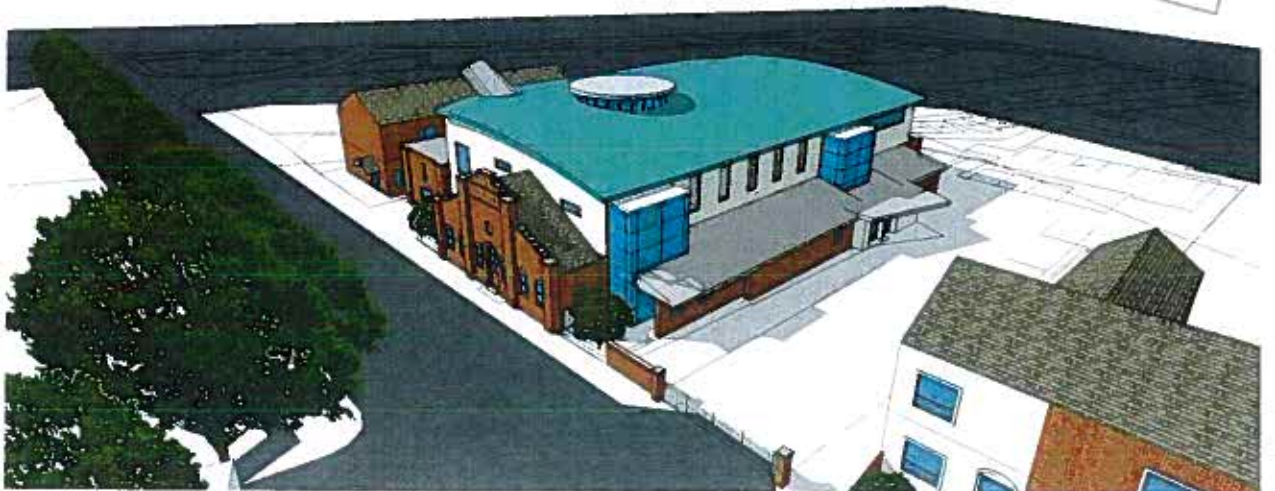




View indicating the massing from the Southwest.



View from the Northeast indicating the softened profile to the open aspect.



Top view from King Street indicating the roof profile and side feature elements.

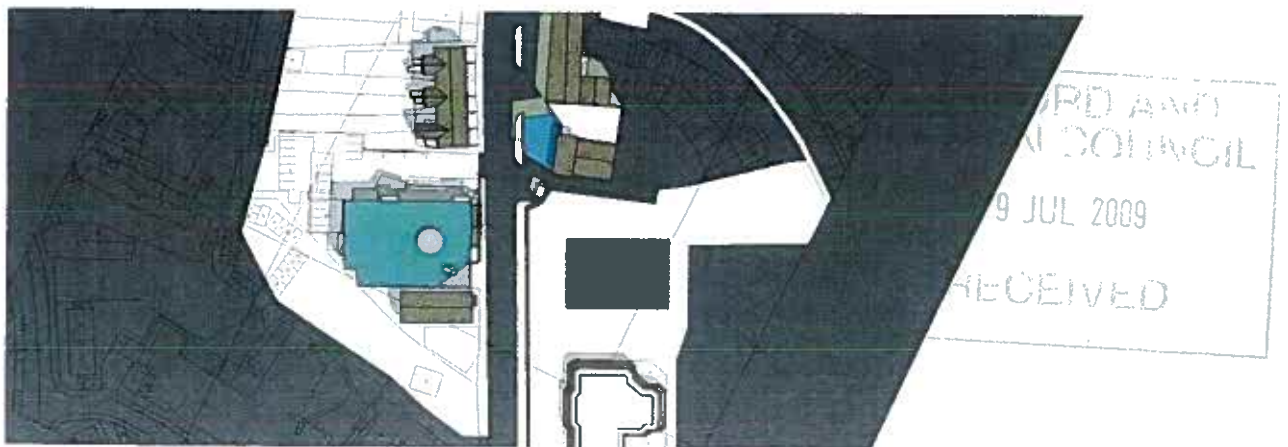
**Shropshire Islamic Foundation**  
Old Hall Building, King Street, Wellington, Telford, TF1 1NZ



Top view from the Southwest indicating the roof profile and side feature elements.



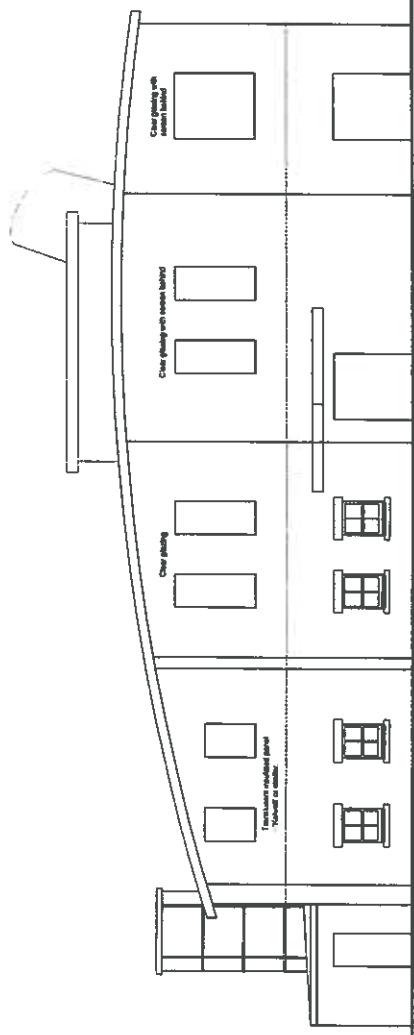
Street level view from the entrance gates.



Plan view.

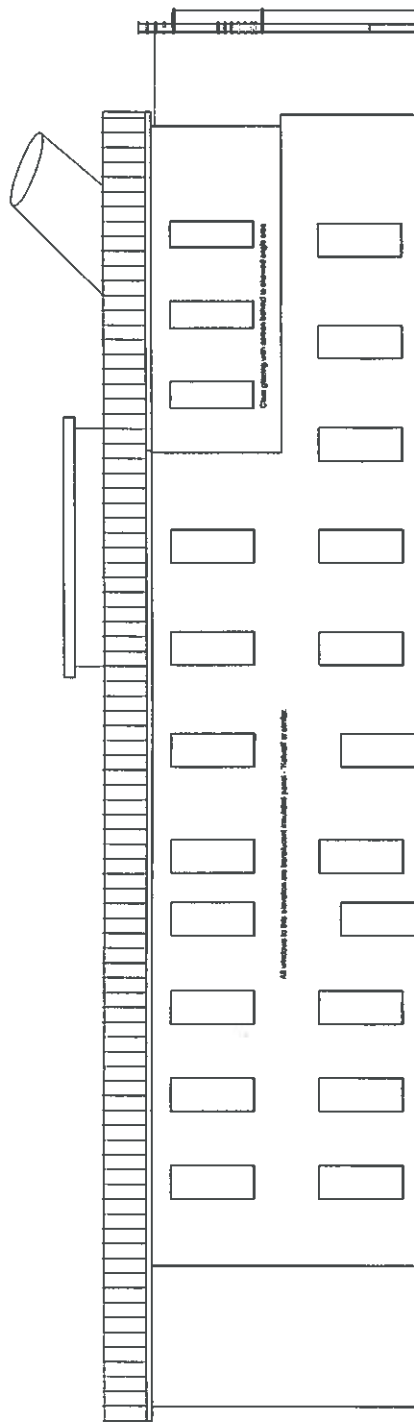
THIS DWG TO BE VIEWED WITH 3D IMAGES CONTAINED WITHIN THE DESIGN STATEMENT

**NOTES:**  
 1. All elevations are shown with 3D images contained within the design statement.  
 2. All elevations are shown with 3D images contained within the design statement.  
 3. All elevations are shown with 3D images contained within the design statement.  
 4. All elevations are shown with 3D images contained within the design statement.  
 5. All elevations are shown with 3D images contained within the design statement.  
 6. All elevations are shown with 3D images contained within the design statement.  
 7. All elevations are shown with 3D images contained within the design statement.  
 8. All elevations are shown with 3D images contained within the design statement.  
 9. All elevations are shown with 3D images contained within the design statement.  
 10. All elevations are shown with 3D images contained within the design statement.



PROPOSED REAR ELEVATION

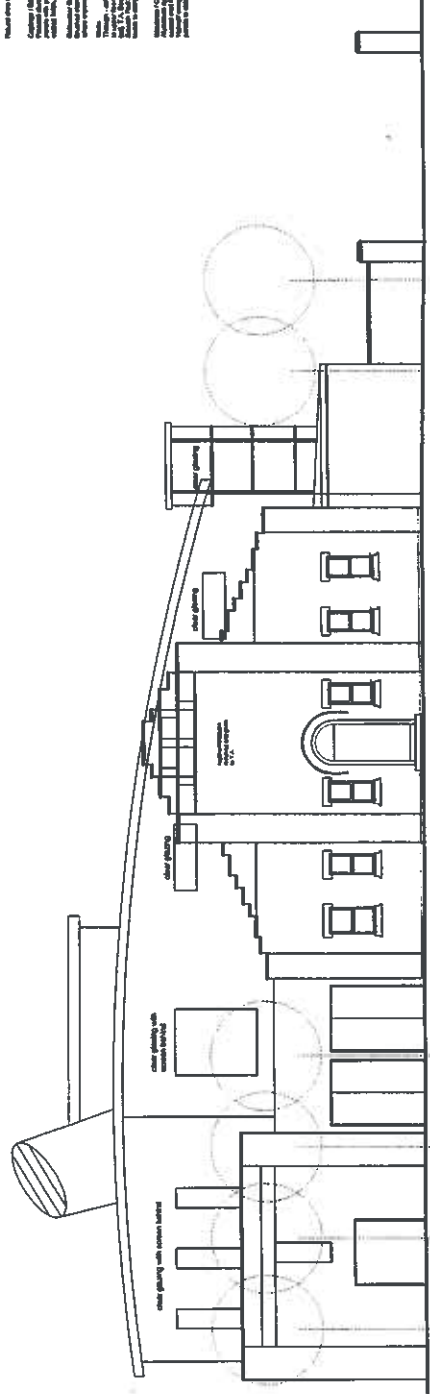
29 JUL 2008  
 RECEIVED



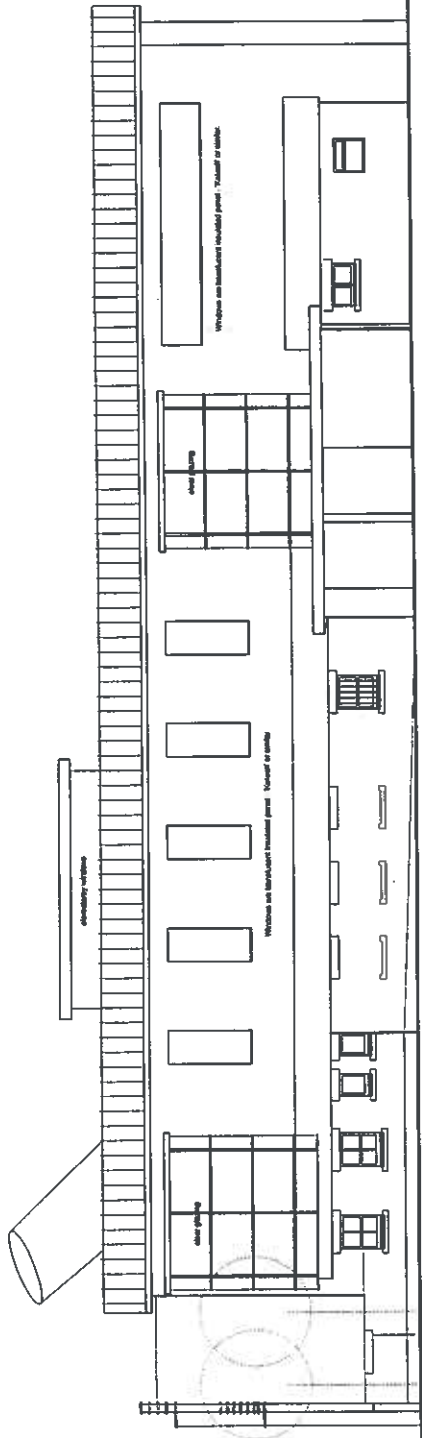
PROPOSED SIDE ELEVATION  
 Adjacent T.A. Base

THIS DWG TO BE VIEWED WITH 3D IMAGES CONTAINED WITHIN THE DESIGN STATEMENT

NOTES:  
 1. All elevations are shown in black lines on a white background.  
 2. All elevations are shown in black lines on a white background.  
 3. All elevations are shown in black lines on a white background.  
 4. All elevations are shown in black lines on a white background.  
 5. All elevations are shown in black lines on a white background.  
 6. All elevations are shown in black lines on a white background.  
 7. All elevations are shown in black lines on a white background.  
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 9. All elevations are shown in black lines on a white background.  
 10. All elevations are shown in black lines on a white background.



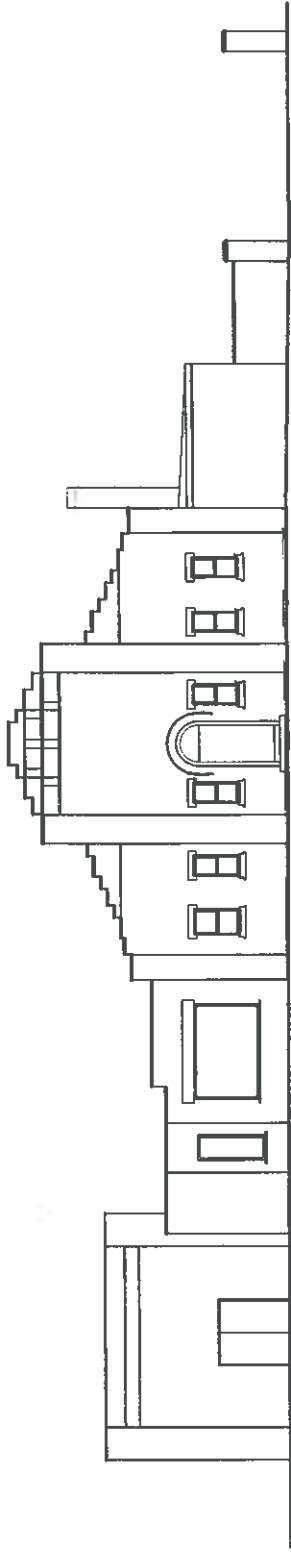
PROPOSED FRONT ELEVATION  
 on King Street



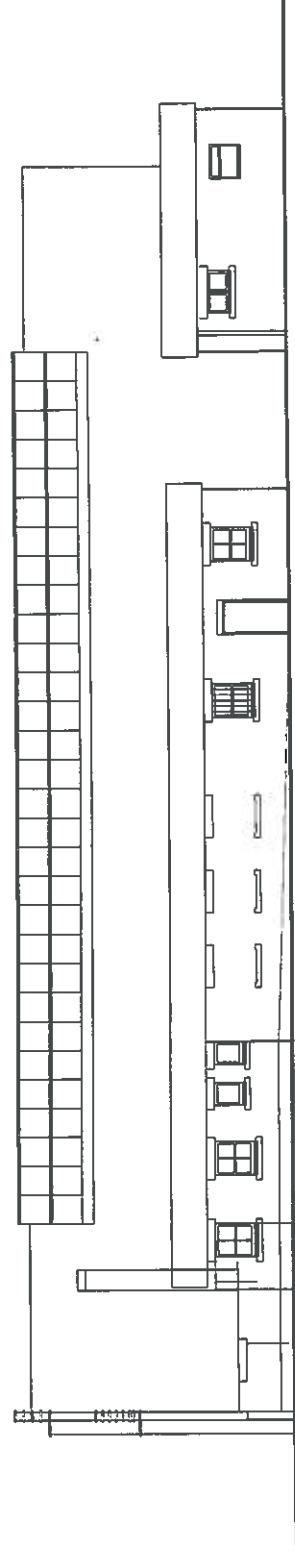
PROPOSED SIDE ELEVATION

29 JUL 2007  
 10:00 AM  
 10000

29 JUL 2003  
WELLINGTON



EXISTING FRONT ELEVATION  
on King Street



EXISTING SIDE ELEVATION



WARRIINGEE COUNCIL  
29 JUL 2009  
ARCHITECT

A. Various products selected  
see spec for details

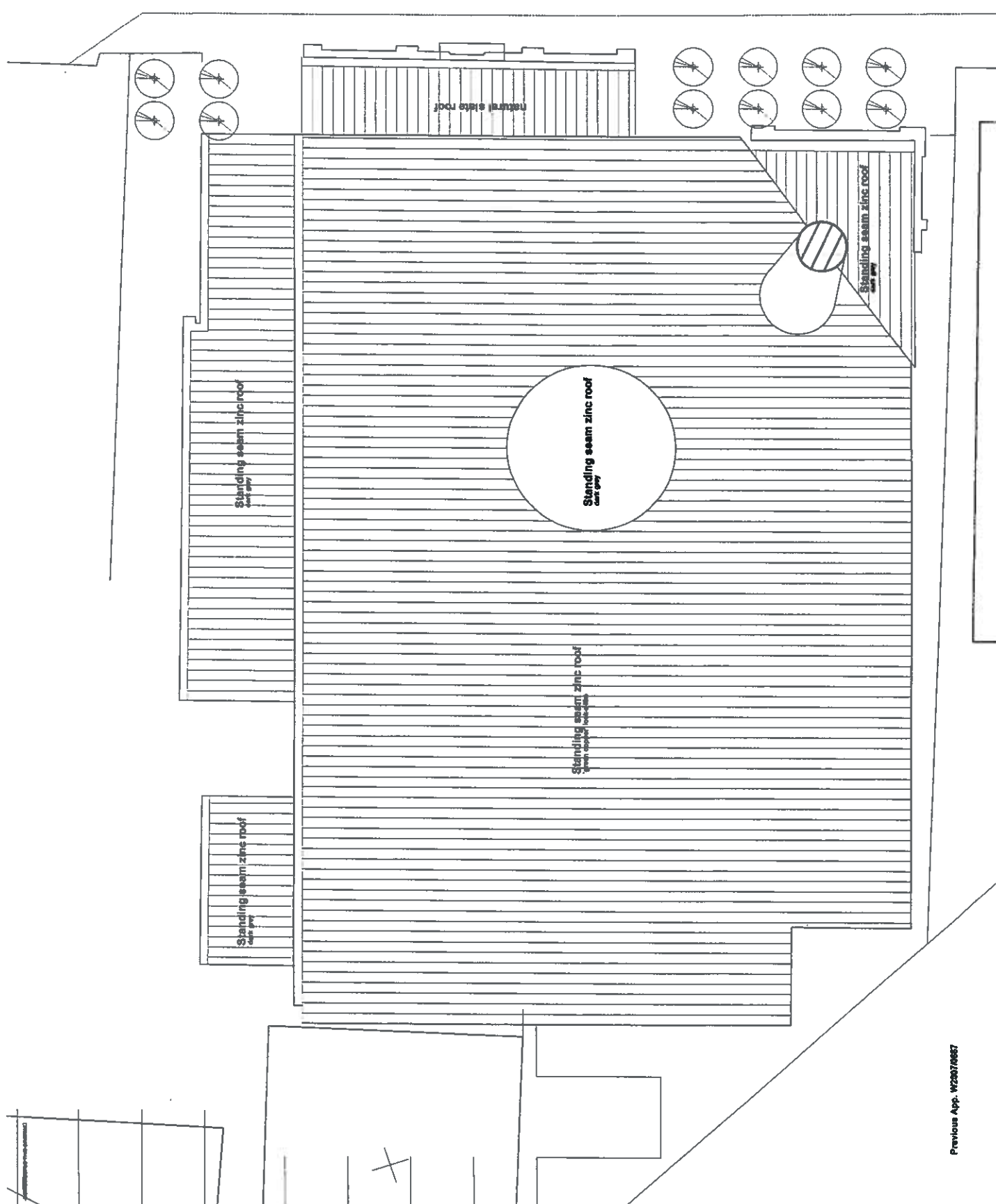
CLIENT / PROJECT  
BIRROPHINE ISLANDIC  
FOUNDATION

Location  
1111 St. Johns, Melbourne,  
Victoria 3000, Australia

DATE  
29 JUL 2009

PROJECT TITLE  
PROPOSED  
ROOF PLAN  
(Phase 2)

Scale: 1:100  
Date: 29 Jul 2009  
Sheet: 87  
Rev: A









- FOUNDATION BASES**
- A 3000mm X 3000mm X 1400mm deep
  - B 2000mm x 2000mm x 1000mm deep
  - C 1250mm x 1250mm x 500mm deep
- Strip footings to be 600mm x 400mm deep or 800mm deep as requested by BCO

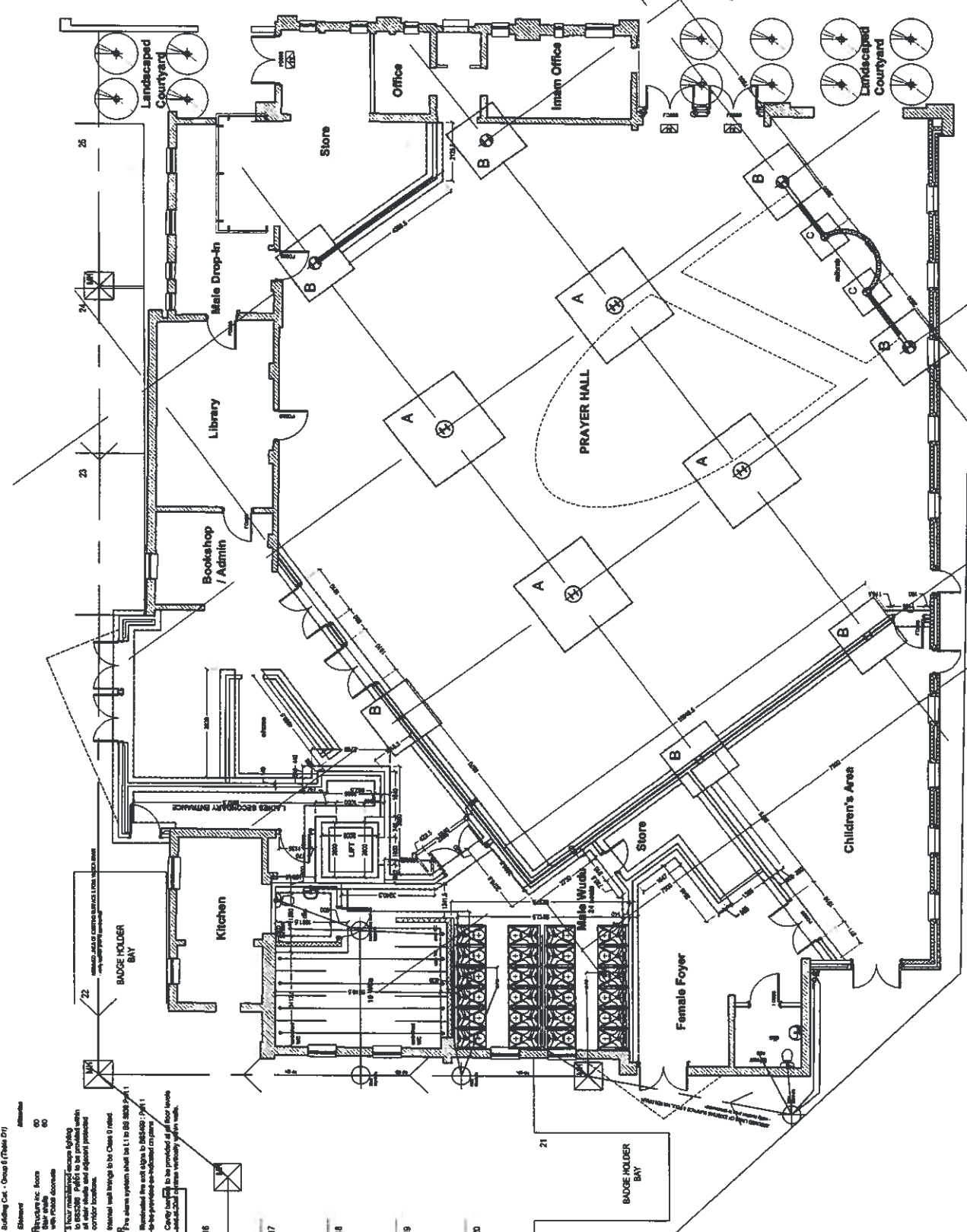
- COLUMNS**
- Main Columns  
254 x 254 x 7kg UC9
  - Secondary Columns  
157 x 157 x 4kg UC5

- C Heavy quality concrete
- B Non-reinforced concrete
- A Reinforced concrete

CLIENT / ANALYST  
 THE UNIVERSITY OF MELBOURNE  
 FOUNDATION  
 100 Market Street  
 Melbourne, VIC 3000  
 Telephone: 9246 1111

DRAWING TITLE  
**PROPOSED GROUND FLOOR  
 FOUNDATION,  
 DAMAGE AND  
 STRUCTURE PLAN  
 (Phase 1)**

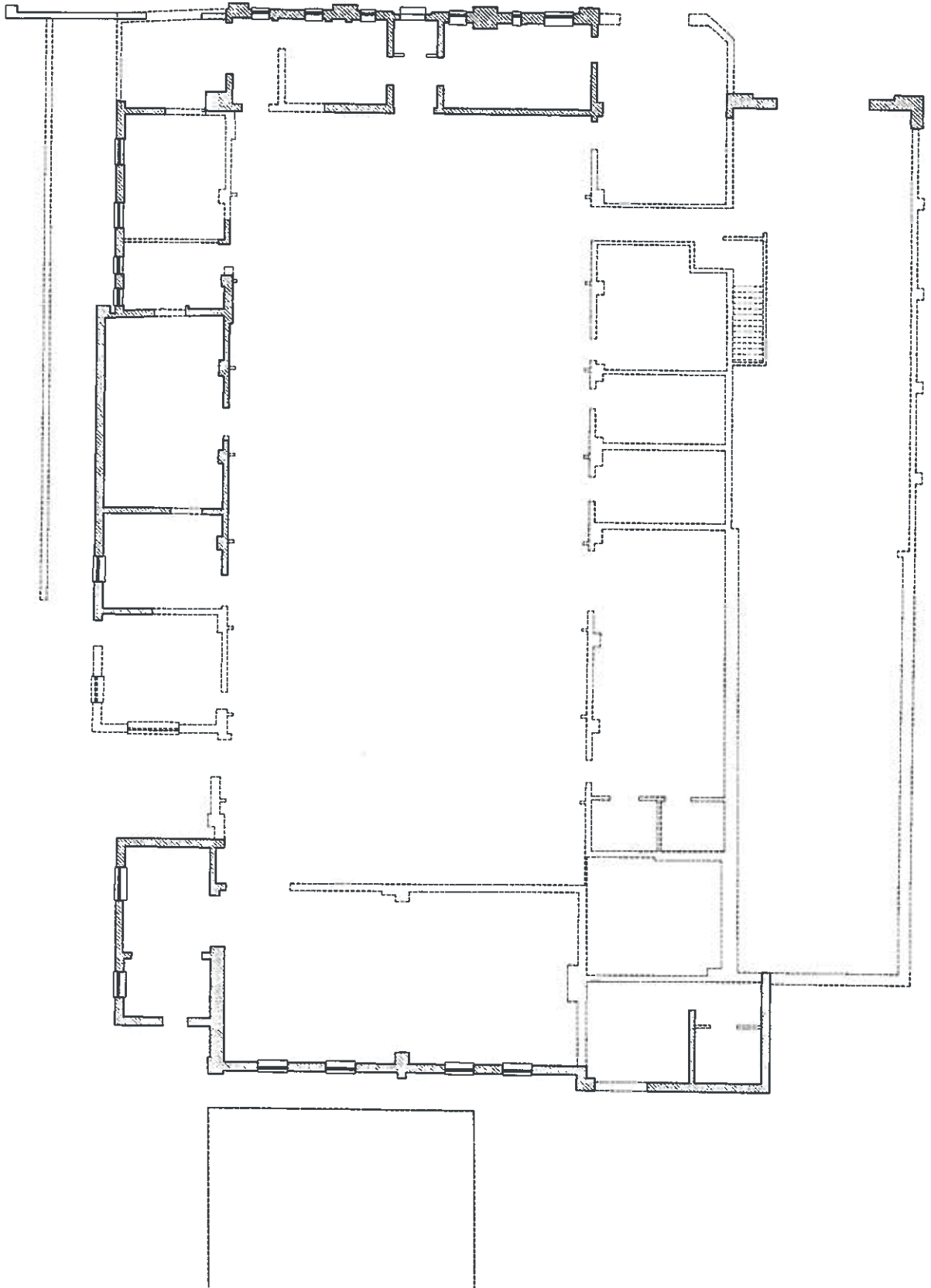
Scale: 1:100  
 Date: 04/04/04  
 Drawn: C



- 16
  - 17
  - 18
  - 19
  - 20
  - 21
  - 22
  - 23
  - 24
  - 25
1. Four recessed ceiling lights to be provided with 1000mm x 1000mm diffusers in the corridor locations.
2. Two recessed ceiling lights to be provided in the Kitchen.
3. Two recessed ceiling lights to be provided in the Children's Area.
4. Two recessed ceiling lights to be provided in the Female Foyer.
5. Two recessed ceiling lights to be provided in the Imam Office.
6. Two recessed ceiling lights to be provided in the Office.
7. Two recessed ceiling lights to be provided in the Library.
8. Two recessed ceiling lights to be provided in the Bookshop / Admin.
9. Two recessed ceiling lights to be provided in the Kitchen.
10. Two recessed ceiling lights to be provided in the Female Foyer.
11. Two recessed ceiling lights to be provided in the Children's Area.
12. Two recessed ceiling lights to be provided in the Imam Office.
13. Two recessed ceiling lights to be provided in the Office.
14. Two recessed ceiling lights to be provided in the Library.
15. Two recessed ceiling lights to be provided in the Bookshop / Admin.

WATKINS & PARTNERS  
29 JUL 2003  
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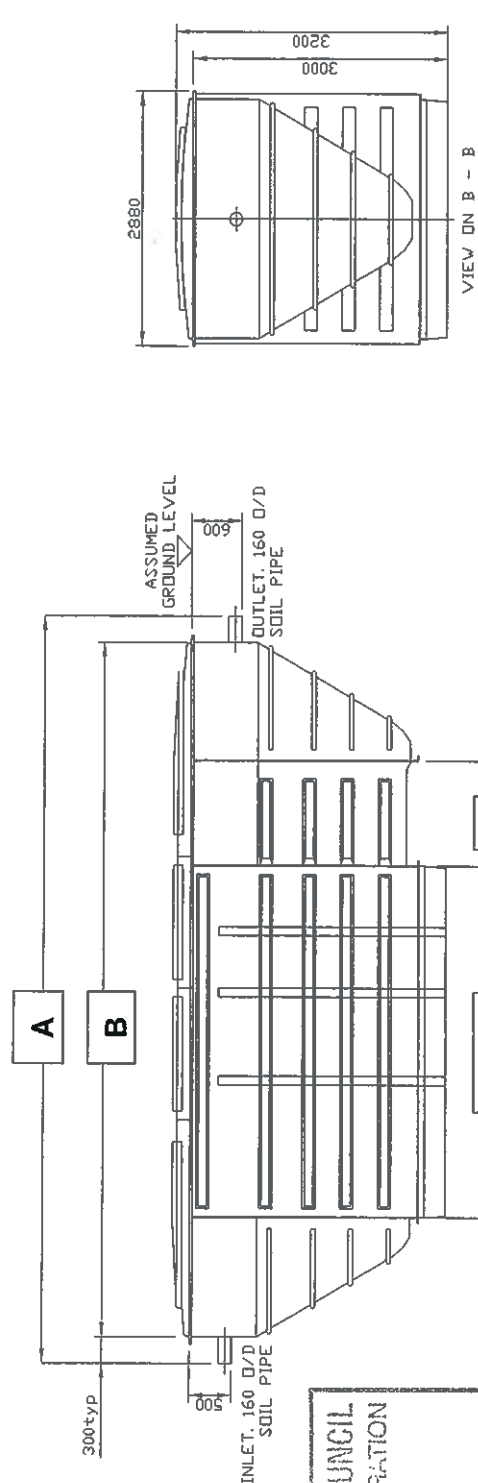
RETAINED FABRIC - HATCHED  
DEMOLISHED FABRIC - DASHED



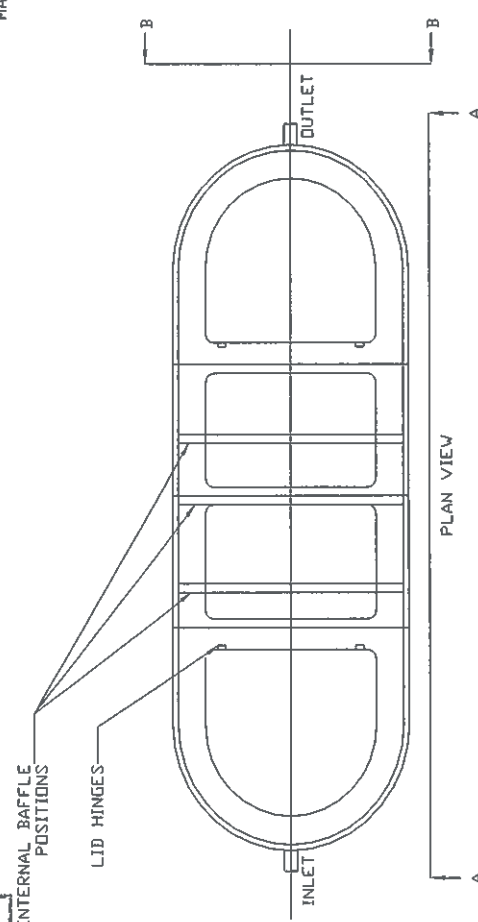




DRAWING NUMBER: IF IN DOUBT, ASK DO NOT SCALE



FOR REFERENCE ONLY THE LID ARRANGEMENT SHOWN MAY NOT REPRESENT THE FINISHED PRODUCT MANUALLY ENTERED DIMS ARE NOT TO SCALE



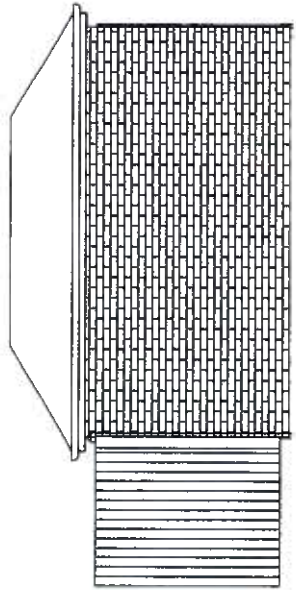
- Dimension A: 7600 mm
- Dimension B: 7000 mm
- Dimension C: 4100 mm
- Dimension D: 200 mm

Telford & Wrekin Council  
 Environment & Regeneration  
 03 SEP 2009  
**RECEIVED**

Client: Dogs Trust Roden  
 Title: Replacement Sewage Treatment Plant  
 Model No. HP 17024020 F

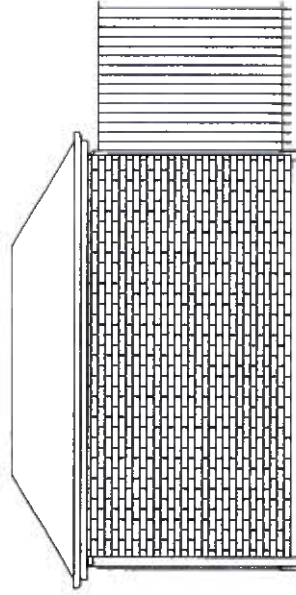
SCALE	N.T.S.	DIMS IN	mm	PAPER SIZE	A4
TOLERANCES	+/- 10mm				
MATERIAL	GRP				
FINISH	INTERNAL: BLUE 16 C 33 TO BS4800 DK GREEN 14 C 39 TO BS4800				

<p>WPL LIMITED          1 &amp; 2 ASTON ROAD          WATERLOOVILLE          HAMPSHIRE          PO7 7UX          TEL: (02392) 242600          FAX: (02392) 242624          e-mail: <a href="mailto:engineering@wpl-limited.co.uk">engineering@wpl-limited.co.uk</a>  <small>© This drawing is the copyright of WPL Ltd</small></p>				
DESIGN	ISSUE	DATE	CHANGE	INITIAL
CHECKED				
DRAWN				



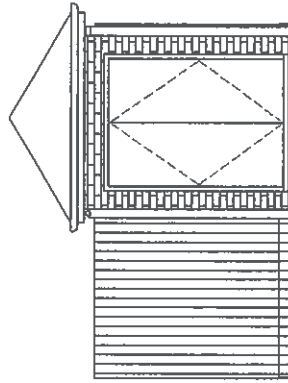
**North Elevation**

1 : 50



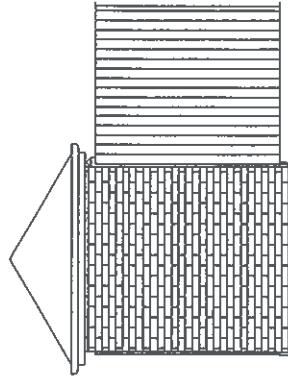
**South Elevation**

1 : 50



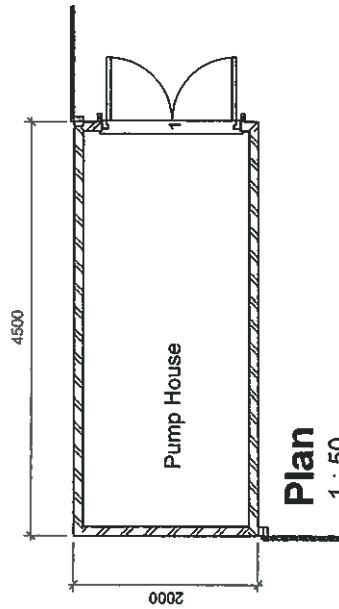
**East Elevation**

1 : 50



**West Elevation**

1 : 50



**Plan**

1 : 50

TELFORD & WREKIN COUNCIL  
ENVIRONMENT & REGENERATION  
03 SEP 2009  
RECEIVED



**Napier and Company**

Chartered Building Surveyors

4 Villa Cottage, Ministerley Road, Pontesbury,  
Shrewsbury SY5 0QJ  
Tel/Fax: 01743 792789

Email: [surveyors@napierandco.org.uk](mailto:surveyors@napierandco.org.uk)

Project Title: Redevelopment of Dogs Trust Rehoming Centre, Roden

Drawing Title: Pump House as Existing

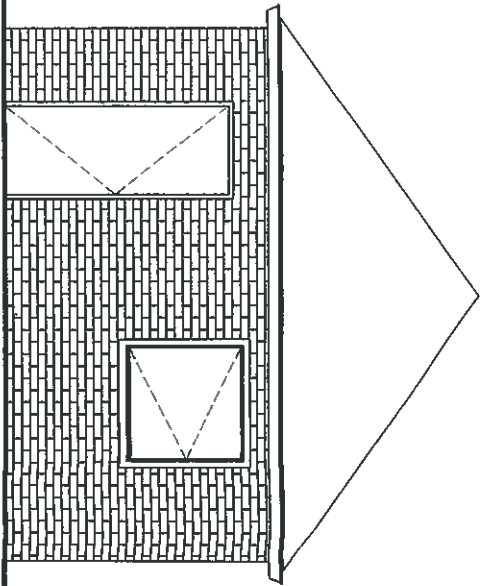
Date: 29-08-09

Scale: 1 : 50

Drawing No: 08-293-PH-1

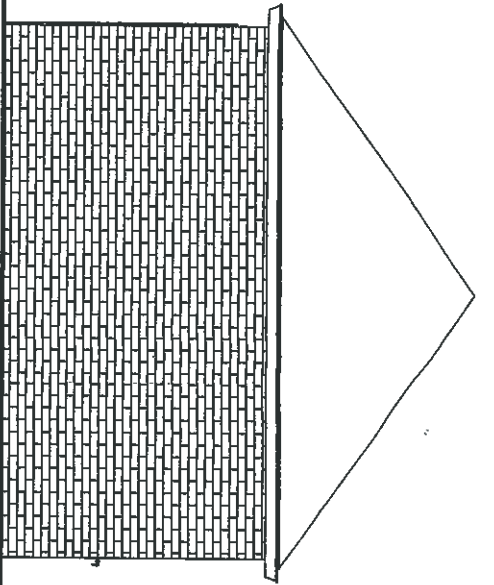
Rev:	Date:	Description:





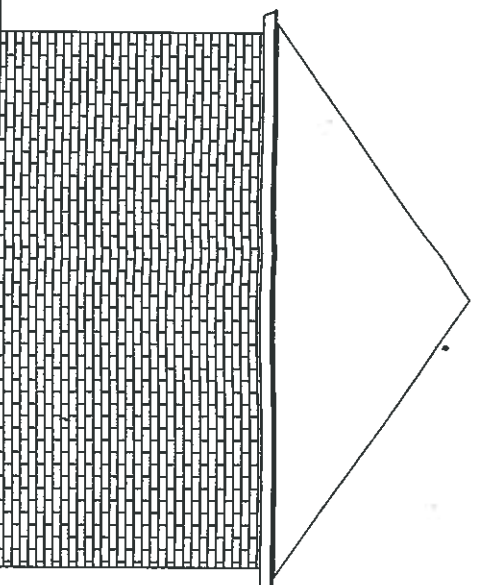
**East Elevation**

1 : 50



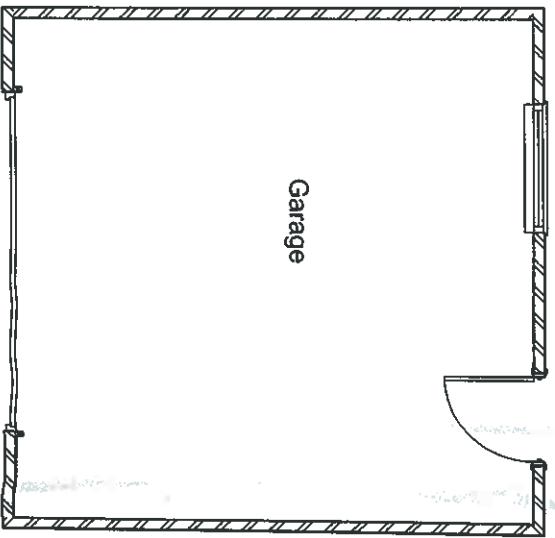
**North Elevation**

1 : 50



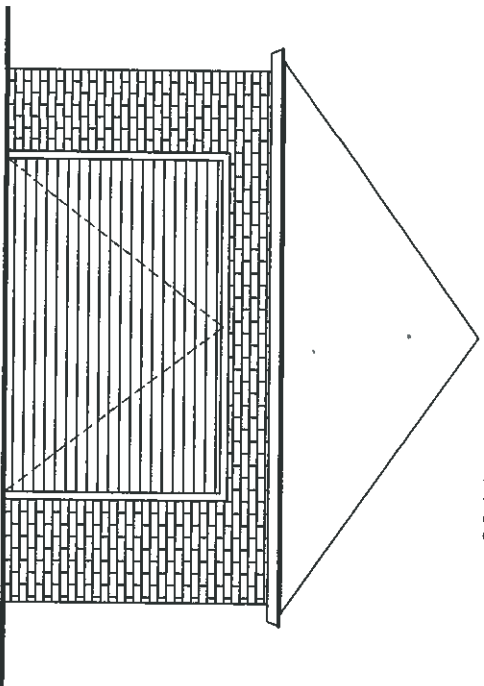
**South Elevation**

1 : 50



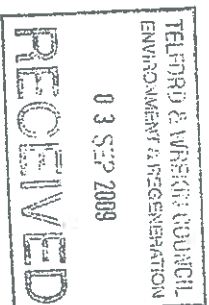
**Ground Floor Plan**

1 : 50



**West Elevation**

1 : 50



Rev:	Date:	Revisions	Description:



**Napier and Company**

Chartered Building Surveyors

4 Villa Cottage, Minsterley Road, Pontesbury,

Shrewsbury, SY5 0OJ

Tel/Fax: 01743 792789

Email: [surveyors@napierandco.org.uk](mailto:surveyors@napierandco.org.uk)

Project Title:

Redevelopment of Dogs Trust Rehoming Centre, Roden, Shropshire

Drawing Title:

Existing Garage

Date:

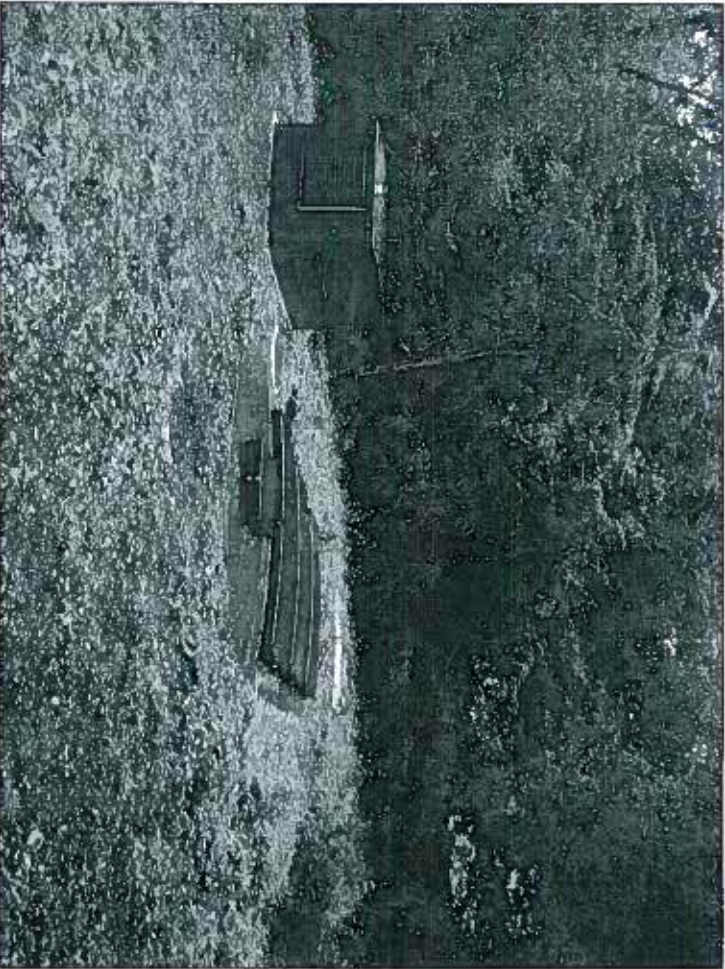
31.8.09

Scale:

1 : 50

Drawing No.:

08-293-G-1



Typical Layout of Sewage Treatment Plant as Proposed



View of Sewage Treatment Plant as Existing

TELFORD & WIREKIN CONSULTANTS  
 ENVIRONMENTAL REGENERATION  
 03 SEP 2009  
 RECEIVED

Rev:	Date:	Description:
		Revisions



**Napier and Company**

Chartered Building Surveyors

4 Villa Cottage, Ministerley Road, Pontesbury,  
 Shrewsbury SY5 0QJ

Tel/Fax: 01743 792789  
 Email: [surveyors@napierandco.org.uk](mailto:surveyors@napierandco.org.uk)

Project Title:

Redevelopment of Dogs Trust Rehoming Centre, Roden, Shropshire

Drawing Title:

Photos of Proposed and Existing Sewage Treatment Plants

Date:

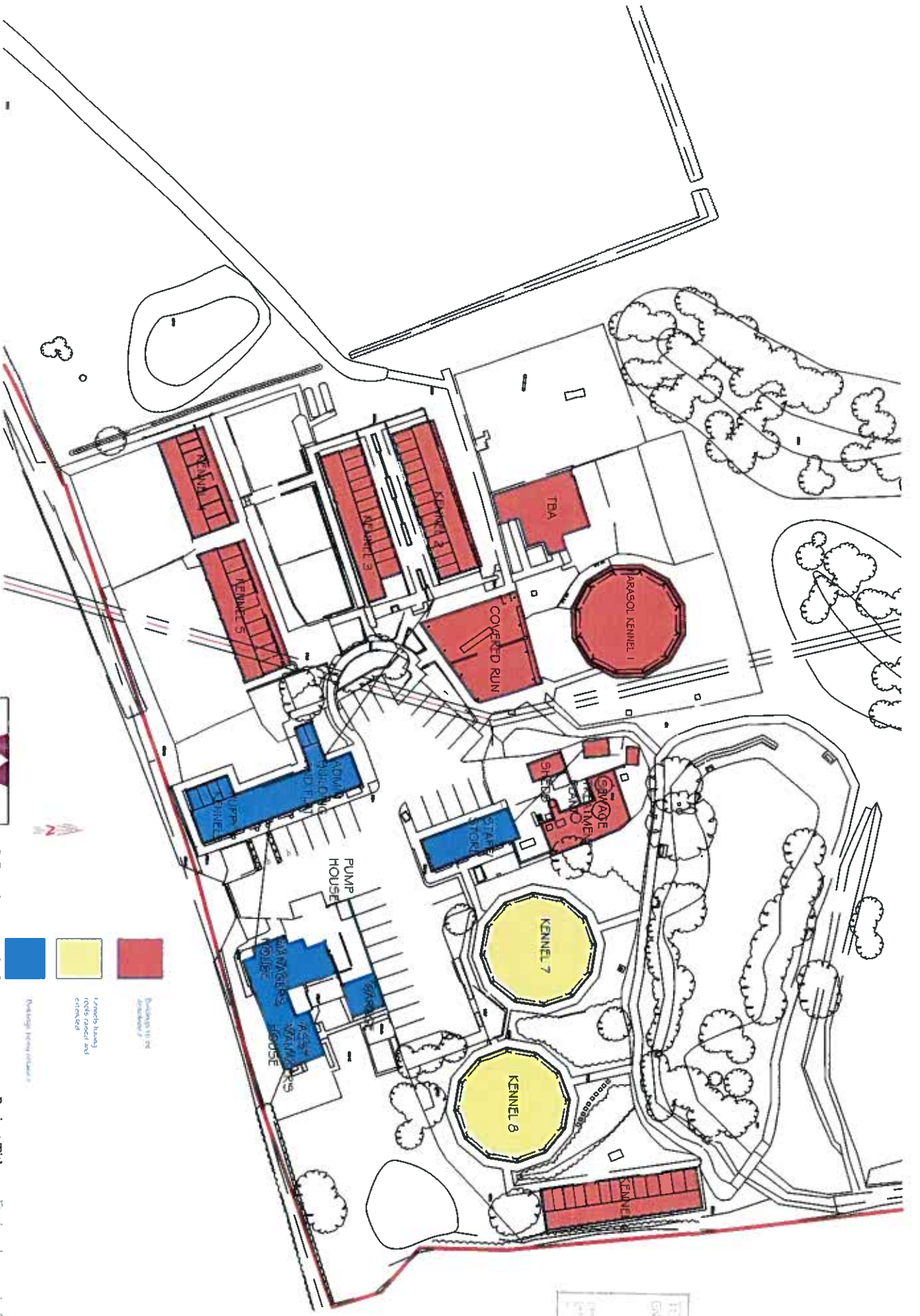
1-9-09

Scale:

NTS

Drawing No:

08293-Ext-9



A 16.9.09 Sheet size reduced; shading changed to block colours; title changed from Site Plan to Block Plan

Rev:	Date:	Description:
		Revisions



**Napier and Company**  
 Chartered Building Surveyors  
 4 Villa Cottage, Minsterley Road, Pontesbury,  
 Shrewsbury, SY5 0QJ  
 Tel/Fax: 01743 792789  
 Email: surveyors@napierandco.org.uk



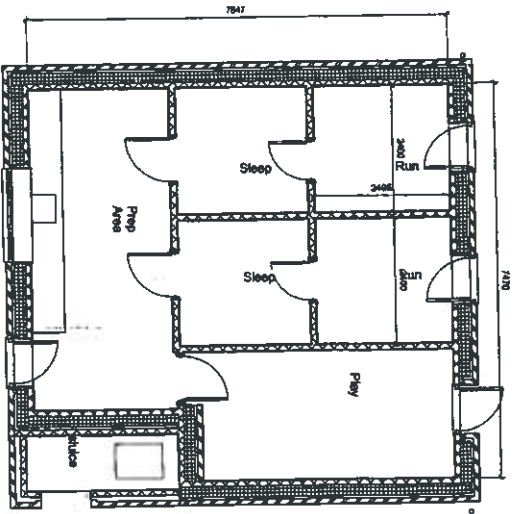
**Project Title:** Redevelopment of Dogs Trust Retraining Centre, Roden, Shropshire

**Drawing Title:** Block Plan Showing Existing Buildings

**Date:** 16-09-09

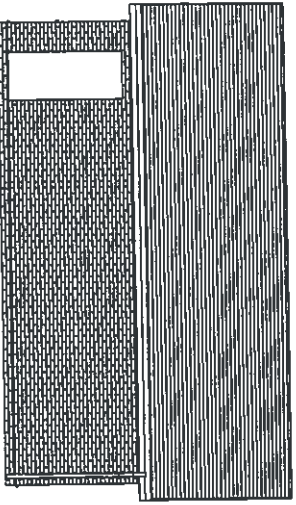
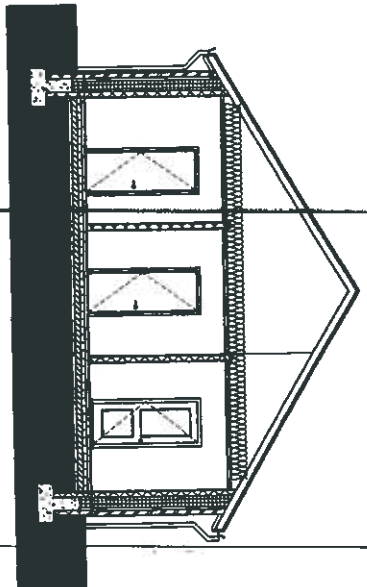
**Drawing No:** 08293-Ext-6 A

REVISIONS  
 18 SEP 2009

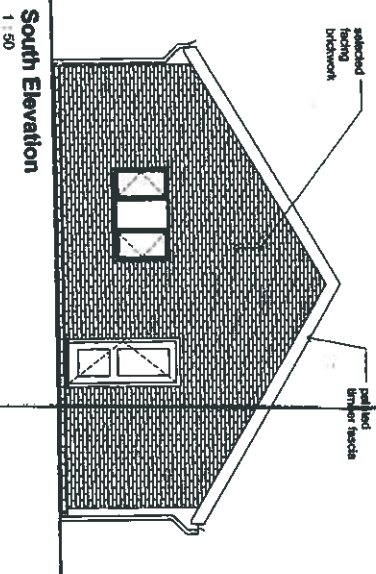


Ground Floor Plan  
1 : 50

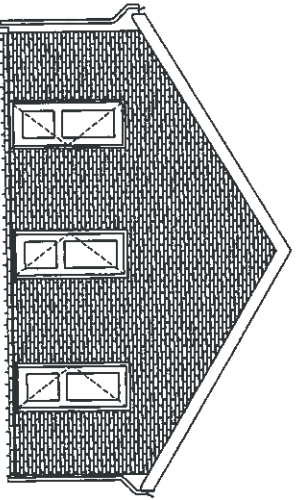
Section 2  
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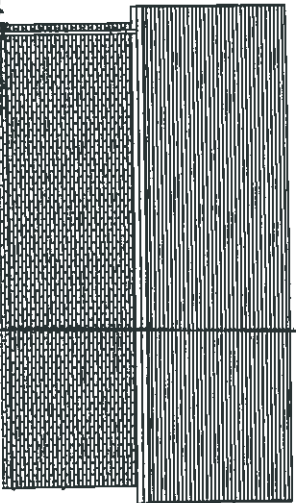
East Elevation  
1 : 50



South Elevation  
1 : 50



North Elevation  
1 : 50



West Elevation  
1 : 50

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20 APR 2009  
TALYHOFF & WRIGHTS CONSULTANTS  
ENVIRONMENT & INFRASTRUCTURE

Rev	Date	Description

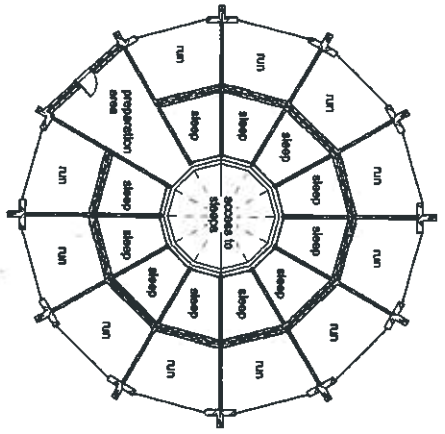


**Napier and Company**  
RICA Building, Clarendon Road  
Chartered Building Surveyors  
17th Floor, 17th Floor, 17th Floor  
17th Floor, 17th Floor, 17th Floor  
www.napierandcompany.com

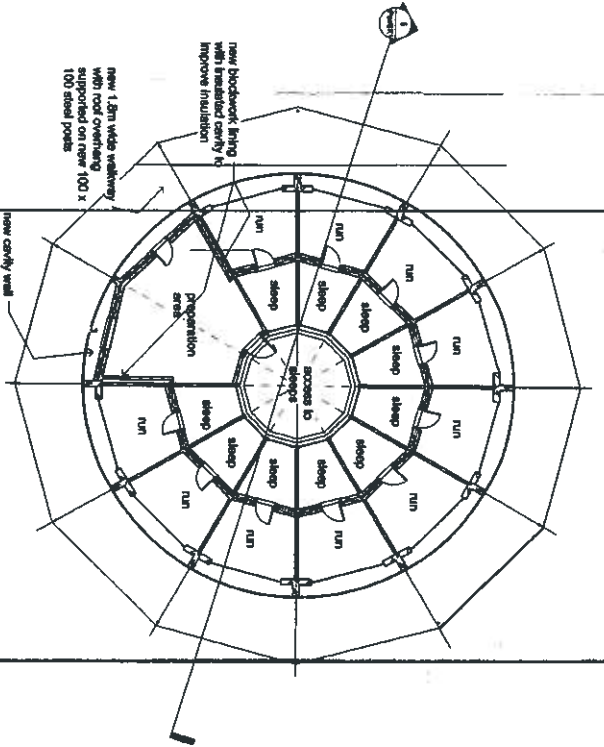
Project Title:  
**Dogs Trust Rehoming Centre, Roden Shropshire**

Drawing Title:  
**Whelping Kennel**

Date: 07/09/08  
Scale: 1 : 50  
Project No: 08/293W/SK1  
Drawing No:  
Drawn By: Andrew  
Revision:



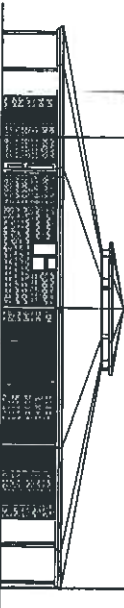
Plan as Existing  
1 : 100



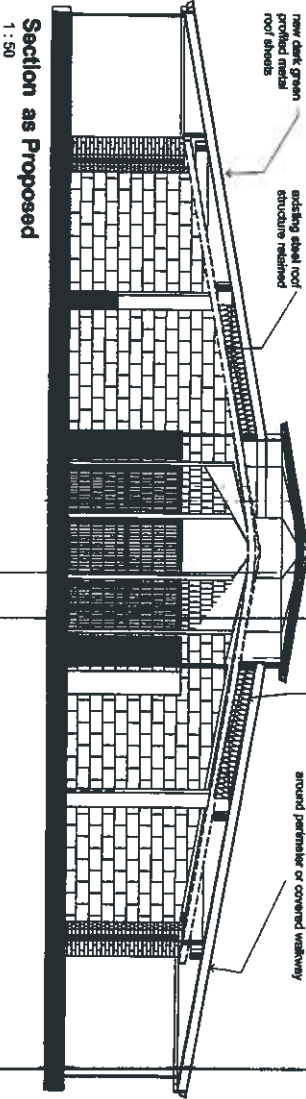
Plan as Proposed  
1 : 100



Typical Elevation as Existing  
1 : 100



Typical Elevation as Proposed  
1 : 100



Section as Proposed  
1 : 50



**Napier and Company**  
Rural Building Consultants Architects  
Chartered Building Surveyors  
4 York Cottage, Spring Road, Wetherby  
Leeds, West Yorkshire LS16 5LQ  
Tel: 01937 546422  
www.napierandcompany.co.uk

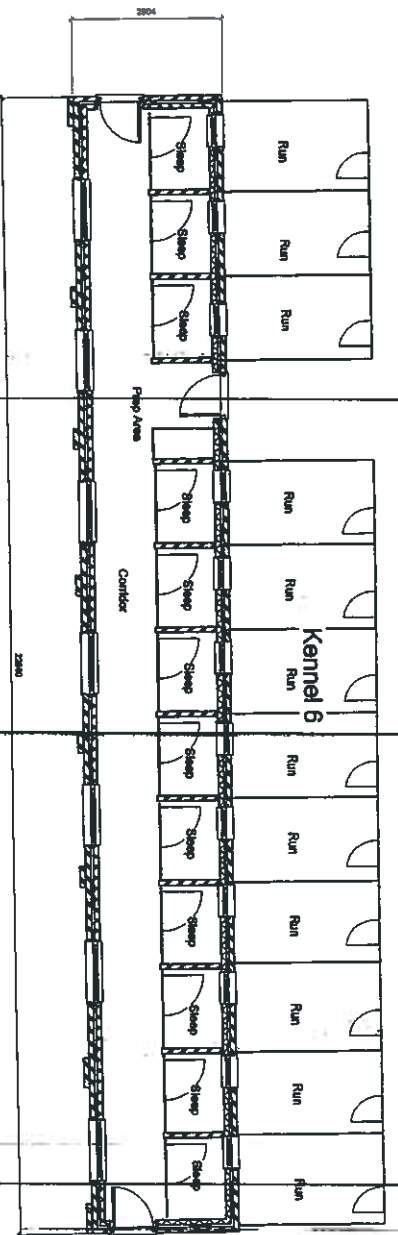
Project Title:  
Redevelopment of Dogs  
Trust Rehoming Centre,  
Roden, Shropshire

Drawing Title:  
Parasol Kennels with  
Raise roofs

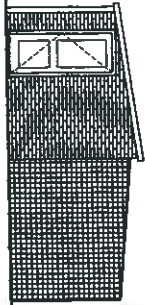
Date: 06/17/08  
Scale: As Indicated  
Project No: 08-293  
Drawing No: Par/SK1  
Drawn By: Author  
Checked By: Reviewer



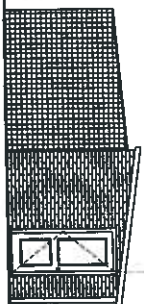
Rev	Date	Description



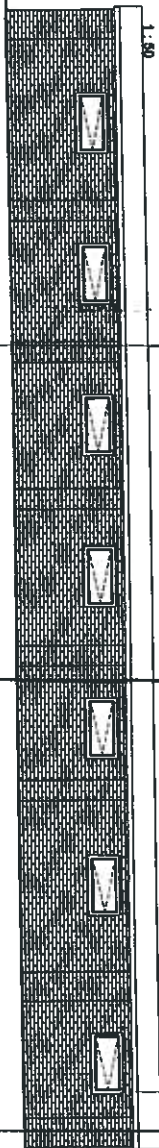
Plan  
1:50



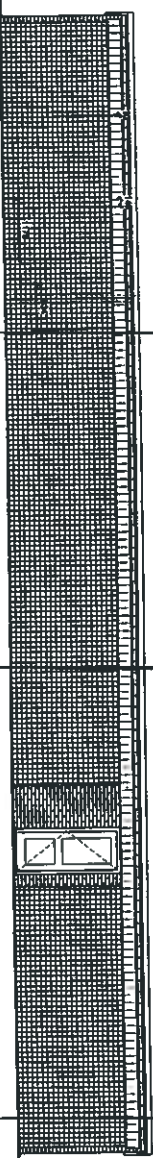
North Elevation  
1:50



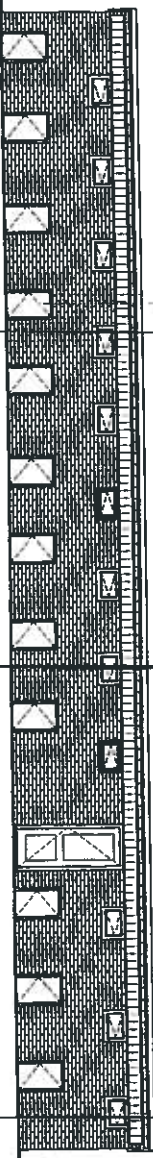
South Elevation  
1:50



East Elevation  
1:50



West Elevation  
1:50



West Elevation with cage fronts omitted  
1:50

1	1:50	North elevation with cage fronts omitted
2	1:50	South elevation with cage fronts omitted
3	1:50	East elevation with cage fronts omitted
4	1:50	West elevation with cage fronts omitted



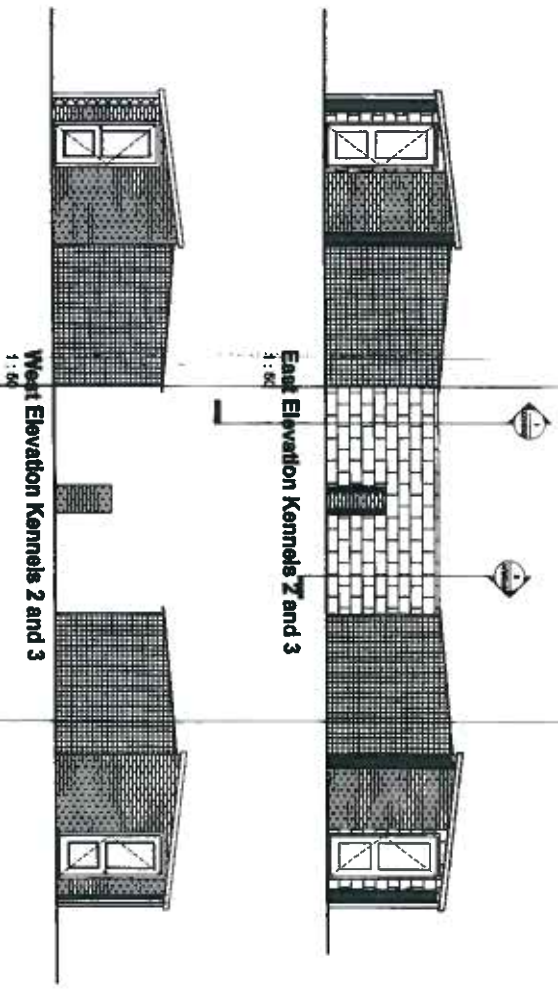
**Napier and Company**  
 102 Dundas Street West  
 Toronto, Ontario M5G 1L7  
 Tel: 416-593-8888  
 Fax: 416-593-8889  
 www.napierandcompany.com

Project Title:  
**Rdevelopment of Dogs  
 Trust Rehousing Centre,  
 Roden**

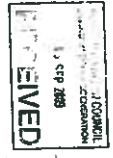
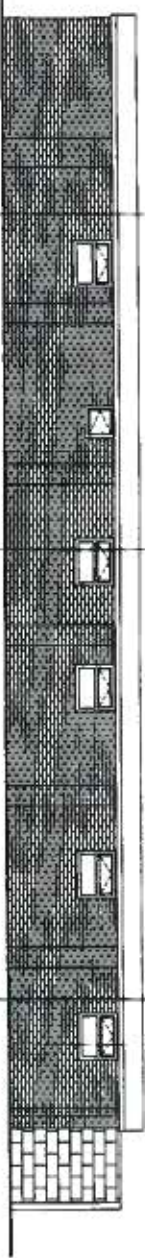
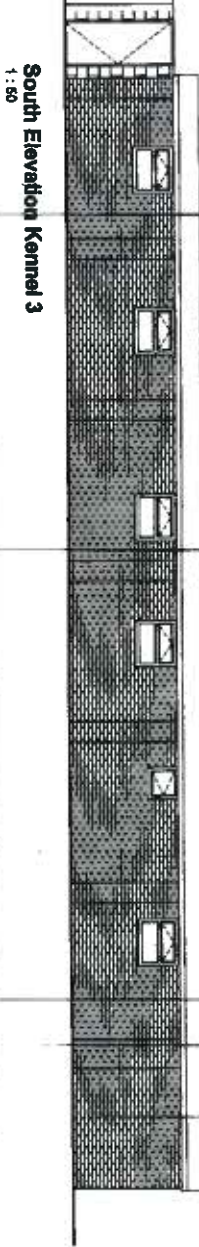
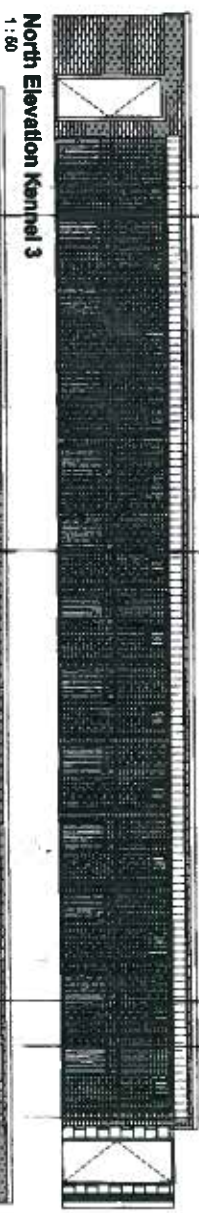
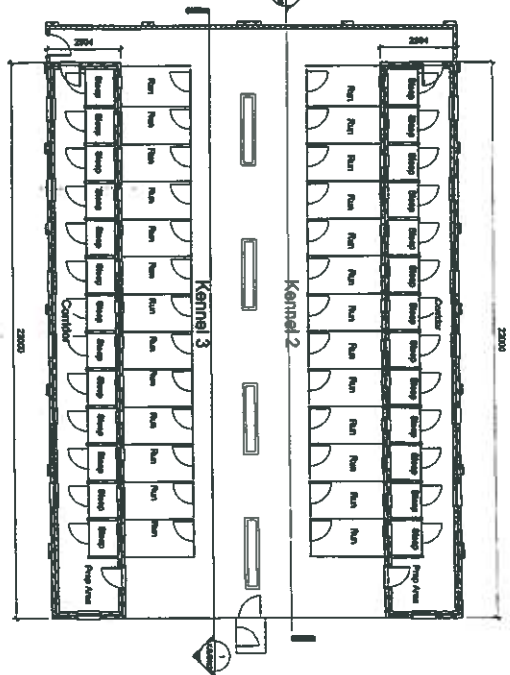
Drawing Title:  
**Existing Kennels 6**

Date: 08/29/08  
 Scale: 1:50  
 Project No: 08/293 K/4  
 Drawing No: A





Plan  
1:100



**Napier and Company**  
 1000 Building, Commercial, Aberdeen  
 Chartered Building Surveyors  
 1000 Building, Commercial, Aberdeen  
 1000 Building, Commercial, Aberdeen  
 1000 Building, Commercial, Aberdeen

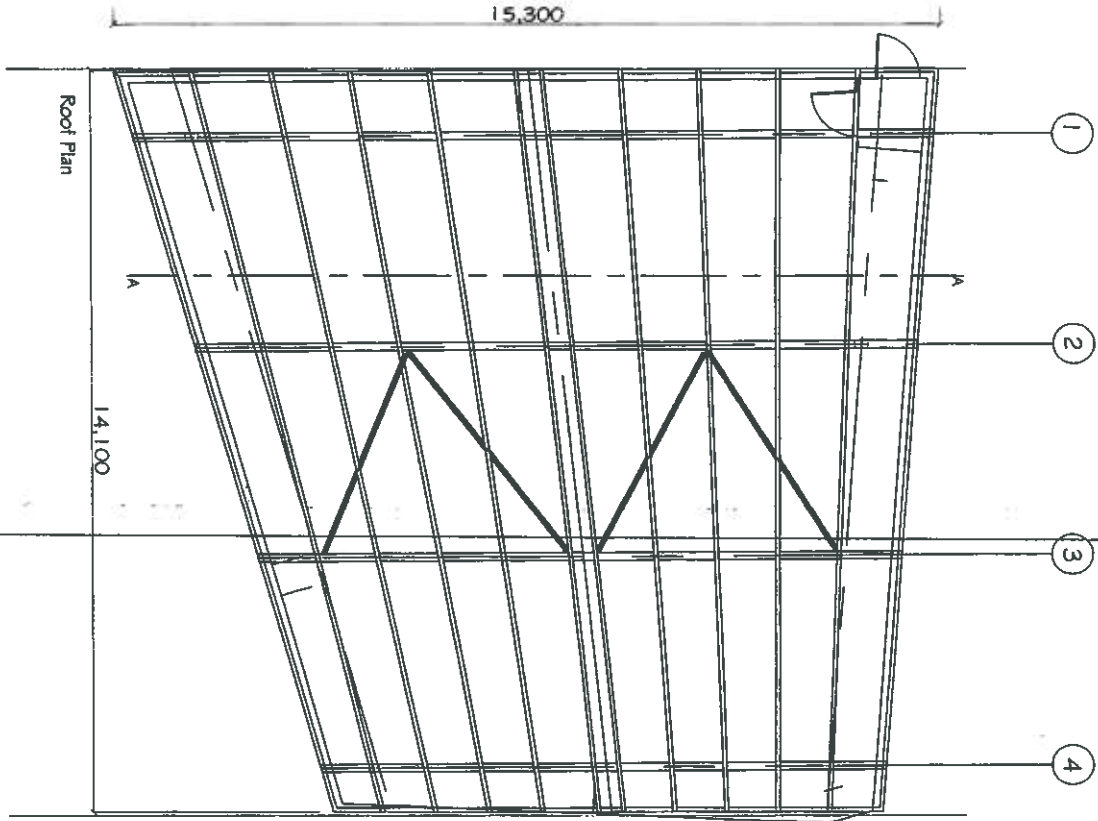


A	1:100	1:100	1:100
Scale	Scale	Scale	Scale
Author	Author	Author	Author
Revision	Revision	Revision	Revision

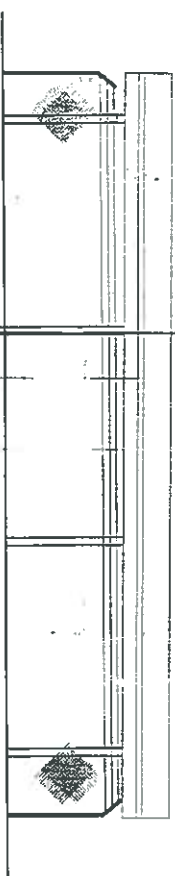
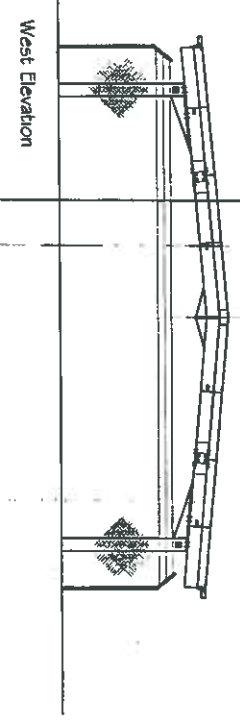
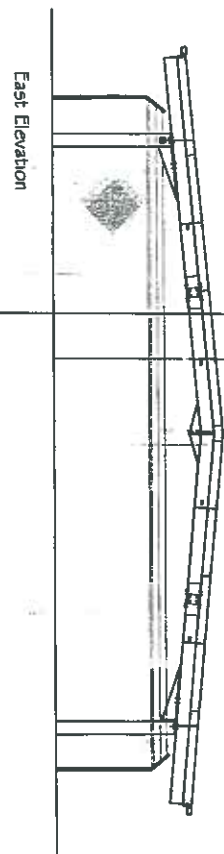
Project Title:  
 Redevelopment of Dogs  
 Trust Rehoming Centre,  
 Roden

Building Title:  
 Existing Kennels 2 and 3

Date: 08/2008  
 Scale: As Indicated  
 Project No: 08/293 K/3  
 Drawing No: A  
 Author: Darren By  
 Revision: A



10,200



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TEKUBU & VANSON CONSULTANTS  
CONSULTANTS & ARCHITECTS

Rev	Date	Description

Redevelopment of Dogs Trust  
Rehoming Centre  
Roden  
Shropshire

Existing Covered Run  
Plan and Elevations

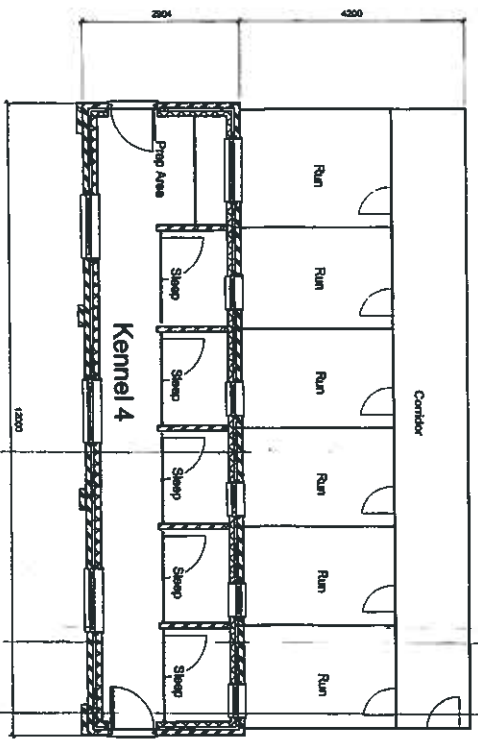
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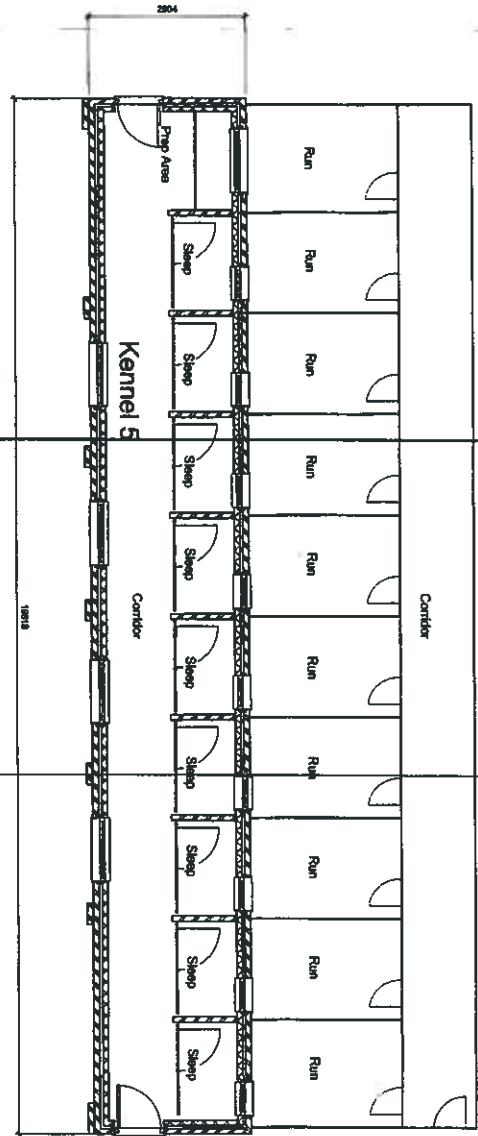
**Napier and Co**  
Structural Engineers  
Chartered Building Surveyors  
4 Victoria Street, Glasgow, G1 1 4JG  
Tel: 0141 77210 Fax: 0141 77210  
Email: enquiries@napierandco.com  
www.napierandco.com





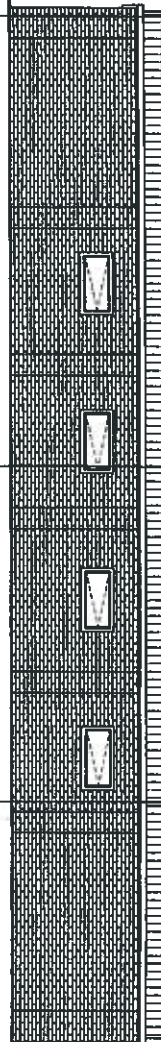
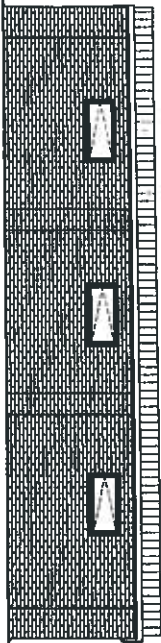


Plan  
1 : 50

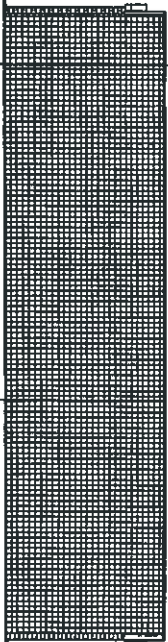
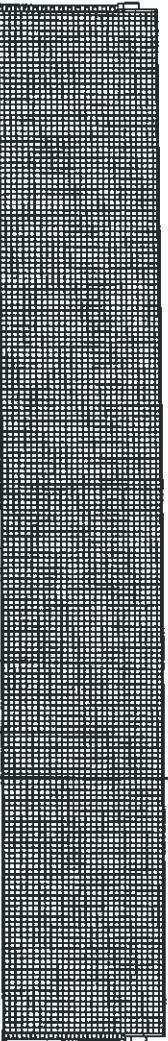


East Elevation  
1 : 50

West Elevation  
1 : 50



South Elevation  
1 : 50



North Elevation  
1 : 50

Rev	Date	Description



**Napier and Company**  
 Registered Chartered Surveyors  
 Chartered Building Surveyors  
 1 West College, Glasgow, Scotland G4 0LJ  
 Tel: 0141 201 7770  
 Fax: 0141 201 7771  
 Email: info@napier.co.uk

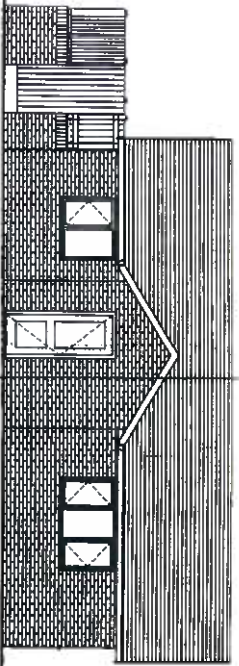
Project Title:  
 Redevelopment of Dogs  
 Trust Rehoming Centre,  
 Roden

Drawing Title:  
 Existing Kennels 4 and 5

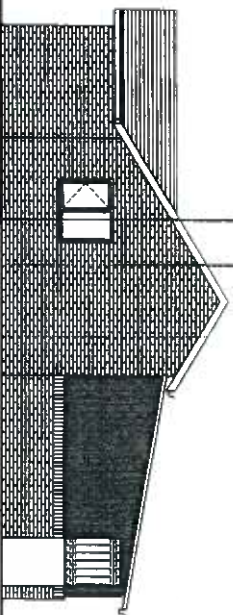
Date: 08/09/08  
 Scale: 1 : 50  
 Drawn By: Author

Project No: 08/293  
 Drawing No: K/3  
 Revision:

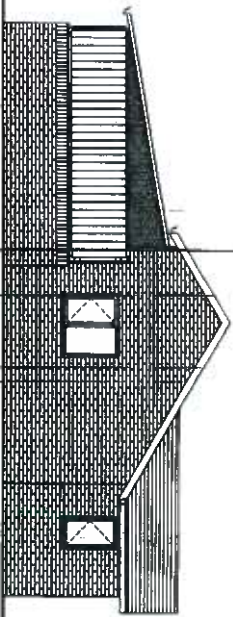
TELEPHONIC & VISUAL CONTROL  
 4.3 SEP 2008  
**RECEIVED**



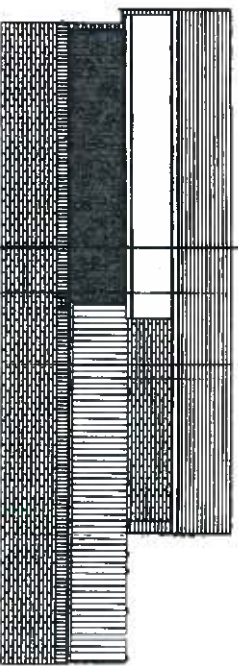
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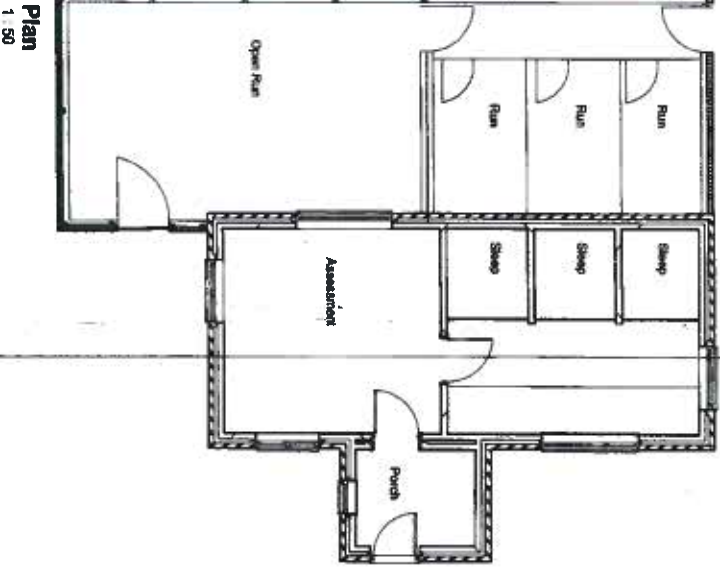
North Elevation  
1 : 50



South Elevation  
1 : 50



West Elevation  
1 : 50



Plan  
1 : 50

Disc	Date	Description
		Revisions



**Napier and Company**  
 RICS Building Conservation Accredited  
 Chartered Building Surveyors  
 4 Villa Cottage, Westway Road, Newbury  
 Berkshire, RG14 2BQ  
 Telephone: 01235 727270  
 Email: [surveyors@napier.co.uk](mailto:surveyors@napier.co.uk)  
[www.napierandco.com](http://www.napierandco.com)

Project Title:  
**Redevelopment of Dogs  
 Trust Rehoming Centre,  
 Roden, Shropshire**

Drawing Title:  
**Existing TLC Building**

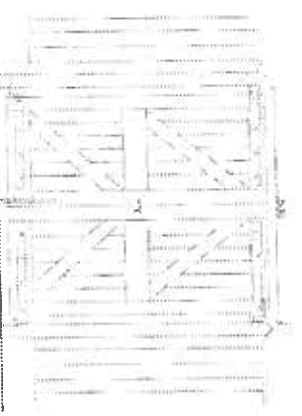
Date: 14/10/08  
 Scale: 1 : 50  
 Project No: 08/293/TLC/1  
 Drawing No: Revision:  
 Drawn By: P.M.  
 Checked By:

TELFORD & WENLOCK COUNCIL  
 ENVIRONMENT & RECREATION  
 03 SEP 2009  
**RECEIVED**

08/293/TLC/1



DETAIL OF VERTICAL BOARDED FENCE TO RUNS (TYPE 4)  
 040512A



Rear Elevation of Gates  
 in Type 4 Fence



Front Elevation of Gates  
 in Type 4 Fence

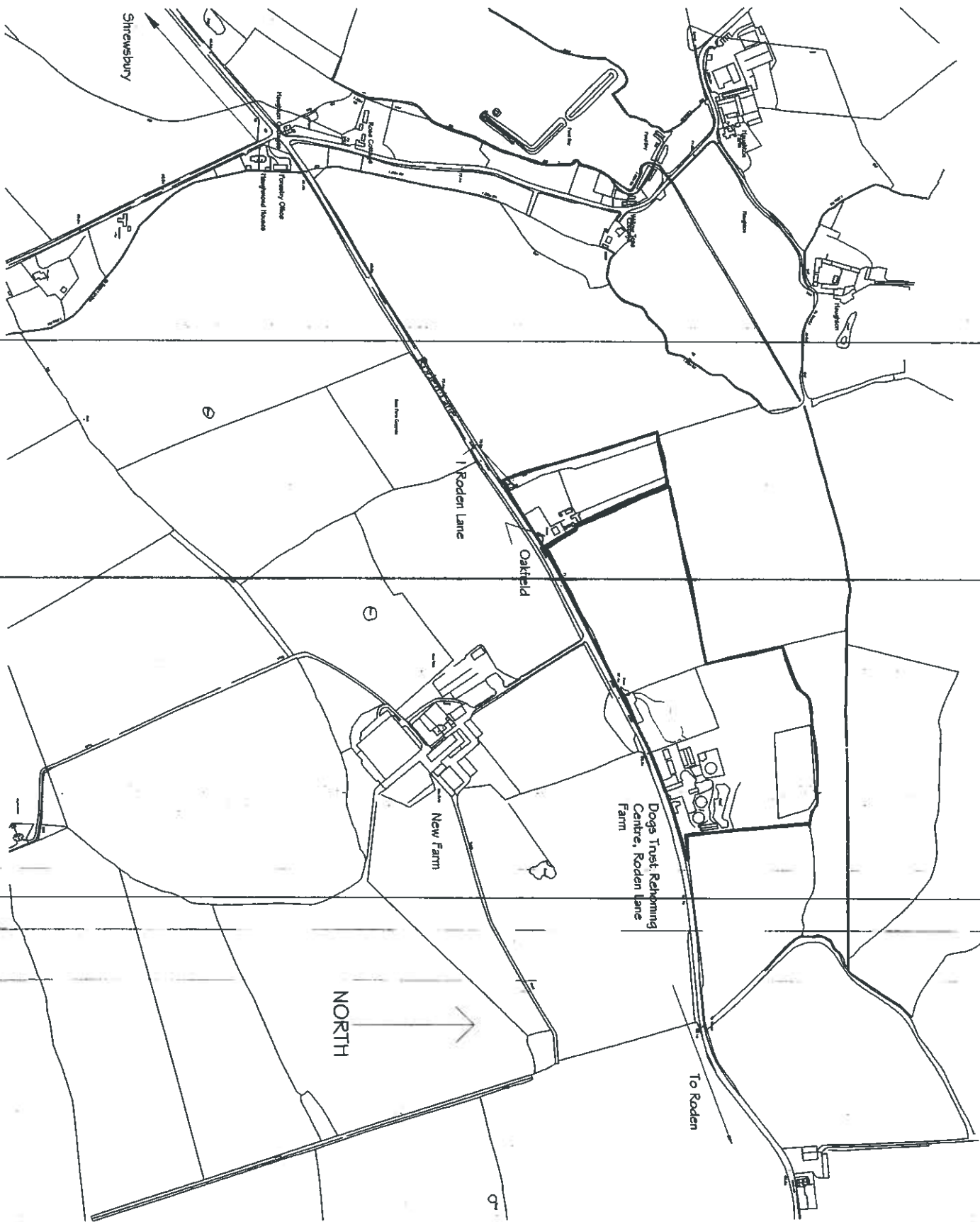


Scale: 1:50

Re-development of Doge Truss  
 Karaming Centre  
 Roder  
 Singapore  
 Francis Architects Partners Pte Ltd



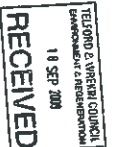
**Napier and Co**  
 Its Building Construction Services  
 Chartered Building Surveyors  
 4 Vong Street, Singapore 049633  
 Tel: 65 6339 9289 Fax: 65 6341 7929  
 Email: info@napierandco.com  
 Web: www.napierandco.com



A 1:6300  
 Date: 18 SEP 2008  
 Description: Final site layout and wider area

Redevelopment of Dogs Trust  
 Rehoming Centre  
 Roden  
 Shropshire

Location Plan  
 18 SEP 2008



16.9.09 1:2500 P/M



**Napier and Co**  
 200 South Church Street  
 Chartered Building Surveyors  
 4 The Colonnade, Mansfield Road, Mansfield,  
 Nottingham, Nottingham, Notts, NG19 1JQ  
 Tel: 01930 721189 Fax: 01930 722799  
 Email: [napiers@napiersandco.co.uk](mailto:napiers@napiersandco.co.uk)  
 WWW.NAPIERSANDCO.CO.UK

08203-EX-8 A



Environment & Regeneration  
 Darcy House  
 PO Box 212  
 Telford  
 TF3 4LB  
 444 (0)1952 380380

Address: **Ketley Hall, Red Lees, Ketley**

W2009/0811

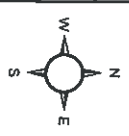
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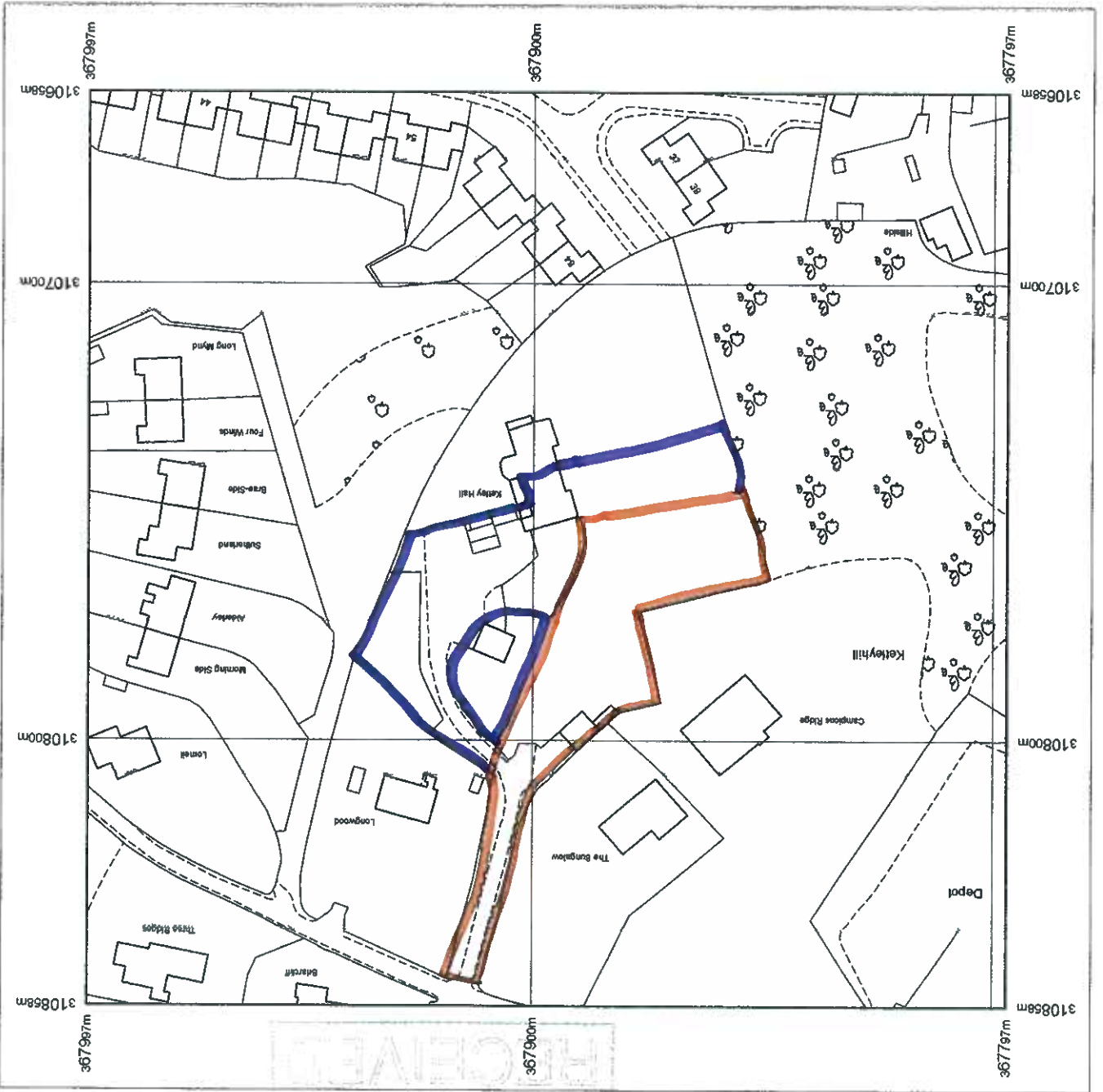
Proposal: **Erection of 1 no detached dwelling (APR)**

Drawn By:

Date:

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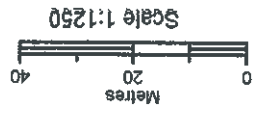
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 Serial number: 01450800  
 Centre coordinates: 367897 310758

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[www.ordnancesurvey.co.uk](http://www.ordnancesurvey.co.uk)



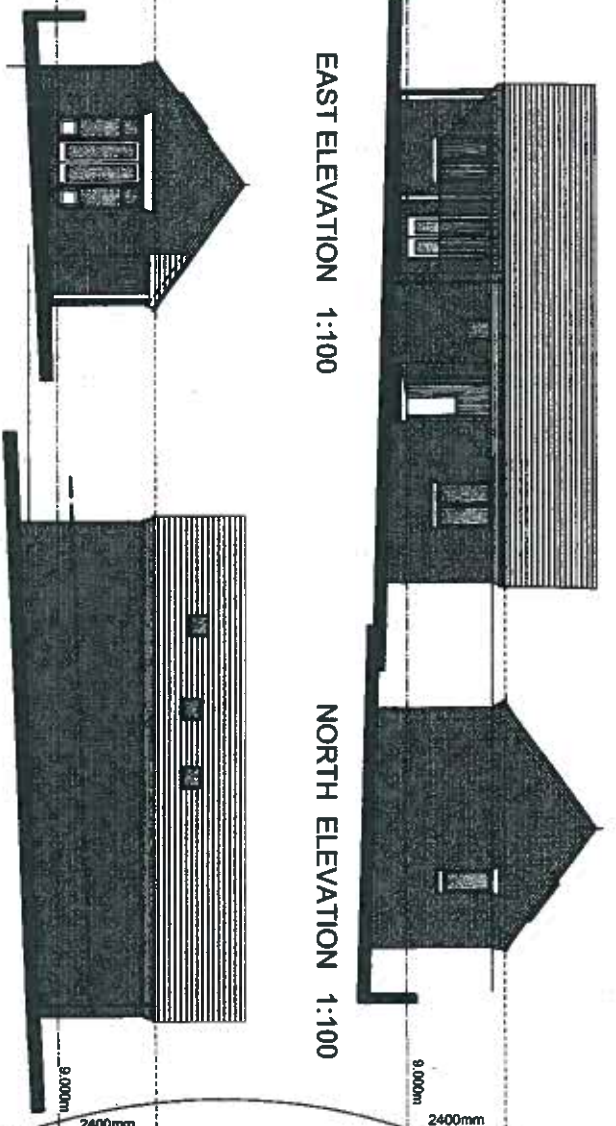
**Ketley Hall, TF1 5DF**

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 29 SEP 2009

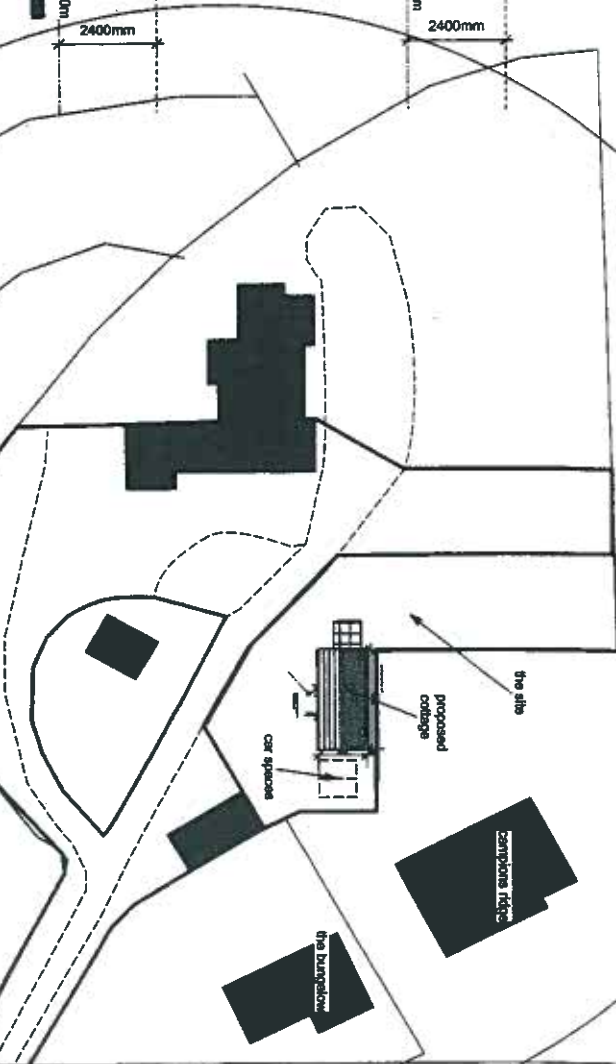
OS Sitemaps®



EAST ELEVATION 1:100

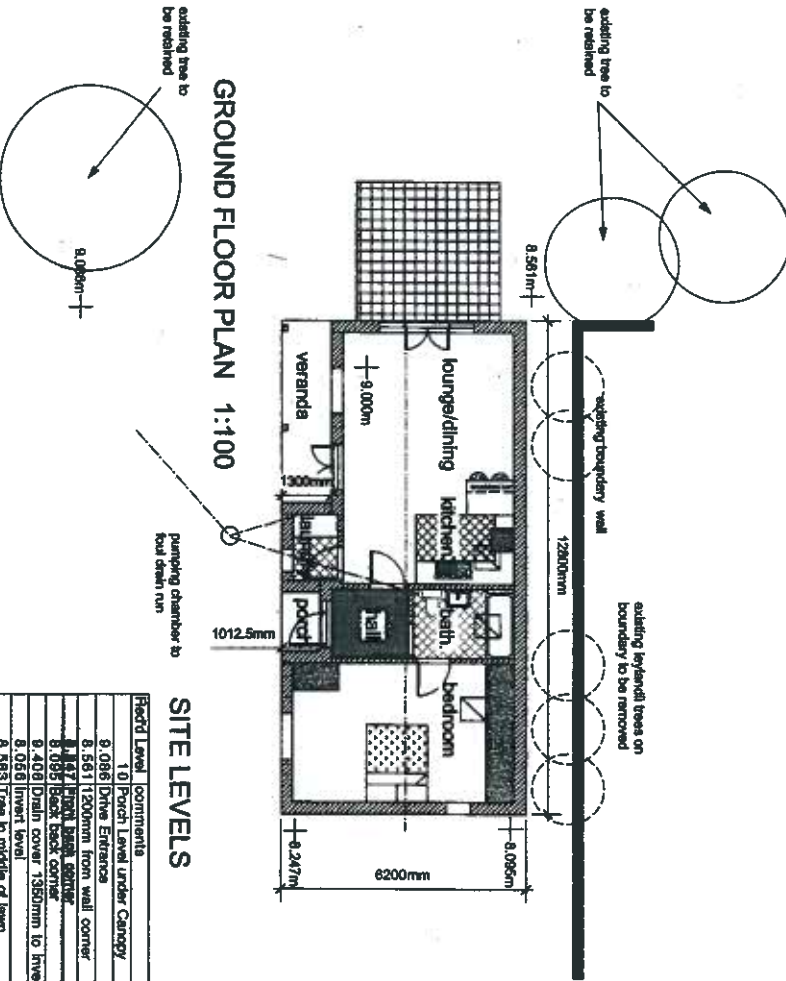


NORTH ELEVATION 1:100



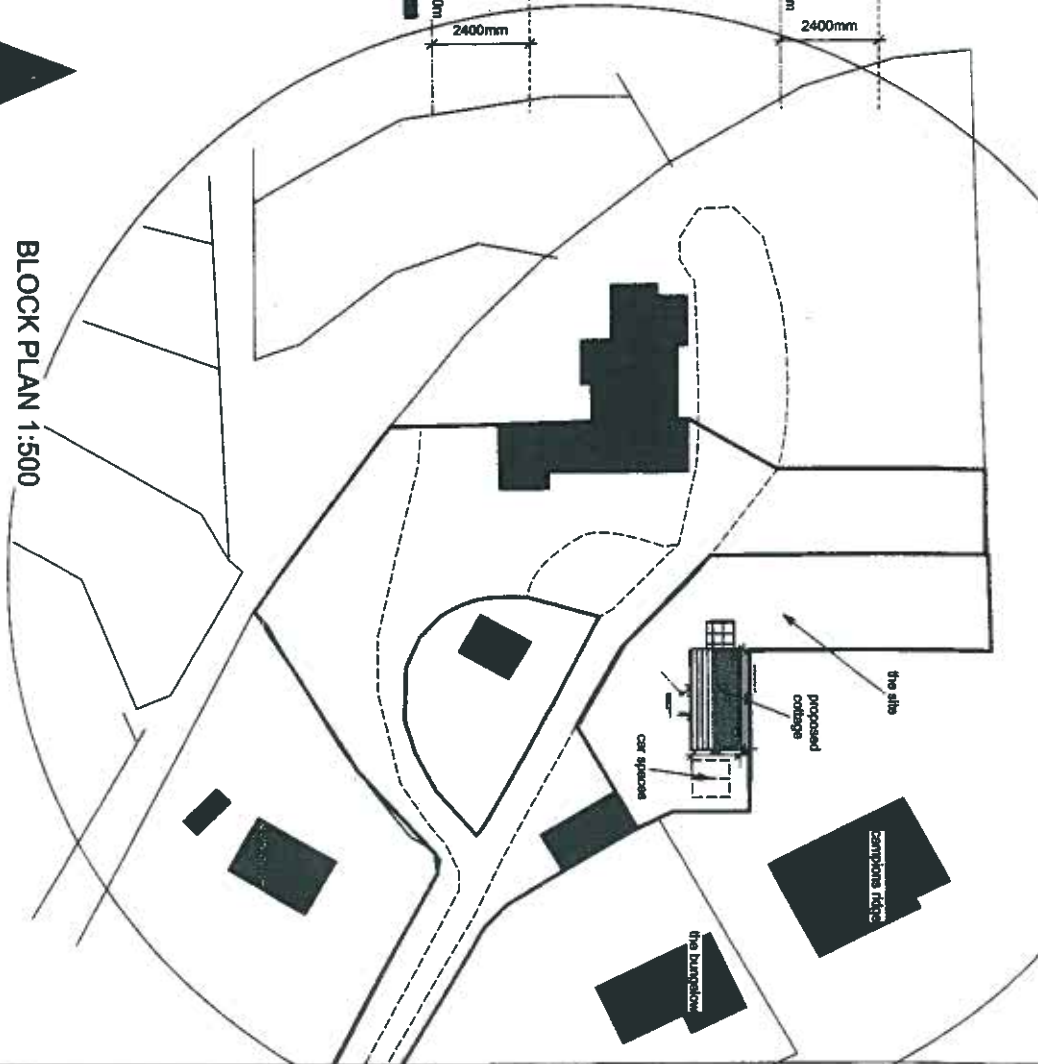
SOUTH ELEVATION 1:100

SOUTH ELEVATION 1:100



GROUND FLOOR PLAN 1:100

BLOCK PLAN 1:500



SITE LEVELS

Spot Level	Comments
1.0	Porch Level under Canopy
8.086	Drive Entrance
8.561	1200mm from wall corner
8.457	Back door center
8.085	Back back corner
8.408	Drain cover 1350mm to Invert
8.058	Invert level
8.583	Trees in middle of lawn

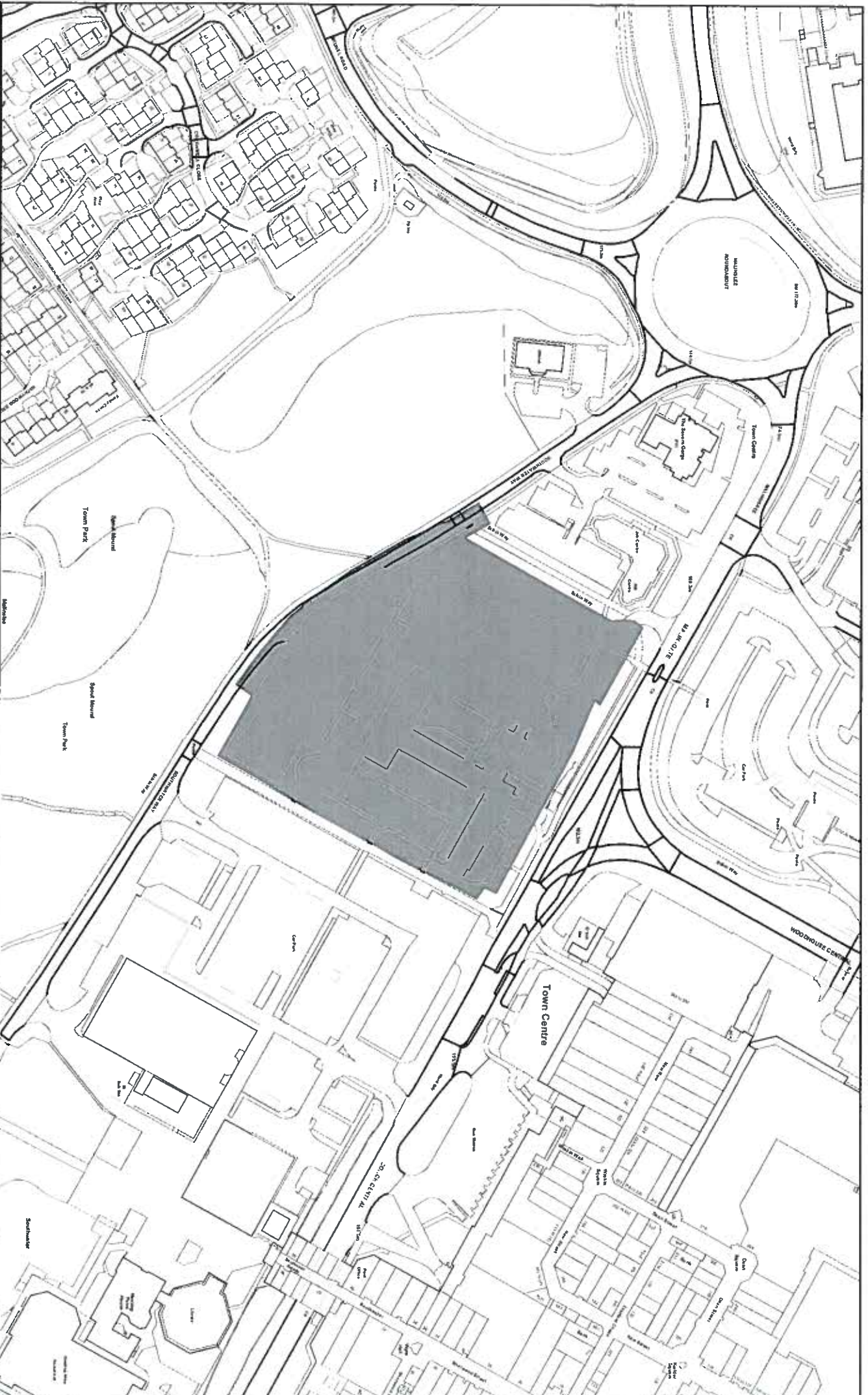


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18 NOV 2009

**SCHEME AS PROPOSED**

rev. A Nov 08 Intermediate glazing bars removed and bedroom window narrowed as agreed with Planning Officer

**Richard Goodson Practice**  
 CHARTERS & ARCHITECTS & CONSULTANTS  
 Oak Street 2 Barrow Street MUDCH WENLOCK TF13 8ES W (01925) 728335  
 PROPOSED NEW SINGLE STOREY GARDENERS COTTAGE  
 KETTLEY HALL RED LEEBS KETTLEY TELFORD TF1 8DP  
 Mr & Mrs. M. SMITH



Malins & Wain  
 Environment & Regeneration  
 Darby House  
 PO Box 212  
 Telford  
 TF3 4LB  
 444 (0)1932 380380

**Address: Lat Malinslee Hse/Walker Hse, Malinsgate, Telford**

**W2009/0915**

**Scale:**

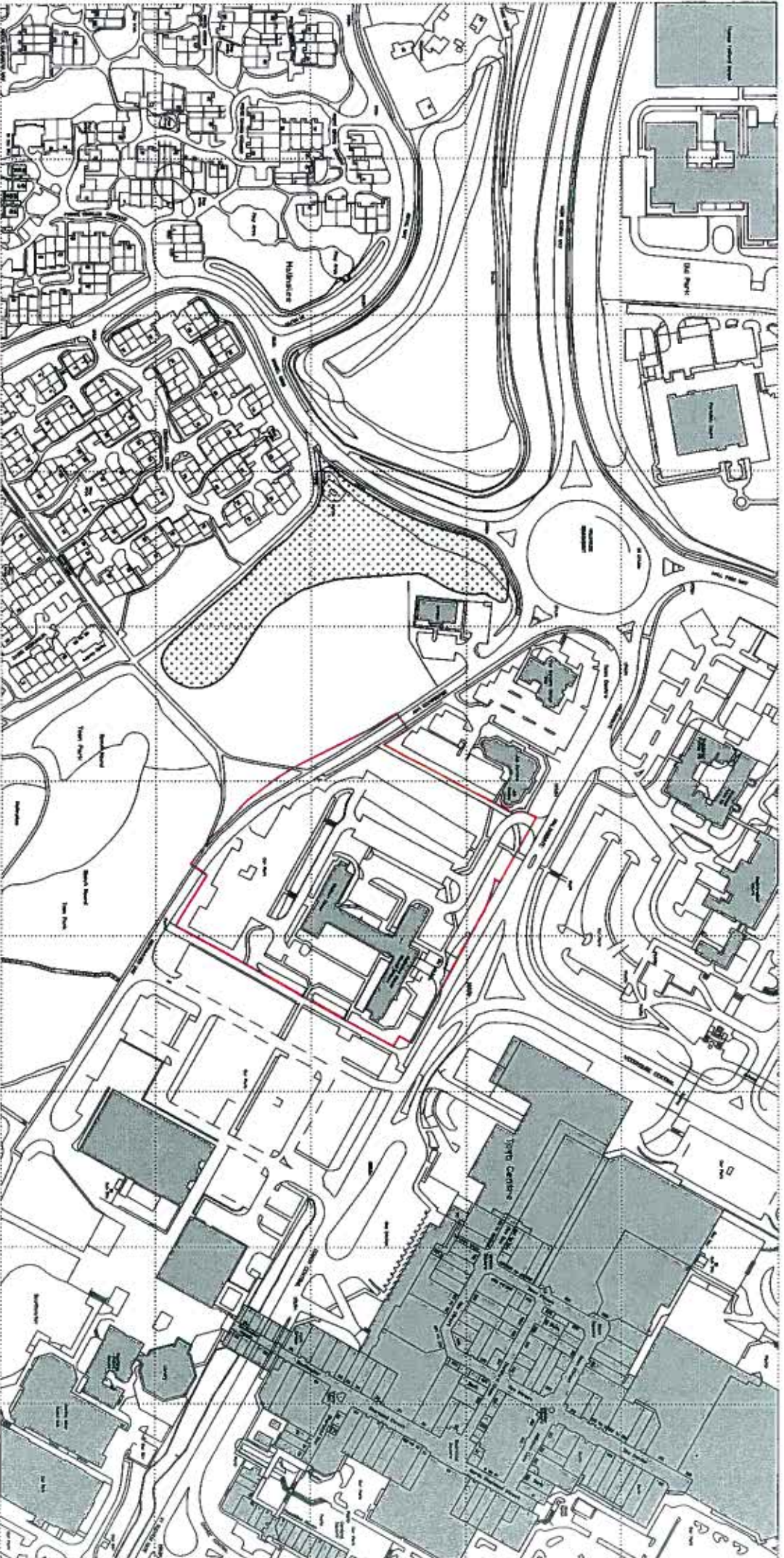
**Proposal: Erection of superstore & filling station with car parking**

**Drawn By:**

**Date:**

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**SITE LOCATION LAYOUT**

TELFORD & WREKIN COUNCIL  
 ENVIRONMENT & REGENERATION  
 19 OCT 2009  
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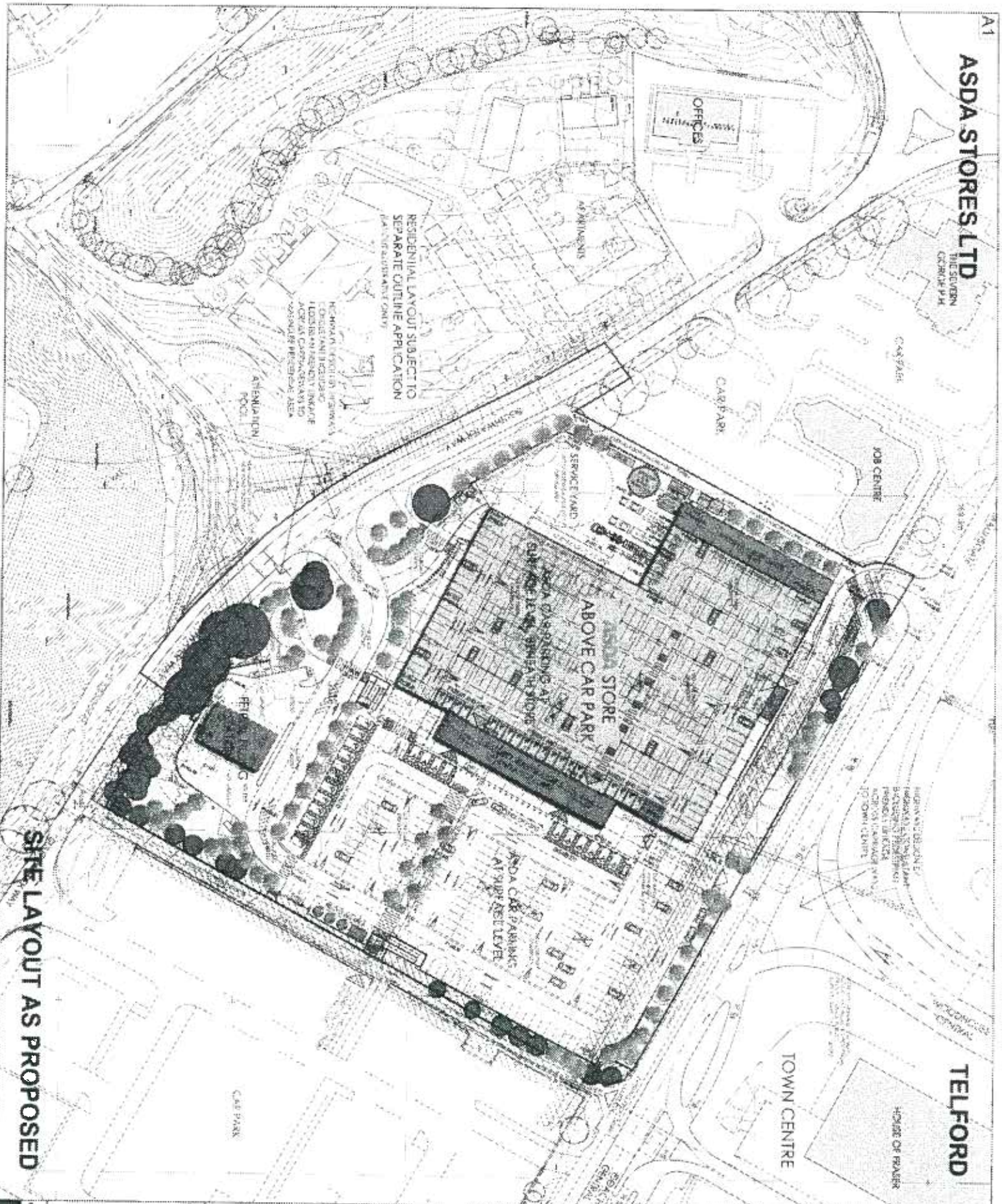


**RPS**  
 Planning & Development

Salisbury House, 26 Totonhall Road, Walsingham, WV1 4SG  
 T: 01902 771331 F: 01902 421914 E: rpsuk@rpsgroup.com W: www.rpsgroup.com

**ASDA**  
 part of the WOLLMANST family

**New ASDA Store, Southwater Way, Telford**  
**SITE LOCATION / APPLICATION BOUNDARY LAYOUT**  
 Date: October 2009 / Scale: 1:2500 @A3 / Drg No: AARR4855 / PL-25



SITE LAYOUT AS PROPOSED

NOTES & REFERENCE

1. THE SITE IS LOCATED AT THE CORNER OF THE HIGHWAY AND THE TOWN CENTRE.

2. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.

3. THE DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.

4. THE DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.

5. THE DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.

6. THE DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.

7. THE DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.

8. THE DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.

9. THE DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.

10. THE DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.



KEY TO LEGEND

1. PROPOSED CAR PARKING

2. EXISTING CAR PARKING

3. EXISTING BUILDINGS

4. EXISTING ROADS

5. EXISTING UTILITIES

6. EXISTING TREES

7. EXISTING FENCES

8. EXISTING WALLS

9. EXISTING CURBS

10. EXISTING DRIVEWAYS

11. EXISTING PATHS

12. EXISTING GARDENS

13. EXISTING PAVEMENT

14. EXISTING ASPHALT

15. EXISTING CONCRETE

16. EXISTING BRICKWORK

17. EXISTING STONEWORK

18. EXISTING METALWORK

19. EXISTING WOODWORK

20. EXISTING GLASSWORK

21. EXISTING PLASTERWORK

22. EXISTING PAINTWORK

23. EXISTING ROOFING

24. EXISTING CLADDING

25. EXISTING FINISHES

26. EXISTING FIXTURES

27. EXISTING FITTINGS

28. EXISTING EQUIPMENT

29. EXISTING FURNITURE

30. EXISTING DECORATION

PROPOSED CAR PARKING

1. PROPOSED CAR PARKING

2. EXISTING CAR PARKING

3. EXISTING BUILDINGS

4. EXISTING ROADS

5. EXISTING UTILITIES

6. EXISTING TREES

7. EXISTING FENCES

8. EXISTING WALLS

9. EXISTING CURBS

10. EXISTING DRIVEWAYS

11. EXISTING PATHS

12. EXISTING GARDENS

13. EXISTING PAVEMENT

14. EXISTING ASPHALT

15. EXISTING CONCRETE

16. EXISTING BRICKWORK

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RPS Planning & Development

1. PROPOSED CAR PARKING

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4. EXISTING ROADS

5. EXISTING UTILITIES

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ASDA STORES LTD

1. PROPOSED CAR PARKING

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26. EXISTING FIXTURES

27. EXISTING FITTINGS

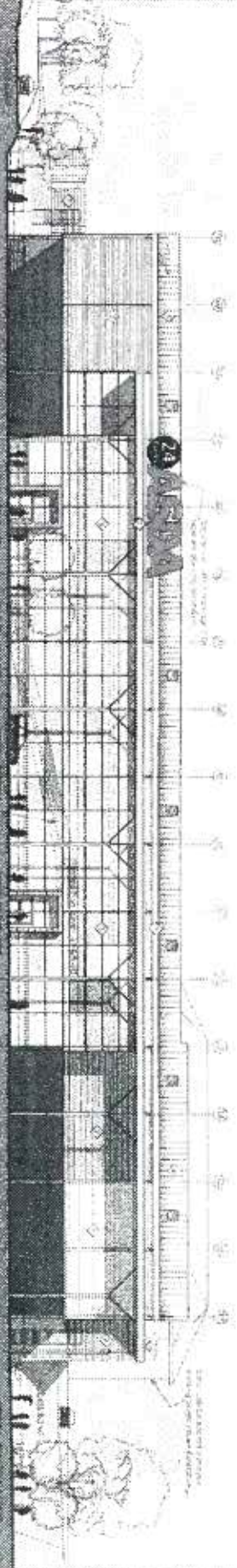
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29. EXISTING FURNITURE

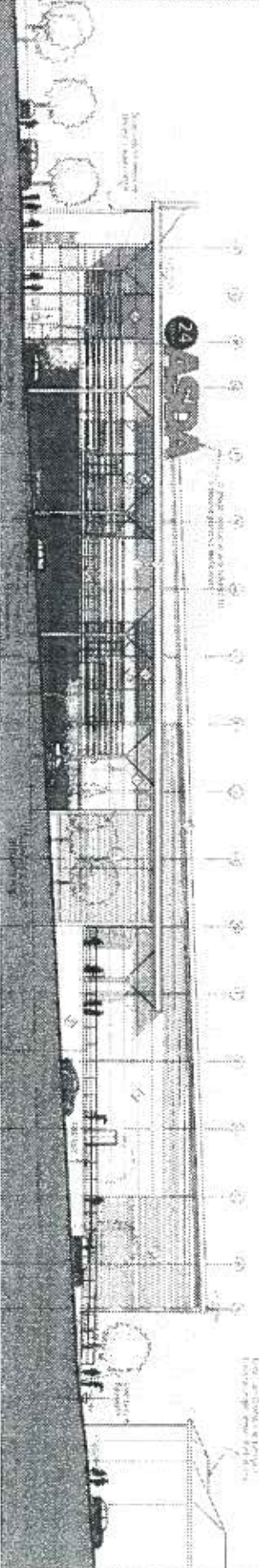
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# ASDA STORES LTD

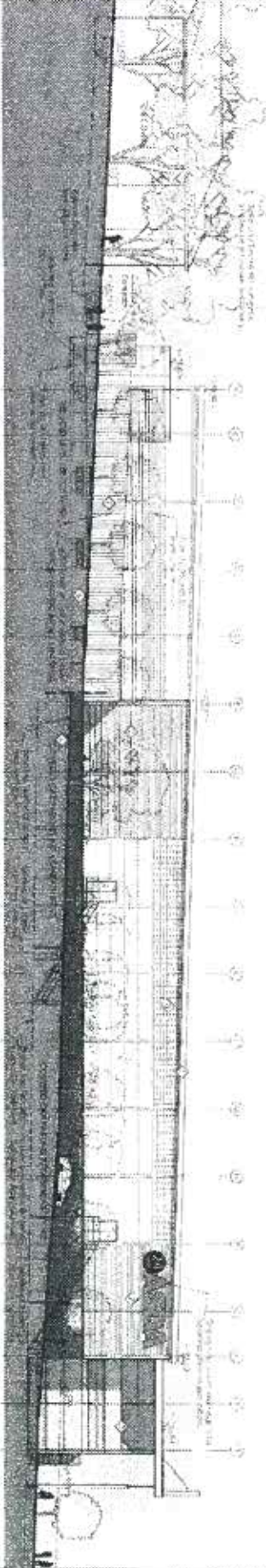
# TELFORD



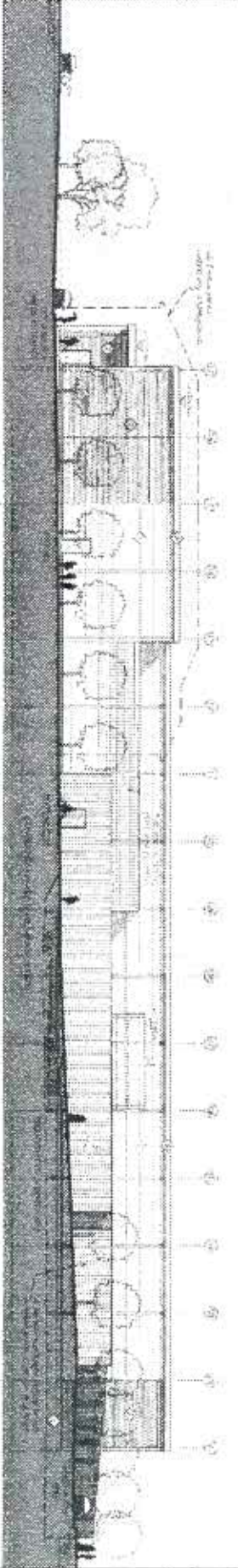
FRONT ELEVATION FACING CARPARK



GABLE ELEVATION FACING MAINSGATE



GABLE ELEVATION FACING SOUTHWATER WAY



REAR ELEVATION FACING JOB CENTRE

## ELEVATIONS AS PROPOSED

**NOTICE & REPLY**

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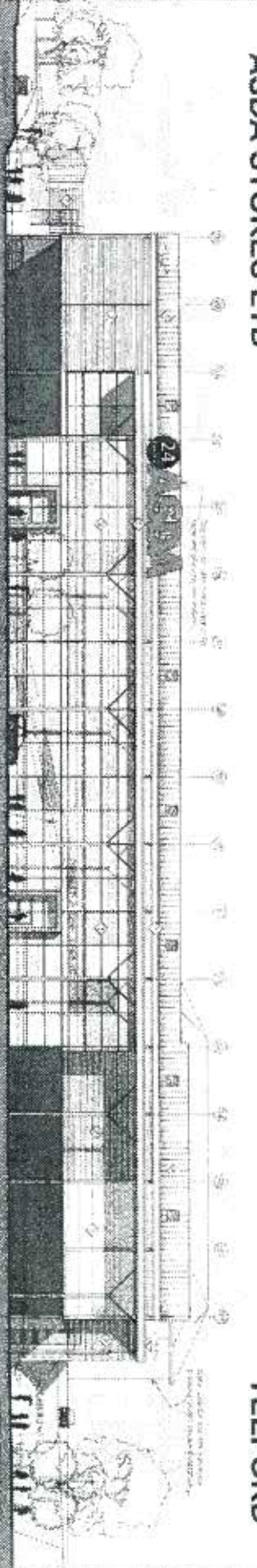
- KEY TO SYMBOLS**
- 1. Proposed work to be carried out in accordance with the Building Regulations 2010.
  - 2. Proposed work to be carried out in accordance with the Building Regulations 2010 and the Building (Approved Document A) 2010.
  - 3. Proposed work to be carried out in accordance with the Building Regulations 2010 and the Building (Approved Document B) 2010.
  - 4. Proposed work to be carried out in accordance with the Building Regulations 2010 and the Building (Approved Document C) 2010.
  - 5. Proposed work to be carried out in accordance with the Building Regulations 2010 and the Building (Approved Document D) 2010.
  - 6. Proposed work to be carried out in accordance with the Building Regulations 2010 and the Building (Approved Document E) 2010.
  - 7. Proposed work to be carried out in accordance with the Building Regulations 2010 and the Building (Approved Document F) 2010.
  - 8. Proposed work to be carried out in accordance with the Building Regulations 2010 and the Building (Approved Document G) 2010.
  - 9. Proposed work to be carried out in accordance with the Building Regulations 2010 and the Building (Approved Document H) 2010.
  - 10. Proposed work to be carried out in accordance with the Building Regulations 2010 and the Building (Approved Document I) 2010.



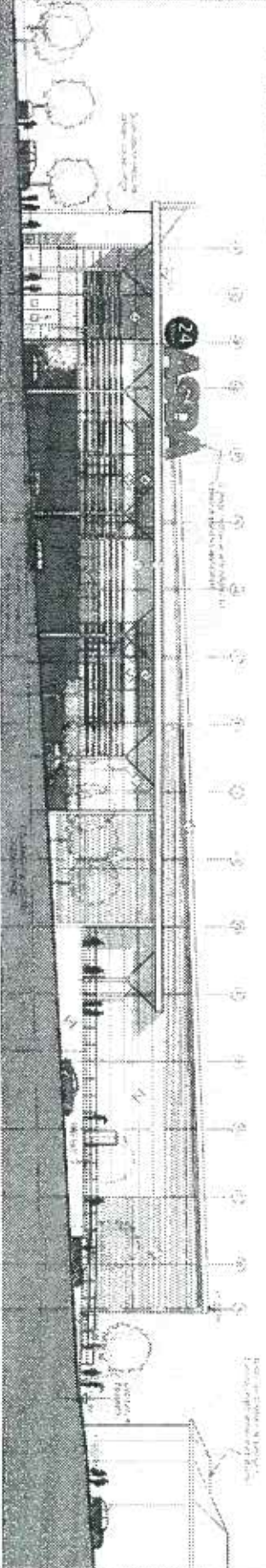
**RPS**  
Planning & Development

**ASDA**  
NEW ASDA STORE  
SOUTHWATER WAY TELFORD  
STORE ELEVATIONS AS PROPOSED

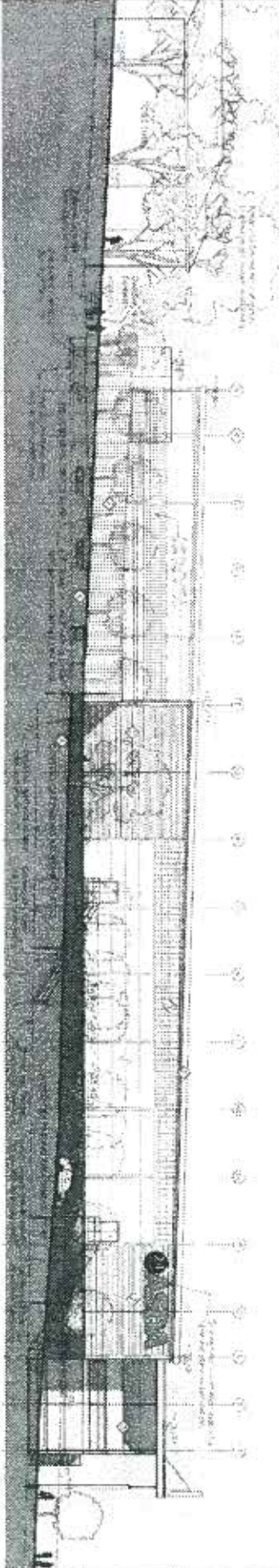
Planning Application: 2017/1111  
Drawn: WJH  
Date: 08/08/17  
Scale: PL-15  
Sheet: A



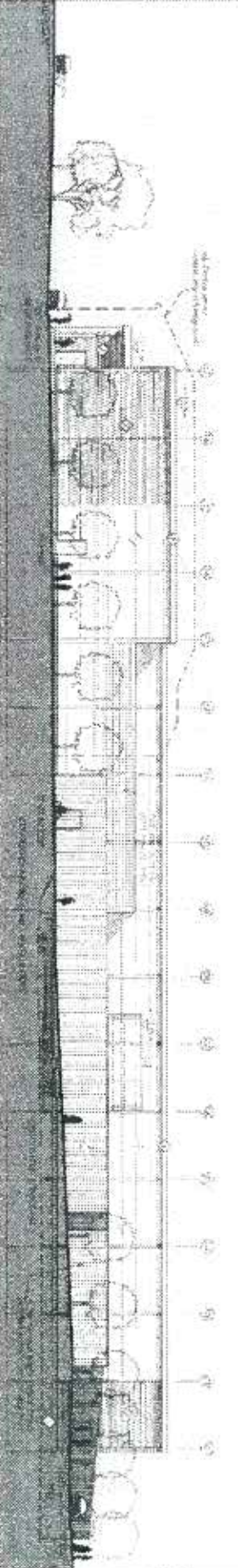
FRONT ELEVATION FACING CARPARK



GABLE ELEVATION FACING MALINGSGATE



GABLE ELEVATION FACING SOUTHWATER WAY



REAR ELEVATION FACING JOB CENTRE

ELEVATIONS AS PROPOSED

**NOTES & AMENDMENTS:**

1. The drawings are to be read in conjunction with the following documents:

- 1.1. The Planning Application (PL-15)
- 1.2. The Planning Conditions (PL-15)
- 1.3. The Planning Agreement (PL-15)
- 1.4. The Planning Statement (PL-15)
- 1.5. The Planning Statement (PL-15)
- 1.6. The Planning Statement (PL-15)
- 1.7. The Planning Statement (PL-15)
- 1.8. The Planning Statement (PL-15)
- 1.9. The Planning Statement (PL-15)
- 1.10. The Planning Statement (PL-15)

**KEY TO SYMBOLS:**

- 1. Proposed new structure
- 2. Existing structure
- 3. Proposed new structure
- 4. Existing structure
- 5. Proposed new structure
- 6. Existing structure
- 7. Proposed new structure
- 8. Existing structure
- 9. Proposed new structure
- 10. Existing structure

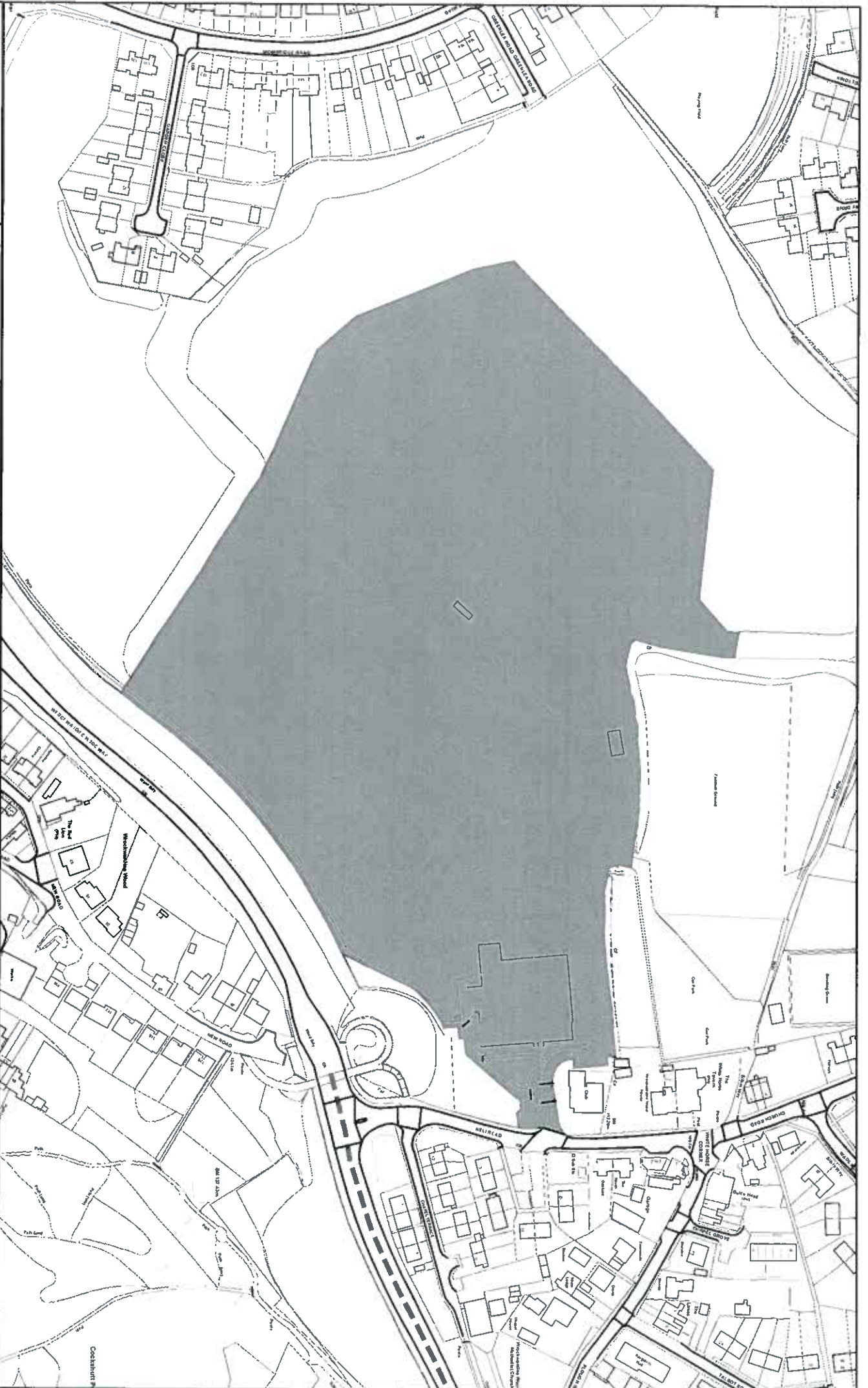


**RPS**  
Planning & Development

**ASDA**  
NEW ASDA STORE  
SOUTHWATER WAY, TELFORD

STORE ELEVATIONS AS PROPOSED

Planning Application: PL-15  
Date: 12/10/15  
Scale: 1:1000



Hulse & Wainman  
 Environment & Regeneration  
 Darcy House  
 PO Box 212  
 Telford

TF3 4LB  
 +44 (0)1952 390380

**Address: Oakengates LC, New Rd, Wrockwardine Wood**

**W2009/0917**

**Scale:**

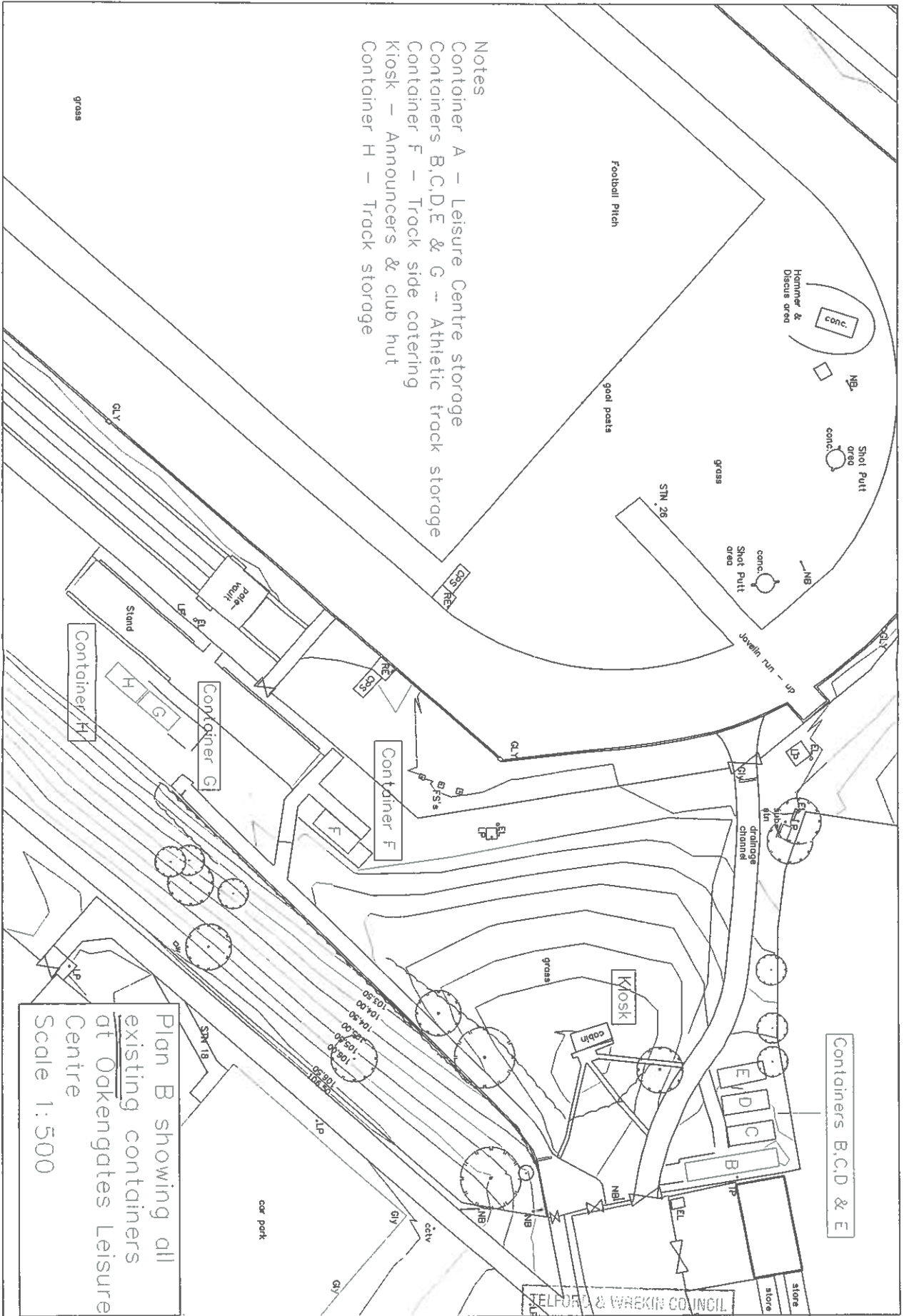
**Proposal: Siting/retention of containers, port WC, club hut, fencing**

**Drawn By:**

**Date:**

Reproduced from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or Civil Proceedings. Telford & Wainman Council Licence No. 100019894. Date 3/07/17



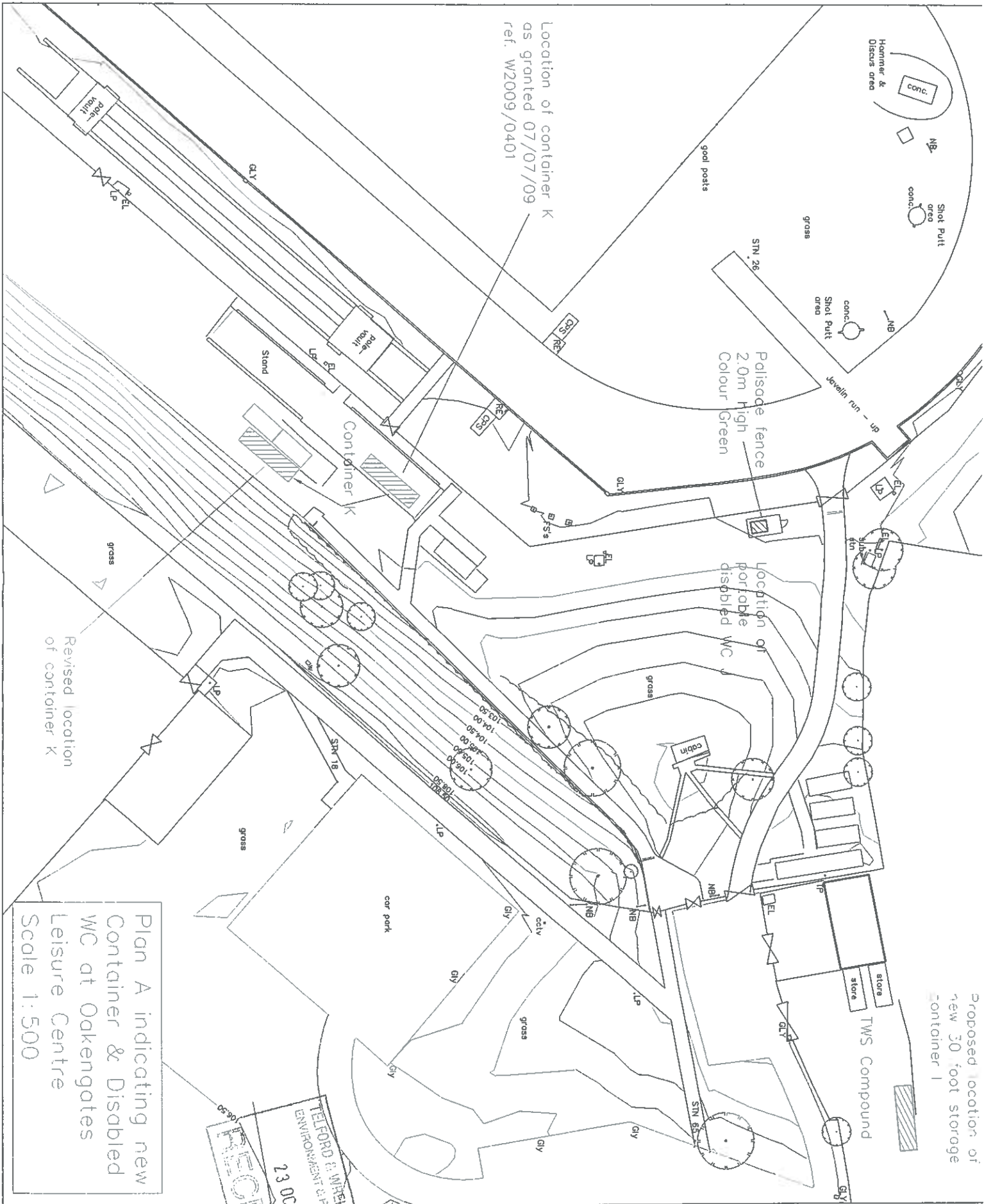


Notes  
 Container A – Leisure Centre storage  
 Containers B,C,D,E & G – Athletic track storage  
 Container F – Track side catering  
 Kiosk – Announcers & club hut  
 Container H – Track storage

Plan B showing all existing containers at Oakengetes Leisure Centre  
 Scale 1:500

TELFORD & WREKIN COUNCIL  
 ENVIRONMENT & REGENERATION  
 23 OCT 2009  
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Proposed location of new 30 foot storage container 1

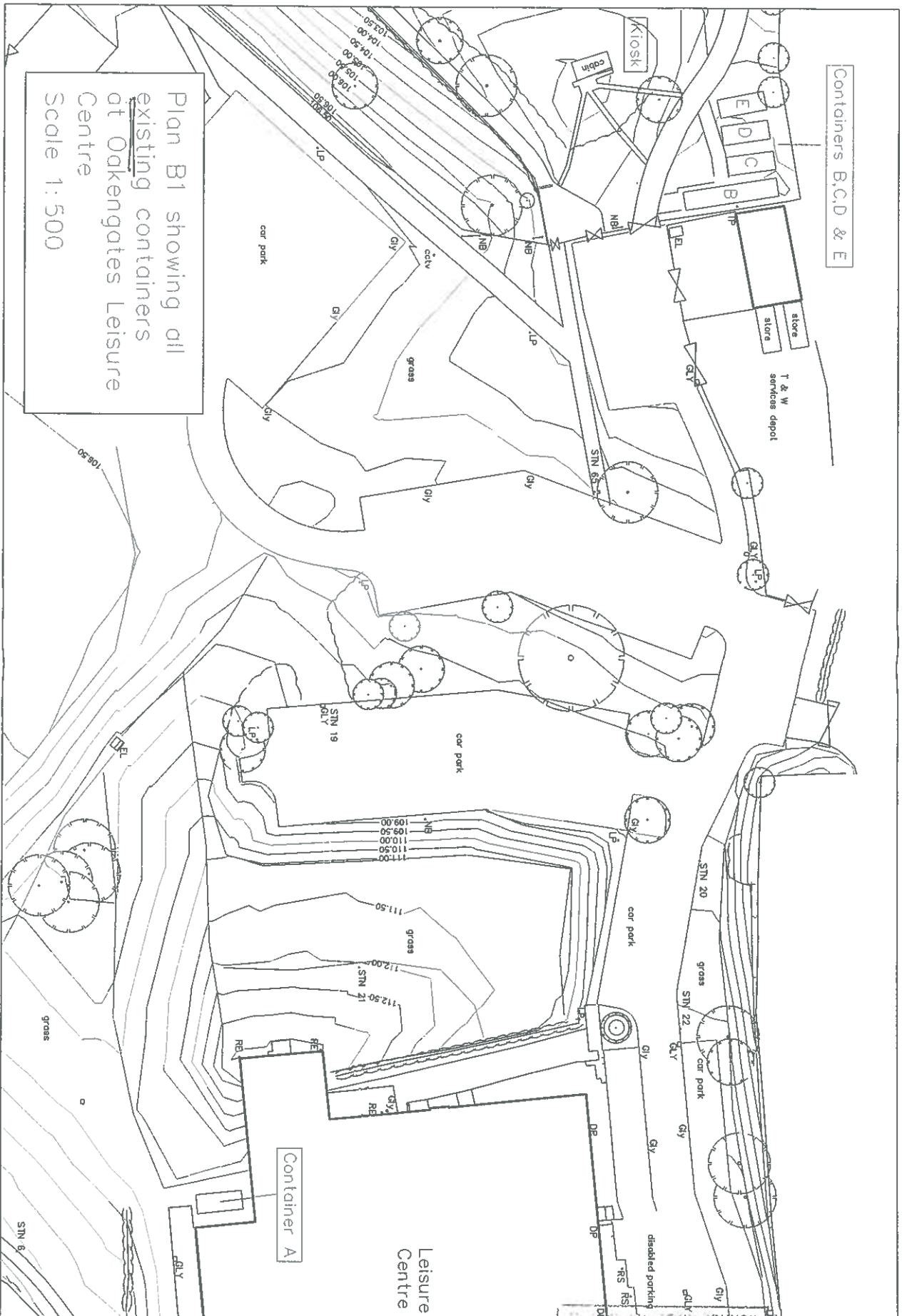


Location of container K as granted 07/07/09 ref. W2009/0401

Revised location of container K

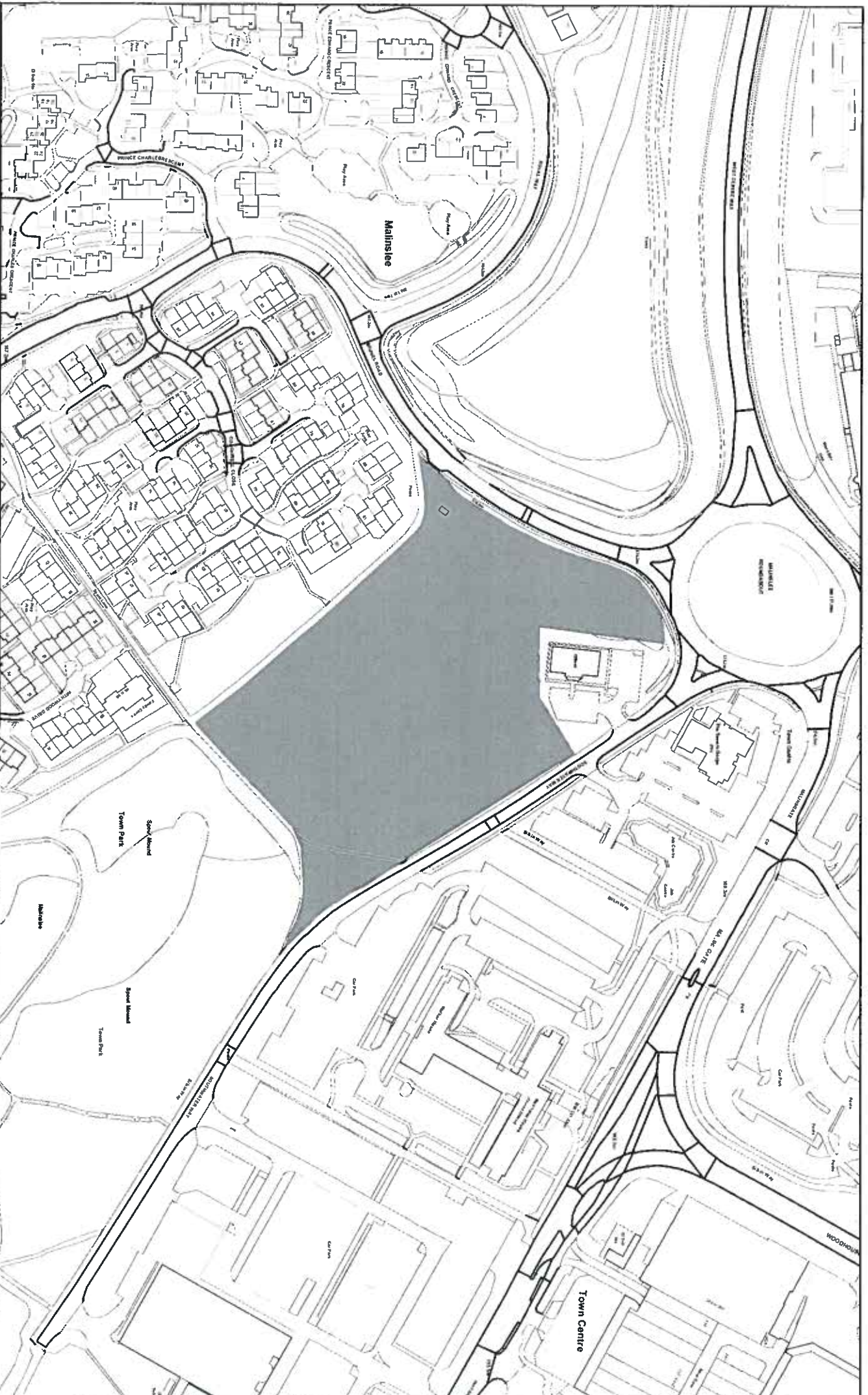
Plan A indicating new Container & Disabled WC at Oakenates Leisure Centre  
 Scale 1:500

TELFORD & WREKIN COUNCIL  
 ENVIRONMENT & REGENERATION  
 23 OCT 2009  
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Plan B1 showing all existing containers at Oakenegates Leisure Centre  
 Scale 1:500

ENVIRONMENT & REGENERATION  
 23 OCT 2009  
 RECEIVED



James & Wilson  
 Environment & Regeneration  
 Dairy House  
 PO Box 212  
 Telford

TF3 4LB  
 444 (0)1922 380390

**Address: Land off Southwater Way, Town Centre, Telford**

**W/2009/0945**

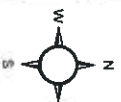
**Scale:**

**Proposal: Residential development with access (OL)**

**Drawn By:**

**Date:**

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RPS Planning & Development Ltd  
1st Floor, 22 Telford Road, Telford, Shropshire, TF1 1DP  
T: 01952 771233 F: 01952 421816 E: rps@rpsgroup.com W: www.rpsgroup.com

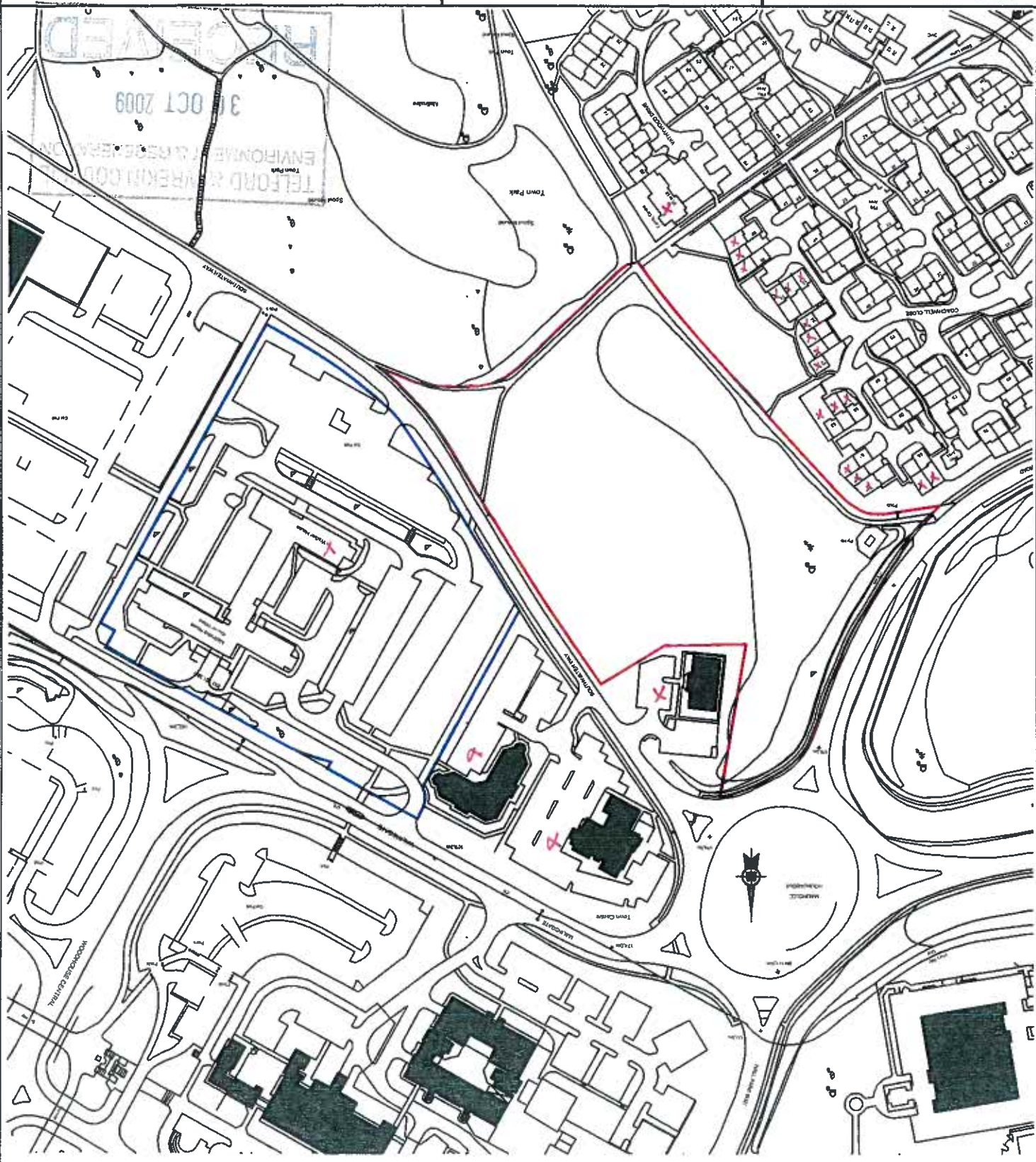
Client: ASDA

Project: Mainslee Link Site, Southwater Way, Telford, Location Plan

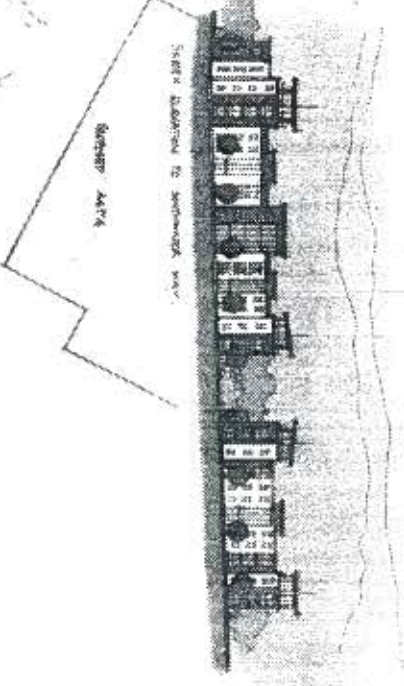
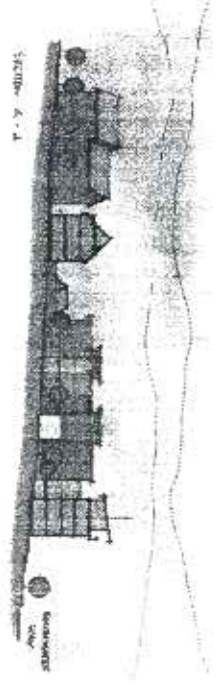
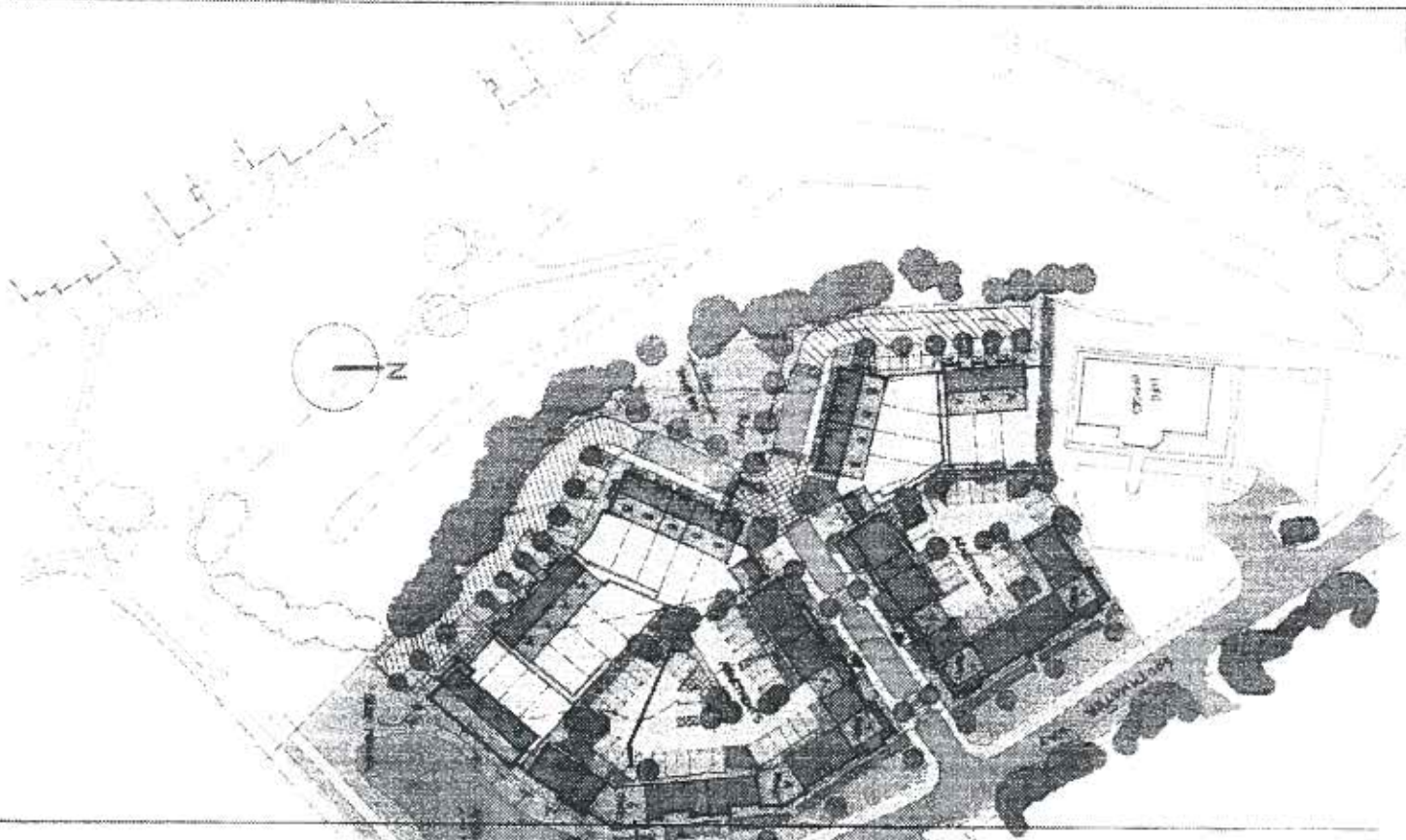
Title: Location Plan

Job/drg. No: AAH4908/04 Rev: 1  
Date: 19/10/09  
Drawn: RJW  
Scale: 1:2500

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The Contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work starts. The Contractor is to comply in all respects with current Building Regulations, British Standard Specifications, Building Regulations, Construction (Design & Management) Regulations, Party Wall Act, etc. whether or not specifically stated on this drawing. This drawing must be read with and checked against any structural, geotechnical or other specialist documentation provided.  
This drawing is not intended to show details of foundations, ground conditions or ground contaminants. It is an area of ground relied upon to support any structures depicted (including drainage) must be investigated by the Contractor. A suitable method of foundation should be provided allowing for existing ground conditions. Any suspect or fill ground contaminants on or within the ground, should be further investigated by a suitable expert. Any earthwork constructions shown indicate typical slopes for guidance only & should be further investigated by a suitable expert.  
Where existing trees are to be retained they should be subject to a full Arboricultural Inspector for safety. All trees are to be planted so as to ensure they are a minimum of 5 metres from buildings and 3 metres from drains and services. A suitable method of foundation is to be provided to accommodate the proposed tree planting.  
Sketch proposals are for illustrative purposes only & such are subject to detailed site investigation including ground conditions/contaminants, drainage, design & planning/consistency regulations. Sketch proposals may be based upon misinterpretations of OS sheets & visual observations of existing site features, sections will therefore need to be verified by survey. Sketch proposals have not been considered in respect of CDM Regulations.



A4



1. The information contained herein is for the use of the client only and is not to be distributed to the public. It is the property of the architect and is to be held in confidence. It is not to be used for any other purpose without the written consent of the architect.

2. The architect is not responsible for the accuracy of the information contained herein, nor for the consequences of its use.

3. The architect is not responsible for the accuracy of the information contained herein, nor for the consequences of its use.

4. The architect is not responsible for the accuracy of the information contained herein, nor for the consequences of its use.

**Notes:**

- 1. A - 2 bed detached house
- 2. B - 3 bed detached house
- 3. C - 4 bed detached house

Site Area: 1.2 Ha  
 Total Area: 1.2 Ha  
 Total Area: 1.2 Ha

Site No: 123456789  
 Date: 12/12/2023



123456789  
 123456789  
 123456789

**Notes:**

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- 3. The architect is not responsible for the accuracy of the information contained herein, nor for the consequences of its use.
- 4. The architect is not responsible for the accuracy of the information contained herein, nor for the consequences of its use.

Site Area: 1.2 Ha  
 Total Area: 1.2 Ha  
 Total Area: 1.2 Ha

Site No: 123456789  
 Date: 12/12/2023



Church Farm

Wrockton House



# Wrockwardine

Address: 6/8 The Avenue, Wrockwardine

Proposal: Erection of 4no dwellings

W2009/0947

Scale:

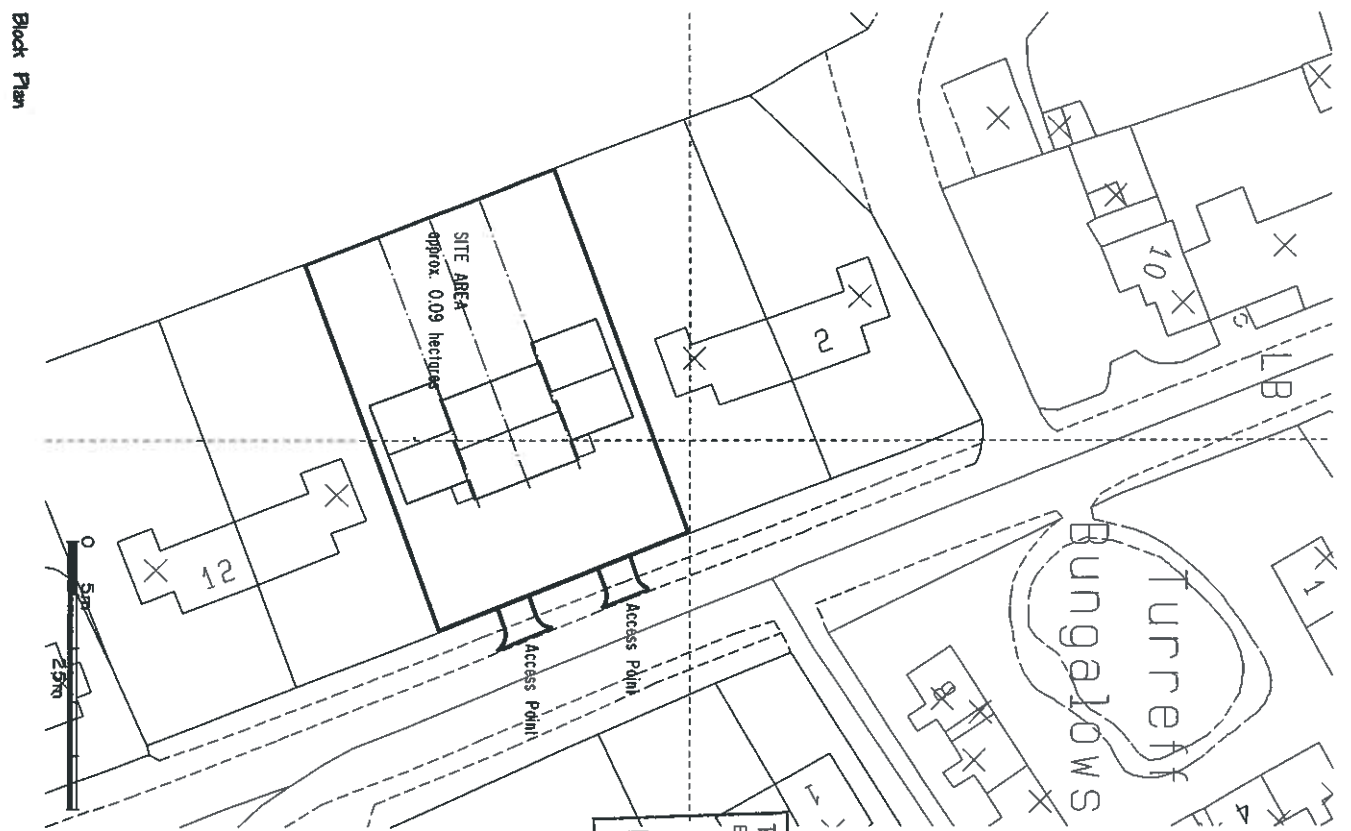
Drawn By:

Date:



Environment & Regeneration  
 Darby House  
 PO Box 212  
 Telford  
 TF3 4LB  
 444 (0)1982 380380

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**NOTES**  
 Contractor is verified at date of issue of the job before start of construction.  
 AS THE RELEASER OF THE PLANNING DEPARTMENT, ACCESS-POINTS-AND-OVERNS HAVE BEEN SHOWN OUTLINED IN RED. OVERNS ARE NOT OWNED BY THE WREKIN HOUSING TRUST.

**RECEIVED**  
 TELFORD & WREKIN COUNCIL  
 ENVIRONMENT & REGENERATION  
 29 OCT 2009

**The Wrekin Housing Trust**  
 Russell Hobbs  
 architects  
 14 - 0121 239 3022 0121 239 4022 - fax  
 14 - 0121 239 3022 0121 239 4022 - fax  
 14 - 0121 239 3022 0121 239 4022 - fax

DATE	11/2/00	NO. OF	1606A
DATE	07/06/01	REV. NO.	REV
DATE BY	J.S.	NO.	30
DATE BY	J.S.	NO.	02

**Location and Block Plans**

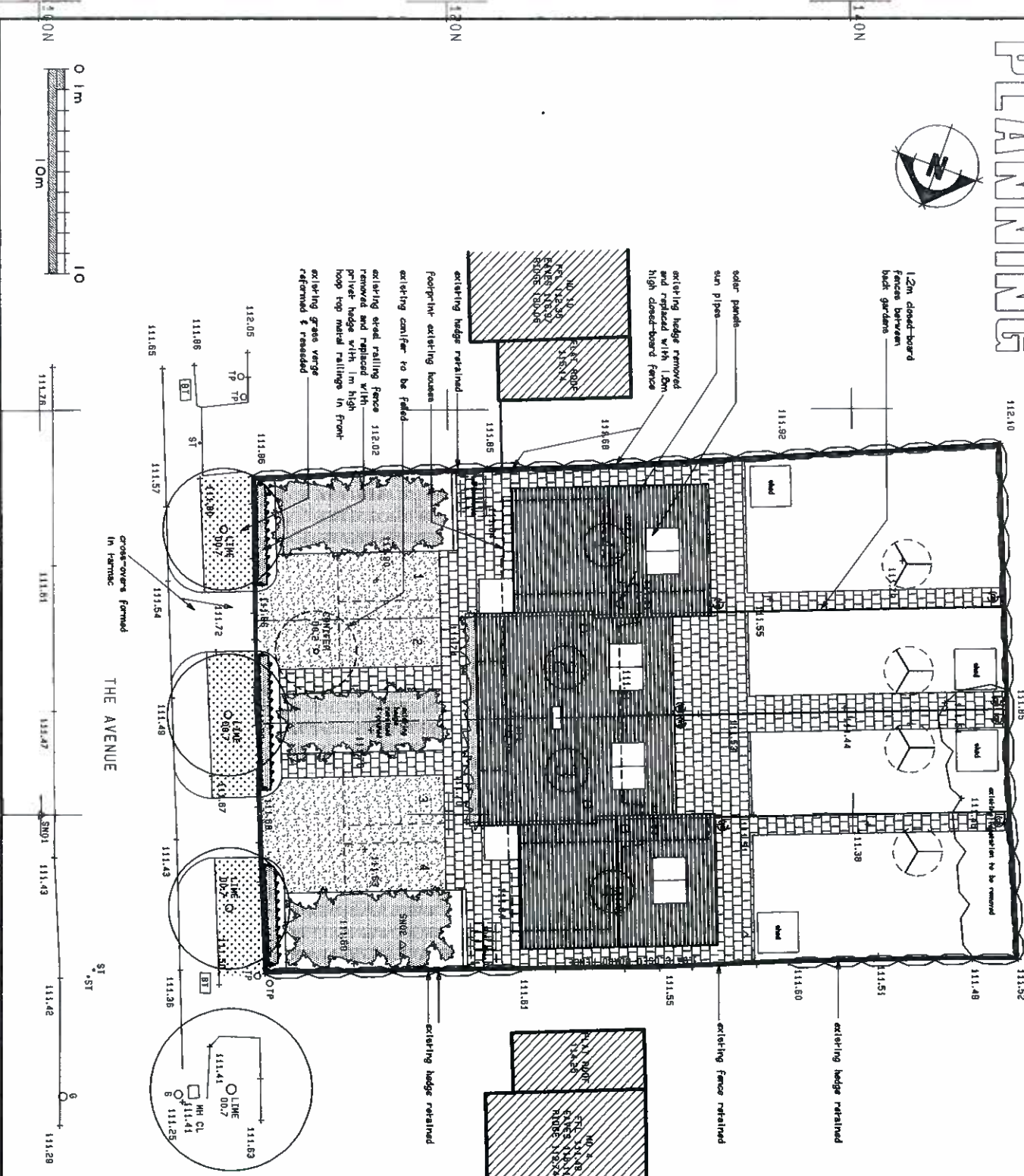
Block Plan

Location Plan (Existing)

# PLANNING



LEVELS ARE BASED ON O.S.B.M SITUATED ON ST PETER'S CHURCH, VALUE 112.05M



## Notes

Contractor to verify all dimensions at the job before commencing and report any discrepancies and any other observations.

## KEY

- Permeable paving slabs
- Gravel in register (kerb) constraint grid
- Grass
- Planting/Hedging
- Water Bar
- Compost Bin
- Rearery Drier

TELFORD & WIREKIN COUNCIL  
ENVIRONMENT & REGENERATION

23 OCT 2009

RECEIVED

DATE	23 OCT 2009	BY	J.S. 21
TIME	10:00 AM	BY	J.S. 21
LOCATION	ST PETER'S CHURCH	BY	J.S. 21
REASON	RECEIVED	BY	J.S. 21

**The Wrekin**  
Housing Trust

Development @  
6&8 The Avenue,  
Wroxtford

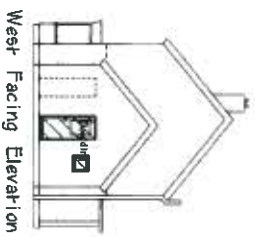
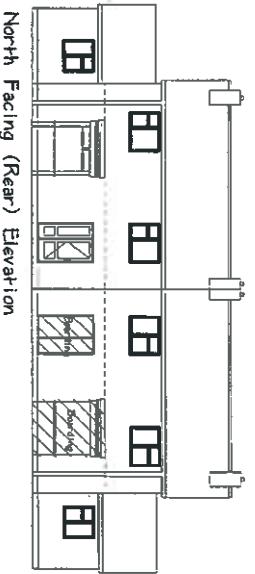
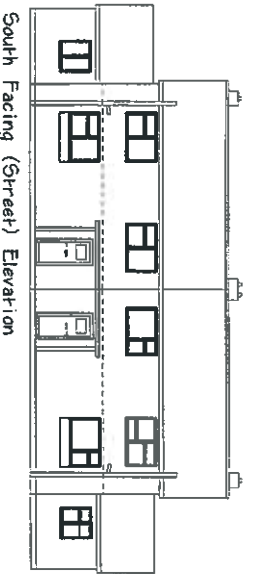
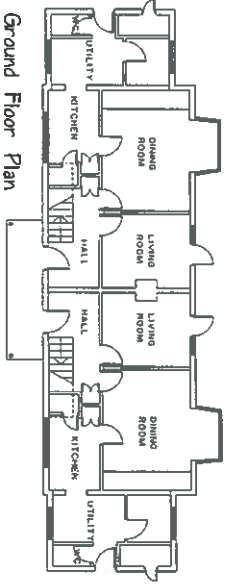
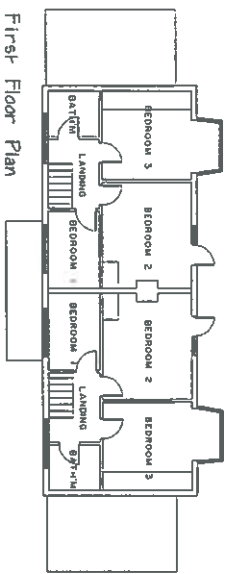
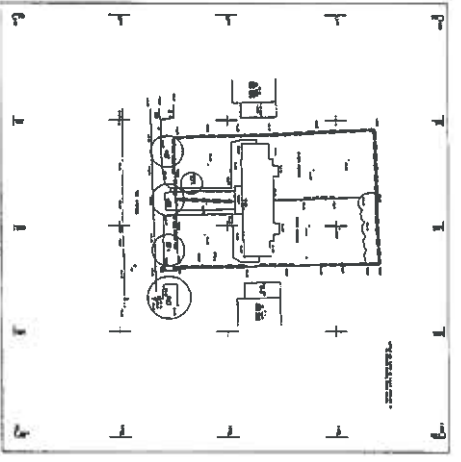
Site Plan

DATE	12/02/09	JOB NO.	16000
SCALE	1:100	DATE	12/02/09
BY	J.S.	NO.	31

notes

Contractor to verify all dimensions at the job before commencing any work or making any shop drawings and allow all tolerances.

NB: This drawing is based on rudimentary dimensions and a photographic survey and should therefore be treated as approximate.



TELFORD & WREKIN COUNCIL  
 ENVIRONMENT & RECREATION  
 29 OCT 2008

PROJECT NO. [REDACTED]  
 DRAWING NO. [REDACTED]

russeil hobbs  
 Arch. Facch  
 14 - 0121 280 3222 - 0121 280 9227 - fax  
 russeil court, 68 cardon street, hollyday, shropshire, SY 14

CLIENT  
 6-8 The Avenue,  
 Wrockwardine,  
 Shropshire,  
 For Wrekin Housing Trust

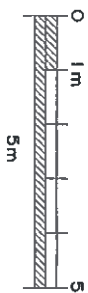
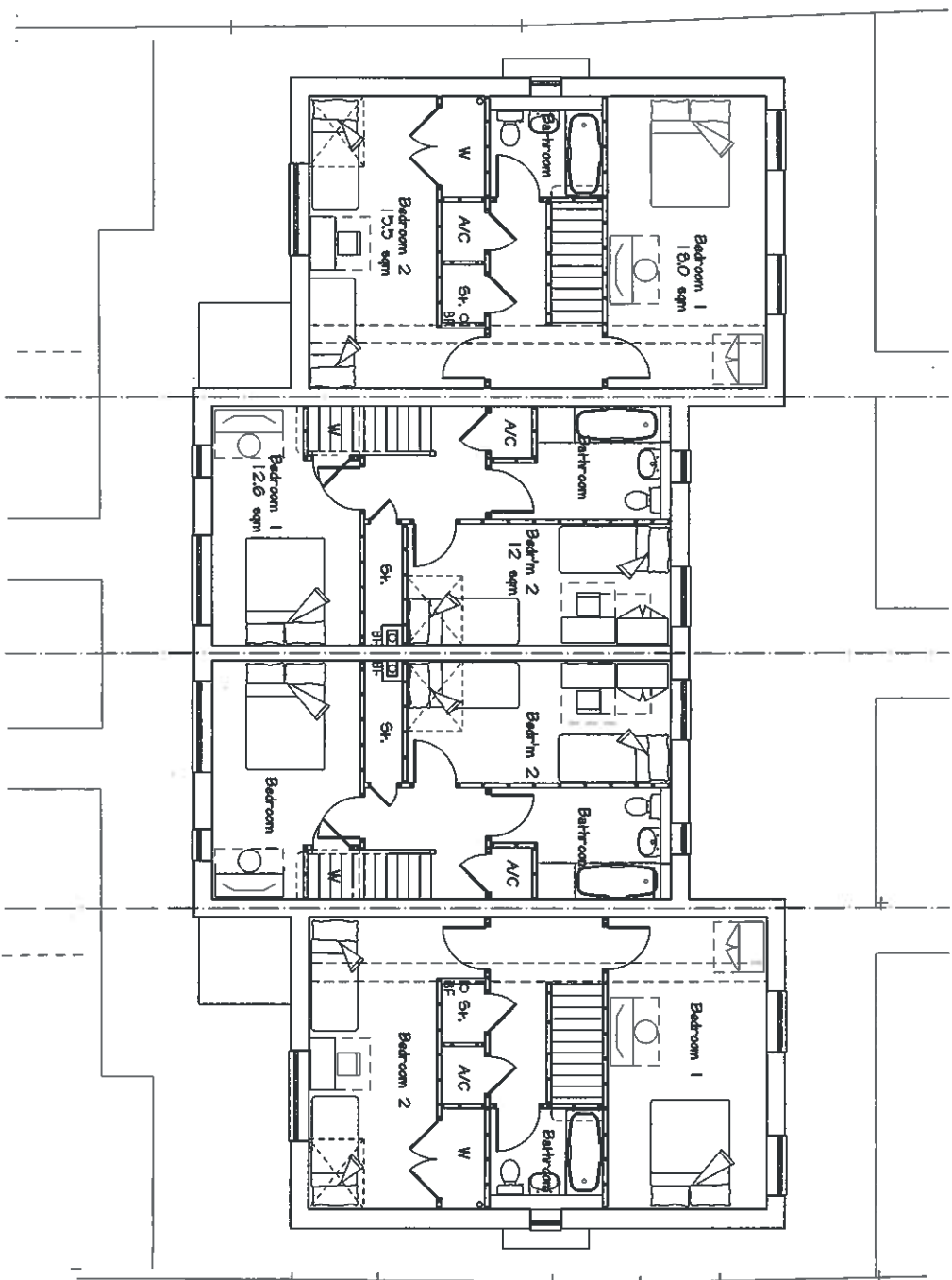
drawing

Plans and Elevations of  
 Houses as Existing

scale	1:100 1:200	job no	16088
date	20/11/07	dis no	FCV
drawn by	JG	sheet	00



# PLANNING



**Notes**  
 Contractor to verify all dimensions of the job before commencing any work or making any shop drawings and after all alterations.

TELFORD & WREKIN COUNCIL  
 ENVIRONMENT & REGENERATION

23 OCT 2009

RECEIVED

01	2009/0001	Rev: 01	JLS
NO	DATE	BY	BY



**Russell Hobbs Architects**  
 ARCHITECTS  
 1st - 0121 276 2222, 0851 276 4222 - fax  
 1st floor, 60, Oxford Street, London, W1D 1LQ

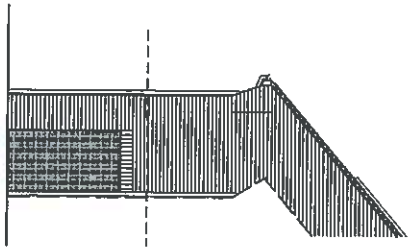
**The Wrekin**  
 Housing Trust

Development @  
 6&8 The Avenue,  
 Wrockswardine

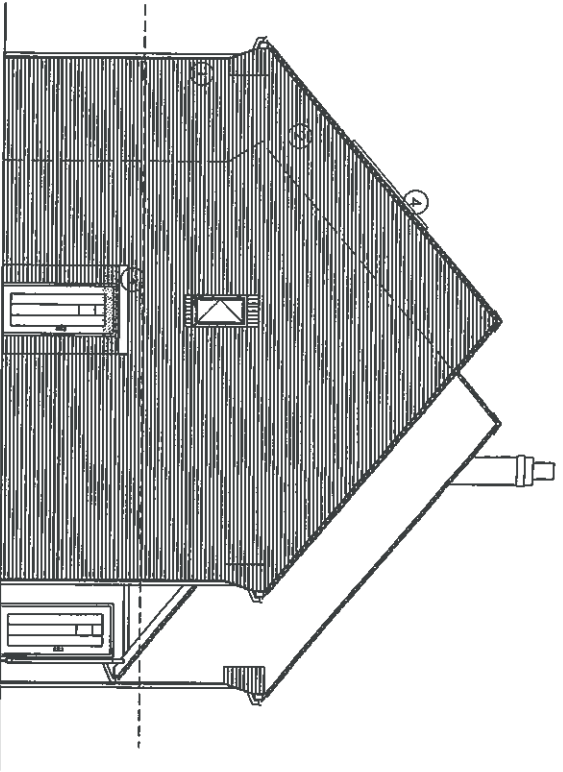
First Floor Plan

NO	DATE	BY	BY
1100	02/08/05	JLS	JLS
006A	01		

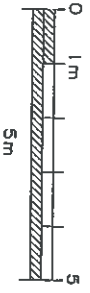
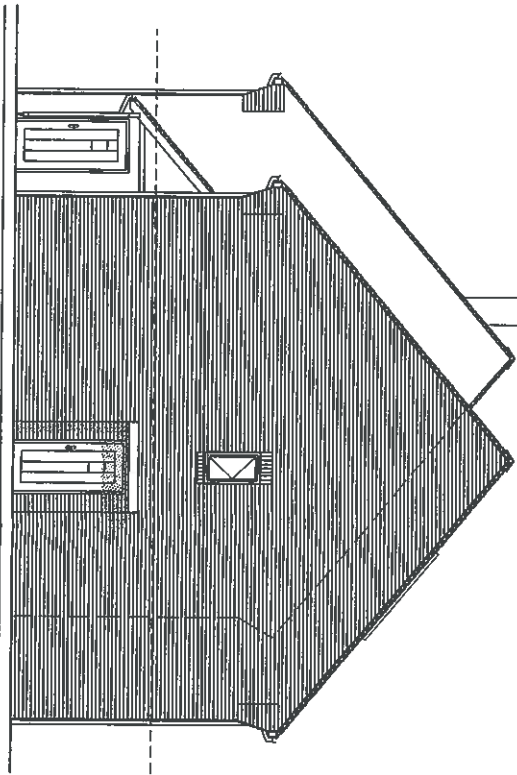
# PLANNING



South South East Elevations



North North West Elevation



## notes

Contractor to verify all dimensions of the job before commencing any work or making any shop drawings and show all tolerances.

## KEY

1. Contrasting brick string course
2. Red Main Brick (similar to all properties)
3. Lead covered canopy
4. Solar Panels

TELFORD & WREKIN COUNCIL  
ENVIRONMENT & REGENERATION

23 OCT 2009

RECEIVED

01	DATE	DATE FOR ADOPT	J.A.
NO	DATE	BY	
REVISIONS			



**rna**  
Rural Architects  
14 - 021 579 700 018 259 0000 - 1st  
Floor, 60, South Street, Llangollen, LL20 1LJ

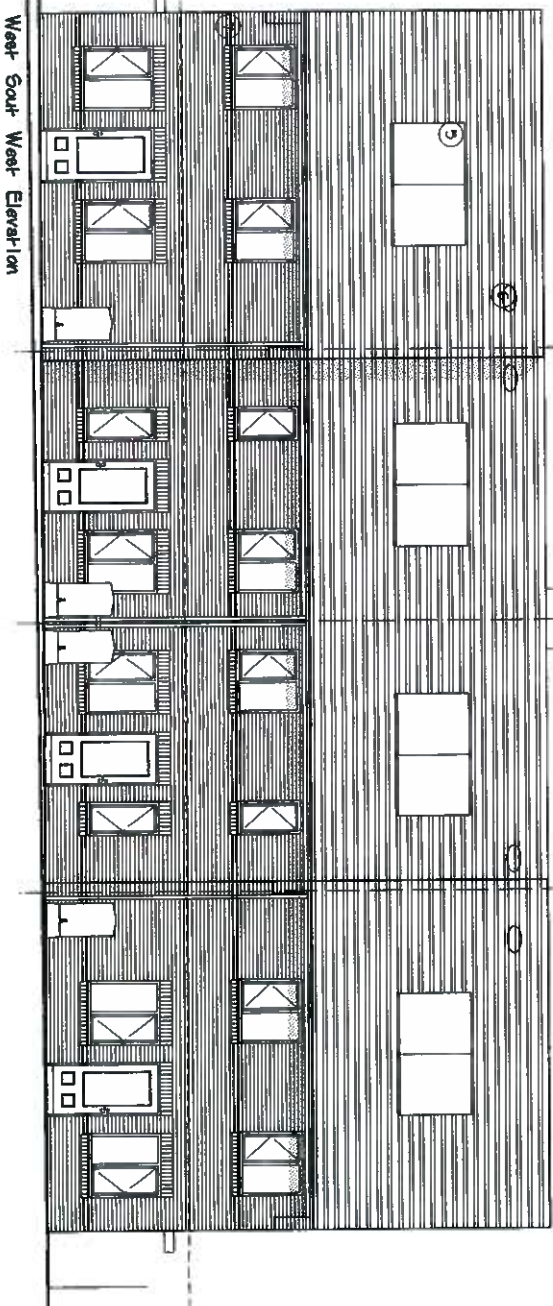
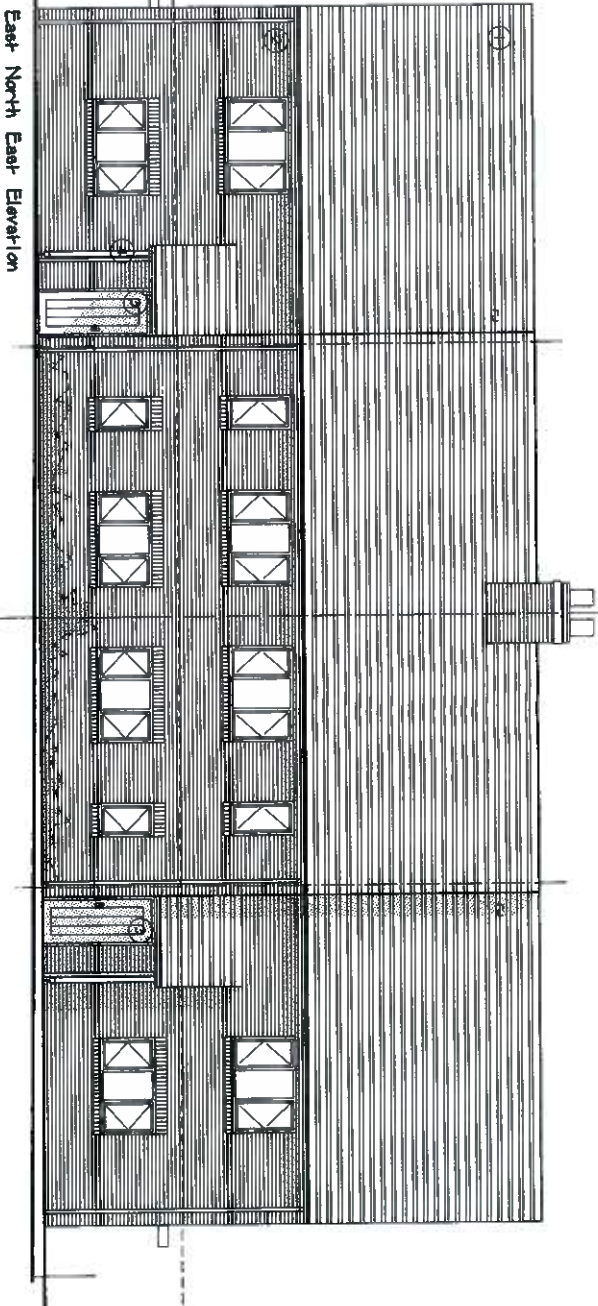
**The Wrekin**  
Housing Trust

CONTRACT  
Development &  
640 The Avenue,  
Wolverdine

drawing  
Side Elevations

NO	DATE	JOB NO	1606A
DATE	03/09/04	618 NO	78V
DR BY	J.A.S	32	01

# PLANNING



**Notes**  
Contractor to verify all dimensions at the job before commencing any work or making any shop drawings and draw all references.

**KEY**

1. Clay Plain Tiles
2. Red Matti Brick (similar to all properties)
3. Timber ledged, braced, battened and framed door
4. Timber post and glaze steel eaves
5. Cedar Panels
6. Sun pipe
7. Contrasting brick string course

TELFORD & WREKIN DOUNCIL  
ENVIRONMENT & REGENERATION

23 OCT 2009

RECEIVED

DL	20/10/09	Drawn for: Alan Durn 1 (see section above A/B)
AS	DATE	BY
REVISIONS		



**russell hobbs**  
ARCHITECTS  
1st - 011 236 7222 2nd - 011 236 7116  
Upper Deck 10, Station Street, Birmingham B3 1LH

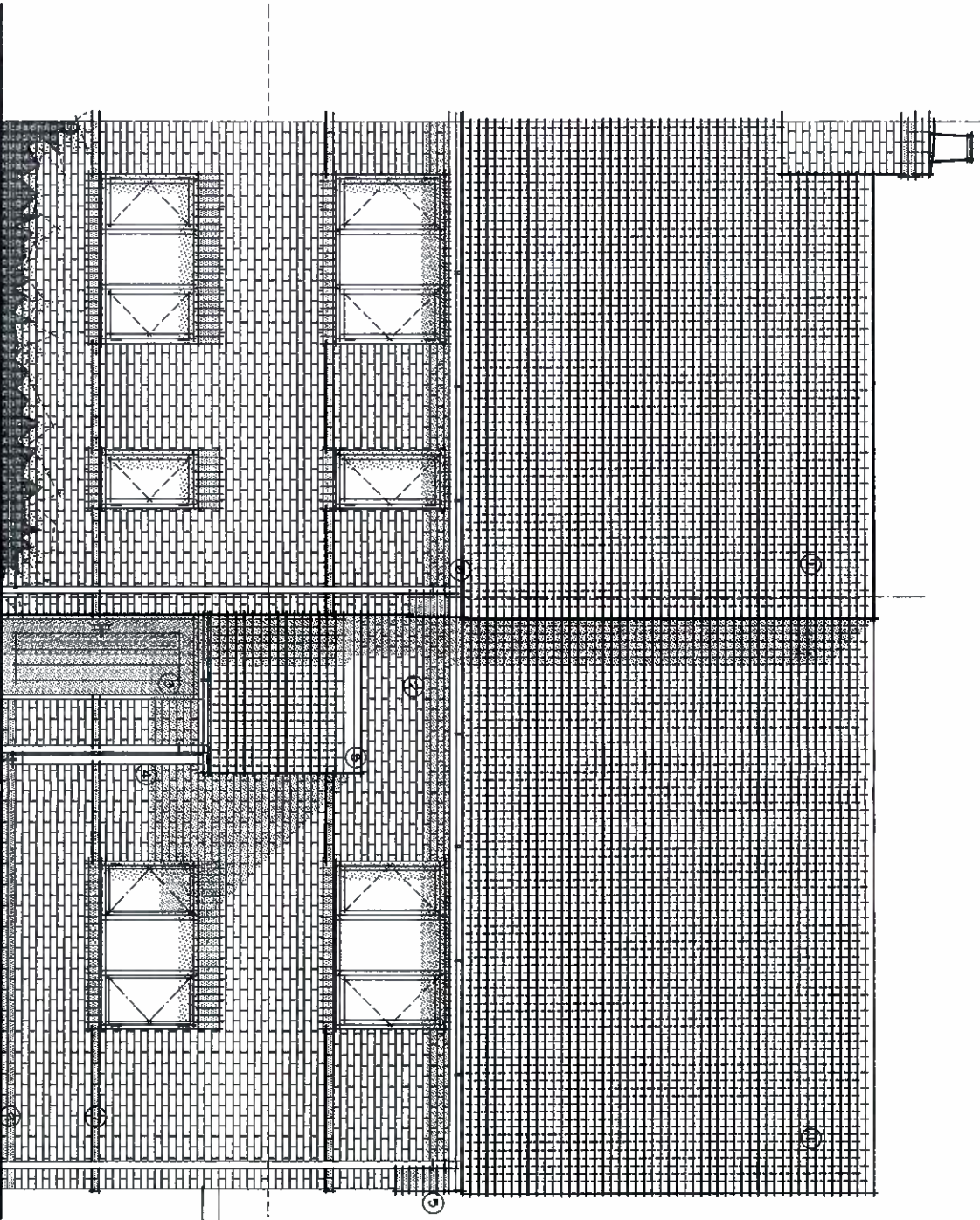
**The Wrekin**  
Housing Trust

contract  
Development @  
683 The Avenue,  
Wrochwardine

drawing  
Front and Rear Elevations

scale	1:100	job no	1809/A
date	02/10/09	dwg no	78V
drn by	AJS	24	01

# PLANNING



East North East Elevation

## NOTES

Contractor to verify all dimensions at the job before commencing work. All work to be done in accordance with the drawings and specifications.

## KEY

1. Clay Plain Tiles
2. Red Multi-Brick (similar to adj. properties)
3. Timber lodged, traced, battened and framed door
4. Timber post and glaze steel shoe
5. Corbelled brick header in contrasting brick
6. Metal rainwater goods
7. Contrasting brick string course and cills
8. Lead apron flashing
9. Engineering brick below D.P.C.

TELFORD & WREKIN COUNCIL  
ENVIRONMENT & REGENERATION

23 OCT 2009

RECEIVED

01	20/10/09	Issue for Public Review	JLS
Job no	date	description	by



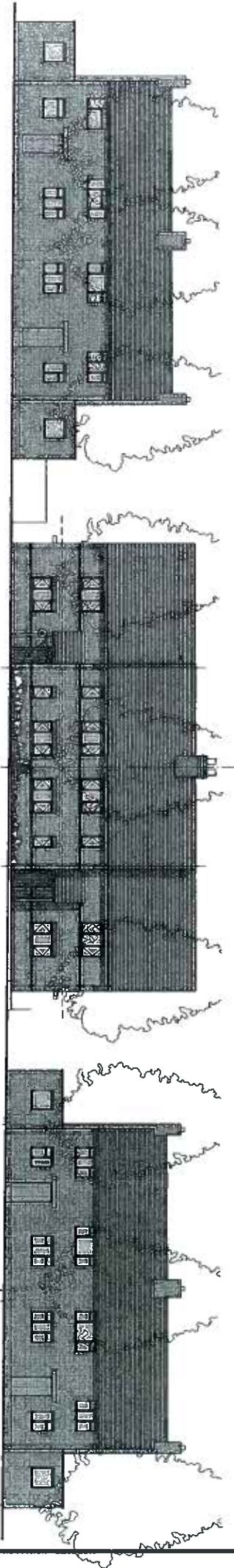
**Russell Hobbs**  
architects  
44 - 011 526 5021 011 296 782 - fx  
russell@rhobbs.co.uk  
russell hobbs architects limited, 44-46  
riverside, east 80, central street, leeds, west yorkshire, LS1 1JG

**The Wrekin**  
Housing Trust

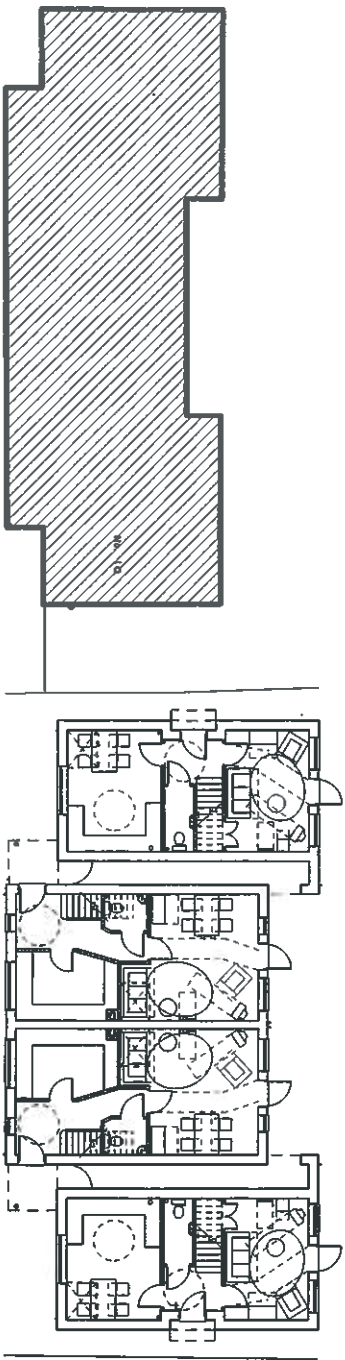
address:  
Development &  
640 The Avenue,  
Wolverhampton

drawn:  
Front and Rear Elevations

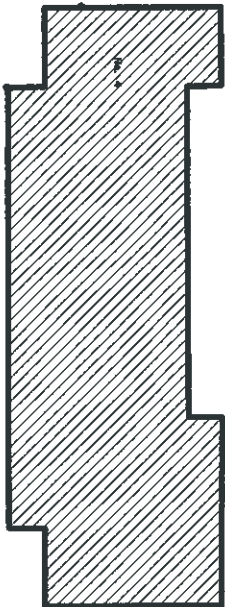
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drawn by	JLS	check by	01



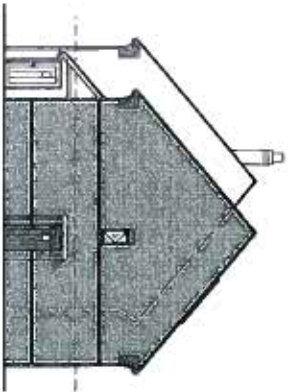
Street Scene



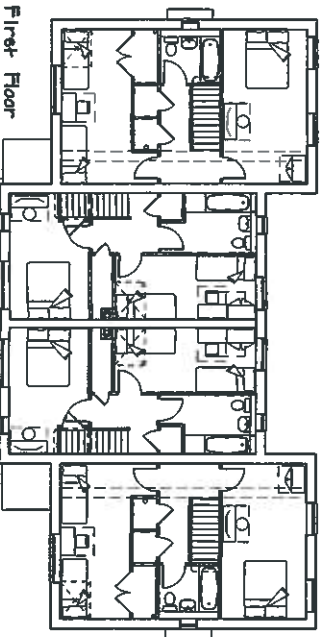
Ground Floor



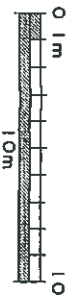
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 ENVIRONMENT & REGISTRATION



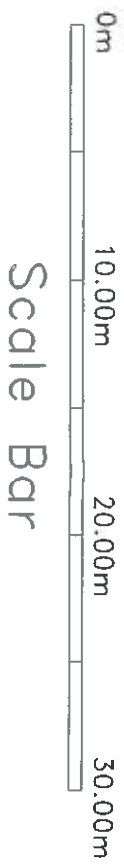
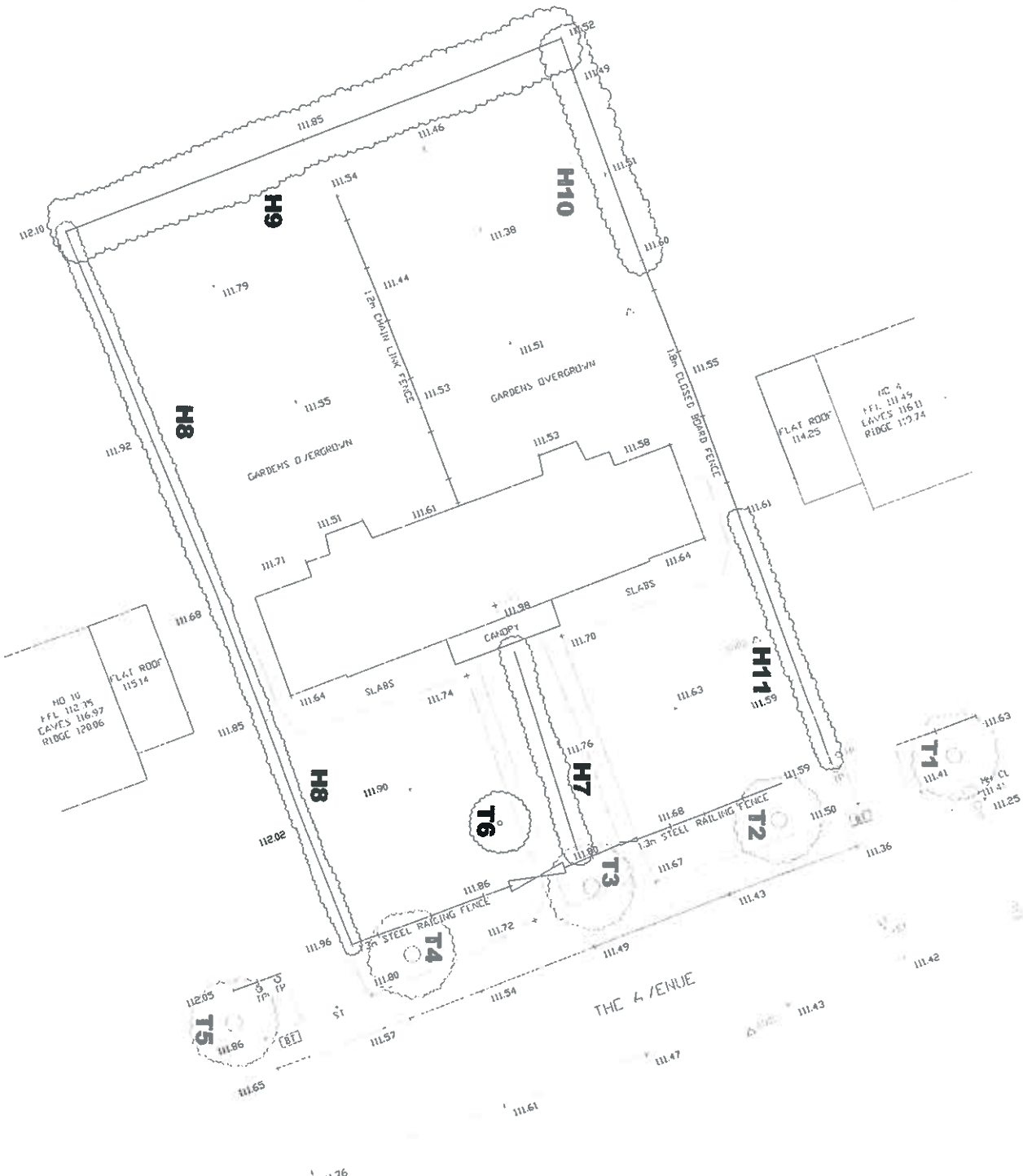
North North West Elevation



First Floor



no.	date	by
revised		
Russell Hobbs architects 1st floor, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 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<b>Client:</b> Wrekin Housing Association	<b>Date:</b> 11/2009
<b>Site:</b> 6 & 8 The Avenue, Woodchurchline	<b>Project:</b> Tree Survey with Constraints Plans
<b>Subject:</b> Tree Survey with Constraints Plans	<b>Drawing Title:</b> Tree Plan
<b>Author:</b> J. 2009	<b>Scale:</b> A3
<b>Notes:</b> Refer to site plan for details of trees to be removed.	<b>Scale:</b> 1:200
<b>Legend:</b>	<b>Scale:</b> 1:200
A = High quality & Value (>50yr old)	B = Moderate quality & Value (20-50yr old)
C = Low quality & Value (<20yr old)	D = Trees to be removed (<10yr old)
The positions are accurate.	
<b>Drawn by:</b> NLU	<b>Checked by:</b> NLU
<b>Date:</b> August '09	<b>Date:</b> August '09

J. 2009  
 Planning & Environment  
 Telford & Wrekin Council  
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**APPENDIX – 1**

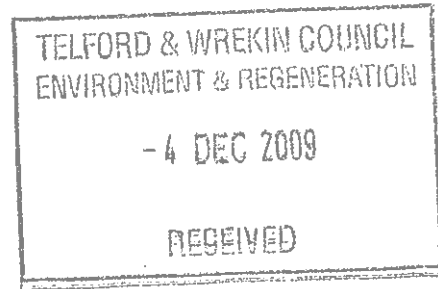
**W2009/0915**

**PROPOSED ASDA STORE AT LAND AT  
WEST SOUTHWATER TELFORD.**

PW/JCC9033

03 December 2009

Mr Gareth Thomas  
Development and Design  
Telford & Wrekin Council  
Darby House  
PO BOX 212  
Telford  
TF3 4LB



Dear Mr Thomas,

**Town and Country Planning Act 1990**  
**Proposed Superstore Store at Land at West Southwater, Telford**  
**Application made on behalf of Asda Stores Ltd (LPA Ref: W2009/0915)**

We write in response to the letter of objection dated 16 November written by Drivers Jonas on behalf of Telford Trustees No. 1 Limited and Telford Trustees No. 2 Limited ("the Trustees"). Rather than respond on a paragraph by paragraph basis, we instead set out our comments under various topic headings.

**Introduction**

Many of the points raised in the Drivers Jonas introduction are summaries of points addressed below. However, there are two points that are better addressed up front. Drivers Jonas state that the proposed development would result in the loss of a key anchor from the town centre. This fundamental misconception, that the application is for a replacement superstore store, is carried right through their letter. In fact the application is for a new superstore to serve the needs of Telford, as identified in the WYG retail study and the RSS, and is not predicated upon Asda occupation (albeit that this will be the likely practical consequence of the development) or closure of the existing floorspace currently occupied by Asda.

They go on to say that the loss of such an anchor would damage confidence and future investment in the centre. However the redevelopment of the existing Asda store was a key element of Hark's proposals for the shopping mall and, by implication, Asda would have to move out within the same timeframe. Furthermore Drivers Jonas appear to take no account of the fact that the proposed development will actually 'kick-start' the regeneration of Southwater and, in concert with proposals which are the subject of a separate live planning application for Southwater Core, will actively encourage investment in the centre of Telford.

**Sequential Approach***Red Oak car park*

Our retail assessment, submitted in support of the application, considered that the Red Oak car park would not be a viable option for Asda. Drivers Jonas question this conclusion and suggest that it is unsupported by appropriate evidence. Further evidence is therefore provided in this regard in the form of letters dated 25 November and 1 December 2009 from Asda's property agent Marsh and Baxter, as well as Illustrations A

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and B prepared by RPS (attached). The Marsh and Baxter letter dated 25 November makes clear that negotiations were held with the Trustees over an 18 month period during which time numerous options and different sites within the town centre were considered. The outcome of this process was reported to Asda's Board on a number of occasions, but was ultimately found to be unviable due in part to the inevitable impact upon the operation and trade of the existing store.

The same is true of the proposals now being put forward by the Trustees, the subject of the recently held public consultation event. The Marsh and Baxter letter dated 1 December confirms that the resultant loss of parking and disruption would have an impact on trade of circa 80%; a figure so high that the store (already under trading and impacted upon by parking charges, outdated design and poor layout) would have to close over the construction period.

While numerous options were considered during the 18 months of negotiations with the Trustees and a further option is now being put forward by the Trustees, the fundamental point is that the construction of a supermarket on the Red Oak car park would cause immense disruption and significantly reduce available car parking within the existing store's principal car park. This is true for any scheme in this location. To demonstrate this we have produced two illustrations. Illustration A shows a store footprint of 4,090 sqm net sales and 7,850 sqm gross as per our application scheme (red shading) and an appropriately sized service yard (yellow shading). To this we have added a 5m construction margin around the footprint and approximately a 2000 sqm allowance for a contractors compound (blue shading). It should be noted that the only allowance for car parking within this illustration is that which can be accommodated beneath the store. As you know from consideration of our West Southwater application, this level of parking is insufficient to service a store of this size. Accordingly, this is a very robust exercise. The Red Oak car park has approximately 750 spaces and the combined shaded area on Illustration A would take out around 450 of those spaces (approximately 60% of the parking).

In order to demonstrate flexibility, Illustration B shows the position for a smaller store of 3,250 sqm net sales and 7,150sqm gross (again making no allowance for parking other than beneath the footprint of the store). We consider that this takes flexibility to an unrealistic level as this would provide a store very considerably smaller than the proposed or existing store. Nonetheless, this would result in the loss of approximately 350 car parking spaces (approximately 46% of the total).

It should be clear from the above that the impact of losing around half of the Red Oak car parking spaces during construction would be simply untenable on the existing Asda store, with that impact being of a similar order of magnitude to that set out in the Marsh and Baxter letter of 1 December. Indeed, it is to protect against this sort of significant impact that Asda's existing lease of their store obliges the Trustees to maintain 600 parking spaces on the Red Oak car park.

While it may sometimes be possible to suffer significant disruption while continuing to viably trade from a store, this very much depends upon the trading characteristics of the store in question. A strongly performing store, trading above company average levels with limited competition, would be able to withstand the loss of trade associated with disruption far better than a poorly performing store. The existing Asda store is significantly under trading (some 20% below the company average), has a low spend per customer and

within the context of Telford is surrounded by unconstrained active and attractive competitors resulting in it being far less able to withstand the disruption that would flow from redevelopment of the Red Oak car park.

Moreover, the end product of redeveloping the car park would not justify the investment of providing it as the potential store arrangements explored with the Trustees in the 18 months of negotiations, and the proposals now being put forward by the Trustees, result in poor compliance with Asda's minimum design principles.

Many of the comments made by Drivers Jonas on page 4 of their letter are all predicated upon the application being for a replacement Asda store. As previously stated, while the practical implications of approving the application will be that Asda relocate, the planning basis on which the application has been made is that additional superstore floorspace is needed in Telford to go some way in meeting the needs established in the WYG study and the RSS.

Before moving on, it is worth addressing the selective quotation of PPS 6 in this part of the Drivers Jonas letter. It is rarely helpful to quote national policy back to Local Planning Authorities, however, it is worth noting that, in considering suitability operators need to demonstrate flexibility in terms of scale, format, car parking and disaggregation (para 3.15 of PPS6). This we have done, as set out in the appended letter from Marsh and Baxter. Furthermore, paragraph 3.16 of PPS6 requires LPAs to take account of genuine difficulties in operating the applicant's business model in respect of assessing sequential sites. The construction of a superstore within the existing store's car park will clearly result in "genuine difficulties", as set out above. This will remain the case while the existing Asda continues trading.

Finally, Asda welcome the development of the car park for a foodstore, as noted at the bottom of page 4, providing its construction does not conflict with Asda's tenancy period for their existing store (i.e. not before 2014).

#### *Ash Grey car park*

We can confirm that Ash Grey was considered as part of the discussions with the Trustees, however, it was dismissed as the size of the site is inadequate to allow the required scale of development or for the design to meet detailed design and operational requirements, even taking a flexible approach. As noted in paragraph 5.11 of the submitted RIA, taking a flexible approach we consider that only sites in excess of 2.2 ha are capable of being suitable to accommodate the proposed development. The area of Ash Grey car park is approximately half that (between 0.95ha and 1.5ha depending on what allowance is made for maintaining servicing requirements of the existing key tenants in this locality. Clearly, this is very significantly below the size of site required.

Illustrations A and B perform the same exercise for the Ash Grey car park as that set out above in relation to Red Oak. It can be seen that the small size of the site results in wholesale loss of the Ash Grey car park and a physical inability to accommodate the development while maintaining service routes for existing stores in this location. Again, no account has been taken of the parking requirements associated with developments of this size other than that which could potentially be accommodated beneath the store's footprint. However, it is clear from the illustration that insufficient space exists to provide any frontage parking. Equally, no account has been taken of any rights the existing

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tenants (such as BHS, Primark and M&S) may have over the maintenance of service provision or customer parking.

#### *Redevelopment or extension of the existing store*

There are two primary points to note in this regard. Firstly, Asda's requirements for Telford are not for additional floorspace quantum, as demonstrated by their application. As such, the suggestion that the existing store could be extended is of no value whatsoever to Asda specifically and would have to practically double in size in order to meet the needs of Telford set out in the WYG report and the RSS. Accordingly, there is no value in pursuing an extension of this store.

Secondly, a refurbishment of the existing store would have impacts upon the existing operation even greater than the development of Red Oak car park, discussed above. Such a refurbishment would have to address the issues identified in the RIA (para. 5.21), namely relaying the floor, improving linkages between the store and the surface car park at the rear (in such a way as to avoid the loss of the bakery or the creation of security issues). The improvements would still result in a compromised store in comparison to competing modern stores in Telford and the effects of this work on a trading store would be so significant as to effectively demonstrate that the site is unavailable as well as unsuitable and unviable until such time as Asda no longer occupy the store (after 2014).

Finally, it should be noted that extension, or even refurbishment and continued operation of the store does nothing to assist the Trustees in their plans to redevelop the town centre as an enlarged sub-regional shopping centre and may very well present them with a significant additional constraint. Neither does it meet the need for additional floorspace identified in the RSS.

#### **Edge of Centre Sites**

The order of site assessment under the sequential approach to site selection is set out in paragraph 2.44 of PPS6 where, *inter alia*, it is confirmed that "in considering alternative sites with similar locational characteristics in terms of the sequential approach...local planning authorities should give weight to those locations that best serve the needs of deprived areas". The application site is edge of centre and, following PPS6, the only point at which another edge of centre site becomes preferable is where it better serves the needs of deprived areas.

The application site is better located than any other edge of centre site in terms of pedestrian links to the Malinslee area of Telford, allowing an almost straight line of pedestrian linkage with the town centre, via the enhanced pedestrian crossing over the Box Road.

The Central Southwater site, by contrast, is bounded to the south by the Town Park with no pedestrian routes linking to the residential areas further to the south. Moreover, while the Drivers Jonas letter places some weight upon the bridge link over the Box Road, no reference is made to the fact that this link closes every evening, reopening in the morning. While this closure would have no effect on customers of the town centre, as the town centre would also be closed, it does act as a barrier to movements to facilities such as the bus and train stations, customers of the proposed superstore living to the north and office and shop workers on their way to and from work. By contrast, the enhanced pedestrian crossing over the Box Road proposed as part of our application would remain open and available for use 24 hours a day. Drivers Jonas appear to be preoccupied with the nature

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of the existing linkages whereas the appropriate factor to consider is the nature of linkages that are proposed as part of the development.

In addition, the development of a large space user on the Central Southwater site would have a deleterious effect upon the regeneration plans for the Southwater area as a whole. Much of the design rationale for the form of the current application proposal is to provide a western anchor to the Southwater regeneration. The provision of this large scale development (which, by necessity, could only have one front) 'half way along' the Southwater regeneration area would result in sterilisation of remaining land to the north (i.e. the current application site).

In summary, the application site is better placed to serve the needs of deprived residential areas, being better connected to Malinslee. The proposed crossing of the Box Road would provide more convenient access to the town centre, both in terms of location and hours of available use, than the bridge link referred to by Drivers Jonas. As such, the edge of centre Central Southwater site is not sequentially preferable to the edge of centre application site.

### **Retail Impact**

In considering what Drivers Jonas refer to as "the additional store argument" they appear to have confused the need to undertake a robust assessment of need (section 4 of the RIA, which Drivers Jonas quote from) with the commercial reality of reoccupying the existing Asda store in its current state. We agree with Drivers Jonas at paragraph 3.4 of their letter that the existing store is qualitatively deficient. However, an occupier *may* be found in the short term and could certainly be found in the medium term if the store were improved once it became available for the works to be carried out (i.e. after the Asda tenancy has ended). Accordingly, the only robust way to proceed with the assessment of retail capacity assessment is to assume that a high turnover occupier is in occupation of that unit. Irrespective of whether another retailer wishes to occupy it the store would remain as an existing building with planning permission for food retailing and our retail assessment therefore had to take account of that. Our analysis therefore proceeded on the basis that the new development would be an additional store rather than just a replacement. Our findings were that there is capacity, and hence a quantitative need, for an additional store in Telford that could trade alongside another retailer in the existing unit should that store be reoccupied. However, it is no part of our case that the proposed store is only acceptable if the existing store is re-let to another food occupier.

Drivers Jonas assert that the existence of planning permission on the application site would jeopardise the potential for a new foodstore on the Red Oak car park. We disagree; clearly the Trustees would have to be realistic about rental levels and parking arrangements but these are matters which are fully within their control. Furthermore one of the factors influencing viability, namely the impact of the construction of the new store on the trade of the existing Asda store while it is being built, would be removed. Our study demonstrates that need exists for both sites.

### **Vacancies**

There is little to be gained in addressing the vitality and viability point made by Drivers Jonas at length as one only has to walk around the town centre to see that it is indeed a thriving centre with good vitality and viability in the current economic climate.

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On a couple of specific points it should be noted that the percentage rates quoted in paragraph 3.11 of the Drivers Jonas letter relate to vacancies "and short term let retail floor space". That is to say it relates to all vacant units and some units which are not vacant at all! Clearly, this is a very unusual premise to examine vacancy rates from. Furthermore, it is worth placing the vacancy figures in the context of the national average. As set out in the RIA (para 6.14), the vacancy rate of Telford shopping centre is actually below the national average of 11.7%. It should be noted that even Drivers Jonas only claim that the vacancy rate is "slightly above" the national average (paragraph 3.29 of the letter), even taking account of occupied units on short term tenancies. To conclude on this point, the level of vacancies within the shopping centre is close to the national average level and, from Goad and our own survey, appears to have decreased slightly over the last year.

In respect of the potential vacancy of the Asda store, this will not occur until 2014. Furthermore, regardless of the outcome of the current application, this vacancy is likely to occur given the difficulty of redeveloping the existing site while Asda remain in situ and the inability to agree viable terms with the Trustees. It would also occur under the Trustees' proposals to provide a foodstore on the Red Oak car park. Perhaps more pertinently, the Trustees' plans to redevelop the town centre will inevitably result in disruption and vacancy within the centre as that work is progressed. Given that Asda will remain in situ until 2014, it is likely that any vacancy of the unit will be seen in a completely different short term context of redevelopment and may even facilitate that redevelopment. Accordingly, the current planning application does not raise significant issues regarding the vacancy of this unit and its implications for the centre as a whole.

#### **Quantitative Need**

Drivers Jonas question the use of the WYG study notwithstanding the fact that PPS6 confirms that need assessments should "wherever possible, be based on the assessment carried out for the development plan document, updated as required..." The WYG study is an up-to-date, thorough, survey-based piece of work and provides an appropriate basis upon which to base our assessment and allows the LPA to consider our retail assessment against a consistent background.

Drivers Jonas then go on to accept that the Primary Catchment Area adopted for our assessment (assumed to be the same as that of the existing store from which 80% of its turnover is derived) comprises zones 4-6 is an improvement but ought to be supported by a 10-15 minute drive time. It should be noted that the identification of the PSA was undertaken with the benefit of knowing where the existing Asda store draws from, as set out in the household survey contained within the WYG report. That is to say, it is based upon the actual areas from where customers are drawn to a food store of approximately the same size as the proposed store, located in approximately the same location. To simply ignore the evidence available for the shopping patterns of the non-PSA zones would be illogical and require the use of significantly less robust assumptions. We consider, therefore, that it is beyond criticism. Nonetheless, we enclose a plan showing 10 and 15 minute drive time isochrones. One can see that there is a reasonable degree of correlation between the 10 minute isochrone and the PCA, notwithstanding inevitable differences between drive times and postcode sector boundaries, and if anything the isochrone is larger.

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What is absolutely clear is that the submitted RIA is not based upon a sub-regional shopping centre's catchment area, as claimed by Drivers Jonas in paragraph 3.30, rather it is based on actual food shopping patterns as detailed in the WYG retail study undertaken on behalf of the Council.

Drivers Jonas have suggested that it is impossible to identify which stores actually fall within our PCA (zones 4-6), but that is clearly not true. An examination of the study area plan included as Appendix 1 of our RIA readily indicates which stores/centres fall within which zones. If it will assist you we can confirm that Oakengates; Donnington (including the Asda at Donnington Wood); Hadley; Telford; Dawley; and Madeley all lie within zones 4-6.

At their paragraph 3.19 Drivers Jonas summarise the calculations in our convenience capacity table (Table 14) and say that our identified headroom potential/capacity of £54.8m at 2009 and £68m at 2016 is excessively large. However they provide no reasoning for that conclusion. They have made no objection to our estimates of total available expenditure within the PCA (which are derived from WYG's population figures and the latest Experian local per capita spending estimates), and both the level of spending retained by existing stores in the PCA and the level of spending from outside zones 4-6 that is also captured by the PCA stores are not our estimates but rather have been derived from the results of WYG's household survey. Similarly, the estimates of the benchmark company average turnovers of the existing stores have been largely derived from floorspace figures in the Council's retail study as well as the latest sales density estimates from Verdict. The estimates of the expenditure that is actually available within the PCA and the average level of turnover required by the existing stores therefore does not appear to be in dispute. The calculation of the headroom to accommodate additional floorspace is therefore straightforward and clearly shows a surplus of £68m at 2016, falling to £45m once existing commitments have been taken into account. That clearly demonstrates a quantitative need for additional floorspace within the PCA.

At their paragraph 3.20 Drivers Jonas point to the fact that the survey derived turnover of the existing Asda store (in our Table 12) shows the store is overtrading, while our RIA (Table 16) has contended it is undertrading. As you (and certainly your consultants WYG) will be aware, household shopper surveys can sometimes produce erroneous results and in this instance while the survey does suggest a turnover that is above the company average level, Asda themselves have informed us that their store is in fact trading significantly below the implied levels. However, this discrepancy makes no material difference to our capacity assessment. The level of available expenditure within the PCA is derived from the survey results (which includes the Asda overtrading); however if the turnover of the existing Asda were to be reduced to more accurately reflect its actual trading level, the overall level of spending within the PCA would remain largely the same, since the spending deducted from the Asda would logically be expected to be reapportioned to other stores in the area. The overall level of spending within the PCA, and hence the final headroom figure, would therefore remain largely the same. Even if that were not the case, our impact table (Table 12) assumes the existing Asda is trading around 10% below its company average level, which equates to almost 20% (£7.6m) below the level identified by the household survey. If that reduced level of turnover were to be incorporated in our capacity assessment but with the £7.6m of spending not reapportioned amongst other stores in the PCA, then the level of retained expenditure shown in our Table 14 would be reduced, which would in turn result in a reduction in the final headroom potential/capacity. However even in such a worst case scenario the level

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of headroom/capacity (£37.8M at 2016) would still be well in excess of the net increase in turnover that will result from the proposed development (£27.8M).

### Qualitative Need

Once again Drivers Jonas fail to recognise that the application proposal is for a store *in addition* to the existing floorspace within the town centre. It is not a replacement of that store. Accordingly, their comments about the location within which qualitative improvements can be made and to which re-apportionment of trade can take place are misplaced as in fact, once the Asda tenancy has ceased, that floorspace can be qualitatively improved such that it too attracts additional trade.

### Impact

At paragraph 3.30 Drivers Jonas reiterate their contention that our catchment area is too large, the WYG study having assessed the catchment of the sub-regional shopping centre. However as we have already said (in the quantitative need section above), while we have adopted the study area from the WYG study we have assumed the PCA of the proposed store will be smaller and only comprise zones 4-6. The WYG study area was utilised so as to comply with PPS6 guidance and allow us to make use of the household survey results, which allow both the inflow and outflow of expenditure to be identified. The wider extent of the study area is therefore not an issue, since the survey results allow us to identify how much spending is actually being captured by the PCA. Drivers Jonas' suggestion that we have identified an 'unrealistic level of expenditure' is therefore incorrect, since our capacity analysis (Table 14) only takes account of the spending that is already being captured by the PCA (zones 4-6). (We would emphasise that the PCA of the Asda store is clearly very different to the PCA of Telford Town Centre, reflecting the very different roles that are performed by food stores and sub-regional shopping centres).

In relation to the suggestion that we have omitted the Iceland and M&S stores from the analysis, our tables use the same format as the WYG study. Other stores such as Iceland and M&S are included within the 'other town centre stores' entry (£12m of turnover being estimated for these other shops in Telford town centre).

Paragraph 3.31 states that diversion of £30m of convenience expenditure from the existing Asda to a new store at West Southwater would represent 71% of all convenience expenditure being taken out of the primary shopping area, which they say would have a negative impact on the centre. However that overlooks the fact that: a) there is a clear quantitative capacity for another foodstore; and b) a new store at West Southwater would effectively function as part of the centre, because of its proximity and the good pedestrian linkage it will enjoy. In terms of the impact on shoppers visiting the centre, that should be positive, since they will have access to a better and more modern store and free car parking for Asda customers (and charges consistent with town centre car parks for other users). Further benefits will accrue if the existing Asda unit is reoccupied (which would provide more choice and competition) or the unit is incorporated within the Trustees' planned redevelopment. In terms of the comparison turnover of the proposed development, that is small compared to the capacity/need identified by your own consultants. Telford is a sub-regional shopping centre whose offer is primarily comparison goods based. The diversion of £13m of turnover, which is derived predominantly from items purchased as ancillary to a food shop and which is mostly already spent in the Asda store will have no impact on the vitality and viability of Telford, which the WYG study calculated (from their household survey) had a comparison goods turnover of £429.3m in 2006.

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Paragraph 3.32 of the letter calls into question the likelihood of linked trips being undertaken between the proposed store and the town centre. The public consultation exercise undertaken in relation to the proposal, set out in the Statement of Community Involvement, resulted in 1,600 questionnaires being handed out and 199 being returned. The questionnaire included a question on whether customers would continue to use the town centre for other shopping requirements; 94% of respondents confirmed they would.

The significant improvement to pedestrian crossing facilities across the Box Road at all times of the day, proposed as part of the development, will facilitate high levels of linked trips and, given the lack of suitable, viable and available sites within the town centre, we consider that the proposed development complies with national policy in this regard.

A substantial percentage of people will always undertake dedicated main food shopping trips wherever the store is located and will not link those trips with visits to other shops and services. However, it is now widely accepted, based on evidence, that there are linked trips to centres associated with large food stores, including from edge of centre locations. The degree of inter-linkage depends on a number of factors, including the distance of a store from the centre and its relationship to it. A Donaldsons' survey undertaken in 1995 in relation to a Safeway store in Devizes found: *"Of those respondents who had come specifically to shop at the Safeway more than half of them (59%) also visited other shops in Devizes on the same trip. These results illustrate the Safeway store's strong draw and the link this draw has with town centre retailing"*. It is relevant to add that the Safeway store (now Morrisons) in Devizes is separated from the town centre by a fairly major road and is 300m away from the centre.

Asda has also undertaken a number of surveys of linkage between its edge of centre stores and the nearby town centres. The findings of their exit surveys are outlined below together with the distance of the store from the town centre.

Centre	Distance from Asda Store (metres)	Percentage of Linked Trips
Bromsgrove	210	75%
Long Eaton	265	45%
Spennymoor	110	56%
Pwllheli	105	64%
Llangefni	150	46%

Drivers Jonas claim that no analysis has been undertaken of impact upon the town centre if the existing store were not reoccupied. That is incorrect as column 5 in our Table 16 details the impact of the proposed new store after the closure of the existing one but before its reoccupation (which is then noted in the subsequent columns).

Drivers Jonas query why the reoccupied Asda floorspace at The Border would draw more trade from out of centre locations than the proposed store at West Southwater. The reason is simply that many existing Asda customers will move across to the proposed new store and would therefore provide the majority of the turnover of the proposed new store. The occupier of the Border floorspace would be a new occupier and accordingly would draw its trade from existing facilities, many of which are out of centre. It can be expected that a large proportion of its turnover would come from the West Southwater Asda, since

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that would be the closest competitor: the remainder would largely be from other large stores in the wider area (food superstores generally compete with other comparable stores).

At their paragraph 3.35 Drivers Jonas note that even if the existing Asda unit is reoccupied, the trade diversion resulting from the new store at West Southwater would mean £5m less turnover in the primary shopping area than currently exists with the current Asda: since the application site is not currently within the PSA the turnover of the centre would therefore fall as a result of the proposed development. That is correct, however it ignores the fact that the proposed development will effectively function as part of the centre, having good linkage to the existing PSA. Given that Telford is a sub-regional shopping centre whose retail offer is primarily non-food based; the identified quantitative capacity for new food and non-food floorspace and the good linkage the new store will have to the PSA, it is not at all likely that the development will seriously undermine the vitality or viability of the centre.

#### **Departure from Development Plan**

We have accepted that the proposed development is in conflict with saved Local Plan policy TC2 but have drawn attention to the fact that this policy does not contemplate population growth and associated retail need beyond 2006. The RSS confirms a growth in households of 26,500 between 2006 and 2026 and the WYG retail and leisure study draws conclusions on behalf of the LPA as to the level of retail floorspace needed to meet this growth. Accordingly, while saved policies of the Local Plan have the weight of s38(6) of the Act, the RSS and the WYG report are very weighty material considerations which, given the time horizon of policy TC2 and the significant change in circumstances facing Telford since the Local Plan's adoption in February 2000, outweigh that policy. Even if no weight can be afforded to the RSS in this matter, as Drivers Jonas inexplicably imply, one can fall back on national policy as a weighty material consideration, in the form of PPS6, with which we fully comply.

A further policy consideration is Policy CS4 of the Core Strategy which, having cognisance of the RSS population figures and a time horizon to 2016, recognises that "the role of the Central Telford Area will be consolidated and enhanced as the hub of the service centres hierarchy by [inter alia] creating more shops..." The proposed development clearly complies with this.

Drivers Jonas seek to argue that the relocation of the Council offices from the application site constitutes the loss of a "community facility" to which Core Strategy policy CS10 applies. Paragraph 9.65 of the Core Strategy notes that community facilities include "education, health, and social facilities such as schools, health centres, hospitals, libraries, community/day centres, prisons, village and community halls, post offices and churches" with public houses and local shops also forming part of the fabric of a community. While this is not an exhaustive list none of the uses quoted are even close to Use Class B1 office use either in character or spirit. Accordingly, we do not consider that Policy CS10 is engaged. In any event, we understand that the Council are taking a report to committee in January 2010 recommending that the Civic Offices be retained within the Southwater area such that alternative provision will be able to be provided concurrently with the vacation of the current office (see attached letter from the Council's Head of Property and Design). As such, the requirements of policy CS10 would be complied with if it were to be engaged.

Drivers Jonas then move on to consider the weight to be afforded to CTAAP. It should be noted that our submission is in no way based upon the CTAAP as we recognised that it

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could be afforded limited weight at the time of the application submission. Drivers Jonas draw attention to the fact that they have objected to the document (without pointing out that others, including our client, have supported the document - a fact which potentially significantly affects the weight it could be afforded) and that the Inspector has made plain his thoughts on the soundness of the document as submitted. However, it is important to note that the Inspector's concerns set out at the Exploratory Meeting in no way related to the spatial distribution or quantum of retail allocation or the principle of regeneration being proposed through the development of Southwater. Indeed, he specifically applauded the vision and objectives of the document.

What is certainly the case is that the policies of the CTAAP represent the most up-to-date expression of the Council's aims, objectives and ambitions for Telford and that these include the regeneration of the Southwater area by mixed use development, including retail. Our proposals are not only in line with these ambitions but, in concert with the proposals for the Southwater Core, actually 'kick start' the process of regeneration.

### **Prematurity**

Drivers Jonas seek to argue on the one hand that CTAAP can be afforded no weight at all and, on the other, that the application should be refused for being premature to CTAAP. This is clearly inconsistent.

Regardless of the status of CTAAP, the application before you is for retail development, for which there is a proven need, which is proposed on the most sequentially preferable site and results in no unacceptable retail impact. Paragraph 17 of the ODPM's document "The Planning System: General Principles" (2005) sets out that "in some circumstances" ... "it may be appropriate" to refuse permission on prematurity grounds. It is clear from this wording that this is a matter of discretion. It is our strong contention that it cannot be appropriate to refuse the Asda proposals on prematurity grounds when national policy (PPS6) is fully complied with and the policies and status of the document in question (CTAAP) are not being relied upon for that compliance. The proposals stand to be determined outside of CTAAP and cannot be considered premature to it.

Furthermore, the CTAAP position has moved on since the Drivers Jonas letter in that it has now been confirmed that the examination process has been suspended for a period of up to six months. "The Planning System: General Principles" notes that "Where a DPD is at the consultation stage, with no early prospect of submission for examination, then refusal on prematurity grounds would seldom be justified because of the delay which this would impose in determining the future use of the land in question." Given that the examination has been suspended to allow further work and associated consultation, we consider that this element of the ODPM's guidance is invoked and refusal on prematurity grounds is not justified because of the delay which this would impose in determining the application and the future use of the application site. The significant amount of additional work now being commissioned and consulted upon has the effect of placing the plan at "pre-submission" stage for the purposes of this issue.

### **Loss of Council Offices**

As stated on the application form, the Civic Offices are to relocate, thus maintaining current employment levels. It is not the case that Telford and Wrekin can simply divest itself of all the functions currently carried out at the application site such that the jobs would be lost. Indeed, as stated above, we understand that the Council are taking a report to committee in January 2010 recommending that the Civic Offices be retained

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within the Southwater area (see attached letter from the Council's Head of Property and Design). We understand that the Council's Estates Department envisages being able to deliver vacant possession of the site in early 2013, allowing construction of the store in time for a seamless transition of employment for colleagues upon termination of Asda's existing lease. Furthermore, we understand that the Council is fully aware of the restrictive covenants referred to in Drivers Jonas' letter and we are confident the issues will be dealt with by them.

### Highways Issues

Please see attached Technical note prepared by Savell Bird & Axon which address the highways matters raised.

### Design Issues

#### *Active frontages*

In paragraph 8.3 of the Drivers Jonas letter they state that the store is "*within 5m distance of the existing job centre*". In actual fact the store will be no closer than 10m from the nearest point of the job centre and will be over 30m distant for much of it's length. Drivers Jonas also state in paragraph 8.3 that "*this 75m long inactive edge is against an existing footpath*" whereas the actual length of the north west elevation nearest the footpath is under 50m, and this will be separated from the cycle way footpath by a 5m margin which contains soft landscape and tree planting. In conclusion, they suggests that this is "*creating a very hostile environment*" whereas the reality will be very different from the picture painted. The cycle way footpath is around 3m wide and flanked for much of its length by soft landscape margins on both sides. The job centre car parks to the north west are open to this existing path, so it will by no means feel narrow or confined. The north west store elevation which interfaces with this path is to the store warehouse, but incorporates a variety of materials and is screened by landscape and tree planting as noted above and illustrated by the application drawings.

Paragraph 8.2 also refers to the south west elevation as being "*a blank elevation completely devoid of any activity*". While the use and function of the building as a food store requires fixturation to run internally along this elevation, again a considered mixed pallet of materials has been used which includes "Kalwall" at high level above the height of the fixturation. This is a translucent material that will allow natural daylight into the store during the day and produce a soft glow of light during the hours of darkness to signify activity within the store.

The remaining two elevations are the south east elevation and the north east elevation facing Malinsgate. Both of these elevations are genuinely active elevations as described within the DAS. In paragraph 8.2 Drivers Jonas state that "*the only activity indicated is the centre door to the traveller*" whereas there are actually two entrances into the store illustrated by the application drawings, and the high proportion of glazing will afford views of the travellers within (inclined moving walkways) and the inner areas of the store beyond. A considerable degree of theatre and activity will be created and will be highly visible here.

As far as the north east elevation facing Malinsgate is concerned, a conscious effort has been made to locate the customer and colleagues restaurants and offices along this gable in order that views into these busy areas can be created from Malinsgate. This will also be reinforced by emitted light after dusk. The colleagues' and visitors' entrance to the store is also located on this elevation directly accessible off Malinsgate.

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*Permeable urban development*

Drivers Jonas state that the "car park is raised, resulting in a retaining wall along the site's western edge". As we have taken advantage of the site's natural topography, the car park is actually "cut in" below the store along the western edge and totally hidden from view here. We assume that their comments are really aimed at the south eastern boundary where by necessity of providing a balanced cut and fill across the site to meet sustainability objectives, the car park levels are elevated above the existing cycle way footpath. However, a positive pedestrian connection has been proposed to this cycle way footpath and the Southwater areas beyond by virtue of a 4m wide ambulant disabled flight of steps and an alternative ramped solution. The legibility at this point is reinforced by provision of a canopy and proposed signage as explained and illustrated by the DAS.

*Access*

The Drivers Jonas letter suggests that the recognized importance of pedestrian linkages has not been carried through, and that "the illustrative desire lines are not supported with active uses, enclosure or passive surveillance". In fact we have recognized and provided legible pedestrian linkages through the site which have good passive surveillance. The Malinslee / Town Centre linkage is located along the front of the proposed store and passes both entrances into the store. We are also proposing to make provision for public art installations to reinforce this linkage.

The linkage through the car park to the South East is wide (5m) and is defined by semi mature trees at around 6m tall at time of planting.

In conclusion, we consider Drivers Jonas' letter to be ill conceived and primarily aimed at securing a preferable negotiating position for their clients in the hope that, if refused, Asda will be forced to agree to commercially unfavourable terms being insisted upon by the Trustees. We consider the proposed development to be acceptable and beneficial to Telford's long term future for the reasons set out in the application submission and commentary above.

The aims of the application are to preserve 350 jobs and a viable business in Telford for the next generation. The contention that Asda can stay on a site whiles being redeveloped to give them, ultimately, an inadequate store at the end of it, is not credible. For this reason we ask you to grant planning permission for the application which has extremely high levels of support from the public.

Yours sincerely,



PETER WALDREN  
Planning Director  
[waldrenp@rpsgroup.com](mailto:waldrenp@rpsgroup.com)

Encl.

c.c. Asda Stores Ltd



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Our ref GB/LG/CM/62716

**By email and post**

16 November 2009



**FAO: Gareth Thomas**

Dear Mr Thomas

**Town & Country Planning Act 1990**  
**Proposed Asda Store at land at West Southwater, Telford.**  
**Application made on behalf of Asda Stores Limited (LPA Ref. No. W2009/0915)**

We act on behalf of Telford Trustee No. 1 Limited and Telford Trustee No. 2 Limited ("**the Trustees**") and write in connection with the above-mentioned planning application which was submitted to Telford & Wrekin Council ("**TWC**") by Asda Stores Limited on 13 October 2009. The application proposes a replacement for Asda's existing store within the town centre by a new store on the Civic Offices site at West Southwater on land owned by TWC.

This letter sets out the Trustees' initial representations on the planning application. The Trustees are still in the process of reviewing the detail of certain documents accompanying the planning application and, therefore, reserve their right to comment in due course on additional matters, for example the approach adopted in the Environmental Statement, once that process has been completed. They also reserve the right to submit additional representations on the points raised in this letter.

**1. INTRODUCTION**

- 1.1 The Trustees strongly object to the proposed development which would conflict with important national policy on planning for town centres, is recognised by Asda as being in conflict with the saved policies of the adopted Wrekin Local Plan (1995-2006) and would result in significant and unacceptable impacts on the existing town centre.
- 1.2 The proposed development would result in the unnecessary loss of the key food retail anchor store from the town centre to a site within the ownership of TWC. It is difficult to envisage a more stark example of a proposal that would damage confidence and future investment in the centre and cause an unacceptable retail impact. As such it flies in the face of the Government's town centre first policy particularly in current economically uncertain times.
- 1.3 Below we set out the Trustees' objections based on their initial review of the planning application. In summary the Trustee's initial objections are on the following grounds:
  - (i) **conflict with the sequential approach** – there are available, suitable and viable sites for the development proposed within and at the edge of the existing town centre which are sequentially preferable to the Civic Offices site. Asda has failed to provide evidence to demonstrate why sequentially preferable sites are not available, suitable and viable in accordance with Planning Policy Statement 6: Planning for Town Centres ("**PPS6**");
  - (ii) **unacceptable impact on the town centre** – the Retail Impact Assessment submitted in support of Asda's application is fundamentally flawed for a number of reasons as set out in section 3 below. The proposed development would cause a significant and unacceptable impact on the town centre;

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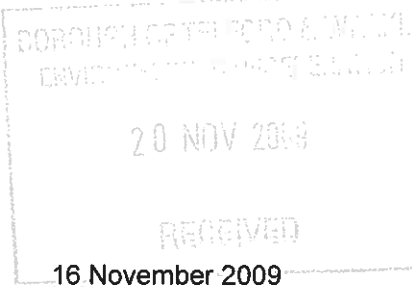
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- (iii) **conflict with the adopted development plan** – paragraph 4.5 of the Planning Statement acknowledges that the proposed development is "**in conflict with Policy TC2**" of the adopted Wrekin Local Plan. In addition, the proposal does not accord with Policy TC1 and is also in conflict with the vision set out in Policy CS4 and elsewhere within TWC's adopted Core Strategy Document 2007 to consolidate and enhance the Town Centre in the period to 2016. No weight should be attached to the emerging Central Telford Area Action Plan ("**CTAAP**");
- (iv) **prematurity** - the acceptability of retail on West Southwater and the Civic Offices site in terms of scale, location and phasing are key issues for CTAAP which has reached submission draft stage. The grant of planning permission for Asda in advance of the consideration of CTAAP at an Examination in Public would clearly have a substantial effect which would be so significant that granting planning permission would clearly prejudice CTAAP's consideration;
- (v) **uncertainty regarding the replacement for the Civic Offices** - no evidence has been submitted with the planning application explaining where it is proposed to relocate the Civic Offices to or to demonstrate that the assumption that Asda will obtain vacant possession of the application site by early 2013 is correct. Asda is clearly concerned about the potential for such a delay as, unusually, it has requested that the usual three year duration of any planning permission be extended to five years. Without clarity on this aspect the grant of permission could blight investment in the town centre for years to come;
- (vi) **highway impacts have not been adequately addressed** – the Transport Assessment prepared by Savell Bird & Axon in support the application contains a number of serious omissions, deficiencies and inaccuracies; and
- (vii) **the scheme's design fails to address key urban planning requirements** – the proposed development has been designed as a stand alone superstore divorced from the town centre's primary shopping area ("**PSA**") with no proper regard to its urban environment.

## 2. CONFLICT WITH THE SEQUENTIAL APPROACH

- 2.1 Current guidance in PPS6 sets out at Chapter 3 the Government's advice on assessing proposed developments for town centre uses such as retail. Paragraphs 3.13 to 3.19 set out the sequential approach to site selection and state that when considering sites at edge or out of centre locations, all options within the relevant centre should be "**thoroughly assessed**" before such less central sites are considered.
- 2.2 RPS plc, Asda's planning consultants, acknowledge in their Retail Impact Assessment that the Civic Offices site is at an "**edge of centre**" location in sequential terms and, therefore, the sequential approach must be applied to establish whether there are any alternative sites within Telford's PSA that can be considered available, suitable and viable to accommodate the proposed development. RPS conclude that no such sites exist.
- 2.3 Paragraph 3.19 of PPS6 states that where it is argued that otherwise sequentially preferable sites are not appropriate for the particular development proposed, applicants should provide "**clear evidence to demonstrate why such sites are not practicable alternatives**" in terms of "**availability**", "**suitability**" and "**viability**".
- 2.4 The Government's advice is that unless applicants for development on edge or out of centre sites can provide such "**clear evidence**" then their applications should be refused permission to support the Government's policy of promoting and enhancing existing centres by focusing development in such centres. Mere assertion by the applicant is not sufficient. If it was then this would effectively circumvent the whole purpose of the Government's policy.
- 2.5 Paragraphs 5.19 to 5.75 of the Retail Impact Assessment submitted with the planning application set out as arguments as to why Asda considers it has satisfied the sequential approach although only at paragraphs 5.19 to 5.28 does the assessment briefly consider options within the PSA. For



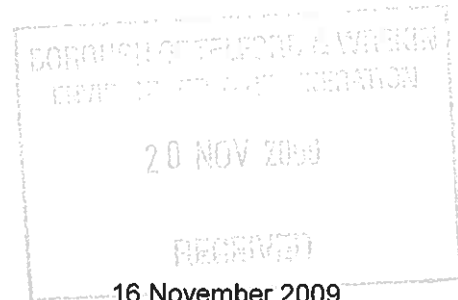
the reasons set out below, however, it is clear that the applicant has failed to demonstrate that there are no available, suitable and viable sites for the development within the PSA or on sequentially preferable edge of centre sites.

**Red Oak Car Park**

- (i) one obvious sequentially preferable site for the proposed development is located within the existing surface level car park in the north east corner of the PSA known as the "Red Oak" car park. This site is available, suitable and viable for the development proposed;
- (ii) paragraph 5.25 of the Retail Impact Assessment submitted with Asda's planning application comments on this site. This is the only analysis of the Red Oak car park as an option within the PSA submitted with the Asda planning application and seeks to dismiss that option in a single paragraph on the basis that RPS have been "advised" by Asda that a viable scheme cannot be identified due to problems related to high costs and low trading potential coupled with alleged practical and financial implications for the operation of the existing food store and issues connected with continuity of trade. No clear evidence of the type required by paragraph 3.19 of PPS6 has been submitted to support these assertions;
- (iii) the Trustees note that nowhere is it suggested within the materials accompanying the application that the Red Oak car park site is not "available" or "suitable" for development for a food store of the type now proposed on TWC's Civic Offices site. Indeed, the letter from Marsh & Baxter Properties Limited to RPS dated 10 October 2009 attached to the Planning Statement accompanying the planning application acknowledges that there have been negotiations between Asda and the Trustees in respect of this option and that a store could be delivered which would have "adequate but "poor" compliance with Asda's design principles";
- (iv) as a result it is clear that the Red Oak car park site is available and suitable for the development proposed. The fact that Marsh & Baxter Properties Limited have acknowledged that a potential scheme was "adequate" in complying with Asda's design principles is material and the fact that Asda may consider that compliance "poor", according to Marsh & Baxter Properties Limited's letter, is not sufficient to render it unsuitable for the purposes of PPS6. Indeed paragraph 3.19 of PPS6 states that the test of "suitability" must be applied with due regard to the requirement for operators to demonstrate flexibility;
- (v) the sole purported objection to the Red Oak car park site as a sequentially preferable alternative to the Civic Offices site is therefore based on an assertion by Asda that its development would not be viable;
- (vi) in order to succeed on that point Asda would need to provide, in the words of paragraph 3.19 of PPS6, "clear evidence to demonstrate" why the development of the Red Oak car park site is not practicable in terms of its viability. In applying this element of the sequential approach to cases which have been the subject of appeals or call-ins the Secretary of State has made it clear that the onus is on the applicant to discharge this test;
- (vii) no cogent evidence has been submitted with the application to discharge this burden of proof and all that appears are assertions on the issue which should carry little or no weight in the determination of the planning application. As stated above paragraph 5.25 of the Retail Impact Assessment merely states that RPS was "advised" by Asda that a viable scheme could not be identified and the letter from Marsh & Baxter Properties Limited seeks to cast doubt on the actual viability of the scheme without providing any clear evidence. Their letter does not even rule out the possibility that Asda could approve a deal for the delivery of a new store at the Red Oak car park;
- (viii) the reality of the position is that the Trustees have been in discussions with Asda in respect of the opportunity to provide a new store on the Red Oak car park, other new build options and the renewal of the lease of their existing store in the PSA before and since the Trustees

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- acquired their freehold ownership of the Telford Shopping Centre and surrounding land interests including land at Central Southwater in 2007;
- (ix) extensive discussions between Asda's and the Trustees' architects took place in 2007 and 2008 and as a result the position was reached that a layout for a new store for Asda on the Red Oak car park site was considered by Asda to be generally sufficient for it to take to the next stage of considering the potential turnover to then inform detailed negotiations with the Trustees on the financial terms of a deal. That position was reached in early September 2008;
  - (x) later in September 2008, however, TWC announced that it was seeking bidders for the development of the Civic Offices site and was prepared in its capacity as landowner to consider any form of redevelopment. Whilst it is clear that the site is not acceptable in planning terms for retail development, the potential threat to Asda of a competing operator securing the Civic Offices site for a food store would have been all too apparent. As has been noted by RPS in the materials submitted with the application the Civic Offices site offers a less constrained site outside the PSA with the ability to provide dedicated rather than town centre car parking, at grade and within the operator's sole control;
  - (xi) realising the significant threat of another occupier seeking permission on the Civic Offices site and the significant impact that would have on its existing unit and the prospects of delivering a new unit on the Red Oak car park, Asda, it must be assumed, outbid other developers/food store operators to secure the Civic Offices site before the deadline for offers for the disposal of the Civic Offices site expired on 12 November 2008;
  - (xii) whilst discussions on phasing and other matters continued until early in February 2009 from that point Asda did not progress discussions with the Trustees further on the Red Oak option seeking instead to discuss either the renewal of the lease of its existing store or its extension with the Trustees. Between September 2008 and February 2009 the Trustees awaited details of Asda's financial appraisal for the Red Oak option but they were not forthcoming and neither were the Trustees' asked by Asda for a detailed financial proposal for that option;
  - (xiii) it is clear that Asda's decision not to progress such discussions was reached in light of the clear threat to the PSA posed by the possibility of a permission being granted for a new food store on the Civic Offices site. Had that threat not existed there is good reason to believe that following the identification of a scheme design that was adequate for Asda in September 2008 detailed financial negotiations with Asda on the Red Oak option would have proceeded and a deal could have been struck on a mutually acceptable basis to the Trustees and Asda;
  - (xiv) that Asda chose not to pursue these detailed financial discussions with the Trustees is not surprising in circumstances where the threat of a store emerging on the Civic Offices site had arisen and Asda had decided to bid for it and would subsequently have been in negotiations with TWC about the purchase. Neither is the fact that it is alleged on behalf of Asda that the Red Oak option is not viable. Asda, having agreed that an adequate option exists for the Red Oak car park in design terms must clearly have realised when it made its bid to TWC for the Civic Offices site that it had to assert that the Red Oak scheme is unviable to overcome the sequential approach if it were to have any chance of securing consent on the Civic Offices site;
  - (xv) as a result, the mere risk of a food store securing consent on the Civic Offices site, in forcing Asda to put the Red Oak option on hold, has already clearly had a negative effect on future private sector investment needed to safeguard and enhance the vitality and viability of the town centre;
  - (xvi) the Trustees will be submitting a planning application for a food store on the Red Oak car park to TWC in December 2009 which will demonstrate that the site is suitable and available for the development now proposed by Asda at the Civic Offices site;



- (xvii) in the event that the current Asda planning application is refused, as the Trustees consider it should be, then the discussions between Asda and the Trustees should recommence on the Red Oak option. Given that those discussions appeared to be progressing well up until the point TWC started to market the Civic Offices site there is no reason why those discussions cannot recommence if the threat of a competing store at that site is removed;
- (xviii) paragraph 5.25 of the Retail Impact Assessment also refers to issues regarding continuity of trade during construction. Asda's concerns on this issue were being addressed in discussions on the Red Oak option before Asda withdrew from discussions on that option. This is an issue which often arises in town centre locations and is part and parcel of the urban regeneration process if town centres are to grow and expand their retail offer. Whilst in commercial terms Asda would clearly prefer to decant from the town centre to an unconstrained new store in a single move that is not a planning argument that should be afforded weight and runs totally contrary to the Government's policies for the sustainable regeneration of town centres. The Trustees working with their architects and project team have devised a construction strategy which would provide for continuity of trade during the construction process.

#### Other Sites within the PSA

- (xix) at paragraph 5.25 of the Retail Impact Assessment, RPS asserts that there is only one other potential site within the PSA, being the "**Ash Grey**" car park and conclude that the size of the site would be inadequate to allow the required scale of development or meet Asda's detailed design and operational requirements. The Trustees disagree with this assertion as it is clear that a store could be accommodated on the Ash Grey car park and, indeed, this was a location which was initially the basis of Asda's discussions with the Trustees;
- (xx) in addition RPS has failed to assess the options of redevelopment or extension of the existing Asda unit within the PSA. Again these options could provide an available, suitable and viable alternative within the PSA to the development now proposed at the Civic Offices site;

#### Summary of PSA Sites

- (xxi) the three options of the redevelopment of the Red Oak or Ash Grey car parks or the redevelopment or extension of the existing Asda store within the PSA all represent available, suitable and viable alternatives to the Civic Offices site. Each would satisfactorily perform the function of a northern food store anchor to the PSA and whilst the Trustees consider that the redevelopment of the Red Oak car park would provide the best option, all three would provide a more appropriate choice in applying the sequential approach than the Civic Offices site;

#### Edge of Centre Sites

- (xxii) in the Retail Impact Assessment, RPS also considers other edge of centre sites and at paragraphs 5.37 to 5.41 they comment on "**Central Southwater**". RPS recognise that the Central Southwater site is well related to the existing PSA with access available via a pedestrian bridge adjacent to the former market and library over the Box Road. RPS have also acknowledged that the site similarly benefits from close proximity to the bus station. Contrary to RPS's assertions to the contrary, however, this site is suitable, available and viable for development and sequentially preferable to the Civic Offices site;
- (xxiii) RPS asserts there is no evidence at present to suggest that the Central Southwater site is available for redevelopment and state that the largest unit on the site, the Range, is occupied. The position is, however, that the site is available for immediate redevelopment. A large proportion of the site is within the single ownership of the Trustees (with that area being sufficient to accommodate a food store of the type now proposed on the Civic Offices site). The site is occupied by two units, one vacant which extends to 1,780 sq. m. and one which is occupied by the Range on a short term lease which is capable of termination at any stage by the Trustees with minimal notice. The Range benefits from open Class A1 consent and has a

net sales area of just over 3,500 sq. m. Whilst not presenting any obstacle to redevelopment it could therefore also be occupied at short notice by a food retailer without the need for planning permission;

- (xxiv) RPS refer to the inevitable loss of car parking spaces and general disruption to the operation of the site if developed for a food store but none of those issues would prevent redevelopment and re-provision of adequate car parking and these issues are clearly insignificant when compared with the need to relocate TWC's functions from the existing Civic Offices on the site now proposed for redevelopment by Asda and the fact that no details of the relocation strategy for the Civic Offices have been submitted with Asda's application;
- (xxv) RPS state that notwithstanding its representations on these issues even if the site were available and viable to accommodate a new food store this site is not considered to be suitable as it would conflict with and be prejudicial to the aspirations of TWC as set out in the emerging CTAAP. For the reasons set out below no weight can be attached at this stage to the policies of CTAAP which are currently considered as being **"unsound"** by the independent Inspector who has been appointed by TWC to consider CTAAP;
- (xxvi) the existence of a well utilized and direct bridge link from Central Southwater to the PSA is also significant and means that it is already **"well connected to and within easy walking distance"** of the PSA (see the definition of **"edge of centre"** at Table 2 of PPS6). This is to be contrasted with the Civic Offices site which is described in Asda's own Planning Statement at paragraph 2.5 as being **"currently separated from the primary retail area of the Town Centre to the north-east by Malinsgate/Coach Central. This currently forms something of a barrier as pedestrian linkage across this road could be better"**. Again this indicates that the Central Southwater site is to be preferred sequentially to the Civic Offices site;
- (xxvii) if there were a need to consider edge of centre sites for the development proposed, which given the existence of options within the PSA it is clearly not, then Central Southwater would be sequentially preferable to the Civic Offices site.

#### CTAAP

- (xxviii) in the Retail Impact Assessment at paragraph 5.28, RPS make reference to the policies in the submission draft of the CTAAP. In the context of applying the sequential approach to the Asda planning application, no weight can be attached to CTAAP. This is because the relevant policies are the subject of significant detailed objections on behalf of not only the Trustees but other key stakeholders within Telford town centre and, indeed, TWC in its capacity as land owner.
- (xxix) In addition the Inspector appointed by TWC to conduct the Examination in Public into CTAAP has recently advised that he is currently minded to find the plan **"unsound because the absence of detail or content would make it ineffective or in conflict with national policy"**. As a result of his serious concerns regarding the policies within CTAAP the decision has been made to postpone consideration of CTAAP and it remains to be seen whether or not TWC will proceed with CTAAP as currently drafted or whether, as would appear necessary, it will be withdrawn or at the very least the subject of significant amendments;

#### Draft PPS4

- (xxx) in terms of emerging Government guidance, RPS has referred to draft Planning Policy Statement 4: Planning for Prosperous Economies (**"PPS4"**). In respect of the sequential approach, however, RPS has failed to refer to or explain that given the Government's commitment to protection and enhancement of existing town centres, it has proposed enhancing the importance of the sequential approach. At paragraph EC21.1(1) of draft PPS4 the Government has proposed that local planning authorities should **"refuse planning**

**permission where the applicant has not demonstrated compliance with the requirements of the sequential approach".**

- 2.6 As a result, the Trustees consider that the only reasonable course for TWC in its capacity as local planning authority is to refuse the Asda planning application on the basis of conflict with the sequential approach.

### **3. UNACCEPTABLE IMPACT ON THE TOWN CENTRE**

#### **The Additional Store Argument**

- 3.1 Paragraphs 3.20 to paragraph 3.23 of PP6 set out the Government's advice on the preparation of impact assessments in respect of edge of centre proposals which are not in accordance with an up to date development plan strategy as is the case for the proposed development at the Civic Offices site.
- 3.2 The question of retail impact is dealt with at paragraphs 4.6 to 4.10 of the Planning Statement submitted with the Asda planning application and at section 6 of the Retail Impact Assessment.
- 3.3 As part of the assessment, however, paragraph 2.4 of the Retail Impact Assessment assumes that the Asda proposal on the Civic Offices site would represent an additional superstore that would provide a net increase in the quantum of retail floor space in Telford. The Retail Impact Assessment proceeds on the basis that the Asda proposal at the Civic Offices site would be an "**additional**" superstore on the assumption that the existing Asda unit within the PSA would be occupied by either Tesco or WM Morrisons whose average sales densities have been used in order to arrive at a notional benchmark for the turnover of the reoccupied store (see paragraph 4.22 of the Retail Impact Assessment).
- 3.4 The reality, however, is that if Asda secures consent on the Civic Offices site then it is highly unlikely that the existing store would be reoccupied by occupiers such as Tesco or WM Morrisons given that the existing Asda store within the PSA would be regarded as inferior to a new Asda store on the Civic Offices site by superstore operators as evidenced by Asda's current position.
- 3.5 The assumption of reoccupation of the existing Asda store by Tesco or WM Morrisons is further undermined by the information submitted with the Asda application and in particular:
- (i) Asda asserts that it has been unable to reach a satisfactory agreement with the Trustees on the renewal of its lease. As stated above, that assertion must be viewed in light of the need for Asda to argue that is the case as part of its attempt to satisfy the sequential approach and show that no alternative options exist within the PSA. The Trustees' position is that in the absence of the potential for a new store on the Civic Offices site then a deal could be done on acceptable terms and indeed discussions have progressed on this issue with Asda even since it completed its deal with TWC as the owner of the Civic Offices site. Even assuming Asda is correct that there is no prospect of a commercial renewal of its lease being agreed, which the Trustees disagree is the case, then on what basis can Asda reasonably argue that Tesco and WM Morrisons would be able to agree terms with the Trustees? Asda is seeking to argue this point both ways by saying that it would not be possible for it to reach agreement with the Trustees but that Tesco or WM Morrisons would;
  - (ii) paragraph 5.21 of the Retail Impact Assessment alleges that there are inherent deficiencies in the layout and operation of the existing unit (which the Trustees dispute) and that various other improvements would be required but that even if these were delivered this would still result in a "**compromised**" store in comparison to competing modern stores in Telford which RPS allege raises "**further questions over its viability as well as suitability in the short term**". Again, although this is disputed, if it is true it would apply equally to an incoming Tesco or WM Morrisons occupation;



- (iii) whilst at paragraph 5.22 of the Retail Impact Assessment, RPS state that it would be logistically and commercially much easier for a new operator to secure the existing Asda site once its lease expires in 2014 and modernise and refit the unit without the constraint of having to secure continuity of trade, this ignores the effect which the existence of a planning permission for a new store at the Civic Offices site, which in the words of RPS at paragraph 4.9 of the Planning Statement is at a **"less constrained edge of centre location"** would have. It is clear that it would act as a major deterrent to any potential occupier.
- 3.6 As a result the Retail Impact Assessment which has been submitted with the Asda planning application is wholly insufficient and fails properly to assess the likely impact on the future vitality and viability of the PSA. Whilst at paragraph 1.5 of the Retail Impact Assessment RPS assert that they have assessed a **"worst case scenario"** this is plainly not the case and the potential impacts of the development have been grossly underestimated.
- 3.7 In addition and for similar reasons the grant of planning permission for food retail use on the less constrained Civic Offices site would seriously jeopardise the potential for a new food store development to come forward on the sequentially preferable Red Oak car park site.
- 3.8 As a result there would be likely to be an unacceptable impact on future public or private sector investment needed to safeguard the vitality and viability of the Town Centre for the purposes of paragraph 3.22 PPS6.
- 3.9 The likely effect, therefore, is that a food retail use on the Civic Offices site would remove the main dedicated food store offer from the existing PSA which would reduce the range of services provided by the Town Centre within the PSA and create an unacceptable impact again pursuant to one of the key issues identified by paragraph 3.22 of PPS6.

**Vacancies**

- 3.10 At paragraph 6.32 of the Retail Impact Assessment RPS assert that ***"Telford is a thriving centre, with good vitality and viability. It continues to perform well in spite of difficult economic conditions and where many other centres nationally have experienced a sharp rise in the rate of vacant rates, Telford has been stable over the past 3 years, in fact experienced a small reduction over the past 12 months"***
- 3.11 On the contrary, however, during the last 12 months the decline in the economic climate has had a direct impact on the vitality and viability of the Telford Shopping Centre. Since the Trustees purchased the centre in 2007 the proportion of vacant and short term let retail floor space in the town centre has increased from 2.2% to over 14.4%, and this could increase further as the retail market is unlikely to improve in the short term. Short term lets are often used to provide activity where there have been permanent losses of long term tenants to try to reduce the adverse impact of gaps in the centre but are terminable at short notice by the occupiers.
- 3.12 RPS appear to contradict their earlier assertion by acknowledging in paragraph 6.33 of the Retail Impact Assessment that there are ***"casualties of the recession,"*** but asserts these can be ***"traced back to collapses of the retailer nationally, rather than underlying poor performance in Telford"***. While some of the vacancies can be attributed to the winding up of national retailers, such as Woolworths, the closure of these stores has left gaps in the centre which have not been taken up, or units which are occupied by temporary low-end retailers. This reduces the retail offer in the town centre serving to weaken its appeal to both shoppers, investors and existing and potential retailers.
- 3.13 In measuring the vitality and viability of town centres Chapter 4 of PPS6 identifies retailer representation as an important factor and recognises that changes in representation of types of retailer can be significant. The marked increase in the short term lets since 2007 is clearly a case for significant concern in this respect.

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- 3.14 In addition, and for the reasons referred to above the closure of the existing Asda store with little prospect of reoccupation for a food use by a Tesco or a WM Morrisons will leave a significant vacancy of itself.
- 3.15 In addition Asda claims a benefit of the proposal is that it would allow it to move to a "less constrained" edge of centre location and will "in turn also free up land within the primary shopping area, thus creating further floor space for the sale of non-food goods and helping to support the aim of bolstering and expanding Telford's role as a sub-regional centre" (paragraph 4.9 of the Planning Statement). This conflicts with statements elsewhere that the existing Asda store may be occupied by a replacement food store operator and undermines Asda's assessment both of the retail impact on that basis. It also ignores the very significant effects which would occur in the event that the existing centre is stripped of any major food store operator which creates significant footfall and there has been no assessment of the impact on investment and the value of the existing asset and activity levels which would arise if this were the case.
- 3.16 Paragraph 5.10 of the Retail Impact Assessment also makes the assertion that new superstores are rarely, if ever, incorporated within primary shopping frontages of sub-regional centres and generally they are located on the edge of such centres. This statement is completely at odds with the Government's advice in PPS6 and emerging policy contained within draft PPS4, and appears to be an argument that commercial priorities which will naturally seek out less constrained sites should take precedence over planning policy.

#### **Quantitative Need - Convenience Goods**

- 3.17 The Retail Impact Assessment prepared by RPS utilises the fundamentals and the study area of the White Young Green ("WYG") May 2009 Assessment. However, the WYG study was prepared for the town centre as a whole, whereas the Asda application is a stand alone food store. RPS's approach of using the wider study area is questionable, as people are often likely to travel shorter distances to undertake convenience shopping (a 10-15 minute drive time isochrone usually represents the standard model for a food store retail catchment plan even at peak times) than they would be for comparison. Therefore the study area is potentially too large, creating an oversized catchment that distorts the amount of expenditure available. This is also contrary to PPS6 which states at paragraph 3.10 ***'The catchment area that is used to assess future need should be realistic and well related to the size and function of the proposed development'***.
- 3.18 RPS reduce the Primary Catchment Area of the new Asda store to Zones 4, 5 and 6 of the WYG study. Whilst this represents an improvement, it is still not satisfactory and should be supported by a 10-15 minute drive time. Furthermore, it is impossible to identify which stores identified by RPS actually fall within Zones 4-6. Therefore stating that 69% of all the available expenditure from these three zones is spent within them is impossible to verify. Our concerns with regard to the study are highlighted further as we have reservations over the amount of available expenditure (and the fact that out-of-town expenditure was included) that was highlighted by WYG.
- 3.19 RPS add all of the expenditure from residents of other zones that is being spent in Zones 4-6. This equates to £48.7m in 2009, thus creating total expenditure within Zones 4-6 of £173.1m, which rises to £190.5m by 2016. RPS apply benchmark Sales Densities to each store, taken from Verdict's 'UK Grocery Retailers 2009'. The process of deducting benchmark turnover of all stores within Zones 4-6 from available expenditure allows a headroom capacity which is estimated to be £54.8m in 2009 rising to £68m by 2016. It is our view that this figure is excessively large.
- 3.20 Utilising Asda's benchmark national turnover the existing store would expect to achieve a turnover of £50.3m (of which £37.3m would be from convenience sales and a further £13m from the sale of comparison goods). RPS claim at paragraphs 4.23 and 4.24 of the Retail Impact Assessment that the existing store is trading below their company average level which they argue is a key justification for their move to the Civic Offices site. However, it can be clearly seen in Table 12 of the RPS Retail Impact Assessment that in fact the existing Asda has a turnover of £41.6m from the

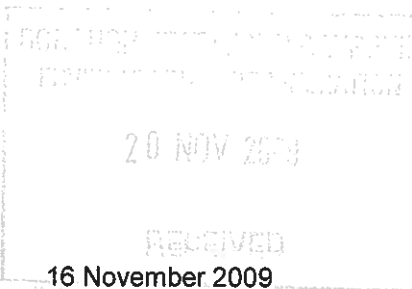
sale of convenience goods. This actually represents a turnover of £4.4m above the benchmark (which is almost 12%). No reference is given for the turnover of comparison goods sales.

### Qualitative Need

- 3.21 In qualitative terms Asda claims that in order to meet shopper's needs it must be provided with shops which they actually want to use. Access to a **'large modern store that provides a comfortable shopping environment and can offer a full range of goods with high quality, low cost car parking'**, is stated as necessary. RPS state that the existing Asda is trading at a distinct disadvantage compared to competing superstores as its car parking is poorly laid out, and that customers have to pay for resulting in queues. This is cited as a reason for the store under trading, even though evidence has been presented by RPS to the contrary (see above).
- 3.22 The proposed store at Civic Offices site is claimed to function as part of the town centre providing a more comfortable layout which will also be closer to the bus station and residential areas. We challenge Asda to prove this statement, as the proposals seem to represent a car only solution that is irrelevant to a town centre location. RPS state at paragraph 4.36 of the Retail Impact Assessment that 25% of all expenditure from the south of the town (Zone 5 of the Study Area) is being spent in Asda Donnington and the Tesco Extra at Wrekin Retail Park, both of which are in out-of-centre locations. In reality, the Table 4 of the RPS study identifies that only 10% is being spent in Asda Donnington. It is evident that 20% is being spent within the Tesco Extra. However, the Tesco Extra is significantly larger than the proposed Asda store and given the size and extent of the new store (i.e. smaller than the existing) it is surely unlikely that the new Asda can compete with the range of goods provided by the Tesco at Wrekin Retail Park.
- 3.23 The RPS Retail Impact Assessment, which is clearly flawed, identifies that the Tesco Extra is overtrading by approximately 70% and that the Asda Donnington is over trading by approximately 100%. Asda claim that offering an improved food store will allow the new Asda to compete with these stores and re-apportion some of that trade. However, if trade is being re-apportioned it should be directed to the town centre – i.e. the most sequentially preferable location. It is our view that there are four sequentially preferable locations to the application site (Red Oak Car Park, Ash Grey Car Park, the site of the existing Asda unit and Central Southwater). Furthermore, the proposed re-location of the Asda to the southwest will actually make it less accessible from the north as customers will have to traverse the Box Road. Therefore it is less likely that custom will be drawn from the Tesco Extra at Wrekin Retail Park, which is located to the north of the Town centre.
- 3.24 Asda also claim that the new store will increase choice and competition within the Town Centre, an assumption purely based upon the re-occupation of the existing Asda by another operator which we have already commented on above.

### Impact

- 3.25 Paragraph 3.20 of PPS6 states **'impact assessments should be undertaken for any application for a main town centre use which would be in an edge-of-centre or out-of-centre location and which is not in accordance with an up-to-date development plan'**. The application site is evidently not part of the PSA and is by definition edge-of-centre at best, due to its physical separation from the PSA. Furthermore, part of the application site is allocated in the adopted Local Plan (The Wrekin Local Plan) for employment use. Policy TC2 of the adopted Local Plan (New Shopping Development in Telford Town Centre) states that development of further shopping within the Town Centre boundary will only be permitted in areas defined on the Town Centre proposals Inset Map. The application site is not identified for development on the Inset Plan. Therefore the application should be supported by a robust assessment of impact upon Telford town centre.
- 3.26 To a large extent the applicant seeks to claim that the development plan is out of date, and to justify the proposed development against the policies set out in CTAAP, which as discussed elsewhere in this letter has been described as "unsound" by an independent inspector. However, it should be



noted that Policy TC2 of the adopted Local Plan was 'saved' by Telford & Wrekin Council in September 2007 and therefore clearly forms part of the adopted development plan, while no material weight can be put on CTAAP at this stage.

- 3.27 The information submitted by the applicant does not sufficiently consider the impact of the proposals upon Telford town centre. Paragraph 3.21 of PPS6 specifically states ***'In assessing sites, local planning authorities should consider the impact of the proposal on the vitality and viability of existing centres within the catchment area of the proposed development... The identification of need does not necessarily indicate that there will be no negative impact'***.
- 3.28 Paragraph 3.22 of PPS6 states that the following should be taken into account with regard to impact:
- (i) the extent to which the development would put at risk the spatial planning strategy for the area and the strategy for a particular centre or network of centres, or alter its role in the hierarchy of centres;
  - (ii) the likely effect on future public or private sector investment needed to safeguard the vitality and viability of the centre or centres;
  - (iii) the likely impact of the proposed development on trade/turnover and on the vitality and viability of existing centres within the catchment area of the proposed development;
  - (iv) changes to the range of services provided by centres that could be affected;
  - (v) likely impact upon the number of vacant properties in the primary shopping area;
  - (vi) Potential changes to the quality, attractiveness, physical condition and character of the centre or centres and to its role in the economic and social life of the community.
- 3.29 In this regard, the impact analysis within the RPS Retail Impact Assessment is wholly insufficient. In the first instance RPS provide an inaccurate analysis of the existing town centre. RPS state that the centre is performing relatively well given the current recession, and that there is no notable difference in the number of units or floor space which is vacant from the buoyant trading conditions of 2006, and even a drop in vacancies over the past 12 months. This is emphatically not the case. Information provided to us by the Trustees indicates that when they acquired the centre there were only 16 units which were vacant or on short term lets within their ownerships, which represented only 2.6% of the entire retail floor space within the Trustees' ownership. By October 2008 this number had risen to 29, which represented 9.3% of the entire floor space within the Trustees' ownership. This number has continued to rise steadily and at the 1st November 2009 stands at 35 units (14.4% of the retail floor space within the Trustees' ownership). This is slightly above the national average, contrary to the commentary provided by RPS. It is therefore evident that the centre has been severely affected by the recession.
- 3.30 The RPS analysis is almost entirely based upon evidence of overtrading. However, as previously discussed the catchment utilised is too large (a catchment for a Sub-Regional Shopping Centre as opposed to a food store), thus creating an unrealistic level of expenditure, to which survey results are applied. Furthermore, RPS state that Iceland is the only other main food store in the centre. This is incorrect, and disregards the Marks & Spencer store which has a relatively large convenience offer. RPS have not identified the turnover of these stores and therefore a claim that the convenience offer of the Town Centre is overtrading by 46% (as suggested by Table 12 of the RPS assessment) cannot be relied upon without further evidence.
- 3.31 Taking the proposed Asda at the Civic Offices site in isolation, RPS claim that £7m of convenience expenditure would be drawn into the centre from out-of-centre locations. They claim £2.5m will be drawn from the Sainsbury's at Forge Retail park, £2.5m from Asda Donnington and £2m from the Tesco Extra at Wrekin Retail Park. However, Table 16 highlights that £30.1m of convenience

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expenditure will be taken to Southwater (an edge-of-centre location) from the PSA as a result of closing the existing Asda store. Using the RPS data it is evident that by 2011 this would represent **71% of all convenience expenditure being taken out of the PSA**. It is evident that in isolation this would represent an enormous (negative) impact upon expenditure within the town centre. Such a scenario would have a detrimental impact upon the vitality and viability of the town centre. A further £13m of comparison goods expenditure would be drawn out of the existing centre. No analysis of this impact is provided by the applicant.

- 3.32 In addition to the impact identified above, re-locating a key anchor from the PSA would have an additional impact upon linked trips. The RPS assessment gives no consideration to the impact on pedestrian footfall, or linked trips. Moving a destination retailer to a site detached from the rest of the Town Centre would inevitably reduce linked trips to the PSA, which would result in a negative impact upon the vitality and viability of the centre. This in turn reduces footfall and reduces the opportunity for impulse shopping, which in turn makes investment within the centre less attractive and increases the prospect of vacant units. The work undertaken in this regard is wholly unacceptable, and cannot be deemed to satisfy PPS6 in terms of impact upon the town centre.
- 3.33 RPS justify the impact on one simple assumption – that the existing store would be re-occupied by Tesco or WH Morrisons. As has been identified above, that is by no means a reliable assumption. It seems strange to assume that either Tesco or WM Morrisons would want to occupy what is by Asda's own description a **'dated store design and layout, which inhibits efficient operation'** when Asda would have a modern facility less than 400m away. Furthermore, Asda claim that £9.1m of the trade from the re-occupied store (by Tesco/WM Morrisons) would come from the new Asda at Southwater, thus resulting in both stores trading between 10 and 15% below company average in 2014. Not only would this dilute the retail offer of the town centre, by spreading it across too great an area reducing vitality, but we would question why Tesco or WM Morrisons would want to open a new facility that would trade well below benchmark turnover. It is our view that it is highly unlikely that the existing Asda would be re-occupied by an operator which would have sufficient retail standing to anchor this part of the town centre. No analysis has been provided, of the impact upon the vitality and viability of the centre if the existing store were not to be re-occupied.
- 3.34 Even in the unlikely event that Tesco or WM Morrisons did decide to re-occupy the existing store the assumptions on any re-occupation appear extremely contrived. Asda claim that the re-occupied store would take £6.5m from Sainsbury's at the Forge Retail Park, £2.2m from Tesco at Wrekin Retail Park and £2.4m from Asda Donnington. This suggests that a new retailer, operating from a store which Asda claim is **'outdated'** and **'inefficient'** would draw a significantly greater amount of trade from out-of-centre locations than the new Asda on Southwater. If this were indeed the case, it would seem more prudent for Asda to remain in its existing store.
- 3.35 Furthermore, even if re-occupation occurred under the assumptions made by RPS, the store is expected to have a turnover which is circa £5m lower than the existing Asda. Therefore RPS' statement that expenditure within Telford Town Centre would raise by 52% is completely incorrect, and based solely upon the assumption that CTAAP is adopted with an extended PSA. Convenience expenditure within the existing town centre (defined by the existing PSA which is enclosed in the Box Road) would in fact fall 15%, whereas expenditure to the Civic Offices site, an edge-of-centre location, would increase by £30.7m. This does not even take account of the reduction in linked trips or the loss of comparison goods expenditure, for which there is no analysis provided.
- 3.36 As a result it is clear that the Retail Impact Assessment submitted with the Asda application is deficient in a number of crucial respects and that the application should be refused on the grounds that the proposed development is likely to have a significant adverse impact on the vitality and viability of Telford Town Centre.

#### 4. DEPARTURE FROM THE DEVELOPMENT PLAN

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- 4.1 RPS at paragraph 4.3 of the Planning Statement says that the development of the site is "**established by Policy TC1**" of the Wrekin Local Plan, which permits new development within the Town Centre boundary. Although RPS go on to state at paragraph 4.5 of the Planning Statement that the proposed development is "**in conflict with Policy TC2**" they suggest these policies are out of date and that the scheme is justified on the basis of the findings of the submitted Retail Impact Assessment which is more up to date. We make comments elsewhere about the lack of robustness of the submitted retail assessment. In terms of the weight to be attached to the Local Plan policies, both Policy TC1 and Policy TC2 were "**saved**" by TWC in September 2007 and forms part of the "**development plan**" for the purposes of Section 38(6) of the Planning & Compulsory Purchase Act 2004. Section 38(6) requires that the determination of the planning application must be made in accordance with the plan unless material considerations indicate otherwise. Whilst Policy TC1 allows for new development and changes of use within the Town Centre boundary, the policy is subject to the provisions identified in policies TC2, 3, 4, 6 and 7. The identified Town Centre boundary is extensive and is not relevant in terms of the provisions of PPS6.
- 4.2 The proposal does not accord with Policy TC1 by virtue of its link to Policy TC2 which states that development of further shopping within the Town Centre boundary will only be permitted in areas defined on the Town Centre proposals Inset Map. The Civic Offices site is not identified for such development on the Inset Plan.
- 4.3 The proposed development is also in conflict with the vision set out in Policy CS4 and elsewhere within TWC's adopted Core Strategy Document 2007 to consolidate and enhance the Town Centre in the period to 2016. Whilst the Central Telford Area is identified in the Core Strategy for mixed use development including retail it is clear from the adopted Policy that the detailed locational provisions of Policy CS4 will be included in the CTAAP and we comment on the weight to be attached to CTAAP below.
- 4.4 In addition the proposed development is in conflict with Policy CS10 "Community Facilities" of the Core Strategy. The existing Civic Offices should be regarded as buildings used for the benefit of the community and Policy CS10 provides that their loss will be resisted and only where a lack of need is demonstrated or "**where acceptable alternative provision exists or is proposed concurrently**" will development for other uses be considered. The proposed development would involve the loss of the Civic Offices but no alternative provision has been identified or has been proposed concurrently with the Asda planning application.
- 4.5 At paragraph 4.5 of the Planning Statement accompanying the Asda application and elsewhere within the application materials reference is made to the CTAAP. For the reasons set out above significant objections have been raised to the relevant policies within the CTAAP by the Trustees and others (including TWC's Estates Department) and the Inspector appointed by TWC has expressed his current view as being that the submission draft CTAAP is "**unsound**".
- 4.6 As a result no weight should be attached to the CTAAP or Asda's argument that the proposed development would be in accordance with the emerging policies within the CTAAP.
- 4.7 Whilst paragraph 18 of The Planning System: General Principles (2005) states that where a development plan document has been submitted for a determination but no representations have been made in respect of relevant policies then considerable weight may be attached to those policies because of the strong possibility that they will be adopted the guidance states that the converse may apply where there have been representations which oppose the policy and that much will depend upon the nature of those representations and whether there are representations in support of the particular policies.
- 4.8 In the current circumstances the Trustees and others have made detailed objections to the principle of the extension of the PSA proposed in the CTAAP on the basis that it would be completely inappropriate in planning terms to identify the West Southwater site which includes the Civic Offices site for retail development. Those objections go to the heart of the policies which Asda refer to in

the material supporting their planning application which significantly reduces any weight which could be attached to the CTAAP. This coupled with the fact that the Inspector appointed by TWC has felt unable to progress with the Examination in Public into the CTAAP because of his concerns about the soundness of CTAAP as currently drafted and decided to hold an Exploratory Meeting means that any limited weight which could be afforded to those policies is significantly further reduced if not removed altogether.

- 4.9 Paragraph 4.5 of the submitted Planning Statement states that the proposals accord with the Regional Spatial Strategy (RSS). However paragraphs 3.23 of the submitted Retail Impact Assessment draws attention to the fact that the endorsement by the Panel of the emerging allocation for Telford (to which the Trustees have objected) does not give any view on the form or location for town centre development at Telford as that is a strategic matter. Furthermore the RSS does not deal with convenience floorspace on the basis that this is not considered to be of strategic significance, nor have the recommendations of the Panel in respect of the allocation of comparison floorspace been accepted by the Secretary of State. Notwithstanding this we have demonstrated in the representations to CTAAP that, all retail floorspace requirements for Telford town centre can be accommodated within the PSA without the need to extend beyond its current boundaries. We do not see therefore how it can be asserted that the proposal is in compliance with the RSS.
- 4.10 For the reasons set out elsewhere in these objections consideration of all other material considerations should indicate that the application is not only in conflict with adopted policy but would cause unacceptable impacts on Telford Town Centre.
- 4.11 The General Development Procedure Order 1995 ("GDPO") at Article 8(2)(a) and (b) requires an application accompanied by an Environmental Statement and which "**does not accord with the provisions of the development plan in force**" to be publicised in the manner set out Article 8(3). We assume that this has been done.
- 4.12 In addition the Town & Country Planning (Consultation) (England) Direction 2009 ("**2009 Direction**") requires in these circumstances that the application be referred to the Secretary of State if TWC does not propose to refuse the application. This is because the proposal is classified as "**development outside town centres**" for the purposes of the 2009 Direction, in that it is at an edge of centre site, is not in accordance with one or more provisions of the development plan and includes the provision of a building where the floor space to be created by the development is more than 5,000 sq. m. gross (the Asda proposal is for 7,897 sq. m. gross).
- 5. THE ASDA APPLICATION IS PREMATURE IN THE CONTEXT OF THE CTAAP**
- 5.1 At paragraph 4.5 of their Planning Statement RPS conclude that the acceptability of the proposed development is established with regard to the current policy context (which is clearly not the case for the reasons set out above) and does not prejudice the potential future policy context by predetermining the outcome of the CTAAP Examination in Public.
- 5.2 The Trustees fundamentally disagree with this interpretation. Paragraph 17 of the Office of the Deputy Prime Minister's Town Planning System: General Principles (2005) sets out the circumstances where it may be justifiable to refuse planning permission on grounds of prematurity where a development plan document is being prepared or is under review but has not yet been adopted.
- 5.3 The acceptability of retail on West Southwater and the Civic Offices site in terms of scale, location and phasing are key issues for CTAAP which has reached submission draft stage. The effect of granting planning permission for Asda in advance of the consideration of CTAAP at an Examination in Public would clearly have a substantial effect which would be so significant that granting planning permission would clearly prejudice CTAAP by predetermining decisions about the scale, location or phasing of new development which are clearly being addressed in the context of CTAAP.

20 NOV 2009

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16 November 2009

- 5.4 Given the proposed timing of the implementation, as discussed below, is to be delayed to after the vacation of the council offices and so not before 2013, there is no justification for bringing this application ahead of the plan-led system providing a proper policy basis for it. Rather if this application were to be approved now, it would profoundly compromise the formulation of policy with CTAAP, contrary to the correct order of policy and decision making.
- 5.5 This is, therefore, one of the cases where prematurity is clearly an issue and the Asda application should properly be refused on that ground.

## 6. LOSS OF COUNCIL OFFICES

- 6.1 The Asda application is predicated on the basis that the existing Civic Offices will be relocated to facilitate the Asda scheme.
- 6.2 The application does not state the existing number of staff employed in the Civic Offices or provide any information on the details of the replacement facilities and the staff to be employed in any replacement facility.
- 6.3 The lack of any proposals in relation to the relocation of the Civic Offices is of concern. Clearly this leaves in question where within Telford or elsewhere TWC will be relocating to. For example if the relocation is to temporary facilities or permanent replacement facilities which are not within the Town Centre then this could cause additional unacceptable adverse impact on the Town Centre which should be taken into account when considering the Asda application. There is simply no information at this stage and therefore this represents a fundamental defect with the current application and undermines the assessment work which has been carried out to quantify the full range of likely significant effects of the development in particular in terms of socio-economics.
- 6.4 In addition in the Planning Statement RPS state that it is a requirement for the relocation of the Civic Offices that they be granted planning permission and be constructed before vacant possession can be obtained to allow construction of the proposed Asda store. Paragraph 2.13 of the Planning Statement states that vacant possession is likely to be secured "**early 2013**" which results in the "**likelihood**" being, in RPS's view, that the new store would not be available for use until 2014.
- 6.5 In the absence of any clear indication of the proposals for the relocation of the Civic Offices, the need for the grant of planning permission and an application for planning permission for such replacement facilities and the factors which may affect the availability of alternative accommodation it is impossible at this stage to reach any clear view on whether vacant possession is likely to be delivered early in 2013 as RPS assert. In the Trustees' view even adopting a best case scenario this timetable appears overly optimistic. Whatever the Trustees' view, however, the position is that there has been simply no evidence submitted with the planning application to demonstrate that this assumption is reasonable. In the event that it is not, however, and there is delay then this would push back the date by which Asda could open a store on the Civic Offices site.
- 6.6 Asda is clearly concerned about the potential for such a delay as, unusually, it has requested that the usual three year duration of any planning permission be extended to five years. The reasons for this are given at paragraph 2.14 of the Planning Statement but RPS's argument is contradictory in that on its assumptions Asda is likely to be in a position to implement the development following vacant possession "**early 2013**" which is three years from the earliest date that TWC is likely to be in a position to grant planning permission which will be in 2010. Using RPS's own assumptions therefore there appears no reason to seek a longer permission.
- 6.7 That request has, however, been made and TWC will need to consider the application on that basis. This raises a number of additional concerns and grounds of objection as follows:

- 20 NOV 2009
- (i) if vacant possession of the Civic Offices site is not delivered before 2013 then when Asda's lease on its existing store expires in 2014 there is the potential for a period during which there would be no dedicated food store offer within Telford.
  - (ii) If that delay ran to towards the end of the five year period requested by Asda then, applying Asda's assumptions, it would close its existing town centre store in 2014 and could implement the planning permission for the Civic Offices site as late as 2015. With a one year construction period, as has been claimed by Asda, this would give a store opening in 2016.
  - (iii) as a result on the basis of the permission which Asda has applied for giving a five year period for implementation a worst case assessment should be on the basis that Asda does not implement until the end of the five year period. All of the assessment works submitted by Asda, however, assumes the 2014 opening date with a seamless transition of trade and employment from its existing store within the PSA. Whilst this is one of a range of possible outcomes it is not a robust assumption if, as Asda must, there is a requirement to assess the worst case potential impacts for the purposes of the Environmental Statement and the Retail Impact Assessment.
  - (iv) In terms of the timing of the development and the prospects for its delivery it is also relevant that the Homes & Communities Agency have restrictive covenants over the Civic Offices site which would need to be formally released if the Asda development is to proceed. Nowhere in the application material submitted by Asda is there reference to the existence of these restrictive covenants which are not only relevant to the question of whether or not Asda's development can be delivered but also to the question of the availability of the Civic Offices site for the purposes of the sequential approach. For example the covenants may not be released or may only be released at a cost which renders the Asda scheme unviable.

## 7. HIGHWAYS ISSUES

- 7.1 The Transport Assessment prepared by Savell Bird & Axon in support the application contains a number omissions, deficiencies and inaccuracies:
- (i) Savell Bird & Axon has not provided any detailed drawings of the proposed highway arrangement of the site access or at Woodhouse Central/Coach Central/Malinsgate as part of the Transport Assessment despite changes to the highway network being proposed;
  - (ii) at paragraph 1.1 Savell Bird & Axon, whilst acknowledging that the development of the superstore and the residential development at Malinslee are the subject of separate applications, state that the impacts of both are addressed in the Transport Assessment. The impact of vehicle trips associated with the residential development is, however, not included in the capacity assessments, as it has been assumed that they will not have an impact on the highway networks. Similarly, the relocation of the Civic Offices and associated traffic generation has not been considered in the Transport Assessment. As a result the number of vehicles on the network is underestimated;
  - (iii) in relation to highway network flows insufficient traffic count data has been provided to determine the accuracy of the work which was presented, for example, the ATC outputs show all vehicle movement and do not distinguish those movements made by heavy goods vehicles ("HGV") which are needed for capacity assessments;
  - (iv) no reference has been made to Planning Policy Statement 1 (PPS 1): Delivering Sustainable Development, PPS1 Supplement: Planning and Climate Changes or the 2007 Guidance on Transport Assessments. It would be expected that for a development of this scale these key policy and guidance documents should have been considered;
  - (v) the Transport Assessment states (paragraph 2.41) that there is an improvement in terms of road safety for users as a result of the changes of the highway layout, however, no evidence is

provided to support this statement. Significantly, whilst only a Stage 1 Road Safety Audit could be completed with the information submitted as part of the application, it would normally be expected that enough information be submitted with a detailed application to enable a Stage 2 Safety Audit to be completed;

- (vi) the Transport Assessment states in paragraph 4.29 that the swept path analysis illustrated in Figure 5 of the Transport Assessment demonstrates **"an articulated vehicle can enter and leave the service yard in forward gear without encroaching on the opposite side of the carriageway on the dedicated service road."** However, the HGV swept path is clearly shown in Figure 5 to encroach on the opposite side of the service road, especially when entering the service yard;
  - (vii) paragraph 6.5 of the Transport Assessment states that the future assessment years are 2014 (the year of opening), and 2024 (10 years after the year of opening). This is on the basis of old guidance, as current guidance on Transport Assessments requires assessment of the local road network to be at least five years after submission of an application and at least 10 years after submission for assessment of the strategic highway network;
  - (viii) a framework travel plan is provided in appendix E. It is only partly relevant as the second half refers to a site in Somerset. According to the 2009 Good Practice Guidelines a framework travel plan is an **"overarching travel plan embraces a large development which may have mixed uses and multiple occupiers/phases"**. We therefore consider the use of a framework travel plan to be inappropriate for the development of a food store. In paragraph 1.5 it is further stated that the document represents an interim travel plan. An interim travel plan is defined in the 2009 Good Practice Guidelines as a **"travel plan presented with an outline application."** For a detailed application a full travel plan should have been prepared.
- 7.2 The comments set out above are the Trustee's initial comments on the highways aspects of the development and they reserve the right to make additional comments in due course.
- 7.3 In addition it is stated in the Planning Statement that planning permission "is sought" for the new supermarket and "pedestrian routes around the boundaries of the sites and through the car park linking Malinslee (and the Malinslee Link Site) to the primary retail area of the town centre (to the north-east) and to adjoining land to the south-east" (paragraph 2.11). The pedestrian routes around the boundaries of the site are not, however, included within the application site boundary.
- 7.4 On plan number PL-10 Rev G accompanying the Asda application ("Site layout as proposed") to the north-east of the application site an area is identified as "Highways designed by highways consultants including pedestrian-friendly linkage across carriageways to town centre". It is therefore unclear what works are proposed and whether this detail is being submitted for approval at this stage.
- 7.5 This is an important issue as RPS have recognised that Malinsgate/Coach Central forms a barrier between the site and the PSA.

## 8. DESIGN ISSUES

- 8.1 An initial review of the application plans and Design and Access Statement indicates the Asda scheme fails to address key urban planning requirements.

### Active frontages

- 8.2 The proposal does not engage with neighbouring sites or encourage future engagement as it includes an at grade car park across the whole of the site with the store at least four metres in the air above half of it. No ground level activities are provided at any edges of the site the only activity indicated is the centre door to the travelator, which is 60 m from the nearest boundary. The site analysis in the Design and Access Statement identifies the front two thirds of the south elevation as

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a location requiring active frontage, however, this aspiration is not carried forward by the scheme drawings which show a blank elevation completely void of any activity.

- 8.3 The building presents the land to the north west of the site with a long blank 7m tall elevation, within 5m distance of the existing job centre. This elevation is the only part of the building which directly relates to any edges of the site, but unfortunately this 75m long inactive edge is against an existing footpath, thereby creating a very hostile environment.

#### **Permeable Urban Development**

- 8.4 Previous proposals for the Civic Offices site included denser development, but with smaller building footprints. The objective of the previous masterplan work was to provide a mixed use, permeable urban development with activity on many levels. The buildings would enclose the streets and create an environment with good passive surveillance. The current proposal does not support those objectives.
- 8.5 In order to create a flat car park for the foodstore's customers the large car park is raised, resulting in a retaining wall along the length of the site's western edge. At the point of the "**potential pedestrian connection to/from adjacent site**" there is a 2.5m level difference. This connection was one of the major concepts of all previous masterplans. The 2.5m retaining wall shows no regard to potential connectivity.

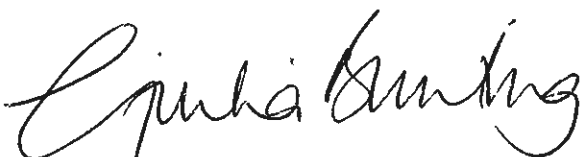
#### **Access**

- 8.6 In the Design and Access Statement RPS highlight the importance of pedestrian linkages into and through the site, however, this objective has not been carried through into the proposal. The main car park access road layout for Malinsgate crosses the principal pedestrian and cycle connection causing a physical barrier to pedestrian and cycle access. The illustrative desire lines are not supported with active uses, enclosure or passive surveillance. In fact, the routes are through the middle of a sea of at grade car park and across the substantial circulation roads that Asda shoppers will utilise to reach the parking spaces.
- 8.7 The comments set out above are the Trustees' initial comments on the design issues and they reserve the right to make additional comments in due course.

#### **9. CONCLUSIONS**

- 9.1 For the reasons set out in this letter there are compelling reasons why the proposed development is in direct conflict with important national planning policies, the provisions of the development plan, would cause unacceptable adverse impacts on the town centre and should be refused permission.

Yours sincerely



**Giulia Bunting**  
for DRIVERS JONAS LLP

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Tel: 0207 896 8085

cc Rob Cossey Hark  
Martin Evans Nabarro  
Paul Clark CTAAP Inspector  
Government Office for West Midlands

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TELFORD & WREKIN COUNCIL

PLANS BOARD 16 DEC 09

Schedule 2 : This schedule of applications is for information only; the applications contained in it have been determined by Planning Officers under delegated powers. If Members have queries about any of the applications, they are requested to raise them with the Area Planning Officer prior to the Board meeting.

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APPLICATION NUMBER

W2009/0531 Full Planning

RECEIVED ON            DECISION  
26 JUN 09            Full Granted

DEC'N DATE  
18 NOV 09

APPLICANT

Mr & Mrs Beeching

PROPOSED DEVELOPMENT

Erection of a two storey extension to side and detached garage \*\*\*\*\*AMENDED PLANS\*\*\*\*\*

The Brambles, Damfords Lane, Sambrook,  
Shropshire.

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APPLICATION NUMBER

W2009/0769 Full Planning

RECEIVED ON DECISION  
29 SEP 09 Full Granted

DEC'N DATE  
24 NOV 09

APPLICANT

Mr Lester Davey

PROPOSED DEVELOPMENT

Change of Use of agricultural land to private garden land and erection of a detached double garage with self contained flat above following demolition of existing garage

Applebrook Cottage, 8, Marsh Road, Edgmond, Shropshire.

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APPLICATION NUMBER

W2009/0788 Full Planning

RECEIVED ON DECISION  
22 SEP 09 Full Granted

DEC'N DATE  
17 NOV 09

APPLICANT

Global Corporate Investments

PROPOSED DEVELOPMENT

Erection of a first floor extension over existing garage for storage purposes

Garage Adjacent to, 2, Wellington Road, Newport, Shropshire.

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APPLICATION NUMBER

W2009/0789 Advertisement

RECEIVED ON	DECISION	DEC'N DATE
22 SEP 09	Advertisement Refused	17 NOV 09

APPLICANT

Sportswift T/A Card Factory

PROPOSED DEVELOPMENT

Erection of lno. non-illuminated fasica sign to front of property

25, New Street, Wellington, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0791 TPO

RECEIVED ON	DECISION	DEC'N DATE
23 SEP 09	TPO Granted	19 NOV 09

APPLICANT

Mr Richard Neill

PROPOSED DEVELOPMENT

Tree works to lno. Lime tree and lno. Oak tree

19 & 21, Sulby Drive, Leegomery, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0792 Full Planning

RECEIVED ON	DECISION	DEC'N DATE
22 SEP 09	Full Granted	17 NOV 09

APPLICANT

Mr G Buckley

PROPOSED DEVELOPMENT

Erection of a first floor side extension, single storey rear extension and single storey front extension \*\*\*\*\*AMENDED PLANS RECEIVED\*\*\*\*\*

5, Bramwell Close, St Georges, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0796 Full Planning

RECEIVED ON DECISION  
24 SEP 09 Full Granted

DEC'N DATE  
18 NOV 09

APPLICANT

Mr Jim Winnall

PROPOSED DEVELOPMENT

Erection of a ground floor ward extension and external alterations in association with ward refurbishment

The Princess Royal Hospital, Apley Castle,  
Leegomery, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0800 TPO

RECEIVED ON DECISION  
21 SEP 09 TPO Granted

DEC'N DATE  
13 NOV 09

APPLICANT

Mr Robert Bruce

PROPOSED DEVELOPMENT

Tree works to 1no. Copper Beech tree

The Grove, 10, New Road, Ironbridge, Telford,  
Shropshire.

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APPLICATION NUMBER

W2009/0807 TPO

RECEIVED ON DECISION  
24 SEP 09 TPO Granted

DEC'N DATE  
13 NOV 09

APPLICANT

Mr Phil Broome

PROPOSED DEVELOPMENT

Felling of 1no. Sweet Chestnut and re-pollard of  
2no. Lime trees

Bee House, 52, Leegomery Road, Wellington,  
Telford, Shropshire.

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APPLICATION NUMBER  
W2009/0812 TPO

RECEIVED ON DECISION  
24 SEP 09 TPO Granted

DEC'N DATE  
24 NOV 09

APPLICANT  
Mr Kenneth Reilly

PROPOSED DEVELOPMENT  
Felling of 1no. Sycamore and pruning of 1no. Oak  
trees

16, Wallshead Way, Church Aston, Shropshire.

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APPLICATION NUMBER  
W2009/0813 Full Planning

RECEIVED ON DECISION  
29 SEP 09 Full Granted

DEC'N DATE  
24 NOV 09

APPLICANT  
Mrs Carol Chippendale

PROPOSED DEVELOPMENT  
Erection of a detached bungalow and associated  
access

Land at, Lock House, Broomfield Road, Newport,  
Shropshire.

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APPLICATION NUMBER  
W2009/0814 Full Planning

RECEIVED ON DECISION  
28 SEP 09 Full Granted

DEC'N DATE  
20 NOV 09

APPLICANT  
ACS

PROPOSED DEVELOPMENT  
Installation of concrete pads for 3no. generators  
and 2no. oil tanks and installation of double  
doors to plant room

ACS SYAN BRC, Audley Avenue Industrial Estate,  
Audley Avenue, Newport, Shropshire.

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APPLICATION NUMBER

W2009/0815 Full Planning

RECEIVED ON DECISION  
28 SEP 09 Full Granted

DEC'N DATE  
19 NOV 09

APPLICANT

Mr Stuart Cartwright

PROPOSED DEVELOPMENT

Erection of a single storey detached granny  
annexe

\*\*\*\*\*AMENDED PLANS RECEIVED\*\*\*\*\*

The Lodge, 32, Golf Links Lane, Wellington,  
Telford, Shropshire.

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APPLICATION NUMBER

W2009/0817 Full Planning

RECEIVED ON DECISION  
25 SEP 09 Full Granted

DEC'N DATE  
20 NOV 09

APPLICANT

Mr Bryn Owen

PROPOSED DEVELOPMENT

Erection of a replacement outbuilding and  
alterations to existing driveway

Coppice View, 8 & 9, Paradise, Coalbrookdale,  
Telford, Shropshire.

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APPLICATION NUMBER  
W2009/0822 Outline

RECEIVED ON DECISION  
28 SEP 09 Outline Granted

DEC'N DATE  
23 NOV 09

APPLICANT  
Mrs Humera Bashire

PROPOSED DEVELOPMENT  
Erection of a block of 4no. two bedroomed flats  
with associated access and car parking following  
the demolition of 1no. existing detached dwelling  
and garage

6, Millfields Road, Wellington, Telford,  
Shropshire.

-----

APPLICATION NUMBER  
W2009/0823 Full Planning

RECEIVED ON DECISION  
25 SEP 09 Full Granted

DEC'N DATE  
20 NOV 09

APPLICANT  
Peter Grant Papers Ltd

PROPOSED DEVELOPMENT  
Installation of new sectional overhead door and  
ramp to existing factory unit to provide fork  
lift truck access

Peter Grant Papers Ltd, Stafford Park 12,  
Stafford Park, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0824 Full Planning

RECEIVED ON DECISION  
24 SEP 09 Full Refused

DEC'N DATE  
18 NOV 09

APPLICANT

Mr & Mrs C Elliot

PROPOSED DEVELOPMENT

Conversion of existing two storey storage  
building into single dwelling

22, Finger Road, Dawley, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0826 Full Planning

RECEIVED ON DECISION  
22 SEP 09 Full Granted

DEC'N DATE  
17 NOV 09

APPLICANT

S M Gilman & Partners

PROPOSED DEVELOPMENT

Erection of agricultural building for dairy  
cattle (Phase 1)

Abbey Farm, Lilleshall, Shropshire.

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APPLICATION NUMBER

W2009/0827 Full Planning

RECEIVED ON DECISION  
22 SEP 09 Full Granted

DEC'N DATE  
17 NOV 09

APPLICANT

S M Gilman & Partners

PROPOSED DEVELOPMENT

Erection of extension to agricultural building  
for dairy cattle (phase 2)

Abbey Farm, Lilleshall, Shropshire.

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APPLICATION NUMBER

W2009/0828 Full Planning

RECEIVED ON DECISION  
22 SEP 09 Full Granted

DEC'N DATE  
17 NOV 09

APPLICANT

S M Gilman & Partners

PROPOSED DEVELOPMENT

Erection of extension to agricultural dairy  
cattle building (Phase 3)

Abbey Farm, Lilleshall, Shropshire.

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APPLICATION NUMBER

W2009/0829 Full Planning

RECEIVED ON DECISION  
22 SEP 09 Full Granted

DEC'N DATE  
17 NOV 09

APPLICANT

S M Gilman & Partners

PROPOSED DEVELOPMENT

Erection of extension to agricultural dairy  
cattle building (Phase 4)

Abbey Farm, Lilleshall, Shropshire.

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APPLICATION NUMBER

W2009/0830 Full Planning

RECEIVED ON DECISION  
22 SEP 09 Full Granted

DEC'N DATE  
17 NOV 09

APPLICANT

S M Gilman & Partners

PROPOSED DEVELOPMENT

Erection of extension to agricultural dairy  
cattle building (Phase 5)

Abbey Farm, Lilleshall, Shropshire.

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APPLICATION NUMBER

W2009/0831 Full Planning

RECEIVED ON DECISION  
22 SEP 09 Full Granted

DEC'N DATE  
17 NOV 09

APPLICANT

S M Gilman & Partners

PROPOSED DEVELOPMENT

Erection of extension to agricultural dairy  
cattle building (Phase 6)

Abbey Farm, Lilleshall, Shropshire.

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APPLICATION NUMBER

W2009/0832 Full Planning

RECEIVED ON DECISION  
22 SEP 09 Full Granted

DEC'N DATE  
17 NOV 09

APPLICANT

S M Gilman & Partners

PROPOSED DEVELOPMENT

Erection of extension to agricultural dairy  
cattle building (Phase 7)

Abbey Farm, Lilleshall, Shropshire.

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APPLICATION NUMBER

W2009/0833 Full Planning

RECEIVED ON DECISION  
22 SEP 09 Full Granted

DEC'N DATE  
17 NOV 09

APPLICANT

S M Gilman & Partners

PROPOSED DEVELOPMENT

Erection of a slurry pit (Phase 1)

Abbey Farm, Lilleshall, Shropshire.

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APPLICATION NUMBER

W2009/0834 Full Planning

RECEIVED ON DECISION  
22 SEP 09 Full Granted

DEC'N DATE  
17 NOV 09

APPLICANT

S M Gilman & Partners

PROPOSED DEVELOPMENT

Erection of extension to slurry pit (Phase 2)  
associated with W2009/0833

Abbey Farm, Lilleshall, Shropshire.

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APPLICATION NUMBER

W2009/0837 Full Planning

RECEIVED ON DECISION  
25 SEP 09 Full Granted

DEC'N DATE  
20 NOV 09

APPLICANT

Mr P Thornton

PROPOSED DEVELOPMENT

Erection of a summer room

Elmsdene, Walcot, Shropshire.

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APPLICATION NUMBER

W2009/0838 Full Planning

RECEIVED ON DECISION  
30 SEP 09 Full Granted

DEC'N DATE  
24 NOV 09

APPLICANT

Mr Andrew Scammell

PROPOSED DEVELOPMENT

Erection of a satellite dish

27, Sutherland Close, ketley, Telford,  
Shropshire.

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APPLICATION NUMBER  
W2009/0839 Outline

RECEIVED ON DECISION  
28 SEP 09 Outline Refused

DEC'N DATE  
23 NOV 09

APPLICANT  
Mr & Mrs R Temperton

PROPOSED DEVELOPMENT  
Erection of lno. detached dwelling (outline permission)

16, Newport Road, Edgmond, Shropshire.

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APPLICATION NUMBER  
W2009/0840 Full Planning

RECEIVED ON DECISION  
02 OCT 09 Full Granted

DEC'N DATE  
27 NOV 09

APPLICANT  
Mrs Vivienne Hutchinson

PROPOSED DEVELOPMENT  
Retropective permission for change of use to  
Cheque Centre (Use class A2)

52, High Street, Dawley, Telford, Shropshire.

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APPLICATION NUMBER  
W2009/0841 Full Planning

RECEIVED ON DECISION  
02 OCT 09 Full Granted

DEC'N DATE  
27 NOV 09

APPLICANT  
Mr & Mrs Hampton

PROPOSED DEVELOPMENT  
Erection of a single storey front extension and  
installation of pitched roof

74, Priorslee Road, St Georges, Telford,  
Shropshire.

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APPLICATION NUMBER

W2009/0842 TPO

RECEIVED ON DECISION  
29 SEP 09 TPO Granted

DEC'N DATE  
19 NOV 09

APPLICANT

Ricoh Products Ltd

PROPOSED DEVELOPMENT

Felling of 3no. Horse Chestnut trees

Ricoh UK Products LTD, Shifnal Road, Priorslee,  
Telford, Shropshire.

-----  
APPLICATION NUMBER

W2009/0843 Full Planning

RECEIVED ON DECISION  
25 SEP 09 Full Granted

DEC'N DATE  
20 NOV 09

APPLICANT

Mr Gary Chesters

PROPOSED DEVELOPMENT

Erection of ground floor and two storey side  
extension and erection of a detached garage with  
garden room, log store and greenhouse

Ty Gwyn, Kynnersley, Shropshire.

-----  
APPLICATION NUMBER

W2009/0844 Trees in Con. Area

RECEIVED ON DECISION  
05 OCT 09 Trees in Cons. Area Granted

DEC'N DATE  
13 NOV 09

APPLICANT

Mr Kevin Enright

PROPOSED DEVELOPMENT

Tree works to 1no. Beech tree

52, East View, Madeley Road, Ironbridge, Telford,  
Shropshire.

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APPLICATION NUMBER

W2009/0845 Listed Building

RECEIVED ON	DECISION	DEC'N DATE
02 OCT 09	Listed Building Granted	27 NOV 09

APPLICANT

Mr John Haywood

PROPOSED DEVELOPMENT

Formation of habitable room in roof space including installation of internal staircase

1, The Old School House, School Road, Coalbrookdale, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0846 Full Planning

RECEIVED ON	DECISION	DEC'N DATE
25 SEP 09	Full Granted	20 NOV 09

APPLICANT

Mr John Williams

PROPOSED DEVELOPMENT

Replacement of pitched roof with mono-pitch roof and installation of fire door (Retrospective)

The Haulage Yard, Arleston Brook, Arleston Lane, Arleston, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0848 Full Planning

RECEIVED ON	DECISION	DEC'N DATE
30 SEP 09	Full Granted	23 NOV 09

APPLICANT

Mr David Cook

PROPOSED DEVELOPMENT

Erection of a 1.83m high fence (Retrospective)

33, Old Wharf, Malinslee, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0850 Full Planning

RECEIVED ON DECISION  
06 OCT 09 Full Refused

DEC'N DATE  
30 NOV 09

APPLICANT

Mr Michael Jones

PROPOSED DEVELOPMENT

Erection of a 5m by 2.5m shed (Retrospective)

20, Upper Road, Madeley, Telford, Shropshire.

APPLICATION NUMBER

W2009/0851 Full Planning

RECEIVED ON DECISION  
06 OCT 09 Full Granted

DEC'N DATE  
30 NOV 09

APPLICANT

Mr Nigel Hall

PROPOSED DEVELOPMENT

Erection of a conservatory to side and rear

\*\*\*\*\*AMENDED DESCRIPTION\*\*\*\*\*

19, Sutton Road, Admaston, Telford, Shropshire.

APPLICATION NUMBER

W2009/0852 Full Planning

RECEIVED ON DECISION  
07 OCT 09 Full Granted

DEC'N DATE  
02 DEC 09

APPLICANT

Mr Mazher Hussain

PROPOSED DEVELOPMENT

Erection of a two storey side extension and a  
single storey rear extension

Glenlyn, Regent Street, Wellington, Telford,  
Shropshire.

APPLICATION NUMBER

W2009/0853 Full Planning

RECEIVED ON DECISION  
07 OCT 09 Full Granted

DEC'N DATE  
02 DEC 09

APPLICANT

Mr Sam Stevenson

PROPOSED DEVELOPMENT

Erection of a two storey side extension

37, Swinburne Close, Sutton Hill, Telford,  
Shropshire.

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APPLICATION NUMBER

W2009/0854 Full Planning

RECEIVED ON DECISION  
08 OCT 09 Full Granted

DEC'N DATE  
03 DEC 09

APPLICANT

Mr D Brown

PROPOSED DEVELOPMENT

Erection of a single storey rear extension  
following demolition of existing store room

5, Haybridge Avenue, Hadley, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0855 Full Planning

RECEIVED ON DECISION  
05 OCT 09 Full Granted

DEC'N DATE  
30 NOV 09

APPLICANT

Mr Kevin Sterling

PROPOSED DEVELOPMENT

Erection of a conservatory to rear

9, Broadway Avenue, Trench, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0856 Full Planning

RECEIVED ON  
30 SEP 09

DECISION  
Full Granted

DEC'N DATE  
25 NOV 09

APPLICANT

Mr Robert Phillips

PROPOSED DEVELOPMENT

Erection of a ground first floor extensions to front and first floor side extension

1, Teece Drive, Priorslee, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0859 Trees in Con. Area

RECEIVED ON  
05 OCT 09

DECISION  
Trees in Cons. Area Granted

DEC'N DATE  
13 NOV 09

APPLICANT

Severn Gorge Countryside Trust

PROPOSED DEVELOPMENT

Tree works as per schedule

Dale Coppice, Coalbrookdale, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0860 Trees in Con. Area

RECEIVED ON  
05 OCT 09

DECISION  
Trees in Cons. Area Granted

DEC'N DATE  
13 NOV 09

APPLICANT

Severn Gorge Countryside Trust

PROPOSED DEVELOPMENT

Tree works as per schedule

Maws Meadow, Jackfield, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0861 Trees in Con. Area

RECEIVED ON	DECISION	DEC'N DATE
05 OCT 09	Trees in Cons. Area Granted	13 NOV 09

APPLICANT

Severn Gorge Countryside Trust

PROPOSED DEVELOPMENT

Tree works as per schedule

Captains Coppice, Coalbrookdale, Telford,  
Shropshire.

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APPLICATION NUMBER

W2009/0862 Trees in Con. Area

RECEIVED ON	DECISION	DEC'N DATE
05 OCT 09	Trees in Cons. Area Granted	13 NOV 09

APPLICANT

Severn Gorge Countryside Trust

PROPOSED DEVELOPMENT

Tree works as per schedule

Jiggers Bank, Coalbrookdale, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0864 Full Planning

RECEIVED ON	DECISION	DEC'N DATE
02 OCT 09	Full Granted	27 NOV 09

APPLICANT

Mrs Helen Reynolds

PROPOSED DEVELOPMENT

Retrospective planning permission for decking

Land to the rear of garages of, 35,  
Reynolds Wharf, Coalport, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0866 Full Planning

RECEIVED ON DECISION  
06 OCT 09 Full Granted

DEC'N DATE  
01 DEC 09

APPLICANT

Mr N Singh-Bains

PROPOSED DEVELOPMENT

Erection of a single storey store room extension  
to rear

3, 5, Fieldhouse Drive, Muxton, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0867 Outline

RECEIVED ON DECISION  
07 OCT 09 Outline Granted

DEC'N DATE  
02 DEC 09

APPLICANT

Mr David Smith

PROPOSED DEVELOPMENT

Erection of a single dwelling (outline  
application)

Land adjacent to, 36, Quarry Lane, Red Lake,  
Telford, Shropshire.

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APPLICATION NUMBER

W2009/0868 Full Planning

RECEIVED ON DECISION  
02 OCT 09 Full Refused

DEC'N DATE  
27 NOV 09

APPLICANT

Mr F Fundell

PROPOSED DEVELOPMENT

Erection of a bungalow (Revised resubmission of  
W2009/0376)

\*\*\*\*\*AMENDED SITE ADDRESS\*\*\*\*\*

Land between, 16, Longford Road & 1 Farm Grove,  
Newport, Shropshire.

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APPLICATION NUMBER  
W2009/0869 Advertisement

RECEIVED ON DECISION  
07 OCT 09 Advertisement Granted

DEC'N DATE  
02 DEC 09

APPLICANT  
KLF Hair and Beauty

PROPOSED DEVELOPMENT  
Display of a shop fascia sign (Retrospective)

1, 2, Horseshoes Court, Madeley, Telford,  
Shropshire.

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APPLICATION NUMBER  
W2009/0870 Full Planning

RECEIVED ON DECISION  
08 OCT 09 Full Granted

DEC'N DATE  
03 DEC 09

APPLICANT  
Mr Amarjit Singh

PROPOSED DEVELOPMENT  
Erection of a single storey rear extension

2, Near Vallens, Hadley, Telford, Shropshire.

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APPLICATION NUMBER  
W2009/0871 Full Planning

RECEIVED ON DECISION  
08 OCT 09 Full Granted

DEC'N DATE  
02 DEC 09

APPLICANT  
Mr P Worgan

PROPOSED DEVELOPMENT  
Erection of a dormer bungalow and detached garage

Land adjacent to, 9, Hadley Road, Oakengates,  
Telford, Shropshire.

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APPLICATION NUMBER

W2009/0873 Full Planning

RECEIVED ON DECISION  
12 OCT 09 Full Granted

DEC'N DATE  
01 DEC 09

APPLICANT

Wellington Market Company

PROPOSED DEVELOPMENT

Installation of a car park fee pay machine and a weather protective canopy (retrospective)

Wilkinsons Car Park, Market Street, Wellington, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0877 Full Planning

RECEIVED ON DECISION  
09 OCT 09 Full Granted

DEC'N DATE  
30 NOV 09

APPLICANT

IGMT

PROPOSED DEVELOPMENT

Erection of a 1.1m high boundary railings on top of existing dwarf wall (retrospective)

Abraham Darby Furnace Building,  
Ironbridge Gorge Museum, Coach Road,  
Coalbrookdale, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0878      Listed Building

RECEIVED ON

09 OCT 09

DECISION

Listed Building Granted

DEC'N DATE

30 NOV 09

APPLICANT

IGMT

PROPOSED DEVELOPMENT

Erection of 1.1m high boundary railings on top of existing dwarf wall (retrospective)

Abraham Darby Furnace Building,  
Ironbridge Gorge Museum, Coach Road,  
Coalbrookdale, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0882      Full Planning

RECEIVED ON

13 OCT 09

DECISION

Full Granted

DEC'N DATE

07 DEC 09

APPLICANT

Mrs Jane Olliver

PROPOSED DEVELOPMENT

Retrospective application for a conservatory to rear

Field View, Wellington Road, Admaston, Telford,  
Shropshire.

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APPLICATION NUMBER  
W2009/0885 Full Planning

RECEIVED ON DECISION  
12 OCT 09 Full Granted

DEC'N DATE  
04 DEC 09

APPLICANT  
Mr King

PROPOSED DEVELOPMENT  
Change of use from field to tourist use with  
siting of two mobile units for tourist  
accommodation

Orchard Field, The Mount Guest House,  
Dawley Road, Lawley, Telford, Shropshire.

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APPLICATION NUMBER  
W2009/0887 Full Planning

RECEIVED ON DECISION  
05 OCT 09 Full Granted

DEC'N DATE  
30 NOV 09

APPLICANT  
Mr Armando Spagnolo

PROPOSED DEVELOPMENT  
Creation of parking space to front and erection  
of retaining wall

4, Woodview, Woodside, Coalbrookdale, Telford,  
Shropshire.

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APPLICATION NUMBER  
W2009/0889 Full Planning

RECEIVED ON DECISION  
14 OCT 09 Full Granted

DEC'N DATE  
07 DEC 09

APPLICANT  
Mr Mark Parker

PROPOSED DEVELOPMENT  
Erection of a conservatory to rear  
27, Vineyard Drive, Newport, Shropshire.

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APPLICATION NUMBER  
W2009/0890 Full Planning

RECEIVED ON DECISION  
12 OCT 09 Full Granted

DEC'N DATE  
07 DEC 09

APPLICANT  
Mr Ken Evans

PROPOSED DEVELOPMENT  
Erection of a single storey rear extension  
following demolition of existing single storey  
rear extension

4, Barnmeadow Road, Newport, Shropshire.

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APPLICATION NUMBER  
W2009/0891 Full Planning

RECEIVED ON DECISION  
10 OCT 09 Full Granted

DEC'N DATE  
26 NOV 09

APPLICANT  
Mrs Buckley-Jeffries

PROPOSED DEVELOPMENT  
Erection of a single storey rear extension  
6, Longford Park, Longford Road, Longford,  
Shropshire.

APPLICATION NUMBER

W2009/0892 Full Planning

RECEIVED ON DECISION  
12 OCT 09 Full Granted

DEC'N DATE  
07 DEC 09

APPLICANT

Mr & Mrs Hind

PROPOSED DEVELOPMENT

Erection of a single storey side extension

14, Leeses Close, Shawbirch, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0894 Full Planning

RECEIVED ON DECISION  
12 OCT 09 Full Granted

DEC'N DATE  
19 NOV 09

APPLICANT

Mr Martin McNulty

PROPOSED DEVELOPMENT

Replacement shop front and first and second floor windows

10/10a, Crown Street, Wellington, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0910 TPO

RECEIVED ON DECISION  
20 OCT 09 TPO Refused

DEC'N DATE  
04 DEC 09

APPLICANT

Mrs Elizabeth Green

PROPOSED DEVELOPMENT

Felling of 1no. sycamore tree

Hollywell House, The Rock, The Rock, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0918      Trees in Con. Area

RECEIVED ON	DECISION	DEC'N DATE
20 OCT 09	Trees in Cons. Area Granted	02 DEC 09

APPLICANT

Mr David Tomkinson

PROPOSED DEVELOPMENT

Tree works as per schedule

Stackstones, Shrewsbury Road, High Ercall,  
Shropshire.

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APPLICATION NUMBER

W2009/0926      TPO

RECEIVED ON	DECISION	DEC'N DATE
20 OCT 09	TPO Granted	03 DEC 09

APPLICANT

Mr David Tomkinson

PROPOSED DEVELOPMENT

Tree works as per schedule

Stackstones, Shrewsbury Road, High Ercall,  
Shropshire.

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APPLICATION NUMBER

W2009/0927      Trees in Con. Area

RECEIVED ON	DECISION	DEC'N DATE
27 OCT 09	Trees in Cons. Area Granted	07 DEC 09

APPLICANT

Severn Gorge Countryside Trust

PROPOSED DEVELOPMENT

Sectional felling of two Poplar trees to 5  
metres and sectional removal of scrub and sel set  
trees

Woodland, Lincoln Hill, Ironbridge, Telford,  
Shropshire.

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APPLICATION NUMBER

W2009/0928      Trees in Con. Area

RECEIVED ON	DECISION	DEC'N DATE
27 OCT 09	Trees in Cons. Area Granted	07 DEC 09

APPLICANT

Mr Andrew Cutts

PROPOSED DEVELOPMENT

Reduction in Oak tree by one third

Land at, Sutton Bank, Coalport, Telford,  
Shropshire.

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APPLICATION NUMBER

W2009/0929      Trees in Con. Area

RECEIVED ON	DECISION	DEC'N DATE
27 OCT 09	Trees in Cons. Area Granted	07 DEC 09

APPLICANT

Severn Gorge Countryside Trust

PROPOSED DEVELOPMENT

Felling of a large Ash tree to leave a 5m stem

Preens Eddy, Sutton Wood, Coalport, Telford,  
Shropshire.

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APPLICATION NUMBER

W2009/0930      Trees in Con. Area

RECEIVED ON	DECISION	DEC'N DATE
26 OCT 09	Trees in Cons. Area Granted	07 DEC 09

APPLICANT

Ms Marion Chilton

PROPOSED DEVELOPMENT

Pruning back to growth area and thinning of 5  
Beech trees

11, New Row, Horsehay, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0931 Trees in Con. Area

RECEIVED ON	DECISION	DEC'N DATE
27 OCT 09	Trees in Cons. Area Granted	07 DEC 09

APPLICANT

Severn Gorge Countryside Trust

PROPOSED DEVELOPMENT

Felling of two Ash trees, 1 Sycamore tree and 1 Beech tree

Land at, Lincoln Hill, Ironbridge, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0952 Full Planning

RECEIVED ON	DECISION	DEC'N DATE
03 NOV 09	Full Granted	02 DEC 09

APPLICANT

Mr Mark Statham

PROPOSED DEVELOPMENT

Extension at 3no. existing exhaust stacks in roof to a height of 3 metres (retrospective)

New Alexandra Works, Halesfield 1, Halesfield, Telford, Shropshire.

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APPLICATION NUMBER

W2009/0872 Full Planning

RECEIVED ON	DECISION	DEC'N DATE
08 OCT 09	Full Granted	26 NOV 09

APPLICANT

Mrs Anne Paddock

PROPOSED DEVELOPMENT

Change of use from open space to private garden land, erection of 1.83m high fencing and erection of 2no. pigeon lofts

75, Aintree Close, Leegomery, Telford, Shropshire.

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