

PLANS BOARD

Minutes of a meeting of the Plans Board held on Wednesday, 1 June 2011 at 6.00pm in the Reception Suite, Civic Offices, Telford, Shropshire

PRESENT: Councillors J C Minor (Chair), N A Dugmore, K R Guy, A S Jhawar, R T Kiernan, J Loveridge, S A W Reynolds and C R Turley

ALSO PRESENT: Councillors Cllr S Davies (for planning application TWC/2011/0201), M B Hosken (for planning application TWC/2010/0715), A A Meredith (for planning application TWC/2011/0820) and Cllr A J Stanton (for planning application TWC/2011/0192).

PB-001 MINUTES

RESOLVED – that the minutes of the meeting of the Plans Board held on 13 April 2011 be confirmed and signed by the Chair.

PB-002 APOLOGIES FOR ABSENCE

None.

PB-003 DECLARATIONS OF INTEREST

Councillor J C Minor declared a personal and prejudicial interest in planning application TWC/2010/0667 and indicated that he would leave the room during determination thereof.

Councillor R T Kiernan declared a personal and prejudicial interest in planning application TWC/2011/0183 and indicated that he would leave the room during determination thereof.

Councillor N A Dugmore declared a personal and prejudicial interest in planning application TWC/2011/0164 and indicated that he would leave the room during determination thereof.

PB-004 ANNOUNCEMENTS

Members were asked to accept proposed changes to the published Calendar of Meetings which sought to rectify scheduling difficulties due to the Christmas and New Year period.

RESOLVED – that the meetings on 7 December 2011, 4 January 2012 and 25 January 2012 be cancelled and meetings be held on 14 December 2011 and 18 January 2012.

PB-005 DEFERRED/WITHDRAWN APPLICATIONS

RESOLVED – that planning application TWC/2011/0261 be withdrawn for consideration at a later date.

PB-006 SITE VISITS

RESOLVED - that a Site Visit be made in respect of planning application TWC/2011/0243 commencing at 4.00pm.

PB-007 PLANNING APPLICATIONS FOR DETERMINATION

(In accordance with his declaration of interest Councillor J C Minor left the room during determination of the following application.)

- (a) TWC/2010/0667 Land to side and rear of 81 Freeston Avenue, St Georges, Telford, Shropshire, TF2 9EP

This was an application for outline planning permission, with all matters reserved for consideration at a later date, which had been amended and sought for the erection of a detached dwelling fronting Freestone Avenue and 1no. detached dormer bungalow fronting Stafford Street on land adjacent 81 Freestone Avenue, St Georges. As the Applicant was related to a Member of the Council, it was required that this application be determined by the Plans Board.

The determination of the application had been delayed due to various inaccuracies and errors on the application form which had necessitated reconsultation with the neighbours. The original proposal was for four dwellings on the site and Officers had considered this to be unacceptable over-development of the plot, hence the submission of amended drawings for two units and a subsequent further round of public consultation.

Seven representations and a small petition containing seven signatures objecting to the proposal had been received. The issues raised were alleged inaccuracies on the application form, the proximity of the development to the common boundary, that the differing ground levels between properties required a retaining wall to be built to ensure there would be no land slippage or damage to neighbouring foundations, that the entry and exit was very close to a fast busy road, bollards and bus stop, that school children cross the road adjacent to the site, there were existing parking problems and congestion, there would be a loss of privacy and queries regarding the Council's intentions with regard to the local road system together with a suggestion that a Section 106 agreement may be appropriate.

The report addressed these concerns, referring to the access to Plot 2 being drawn as required by the Council's Highway Engineer, that the design of the dwellings were subject to reserved matters which would address privacy and amenity issues together with the provision of a retaining wall.

The Head of Housing & Planning advised the Board that although the Applicant was related to the Chair, Councillor J C Minor had not had any involvement in the scheme.

Councillor N A Dugmore noted from the report that further comments were awaited from the Geotechnical Engineer and was advised that these had not yet been forthcoming; the Head of Housing & Planning advised that he understood the

comments would take the form of Informatives. Councillor S A W Reynolds stated that she knew the site which was an eyesore and felt that residents would approve of appropriate development on the site to improve its appearance. However, Members expressed some reticence to approve the application without the Geotechnical Engineer's comments.

RESOLVED – that with respect to planning application TWC/2010/0667 the Head of Housing & Planning be authorised to grant planning permission subject to satisfactory comments being received from the Council's Geotechnical Engineer.

(b) TWC/2010/0688 Land Adjacent to, 53 Maslan Crescent, Tibberton, Shropshire, TF10 8PB

This was a full application for the erection of a 4 bedroomed detached dwelling on a corner site which comprised a former garage court with 6 garage lock-ups in an established housing development. The site was enclosed with timber panel fencing to the sides and rear with wire mesh fencing to the front. Tibberton Primary School, Sports Pavilion tennis courts, and Sports Pavilion lay beyond the application site. Tibberton & Cherrington Parish Council had requested that the application be determined by the Board.

Following officer concerns regarding the size, scale and height of the proposed dwelling and the existence of an extension to No.13 Maslan Crescent, which had not been shown on the location/block plan, the scheme had been amended showing a reduced ridge height of 7.81m, which was comparable with that of neighbouring dwellings, and a slightly reduced footprint to provide a 1.0m gap around the northern boundary of the site. Neighbours had been re-consulted as a result of the amendments.

Tibberton & Cherrington Parish Council had raised a number of issues, as detailed in the report, and the Case Officer had met with Parish Councillors, a Governor of Tibberton Primary School, and the owner of No.13 Maslan Crescent on site to discuss the amended scheme. The Council's Highways Engineer had no objections to the proposal. Two representations had been received from neighbours raising the issues set out in the report.

Outline planning permission for a dwelling on the site, W2008/1054, had previously been approved by the Planning Inspector on appeal and, therefore, the principle of a dwelling on the site had already been established and that decision was a material consideration when assessing this application. The Inspector had considered there to be three main issues with planning application W2008/1054.

With regard to whether the proposal would meet the Council's housing location policy, the Inspector had opined that the site was brownfield, in a sustainable location, and in one of the three key settlements where the majority of rural development was to be focussed. The Inspector had, therefore, concluded that one additional dwelling would not harm the underlying objectives of the Council's housing location policy, in particular policies CS1 and CS7.

With regard to the effect the proposal would have upon the character and appearance of the area, in particular, the future need for ball-stop fencing, the Inspector noted that the existing dwellings adjoining the sports facility did not have such fencing. Although these dwellings were further away from the playing field, the Inspector did not consider the difference in distance was material and that, additionally, the Pavilion and 3m high fence would provide an effective physical barrier. As the result, the current application did not include ball stop fencing. The design of the dwelling had been amended to respect the character and appearance of the existing dwelling in Maslan Crescent by reducing the ridge height and the detailing on the gable end matching that found on the estate. The imposition of a condition would require a brick sample panel to be built on site for inspection to ensure that the best match possible with the existing dwellings was achieved. Accordingly, the proposal complied with policy UD3 of the WLP and Policy CS15 of the Core Strategy.

Thirdly, as to whether the proposed dwelling was likely to result in the removal of the adjoining sports facility, the Inspector had commented that it was common for dwellings to back on to Recreation Grounds and Parks and was, therefore, not convinced that an additional dwelling would put pressure upon the Council to remove the facility. Accordingly, the proposal was compliant with policy CS10 of the Core Strategy.

Finally, the Inspector had noted comments from third parties in respect to highway safety and residential amenity but had concluded that one additional dwelling would not be harmful to highway safety and could be designed so that residential amenity was not compromised.

Sufficient on-site parking and manoeuvring space was provided to enable vehicles to enter and leave the site in a forward gear, which was superior to the situation with the existing houses in Maslan Crescent, some of which had no off-street parking and few of which had on-site manoeuvring space. The Council's Highway Engineer considered that a single dwelling house would generate fewer vehicular movements than the previous use of the site as a garage court. However, a condition would require details of where vehicles would be parked during construction and the loading and unloading and storage of materials to ensure that the free passage of traffic and any disruption was kept to a minimum.

The footprint of the proposed dwelling was slightly larger than the indicative layout shown for the approved outline application and was now a 4bedroomed rather than a 3 bedroomed dwelling. However, the room sizes were modest with 2 bedrooms being double and 2 being singles and therefore, the size of the dwelling was considered appropriate for the site and locality.

As set out in the report, the separation distance between the proposed window of bedroom 3 and the common boundary with No.13 Maslan Crescent was considered to be adequate given that the proposed dwelling would not directly face the windows of No.13. There would be no significant adverse impact upon the residential amenity of No.13 by way of over-looking or loss of privacy and, therefore, the proposal was compliant with policy UD2 of the Wrekin Local Plan and CS15 of the Core Strategy.

Whilst the comments raised by neighbours were noted, the principle of residential development on the site had already been approved.

Determination of the application had been deferred until this meeting to enable Members to make a Site Visit. Although Members were mindful of the Inspector's decision which was circulated in an update report prior to the meeting, they considered that the application in its current form represented overdevelopment of the site and considered that the applicant should be requested to revisit the plans.

RESOLVED – that with respect to planning application TWC/0210/0688 the Head of Housing & Planning be authorised to refuse planning permission subject to no changes regarding size, scale or design being made during further consultation with the applicant but that any amendments be referred back to Plans Board for consideration.

(c) TWC/2010/0715 349 Holyhead Road, Wellington, Telford, Shropshire, TF1 2EZ

This application sought planning permission for the erection of a detached dwelling within the amenity area of 349 Holyhead Road. The proposal comprised a 2 storey detached property with asymmetrical shallow-pitched roof with a ridge height of 7.6m. and an attached single storey element of store, plant room and double garage creating an 'L'-shaped form. The dwelling was 20.5m. x 11.95m. with the garage and plant element measuring 6.1m x 9.55m. The proposed dwelling had been designed as an 'eco-home', and was intended to have very low carbon usage whilst meeting the applicant's accommodation requirements. The dwelling's principle elevation was south-facing and would be predominantly glazed to maximise solar gain and had been designed to maintain appropriate levels of heating and ventilation. The building would be constructed in terracotta coloured render with grey window frames and an artificial slate roof. Councillor M.B. Hosken, Ward Councillor, had requested that the application be considered by the Plans Board and its determination had been deferred until this meeting to enable Members to make a Site Visit.

349 Holyhead Road was a large detached 2 storey property built in 1930s and orientated to the south with no road frontage and served by a private access drive between No.s 343 and 345 Holyhead Road and adjacent to the rear of properties in Barnfield Crescent. No. 349 was backland development and was located some 150m. from Holyhead Road. The application site was part of the large open front garden area to the south of the dwelling. It tapered slightly to the south and currently comprised lawn, a vegetable patch with greenhouse, summerhouse, chicken pen and parking for a caravan, with mature trees and shrubs on the boundary. The surrounding residential development comprised a combination of 1930s and mid-late 20th century semi-detached and detached properties. All the adjoining properties were 2 storey except No.46 Barnfield Crescent, which was also set back in the plot. No other property in the vicinity of 349 Holyhead Road was of the same substantial size and footprint.

Wellington Town Council had raised no objections to the proposal. 5 neighbour letters, the comments of which were summarised in the report, together with a petition containing 18 names. Following re-consultation on the amended plans, 5

further neighbour letters had been submitted, with the additional comments being set out in the report.

The application site had no formal land allocation within the Wrekin Local Plan and could, therefore, be considered for development. In June 2010, PPS3 was updated and private residential gardens reclassified as no longer constituting previously developed/brownfield land to enable councils to protect gardens from inappropriate development by rejecting planning applications for development that were objected to by the local community and spoilt the character of neighbourhoods. However, given the scale and siting of No.349 Holyhead Road, which was backland development with no street frontage, it was considered that this plot was not out of character in principle.

The new dwelling would utilise the existing shared access drive on to Holyhead Road and would comprise 4 bedrooms at first floor and 1 at ground floor level together with large reception rooms at ground floor. The entrance to the building would front No.349 around the central access and the garden area would be located to the principal, southern, elevation of the property, with additional landscaping proposed.

Following discussions between the agent and the Local Planning Authority, the plans had been amended and the length of the proposal reduced from 27.4m to 23.5m and relocated to be a minimum of 22m. from all surrounding dwellings. It was now located further from the eastern boundary with properties in Barnfield Crescent and the mature oak tree in an adjacent rear garden at Avondale Road. It was, therefore, considered that there would be a sufficient separation distance between the existing and proposed dwellings. The site could be adequately accessed having adequate amenity space and parking, and with sufficient amenity space being retained for NO. 349 Holyhead Road. Therefore, the principle of a dwelling on the site was considered acceptable.

Officers acknowledged that No. 349 Holyhead Road was a substantial property with a large garden area and that the footprint of the proposed development was of a comparable size. Whilst, it would be significantly larger than the other dwellings in the vicinity, it would be located at the end of the shared access drive, could be accommodated within the substantial site area, and would not be visible or prominent in the streetscene. Therefore, whilst the dwelling was larger than the majority of properties in the area, it was considered to be acceptable in this location.

The design of the proposed building ,with its largely glazed south elevation, did not reflect the prevailing character of the area but the design had been dictated by the applicant's requirement to build a low-carbon family home. The creation of a low-carbon property met sustainable criteria but this needed to be assessed against design principles. In this regard, given the property's siting at the end of the shared drive, not being prominent in the streetscene, and the orientation of the building with the glazed southern elevation facing away from the site entrance and not overlooking other properties, it was considered that the design of the development would not adversely affect the character and appearance of the area.

There was a significant difference in ground levels between the application site and the adjoining properties in Barnfield Crescent, and there had been a number of local objections regarding the impact of the building on adjoining residential amenities. However, there would be a separation distance of 22m. between the rear of the dwellings in Barnfield Crescent and the side gable of the proposed property. In addition, there were no principal windows on the side gables of the building to minimise overlooking and loss of privacy. Given the position and orientation of the dwellings, the development was, therefore, unlikely to reduce levels of light to the properties in Barnfield Crescent. In addition, permitted development rights could be removed to control additional windows, extensions and outbuildings to protect adjoining amenities. It was recommended that a condition be imposed to control the height of proposed landscaping on the boundary to Barnfield Crescent properties to protect light and outlook.

With regard to other issues that have been raised by local residents, the agent had resolved the issue regarding ownership issues of part of the land adjacent to the access and had omitted this on amended plans. The position of the dwelling at the rear of other properties and its elevated position was not ideal; however given the position and orientation of 349 Holyhead Road, and the revised and more appropriate scale and mass, officers considered the development was acceptable. With regard to access and vehicle movements, the Highways Engineer had no objections and the Council's Arboricultural Officer had assessed that the oak tree in the adjacent garden would not be adversely impacted by the development subject to appropriate conditions during construction

Councillor Hosken spoke against the application, drawing attention to the consultation comments of local residents which were detailed in the report. In particular, he considered that the development would result in considerable overlook into properties at Barnfield Crescent, that the application represented overdevelopment of the site and that the size, height and materials were not in keeping with the local area which had a historic reputation for majestic homes with spacious gardens. He feared that granting the application would set a precedent in the area for developing garden land.

Mr B Heeley, agent for the applicant, reminded Members that this application was for an eco-friendly family property which the applicant intended to reside in themselves. He considered that with regard to overlook, the due south orientation of the property would be heavily glazed and would be 21m away from properties at Barnfield Crescent and 44m from the nearest property at Avondale Road. He argued that the development represented 18% of the plot rather than the 25% found at Avondale Road and that the applicants were making good use of under-utilised land. He pointed out that vehicular access was intended from the existing private drive and that the Emergency Services had raised no objection to this. He conceded that some small trees would be lost during development but that they would be replaced and that the Oak tree would be protected during works. He drew attention to the fact that nearby properties at Barnfield Crescent were similarly rendered or slated as proposed in the application which, therefore, could not be considered out of character, particularly as it would be set behind houses fronting Holyhead Road.

Following the site visit that afternoon, Members welcomed the eco-friendly approach to this development, considered that there would be minimal overlook from the site which would be better utilised by the development. Whilst some concerns were expressed about the slow growth rate of the proposed beech hedge, it was pointed out by Officers that an existing hedgerow was present and that there was capacity for this to be allowed to flourish and grow further.

RESOLVED – that with respect to planning application TWC/2010/0715 planning permission be granted subject to the conditions as set out in the report.

(d) TWC/2010/0764 Rosebay, Lincoln Road Wrockwardine Wood, Telford, Shropshire. TF2 6LF

This was an outline planning application relating to the erection of three terraced houses, following the demolition of an existing bungalow, at Rosebay, Lincoln Road, Wrockwardine Wood. Approval was sought for the access into the site but all other matters – layout, scale, appearance and landscaping – were reserved for subsequent approval at the reserved matters stage.

The applicant had stated that the existing bungalow, which had been vacant for some considerable time, was structurally unsound and it was proving to be uneconomic to renovate the property. A notional layout had, therefore, been submitted with the application to demonstrate how 3 two or three bedroom terraced houses could be accommodated within the site. This involved one central shared access into the site from Lincoln Road, and the lowering of existing front boundary walls to 900mm high to improve visibility for drivers when exiting the site. The layout showed two allocated parking spaces per dwelling, with the end properties having a single integrated garage and one space on the front shared courtyard, and the middle dwelling having two courtyard parking spaces. The existing high rear boundary wall along New Road would be retained, with a pedestrian gate formed to serve the middle property.

Wrockwardine Wood and Trench Parish Council had raised objections to the proposal and 4 neighbour letters had been received the comments of which were summarised in the report.

The site was shown as ‘white land’ on the Wrekin local Plan where residential development was acceptable in principle. The site lay within a predominantly residential area in the built-up area of Wrockwardine Wood.

There were a number of short terraces of Victorian houses in the surrounding area, including opposite the site, and it was proposed to adopt a comparable pattern of development on this particular site.

A notional layout had been submitted with the application which demonstrated how a terrace of three dwellings would reinforce the existing street pattern by reflecting and responding to the scale and form of the Victorian terraced houses on the opposite side of Lincoln Road. The suggested frontage widths of the proposed dwellings would be comparable with the aforementioned properties and would respect the

established character and appearance of the existing street frontage. It was considered that the development of three dwellings on this site would also reflect the prevailing density of the existing development in this part of Wrockwardine Wood. The applicant felt that it would be possible for all the habitable rooms of the proposed dwellings to face either Lincoln Road or New Road and therefore avoid any overlooking of adjoining houses or garden areas. Each dwelling would have two parking spaces, which should be sufficient for two or three bedroom houses of this type. There was adequate room to allow all vehicles to turn around and exit the site in a forward gear.

Lincoln Road was effectively a minor 'no-through road' where the amount of traffic was relatively small. It was considered that the net increase of two dwellings would not increase the volume of traffic in the road to any significant extent, or have a detrimental impact on highway safety.

In short, the report suggested that the removal of the bungalow and its replacement with a terrace of three dwellings offered an opportunity to enhance the character and appearance of this part of Wrockwardine Wood. The proposed development would reflect the existing density, street pattern, and form of development in the vicinity of the site without adversely affecting the residential amenities of adjacent dwellings.

RESOLVED – that with respect to planning application TWC/2010/0764 planning permission be granted subject to the conditions as set out in the report.

(e) TWC/2010/0820 Land off Queens Drive, Newport, Shropshire, TF10 7EU

This was an application for the erection of a pair of 4 bedroomed semi-detached dwellings with integral garages on a vacant 0.16 acre site situated between the rear gardens of nos. 4 and 6 Station Road and 1 Queens Drive. Determination of this application had been deferred until this meeting to enable Members to make a Site Visit.

Since the previous Plans Board two further representations had been received. The representations advise that clearance work had already begun on site and concerns were raised as to the effect this had had on the evidence of the appearance of crested newts on the site, damage to the roots of the ash tree fronting the site and damage to an old wall within the curtilage of a listed property and which would, therefore, have been protected.

The Report detailed the Officer's response to these responses, noting that the works were undertaken to address overgrown hedge growth and the removal of the soil/rubbish spoil mound from the front of the said site. The works were undertaken with the full knowledge and support of the neighbours and the developer was able to facilitate moving several shrubs etc into the adjoining gardens at the request of the occupiers. The developers were aware of legislation offering protection to wildlife and had taken steps to ensure that no nesting birds were disturbed or harmed. The Council's Ecologist had confirmed that it was unlikely that any Great Crested Newts would be harmed as a result of the hedge trimming.

The report detailed the results of a survey which had not revealed the presence of Great Crested Newts, however, Informatives were recommended to the effect that should Great Crested Newts be observed during development, works should cease and advice be taken.

Whilst clearing the site could have been considered premature given that the application had not yet been determined, planning permission was not required and the LPA could not have stopped the work under the Wildlife and Countryside Act 1981 (as amended). In fact, the works had revealed that an established but unprotected tree at the frontage of the site was unsafe and the developer had undertaken felling works and offered to plant a replacement tree at his own cost.

The report indicated that Council's Conservation Officer had no objections to the proposal.

A copy of the Inspector's Appeal Decision had been circulated to Members of the Board prior to the meeting.

Councillor A A Meredith, Ward Member, spoke against the application on behalf of local residents and stressed their concerns that the application was largely the same as an application for the site which had been granted by the Planning Inspector and urged Members to take account of a report by Mr Hatchet of Humphrey & Co which claimed that the Planning Inspector's decision was flawed.

Mrs R Borsley spoke against the application, noting that although the earlier application had been granted planning permission on appeal, the reasons for refusal remained the same, in that it constituted over-development, did not reflect the character of the area and subjected neighbouring properties to overlook. She further argued that the application was in contravention of the Wrekin Local Plan policies UD1, UD2 H6 and H12, raised issues surrounding visibility and parking and expressed concerns as to how any conditions could be monitored and what recourse was available in the event of breach.

Mr R Jones also spoke against the application on the basis that the legal advice he had commissioned and which had been referred to by Councillor Meredith, argued that the appeal had been granted by the Planning Inspector without knowledge of the listed status of neighbouring properties. He was of the view that the decision was not binding and that, since 2007, only a small percentage of refusals contrary to the Inspector's advice had resulted in charges being levied. He believed that the application lacked respect for the Wrekin Local Plan, the local environment and the status of listed buildings which had been built in 1840.

In response to Members' questions regarding the basis for refusing the previous application and why the current recommendation was for approval, the Head of Housing & Planning advised that the Planning Inspector's decision represented a material planning consideration which changed the position; he suggested that Members should decide whether their site visit had convinced them whether the location was unacceptable or that there were failings in the Inspector's case which justified continued refusal. Furthermore, he advised that despite any figures to the

contrary, this Council had previously been subjected to costs in cases where the Planning Inspector's decision had been set aside. The Legal Advisor advised that the Planning Inspector had taken his decision on very similar facts and his judgement should be respected. In the event of an appeal, as very little had changed, the decision could reasonably be expected to be the same.

RESOLVED – that with respect to planning application TWC/2010/0820 planning permission be granted subject to the conditions as set out in the report and additional condition requiring side elevation windows to be obscure glazed.

(f) TWC/2011/0125 The Mount, 1 Haygate Road, Wellington, Telford, Shropshire, TF1 1QX

This application was considered in conjunction with Planning Application TWC/2011/0126. The application sought planning permission and associated listed building consent for the partial demolition of the existing building and Change of Use to form 11no. residential units, with associated internal and external alterations and construction of 12no. new residential units, with associated access parking and landscaping.

The Council as Applicant was seeking to release this site for residential development to enable wider improvements to the Civic Centre within Wellington District Centre, providing better community facilities (planning permission granted, ref: W2009/0505 and W2009/0515). The Council was seeking to release the necessary funds through the rationalisation and disposal of some of its land assets, such as the site, subject of this application.

The application site comprised the Grade II Listed Mount which was located in a prominent position on the corner of Haygate Road and Wrekin Road in a highly sustainable location within Wellington District Centre. It was an early 19th Century 3 storey property constructed in red brick with hipped slate roof. It had been extended and altered with a substantial 3 storey extension and more recent 2 storey flat roofed extensions to the side and rear and single storey elements. The Mount was currently used by Telford & Wrekin Council for its Children and Families Services.

The building was set back in a central position within the site with a large area of open space and tree planting to the front and substantial car parking area in an elevated position to the rear. The site was bounded by a substantial feature red brick wall including recessed brick bus shelter, and mixed trees/ shrubs to the north (front) of the site. The boundary treatment to the east comprised a dwarf wall and metal railings, with a grass verge area between the site and Wrekin Road, as well as hedge planting. The site was relatively open to the north and northeast and the Listed Building along with its modern 2-storey side extension was a prominent feature in the streetscene. To the south and west of the site, adjacent to residential properties/gardens was approximately 2 metre high chain link fencing and planting, with timber garden fencing beyond. Given the site's location within the District Centre, the area comprised a mix of uses, with residential and commercial development adjacent to the application site.

Wellington Town Council had raised no objections to the proposal. 5 neighbour letters, the comments of which were summarised in the report, had been received together with comments from Parks and Open Spaces, the Arboricultural Officer and Sustainability, all of which were also detailed in the report.

In response to these comments the report advised that Parks & Open Spaces referred to 24 units with 2 beds or more; however the scheme actually comprised 21 units and, therefore, the contribution towards upgraded recreation facilities would equate to £7875. In regard to Sustainability comments, the Code for Sustainable Homes requirements could be added as an informative and would also be addressed at Building Regulations stage. The neighbour concerns were also noted. The report indicated that other sites in Wellington may not have been within Telford & Wrekin Council's ownership or at its disposal. The development was principally to convert the building, however, this would not be financially viable or utilise the site area sufficiently. There should be a positive impact on wildlife and nesting birds as the proposal included the retention of existing trees and shrubs and additional planting on site. A loss of view and adverse impact on property values were not material planning considerations. Officers did not know the context and could not comment on another Council Department's decision to reject an application to purchase land adjacent to the site. The application did not propose new street lighting to St James Court.

Built Heritage Conservation had stated that the premises were listed but had suffered somewhat from inappropriate alteration and extension in the past. The application proposed to largely remove these inappropriate extensions and replace with moderately better extensions with more appropriate detailing. The overall appearance to the main listed property would, on balance, be an improvement and would result in a significant reduction of the footprint, reducing it much more to the core of the original building. To ensure that the detailing was appropriate, conditions were required re: door and window details, heads and cills, rain water goods, external services and bricks. The proposed new build types were typically bland, though some effort had been made to keep the buildings closest to The Mount itself, more in keeping. However, further details on windows were requested. The layout afforded a reasonable space to the listed building even given the two properties located nearby. The applicant had reduced the number of units from pre-application discussions, which made for a much better site layout.

The update report tabled at the meeting stated that the Council's Highways Engineer had requested that the applicant entered into an agreement to secure £1500 to enable the implementation of double yellow lines across a length of Wrekin Road between the mini roundabout with Victoria Road and the junction with Haygate Road. This was required to deter any on street parking on this length of road which may be associated with the development.

The update report also advised that the applicant had provided further information to Strategic Housing outlining that the release of the site with the maximum capital receipt was required in order to fund the new Wellington Civic Centre. In this regard Strategic Housing had confirmed that given the funding position, the scheme cannot provide any affordable housing, and that it be waived in this instance.

RESOLVED – that with respect to planning application TWC/2011/0125 the Head of Planning & Housing be authorised to grant planning permission subject to the conditions as set out in the update report and subject to written confirmation being received from the Head of Property & ICT to provide a financial contribution of £7875 towards upgrading of community use recreation facilities and £1,500 to enable implementation of double yellow lines on Wrekin Road

(g) TWC/2011/0126 The Mount, 1 Haygate Road, Wellington, Telford, Shropshire, TF1 1QX

This application was considered in conjunction with Planning Application TWC/2011/0125. The application sought partial demolition of existing building, and Change of Use to form 11no. Residential units with associated internal and external alterations and construction of 12no. new residential units, with associated access parking and landscaping.

RESOLVED – that with respect to planning application TWC/2011/0126 the Head of Planning & Housing be authorised to grant planning permission subject to the conditions as set out in the update report and subject to written confirmation being received from the Head of Property & ICT to provide a financial contribution of £7875 towards upgrading of community use recreation facilities and £1,500 to enable implementation of double yellow lines on Wrekin Road

(h) TWC/2011/0152 Netto Food Stores Ltd, Turreff Avenue, Donnington, Telford, Shropshire, TF2 8EA

This was an application for variation of condition 7 of planning permission W2009/0272 to allow the premises to open to the public between the hours 08:00 to 22:00 Monday to Saturdays and 10:00 to 16:00 on Sundays.

Lilleshall, Donnington and Muxton Parish Council had objected to the application and a local resident had also made objections all of which were detailed in the report. The update report tabled at the meeting indicated that the Applicants had submitted information in support of their application and in response to the Parish Council's objection which addressed potential disturbance to residents by way of noise on the basis that any potential noise disturbance that may arise through the extension of time which the store was open would not take place during the most sensitive period, and would end one hour before the 'night time' period began. In relation to the potential to cause disturbance by way of light pollution from signage, the Applicant had stated that the site was located on the edge of Donnington District Centre and did not occupy a 'dark skies' location with street lighting along Wrekin Drive and Turreff Avenue helping to diffuse the perception of light spillage from the site. Notwithstanding this, mitigation measures to prevent any potential increase in light pollution, for example turning off fascia signage and car park lighting when customers had left the store could be the subject of agreement. The Applicant also considered that the application proposed amendments to permitted trading hours only and would not impact upon the permitted delivery hours to the store. With regard to the fear of crime, the Applicant considered that extending the store opening

hours was likely to reduce any incidence of crime and anti-social behaviour, given that the Applicant was a responsible retailer and would ensure that the car park was properly managed during store opening times.

Councillor N A Dugmore considered that the application site was within a residential area with the nearest property in close proximity to the premises and he considered that significant disturbance could be caused to neighbouring properties. Although it was noted that the nearby Co-Operative Supermarket opened until 10pm and there were Takeaway premises in the locality which opened later, Councillor S A W Reynolds also argued that noise from trolleys could cause significant disturbance to nearby residents and, with advice from the Head of Housing & Planning, Members considered that the applicant should be approached to consider revised opening times.

RESOLVED – that with regard to planning application TWC/2011/0152 the Head of Housing & Planning be authorised to grant planning permission following agreement being reached with the applicant to amend the application to reduce the variation to the hours 08:00 to 21:00 Monday to Saturdays instead of 08:00 to 22:00 Monday to Saturday, or refuse planning permission if no such amendments are made.

(In accordance with his declaration of interest Councillor N A Dugmore left the room during determination of the following application.)

(i) TWC/2011/0164 The Fields, Donnington Wood, Shropshire

This was an application made by Lilleshall, Donnington and Muxton Parish Council relating to the change of use of a large area of flat grass to form 26 allotments on land at The Fields, Donnington. The allotments would range in size from 50 to 160 square metres. The site, which extended to 1.45 hectares, was designated as Green Network on the Wrekin Local Plan.

The application also included the erection of associated sheds, a storage container, and security fencing and gates. Each allotment would contain a shed which would be approximately 1.8 metres long, 1.3 metres wide and 1.98 metres high. The container, which would act as a communal tool storage facility, would be 6 metres long, 2.4 metres wide, and 2.6 metres high. The proposed boundary fencing would be 2.4 metres high, apart from along the eastern boundary, where it would be 1.8 metres high. Car parking for the allotments would be available in the existing car park adjacent to the Recreation Ground ball courts and would be shared with the users of the bowling greens and ball courts. Allotment holders would then access the site on foot along an existing public footpath. These arrangements were designed to prevent any potential increase in vehicular traffic along the narrow unadopted road to the south of the site.

The Parish Council had a long waiting list of people wanting an allotment in Donnington, and it had been searching for a suitable site for several years. This particular piece of land at The Fields had been identified as the only feasible site within this part of the Parish that could be used as allotments. Although it was located within the boundary of the Donnington Recreation Playing Fields, and was

freely available for anyone to use, it was not actually utilised for any formal recreation purposes. As the site was currently under-used, the Council's Outdoor Recreation Officer had no objection to it being used for allotments. The report stated that he felt there was ample room on the remainder of the recreation ground to adequately cater for all the recreational needs of this part of Telford.

The site was well screened along most of its boundaries and it was considered that the proposed use would not have any significant impact on the visual amenities of the area. With this in mind it was felt necessary to impose a condition to retain all existing boundary hedges. It was considered that the existing car park adjacent to the Recreation Ground ball courts was large enough to accommodate all the needs of the allotments, bowling greens, and ball courts. Although the site lay close to one of Telford's frequent bus routes it was believed that many allotment holders would take the opportunity to car-share with each other. Additionally, there was also good accessibility for people arriving on foot or by cycle.

The application site lay within the Council's Green Network where new development would not normally be acceptable. However, Policy OL4 of the Wrekin Local Plan permits development in the Green Network provided that the proposed development demonstrated that there were exceptional circumstances; it contributed to or was complementary to the aims of the Green Network; or environmental and community benefits were an integral part of the proposal. Although the proposal would result in the loss of recreational open space it was considered that the proposed use complied with Policy OL4 on the basis that it provided community benefits of a different kind for the residents of Donnington and the wider area. The proposed allotments would still offer a community provision according with the aims of the Green Network and other open space policies. Whilst the nature of the community facility would change, a community facility would remain.

RESOLVED – that with respect to planning application TWC/2011/0164 planning permission be granted subject to the conditions as set out in the report.

(j) TWC/2011/0182 Land off, Cedar Close, Overdale, Telford, Shropshire, TF3 5BN

This was a part-retrospective application relating to the erection of a one metre high timber fence along the site frontage, and on the top of a retaining wall along part of the site boundary at Cedar Close, Overdale.

The fencing would comprise one metre high support posts and vertical pickets, spaced at equal intervals, and attached to two horizontal rails. The picket-style fence would be erected in two locations:

(a) to the right hand side of the entrance to a cul-de-sac of eight recently constructed dwellings, and adjoining No.7 Cedar Close – approximately 15 metres in length; and
(b) on top of a low wall, opposite six of the dwellings, alongside the private drive towards the top of the cul-de-sac – approximately 48 metres in length. The total height of the wall and fence would be approximately 1.5 metres.

Lawley and Overdale Parish Council had objected to the application as detailed in the report.

The report advised the Board that in normal circumstances the erection of a one metre high fence would be classed as permitted development which would not require planning permission. However in this particular case permitted development rights had been withdrawn from this development, and therefore all fences in and around the site required planning permission.

It was considered that the proposed fence along both the site frontage and above part of the side boundary was acceptable as it would relate positively to its context, and would respect and respond to the urban location. Furthermore, the fencing would not have a detrimental impact on the character and appearance of the site or the surrounding area, or adversely affect the residential amenities presently enjoyed by the occupants of the dwellings in the vicinity of the site.

RESOLVED – that with respect to planning application TWC/2011/0182 planning permission be granted subject to the conditions as set out in the report.

(In accordance with his declaration of interest Councillor R T Kiernan left the room during determination of the following application.)

(k) TWC/2011/0183 Land Adjacent To, 17 Charlton, Telford. TF6 5EU

This application, which sought outline planning permission for the demolition of existing redundant greenhouse and erection of two detached dwellings, was a departure from the Local Development Framework Core Strategy. All matters were reserved for a further planning application, however, indicative plans of the layout, access arrangements and appearance and form of the dwellings had been included with the application.

The application site was formerly a plant nursery and still comprised large greenhouses which were located parallel to the highway and extend to the back of the modern bungalow at No.17 Charlton, with c.1.5m high hedge and grass verge between the greenhouses and the narrow highway. The existing drive access was located between the existing bungalow and the greenhouses. Charlton was a small linear settlement located within the rural area and comprised predominantly residential development surrounded by agricultural land. Residential development in Charlton comprised a mix of ages and types of properties. Adjacent to the greenhouses, there were 2 pairs of modern semidetached houses, which were set back from the highway with driveways and front garden areas. Opposite the site were also modern detached dwellings with substantial gardens to the front of the properties.

The report considered the application against Core Strategy Policy CS1, CS7, H9 of the Wrekin Local Plan (which had been superseded by Policy CS7 in the Core Strategy in 2007) and H10 of the Wrekin Local Plan.

The Design & Access Statement asserted the commercial greenhouse has been disused for more than 10 years and was an eyesore within the local community. The disused nature of the existing buildings was a material consideration.

The report concluded that in this particular case, the replacement of the greenhouses at the former nursery with residential development comprising 2 detached properties was acceptable as it would constitute an infill site and remove the existing structures which were disused and were becoming an eyesore. There was strong local support for the site to be redeveloped to residential dwellings to the benefit of the character and appearance of Charlton. Furthermore, there would not be a detrimental impact on adjoining residential amenities or highway safety. Accordingly, the proposal was considered an exception to local planning policy in the Core Strategy.

One neighbour letter of objection, the comments of which were summarised in the report, had been received and seven signatures in support had been appended to the application.

The Applicant's agent spoke in favour of the application which he considered would remove derelict eyesores from the land, contribute to the Council's housing policies and schemes and add to the vitality of the settlement. The proposed development had strong local support and he did not believe there would be any detrimental impact. As the application was for outline permission only, there was opportunity to address any potential issues during consideration of reserved matters, and it was intended that development would be built to high environmental standards.

RESOLVED – that with regard to planning application TWC/2011/0183 the Head of Housing & Planning be authorised to grant planning permission following the expiry of the advertisement of the departure from planning policy and subject to the conditions as set out in the report.

(l) TWC/2011/0192 Land adjoining, 1 Farm Grove, Newport, Shropshire, TF10 7PX

This was an application for the erection of two single garages in a single building with the remainder of the site surfaced with hardstanding, the provision of a new dropped kerb and double gates. Councillor A J Stanton, Ward Member, had requested that the application be determined by the Plans Board.

The application site was formerly garden land to No.16 Longford Road; however the property was sold off into separate ownership, (as the size of the rear garden appeared to be deterring potential purchasers of the property when it was originally for sale). The site was now entirely enclosed by timber boundary fencing, substantial Conifer hedge to highway (Farm Grove). There was an existing flat-roofed garage and driveway fronting Farm Grove. The existing garage was attached to the neighbour's garage at No.1 Farm Grove. The plot narrowed towards the rear and a culvert ran diagonally under the site with the adjoining properties experiencing flooding problems. Telford & Wrekin Council had previously carried out work to resolve the issues and rerouted the culvert through the Farm Grove development.

The application site had a long planning history with a number of proposals having been previously refused including renewal of the first outline application. Potential purchasers had been advised by the Local Planning Authority that it was unlikely the site could be developed for residential purposes although advice had been given that a mobile home (providing it looked like the neighbouring bungalows and not like a mobile home) or garages on the site would be most appropriate in principle.

Newport Town Council had objected to the proposal due to concerns regarding the impact of traffic over the culvert which was considered to be in a poor state of repair and eight letters of objection from local residents had been received raising issues detailed and addressed in the report.

The Ward Member, Councillor Stanton spoke against the application, drawing attention to the planning history of this modestly sized site with four other applications being considered in the previous 18 months. The current application appeared to represent a fresh way to extract revenue from the site by an owner living over 150 miles away who had not approached any local residents to gauge interest or demand for the proposed garages. He expressed concern that the design could encourage the groups to congregate at the site and queried the form of gating access and whether the structure, fixed to the garage at 1 Farm Grove, would be structurally sound. However, his primary concern was to secure the integrity of the culvert which was the main water course under West Newport and he feared that just as building above it could cause damage, the flow of heavy vehicles to and from the garages could have a detrimental effect. He pointed out that flooding had previously affected several properties at Farm Grove and, whilst he appealed to the Board to refuse the application, should planning permission be granted, he requested a condition that the land could not be transferred to residential property as it was not a suitable location for inhabited property.

Members noted the previous planning history, that the culvert was prone to flooding and the concerns raised by Councillor Stanton that there may be the opportunity for groups to congregate if the site was not secure and that the possibility of conversion to residential use in future should be ruled out. Furthermore, Members were anxious to ensure that the importance of the culvert to the area was highlighted.

RESOLVED – that with respect to planning application TWC/2011/0192 planning permission be granted subject to the conditions as set out in the report and the addition of conditions requiring details of gates and that garages not be used for residential use and addition of Informatives regarding the status and location of the culvert to advise against damage.

(m) TWC/2011/0196 Land Off, St Matthews Road, Donnington, Telford.
TF2 7RB

This was an outline application, with all matters reserved for later consideration. A zoning plan had been submitted which identified the maximum areas for built development, no build areas incorporating green spaces and parking. The indicative layout demonstrated that 28 properties with a mix of scale size and style could be accommodated, which could be flexible to address the local need which had been identified for the area. The scale of development was from single to three storeys.

The plan showed a mix of parking arrangements for the dwellings with on plot parking, garaging and small parking courts, with at least 200% provision. The plan also demonstrated the provision of replacement parking for the lifelong learning centre and primary school.

Details of consultation responses were set out in the report, including details of a letter from a Head Teacher generally supporting the application with some reservation regarding use and location of secure car parking. The update report tabled at the meeting advised that a letter of concern had been received from the vicar of St Matthews Church opposite, regarding the design of the buildings not detracting from the Church and parking provision for the church congregation at regular services and events.

The report detailed planning considerations focussed on the principle of development; highways issues; design principles; drainage and ground conditions; open space, trees and ecology; and planning obligations, culminating in the conclusion that the scale and layout of the development was in keeping with the character and appearance of the surrounding area. The indicative master plan demonstrated that the site could accommodate an acceptable mix of dwellings, with adequate parking provisions for the proposed dwellings. The site could be adequately drained; issues of land contamination and stability could be addressed and mitigated through conditions. There was adequate level of open space retained within the development, with management to be controlled by the developer. Accordingly, the proposal was acceptable in principle and complies with local and national policies.

RESOLVED – that with respect to planning application TWC/2011/0196 subject to the Council as landowner agreeing that the land would be bound by the obligations in respect of £33,000 for highways enhancement and £2,000 for Traffic Regulation Order for St Matthews Road that the Head of Housing & Planning be authorised to grant planning permission subject further to the conditions as set out in the report.

(n) TWC/2011/0201 Former Shropshire Lad, Malinslee Local Centre, Brunel Road, Dawley, Telford, Shropshire, TF3 2HZ

This was a Council application which sought planning consent for the erection of three retail units in the form of a local supermarket (241.1sqm), a hairdressers (52.3sqm), and a hot food takeaway (39.3sqm). The proposal also included a dedicated service yard and the creation of 37 parking spaces including 4 dedicated disabled spaces. The application formed part of a wider master plan for the redevelopment of the local centre which was approved in June 2007. The masterplan included the erection of a new doctor's surgery, a child development centre, 4 retail units, residential development and a local equipped area of play following the demolition of the existing shops, community centre, surgery and public house.

The application site was predominately an area of hardstanding where the Shropshire Lad Public House and associated parking was previously located. The site had been cleared, and temporary fencing erected around the perimeter of the

site. The newly constructed Primary Care Trust building, a modern two storey flat roof building, abutted the western boundary of the site, sited on higher ground to the proposal. Further west of the site, the redeveloped Langley and St Leonards School, now Old Park School and Childrens Centre was located. This was a modern two storey and single storey flat roof building. Brunel Road abutted the eastern boundary of the site, acting as a link road through Malinslee, separating this area of community facilities with the wider residential estate. The site was well served by existing public transport links.

Great Dawley Parish Council raised no objections to the proposal subject to adequate lighting provision to the car park and one letter of objection had been received from a local resident, the content of which was detailed in the report.

The Planning Officer drew attention to the Highways Officer's concerns, detailed in the update report, relating to the contrived access for delivery vehicles to the access yard at the rear of the site, which crossed the pedestrian rights of way to the school, the nursery and the PCT. However after lengthy discussions with the applicant and the potential adjacent land user, it was considered there was no suitable alternative. The Highways Officer's suggestion to maintain a right of access to the land at the proposed Doctors Surgery had been strongly objected to by the doctors and, in addition, it still crossed over the pedestrian route to the school access and the Highway Officer had conceded this point.

Further information had been gained from the potential supermarket regarding deliveries which were confirmed as only 3 per week and the peak usage considered by the Highways Officer had been further investigated. The nursery confirmed approximately 20% of the 92 nursery places were part time, having only some movements into and from the site during lunch time. The PCT had a constant staggered flow of customers through appointments and it was subsequently agreed that the peak hours of use for this access were considered to be school drop off and pick up times. Taking this into account, in addition to the lack of objection from the adjacent school, nursery or PCT, and the few deliveries, the Highways Officer had considered that whilst the solution was far from ideal, the access to the service yard was acceptable subject to a restriction on hours of delivery. This was considered to be an enforceable condition, as the land was retained in Council ownership and could be reinforced through tenancy agreements. The Highways Officer requested that the hour restriction was increased to one and a half hours at both the start and end of the day, limiting delivery to the hours of 8am to 9.30am and 2.30pm to 4pm. This was considered acceptable by all parties.

The applicant had also requested that due to an issue with the costs of the proposed materials, the materials of the scheme were amended to a render finish, respecting that of the adjacent school and PCT. This was also considered acceptable by the Planning Authority, subject to a suitable finish and colour.

Councillor S Davies, local Ward Member, spoke in favour of the application, welcoming the development, identifying the shopping facilities as being a pressing need for local residents and looking forward to the additional community facilities offered by the masterplan. He urged the Members of the Board to grant planning consent for much needed facilities.

RESOLVED – that with respect to planning application TWC/2011/0201 planning permission be granted subject to the conditions as set out in the update report

(o) TWC/2011/0212 27 Broomhurst Way, Muxton, Telford, Shropshire, TF2 8RG

This was an application for the erection of a two storey rear extension including a single storey conservatory, a first floor front extension and alteration of ground floor front window to a bow window. The property was a detached, 4 bedroom house situated within an established residential area. The property sat on a good sized plot with a reasonable sized rear garden. There was an existing rosewood upvc conservatory to the rear. Sufficient parking space was available to the front of the property. The rear garden was bounded by 2m high timber fencing and looked out to the side elevation of No.7 Sweet Briar Close. Neighbouring properties were of similar design and proportion and both neighbouring properties (No.25 and 29) had existing rear conservatories, both projecting similar to the one of the applicant's – approximately 3m.

On balance, the proposed development was considered to be acceptable. Despite a loss of rear garden space, adequate amenity space would remain. There would not be a significant impact on the neighbouring properties by virtue of any undue overlooking or loss of light. The proposed development would not have a significant detrimental impact on residential amenity or on the existing streetscene.

The applicant spoke in favour of the development noting that the local area showed a mix of two and three storey developments which led to his feeling that the development was not uncharacteristic and did not represent an overdevelopment at the site. He further pointed out that over look would only occur on one side of the property which would be from a small glazed window to an ensuite bathroom. Furthermore, there had been no objection from immediate neighbours who he understood were happy for the development to continue.

RESOLVED – that with respect to planning application TWC/2011/0212 planning permission be granted subject to the conditions as set out in the report.

(p) TWC/2011/0230 Dawley Regeneration, Dawley, Telford, Shropshire

This was an application for the installation of a 15m high telecommunications mast with ancillary development, including 6 cabinets (4 cabinets measuring 770x750x1940mm, 1 cabinet measuring 770x750x2000mm and 1 cabinet 770x645x2069mm) with a 1.8m high security fence with a 1.5m wide access gate and three protective bollards, given the location in a service yard.

The application site was currently a vacant site undergoing extensive earthworks to treat for contamination and create development platforms for the wider regeneration project. The site is to the north east of the former Lord Hill Public House and approx 40m south of dwellings in Lancaster Court. The approved masterplan for the outline consent indicated that this site was part of the supermarket site in the delivery area,

with the new supermarket to the south, and buffer planting on the embankment to the north and west, with parking and planting to the east.

Great Dawley Parish Council had objected to the application due to the location proximity to a proposed new school and residential home and to residential properties in Lancaster Avenue. One third party letter of objection on the grounds of health and safety of people living and working in the vicinity of masts had also been received.

The proposed monopole and ancillary equipment was considered an acceptable installation in this district centre location, where the appearance of a slimline monopole would not detract from the character of the area. The siting and design of the proposed development would ensure that there was no adverse impact on the character and appearance of the locality and the general street scene. Furthermore, proximity to dwellings was not a planning issue provided that the application included an ICNIRP Declaration regarding emissions, which this application did, and that the installation satisfied normal planning considerations regarding the siting and appearance of development.

RESOLVED – that with respect to planning application TWC/2011/0230 planning permission be granted subject to the conditions as set out in the report.

(q) TWC/2011/0243 The Wellington Arms, 3 Whitchurch Road, Wellington, Telford, Shropshire, TF1 3AG

This was an application which sought to erect a 900mm high rendered block wall to create an area to the front of the premises for outside dining and drinking. This area was to include a shelter comprising a black 3mx4m Jumbrella with integrated heaters. The removal of an existing low wall to the side of the premises and the erection of a 1.1m chain link fence to provide access to the designated smoking area from the rear drinking area.

The application site was a vacant public house sited on the junction of Whitchurch Road and The Lawns. An early 19th Century detached building, it was registered as a building of local interest, but outside the Wellington Conservation Area. There were currently 5no. parking spaces and bollards on the front, additional spaces were also located to the side and rear. In total the site had provision for 26 car parking spaces around the perimeter. The north side had car parking spaces bounded by high fencing with residential flats (Eagle Court) beyond. There was also a sizeable amount of land to the rear with existing tarmac area but unfortunately this land appeared unkempt due to the premises being closed.

Wellington Town Council had objected to the application on the grounds of road safety and highways issues with health hazards for potential users. Six letters of objection had been received from local residents, whose concerns were detailed in the report, together with details of 3 letters in support of the application from 4 neighbouring properties which welcoming the development and investments due to take place at the site.

Although Highways had raised an issue with regard to car parking spaces, the level of car parking remains unchanged and spaces would remain at 26. The site was considered accessible as it abutted Whitchurch Road which was on a bus route and within walking distance of the Town Centre, and the residential community which surrounded it. Consideration had also been made to there being external seating areas, and therefore use being naturally limited to fair weather, in addition to the application site being a public house where customers may not be driving to the facility. There was no change to the vehicle access to the site. As there was no change in internal accommodation, and the level of parking remained the same, it was considered the proposal will not have an adverse impact on highway safety.

The applicant stated that there was increased demand for outside dining. They had carefully designed the alfresco dining area to minimise noise break out and impact on amenity and no music would be played outside. This would be adequately controlled through condition; furthermore hours of use could be restricted.

With regard to other comments raised by objectors, customers would not have to walk through the smoking area, as this would be sectioned off at the side of the building. The use was already existing and subsequently it was not considered that the proposal would negatively impact anti social behaviour. With regard to doors being propped open during summer months, this was not a planning consideration, however the issue could be controlled through fire regulations.

Since the preparation of the report to members, additional comments had been received from a local resident and Councillor M G Ion, Ward Member. Councillor Ion objected on the grounds of the effect on nearby residential properties, particularly for the residents of Eagle Court, potential noise nuisance caused by customers using the 'Jumberella' late at night. road safety issues that may ensue from an overspill of drinkers onto pavement and main road and the detrimental impact on the aesthetics of this locally listed building caused by the proposed wall and chain link fence. He further commented upon the applicant's assertion that there was increased demand for outside dining, arguing that no data had been offered in support of this assertion, and further stating that a significant number of local residents had expressed their opposition to this application in the past weeks.

The update report noted that there was no data to support the statement that there was increased demand for outside dining, but that Punch Taverns had seen increased demands for eating outside and, therefore, Public Houses were trying to facilitate this trend.

The local resident had commented that they would be pleased to see the premises occupied once more but without the addition at the front of the premises, issues which had been addressed in the report.

Mr R Vickers, Chair of Wellington Civic Society and College Ward PACT and a member of other local organisations spoke against the application, expressing surprise that the Licensing Authority and Environmental Health were not consultees to the application and were also not aware of previous problems at the site. He considered that the application would affect the aesthetics and character of the historic and locally listed building, that the site would be prone to littering and the

provision of tables for al fresco dining would encourage customers of local takeaway premises to congregate and cause noise after opening hours. He expressed further concern about road safety and traffic management.

Given the concerns raised with to road safety, alfresco dining and the impact on the character of the site, in order to ensure that a secure and reasonable decision was made on the application, it was considered that a site would give some context to these issues.

RESOLVED – that determination of planning application TWC/2011/0243 be deferred to allow the Board Members to make a Site Visit.

(r) TWC/2011/0249 News Express, Land adjacent, 90 Trench Road, Trench, Telford, Shropshire

This application was for the renewal of an extant planning permission for the erection of a two storey house on land at the junction of Trench Road and Wombridge Road, in Trench, on what was currently part of the car park of the Stars Convenience Store. The land was located in the centre of Trench, at the junction of Trench Road and Wombridge Road, and is at present a large flat tarmac area which was used for car parking for the Stars Convenience Store at 90 Trench Road. There were approximately 20 parking spaces within the car park.

The proposed house would comprise a lounge, kitchen, dining room, hall and cloakroom on the ground floor, and three bedrooms and a bathroom on the first floor. The external materials of the house would comprise traditional bricks and tiles. There would be an attached garage to the south of the house, with one parking space in front of it. The driveway for the house would be approximately in the same position as the existing access into the car park from Wombridge Road. A new vehicular access for the shop car park would be provided from Wombridge Road into a smaller car park which would adjoin the existing retail shop. The car park would accommodate six public parking spaces, and one space for the residents of the flat above the shop.

Wrockwardine Wood and Trench Parish Council had objected to the application and one letter of objection had been received from a local resident, both objections related primarily to highways and road safety issues and were detailed in the report.

The report considered that the proposed house would not adversely affect the character and appearance of the surrounding area, and would not have a detrimental impact on the residential amenities presently enjoyed by the occupants of adjacent dwellings by virtue of any undue overlooking, loss of light, or any overbearing effect.

It was acknowledged that the existing car park was under-used for most of the time, and the Council's Highways Engineer considered that the future capacity of six spaces was sufficient to accommodate the parking needs of the Stars shop. In addition, the report addressed the concerns of the Parish Council and advised that the Council's Highways Engineer did not consider that there had been any material changes over the past three years and the comments he had made at the time of the previous application still applied. He reiterated the fact that he had no objections to

the application and that he did not consider that the new dwelling and vehicular access would jeopardise highway safety.

RESOLVED – that with respect to planning application TWC/2011/0249 planning permission be granted subject to the conditions as set out in the report.

(s) TWC/2011/0254 23 Queen Street, Wellington, Telford, TF1 1EH

This was an application for planning permission for the erection of a two storey building attached to No.23 Queen Street, an existing House in Multiple Occupancy (HMO) to create a 5-bed HMO, with communal amenity space to the rear.

Former Councillor Mrs R G Chaplin, the previous Ward Member, had requested, prior to the local elections in May 2011, that the application be determined by the Plans Board as she considered the proposal represented an overdevelopment of the site and appeared to be a 3-storey development rather than 2-storey. Although these comments were noted, the report advised that the site area was substantial and could accommodate the development. The building was of a similar form and scale and represented a subservient addition to the adjoining terrace. Furthermore, the proposal related to the adjoining property which also comprised HMO accommodation over 3 storeys although it appeared as a 2-storey dwelling when viewed from Queen Street. There were other box dormers on properties in the vicinity creating 2nd floor accommodation in the roofspace. Accordingly, officers considered the proposal was not overdevelopment and the 3 storey element was acceptable.

Following initial adverse highways comments regarding proposed access and parking arrangements on to Ten Tree Croft (narrow geometry and poor visibility), the proposed parking provision (3 spaces) to the rear of the site had been omitted, and the proposal did not include any onsite parking. Accordingly there were no highway objections to the proposed HMO as the site was located in a sustainable location within the District Centre and close proximity to the railway station and bus station. Thus it was considered that parking provision for the 5 bedsits was not required and its omission would ensure there was no adverse impact on highway safety in terms of additional vehicle movements on to Ten Tree Croft and exiting on to Bridge Street.

The report concluded that the principle of an attached building comprising an HMO with 5 bedsits was acceptable in this highly sustainable location and adjacent to the existing HMO. The scale, design and form of the development were in keeping with the character and appearance of the existing property and the area. The proposal comprised sufficient amenity space which was acceptable in this instance there was no parking provision given the sustainable location and proximity to services and public transport. The proposal would not have a detrimental impact on adjoining residential amenities. Accordingly, officers considered the proposal complied with both national and local planning policies.

RESOLVED – that with respect to planning application TWC/2011/0254 planning permission be granted subject to the conditions as set out in the report.

(t) TWC/2011/0302 Telford & Wrekin Register Office, The Beeches, 29 Vineyard Road, Wellington, Telford, Shropshire, TF1 1HB

This was a Council application which sought consent for the conversion of the existing registry office (B1) to conversion to two dwelling houses (C3). The registrar's office would be relocated to the new Wellington Civic Centre upon completion in autumn 2011. There were minor external alterations which included the creation of two doors and one window and a number of blocked windows would be reopened.

The subject of the development, a late 19th Century gable property was not listed, nor recognized on the local list. Furthermore the unit was not within the conservation area. The building was originally erected as one dwelling, being converted in the early 1980s and it was considered the proposed use could easily be accommodated within the existing structure, without adversely effect the character of the traditional property. In fact, the property would benefit from the reopening of some windows, restoring the building to its former glory and as the property had only been subject to some limited alterations and possessed architectural merit, consideration was being made to place the property on the Councils Local List, as a building of local interest.

In addition, the update report tabled at the meeting advised that the Arboricultural Officer had confirmed the importance of six trees within the site, and had subsequently placed a Tree Preservation Order on those trees. Although he had raised no objections to the development, he did require further detail for the proposed fence and its installation which were within 1metre of the trunks of two TPO'd trees, an issue which could be dealt with through condition.

It was considered that the restoration of the existing building to residential use was acceptable; the proposed subdivision to form semidetached units could be adequately accommodated within the existing building and the curtilage of the site, providing adequate amenity area, and parking facilities. The proposal would not be overlooked or adversely affected by adjacent uses. Subsequently the proposed alterations complied with both local and national planning policy.

RESOLVED – that with respect to planning application TWC/2011/0302 planning permission be granted subject to the conditions as set out in the update report.

The meeting ended at 8.14pm

Chairman:

Date:

TELFORD & WREKIN COUNCIL

PLANS BOARD

22ND JUNE 2011

Schedule 1 - Planning applications for determination by Board

TWC/2010/0406 New College Telford, King Street, Wellington, Telford, Shropshire, TF1 1NY Change of use of sports field to provide temporary car parking facilities (retrospective)	2
TWC/2010/0713 Land adjacent 50 Holyhead Road, Oakengates, Telford, Shropshire. TF2 6BN Erection of detached dwelling and formation of new vehicular access and creation of parking spaces for 48 and 50 Holyhead Road	9
TWC/2011/0022 Sainsburys, Unit 8, Telford Forge Retail Park, Colliers Way, Old Park, Telford, Shropshire, TF3 4AG Variation of condition 13 of W95/0969 and condition 21 of W97/0108 (as amended by W2010/0029) to increase the non-food floorspace from 21,019 square metres to 27,799 square metres	15
TWC/2011/0069 North Lynn Manor, Lynn, Newport, Shropshire, TF10 9BB Erection of 2no. 20kW wind turbines with 20m high towers (27m max height with blades)	25
TWC/2011/0094 Sainsburys, Unit 8, Telford Forge Retail Park, Colliers Way, Old Park, Telford, Shropshire, TF3 4AG Erection of store extension (Class A1) to side and front of store, elevational changes, alterations to car park layout including new deck, new landscaping, relocated recycling facilities and associated plant, installation of retaining walls and the relocation of the bus stop	32
TWC/2011/0108 3 Ladygrove, Dawley Bank, Telford, Shropshire, TF4 2LS Enlargement of existing hardstanding to front of property and erection of associated retaining wall	51
TWC/2011/0170 The White Horse Inn, Heath Hill, Dawley, Telford, Shropshire, TF4 2JU Application to replace an extant planning permission (W2008/0531) for the demolition of existing public house and erection of 14.no dwellings with associated access	55
TWC/2011/0243 The Wellington Arms, 3 Whitchurch Road, Wellington, Telford, Shropshire, TF1 3AG Erection of a low rise wall to front of premises to form an alfresco area to front, installation of a Jumberella with integrated lighting and heaters and erection of a 1.1m high post and chain link fence to side of property	61
TWC/2011/0333 27 Gilpin Road, Admaston, Telford, Shropshire, TF5 0BG Installation of pitched roof to replace existing flat roof over garage and porch	67

TWC/2010/0406 New College Telford, King Street, Wellington, Telford, Shropshire, TF1 1NY
Change of use of sports field to provide temporary car parking facilities
(retrospective)

APPLICANT
New College Telford

RECEIVED
06/08/2010

PARISH
Wellington

WARD
College

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Loss of Sports Provision, Highways issues, Impact on Residential Amenity, Green Network

THE PROPOSAL:

The application seeks planning permission for the change of use of the sports field to provide temporary car parking facilities. The Applicants have not specified what timeframe they intend to use the redgra for parking. The application is retrospective and has been used for car parking for nearly 2 years.

New College is a further education college providing education to more than 1300 16 to 18 year olds, as well as adult and community learning courses. There has been an increasing demand for car parking over the years, and parking is now located in 3 areas across the college site. The use of the redgra is intended to be a temporary solution whilst the college develops a long term solution for vehicular access and parking to meet both the college and local community's requirements.

To meet parking demand, improve site safety and provide parking in more accessible locations for disabled persons, the college started using the redgra for car parking.

SITE AND SURROUNDINGS:

The application site comprises a redgra pitch which is currently used informally as additional car parking for staff and students. There is an existing gravelled vehicular access on to Regent Street, a residential street. The redgra and access are flanked by grassed areas within the college site. To the west of the redgra pitch are a basketball court, brick building and demountable building. The boundary treatment to the college grounds, adjacent to the redgra pitch is green palisade fencing and gates. There are also conifers and trees to the boundary.

The application site is located to the north of the college grounds and is located at a slightly lower ground level than the main building. The building includes a new two storey extension which includes improved leisure facilities as well as classrooms and kitchen. There are tennis courts to the southeast of the site adjoining Regent Street and the access road to the college car park

at the south of the site. The other car parks are located to the front (visitor parking) and the rear of the original 'school' building, with access on to King Street.

The sports pitch and other games courts within the grounds of New College, which comprise tarmac surface – basketball and tennis courts, are designated as Green Network in the Wrekin Local Plan.

New College is an established educational facility and is located in a mixed residential area on the edge of Wellington District Centre. There are a number of bus stops on King Street and the railway station is some 600 metres to the north.

PLANNING HISTORY:

W2000/0671 Alteration to Existing Vehicular Access for the Provision of Extra Parking to Front of Main Building with two 4m High Lighting Columns, Full Granted (FG)

W2004/1000 Erection of a Double Demountable Classroom Unit, FG

W2005/1317 Erection of 2.4m High Palisade Security Fencing and Gates, FG

TWC/2010/0080 Demolition of existing single storey accommodation at the north-east of the site and replacement with a new two storey extension providing: classrooms, storage, kitchen, fitness suite, changing rooms, FG

Enforcement matter in 2010 regarding unauthorised change of use of land.

PLANNING POLICY CONTEXT:

National Planning Guidance

PPS1 Delivering Sustainable Development

PPG13 Transport

PPG17 Open Space, Sport & Recreation

Saved Wrekin Local Plan Policies

UD2 Design Criteria

OL3 Green Network

OL4 Development in the Green Network

OL5 Extensions and Redevelopment in the Green Network

LR4 Outdoor Recreational Open Space

LDF Core Strategy

CS11 Open Space

CS15 Urban Design

CONSULTATION RESPONSES:

Wellington Town council has no objection; however they hope the playing facilities would be made available to students again in the near future.

Highways: The maximum standards given in PPG13 as guidance states 1 parking space per 15 students and 1 parking space per 2 members of staff. Based on the information provided by the applicant, the maximum number of parking spaces provided by the college should equate to 205. The college currently provides 224 and is proposing 278. This is a net increase of 54 over existing and 73 over PPG13 guidance. However a balanced view must be given to the application in that parking standards provided in PPG13 relate to Universities in large towns and cities with high public transport infrastructure. Although New College is close to Wellington centre's bus and train links, some leeway must be given with the use of such generic parking standards to a college in a modest sized town with regular public transport. It must also be taken into account that prior to the use of the redgra for parking; vehicles would park on Regent Street and surrounding streets leading to some footway and driveway obstruction issues. It is not in the interests of highway safety for this to reoccur. Therefore taking all matters into account, on balance there are no objections to the application if the red line boundary is amended to include the spaces indicated on drawing 1003-D-P004 only, otherwise the whole of the redgra could be used for parking once the contractors' compound area becomes available.

Highway conditions are required regarding Applicant to contact Highways Maintenance under S.184 Highways Act 1980 to ensure existing vehicular crossover used as access to the car park is acceptable and any necessary improvements are made within a timescale then provided by the Local Authority; and that within 1 month of the date of planning consent, the use of 28 spaces within 'Car Park 3' shall be terminated in accordance with details to be first submitted to and approved by the Local Highway Authority.

Parks & Open Spaces: The proposed site is Green Network as identified on the local plan and is occasionally used for recreational purposes (although the surface is poor such this use). Although the proposed use is for a temporary period, improvements to nearby recreational areas should be considered as compensation for the temporary loss. This could be in the form of improvements to the New College tennis court area (alternative recreation options could also be acceptable).

Pollution Control (Environmental Health): No formal comments; however the Environmental Health Officer has been investigating complaints regarding dust from the redgra used for informal parking. Alternative surfacing could improve the situation.

Sport England: objects to the proposal and disagrees with the Applicant's view that the affected area is no longer a 'playing field'. The redgra area does constitute a playing field and any application to develop this area, or proposing an alternative use, would be assessed against Sport England's playing fields policy. Sport England would object any such application unless accordance with one or more of the policy exceptions could be demonstrated. With regard to a proposed use of the area as car parking, this would not be viewed as meeting any of the policy exceptions.

Shropshire Council: no comment

1 letter and a petition have been received from residents of 11 properties in Regent Street, with the following comments:

- Use of land within college boundaries for parking is better than on surrounding streets
- College must manage unauthorised access of area (excessive noise and speeding vehicles at weekends) and ensure sensible speed of vehicles.
- Parking area should be for students as well as staff to avoid onstreet parking
- Existing surface is unsuitable and produces dust which is affecting nearby properties and occupants – Environmental Health involvement
- Entrance has inadequate signage and lighting, and is adjacent to speed hump, thus highway safety issues

PLANNING CONSIDERATIONS:

The proposal seeks permission for the redgra pitch to be used as a car parking area for a temporary period. The area is currently being used as such and therefore the application is retrospective. Previously staff and students' vehicles were parked on adjacent residential streets. The temporary parking area will provide 70 standard car parking spaces and 12 disabled spaces. Disabled parking provision is required as the college site is located on different levels and this will provide disabled access to H Block (Performing Arts Centre) and J Block. In addition to the use of the temporary car park, one of the existing car parking areas ('Car Park 3) will cease use.

Amendments have been provided reducing the site area to limit the extent of the proposed parking spaces, which will ensure that the area used as the contractors' compound area during construction of the new two-storey extension is not used in addition to the temporary parking area.

According to the Applicants, the site has not been used for sports activities for approx. 20 years. It is requested that the college is given permission to temporarily change the use of the redgra pitch. The Applicants assert that since the site changed from a school to a college, the area does not meet minimum requirements for any of the sports played. Furthermore, development in 1990s has reduced the available playing field area; and whilst the combined area of redgra and adjacent grass area equates to 0.46ha, it is unlikely that sport would be played across both surfaces. The redgra area is not ideal for sport due to the size and irregularity of the shape. Where there is a requirement to play larger team sports, the college utilises outdoor sports facilities at nearby institutions. The other outdoor sports areas within the college grounds are both tarmac surfaces; the basketball court is used regularly and is to be retained and the tennis court is to be resurfaced, improving the college facilities.

There are also improved sports facilities within the college, with new changing rooms and a larger fitness suite within the new two storey extension. The

sports hall is to be relocated to a larger area in the existing building and will be fully refurbished to provide a multifunction indoor sport and dance facility.

In the document, A Sporting Future for the Playing Fields of England, Sport England asserts that playing fields are a key resource for sport; however in urban areas, there is pressure to use them for other forms of development. Sport England asserts that it opposes such development in all but exceptional cases, whether the land is in public, private or educational use. In response to the college's assertion that none of the sports listed in the Sport England document, such as football, rugby, cricket and hockey, can be accommodated within the area of redgra; Sport England stated that the size of the area would allow for a pitch of more than 0.2ha to be marked out and that playing pitches can be artificial as well as natural turf. Therefore, even though the redgra area has not been formally used for sport for some considerable time, it could still be used as a playing pitch.

The loss of the sports pitch is not ideal, although it would only be for a temporary period, and should be reinstated to its former use after this consent expires. The development is constrained by national and local planning policies in relation to loss of the recreational open space and development within the Green Network. It could be argued that the relocation of car parking from the residential streets to the college grounds is a community benefit; however the use of Green Network land as a car park would not constitute any wider environmental or community benefits, and the permanent loss of the sports pitch would be contrary to both national and local planning policy. However it must be noted that this proposal is for temporary use only, whilst the Applicants assess available options for a permanent solution and intend to consult widely including with local residents. For the reason that it is a temporary use, this could be deemed as an exceptional circumstance in planning policy.

In addition to the planning policies, officers must also have regard to the increased demand for parking at the college, and that locating it within the college grounds on an area that the Applicants state has not been formerly used for sport for many years, although still suitable for sport, is an improvement to the situation that local residents previously experienced when the staff and students parked on the highway. However, the college is close to Wellington District Centre and is within walking distance of the railway station and on a bus route; therefore there are alternatives to the private car.

The site has been used for car parking for nearly 2 years and apart from issues regarding dust from the existing surface and management of the area, local residents are generally supportive of the proposal, and it has addressed highway safety issues. In regard to dust problems, the Applicants have suggested that they would resurface the area with a different material to address these issues.

The Applicants state that to compensate the loss of the redgra pitch, they intend to refurbish the tennis courts at the southeast end of the college site, which is in line with Parks & Open Spaces' comments; although such

improvements are dependent on funding. Nevertheless, a number of improvements to internal sports provision have been made within the recent two storey extension, and the basketball and tennis courts would remain.

On balance, officers consider that granting temporary consent for 2 years for the use of the redgra as car parking would be acceptable, subject to appropriate conditions. The redgra pitch was rarely used for sport and its loss must be balanced against the improvements that have been made and intended improvements to other sport provision at the college, and that there are no highways safety issues through the removal of staff and student parking from the residential streets. The design and scale of the development is acceptable for a temporary period and the amended plans have provided clarification as to the extent of the parking area and that it would not extend across the whole of the available site. The proposed temporary use would not have a detrimental impact on the character and appearance of the area, and is partly screened by existing landscaping to the boundary. In this regard the development accords with national and local design policies.

Officers propose conditions regarding the closure of one of the other parking areas Car Park 3 for the duration that the temporary parking area is available, details of proposed materials for resurfacing, and details of the improvements to be made to sporting provision at the college.

The Applicants are aware that the current proposal is only acceptable as a temporary parking scheme. The permanent solution to the lack of parking provision at the college would need to have regard to the designation of the land as Green Network and ensure that sports provision is maintained within the college grounds. There would also need to be consideration of the other available transport modes – e.g. bus or train.

As Sport England has a holding objection, the application will be required to be considered by the Secretary of State.

In conclusion, officers consider that whilst the development does not strictly accord with the criteria in Green Network and Recreation policies, on balance the temporary use of the land for car parking is acceptable as it meets demand for parking, removing onstreet parking, and provides improved access to disabled persons to the college buildings. The development is of an appropriate scale and design and is in keeping with the character and appearance of the area. Subject to suitable materials to address dust issues, there will not be a detrimental impact on residential amenity.

RECOMMENDATION: to Grant delegated authority to the Head of Housing and Planning, then refer to the Secretary of State under Circular 02/2009 to GRANT PLANNING PERMISSION subject to the following conditions:

1. A07 Temporary Permission use of land for 2 years
2. Bcustom Within one month of permission, details to be submitted and agreed to end use of Car Park 3, and use shall end once details agreed.

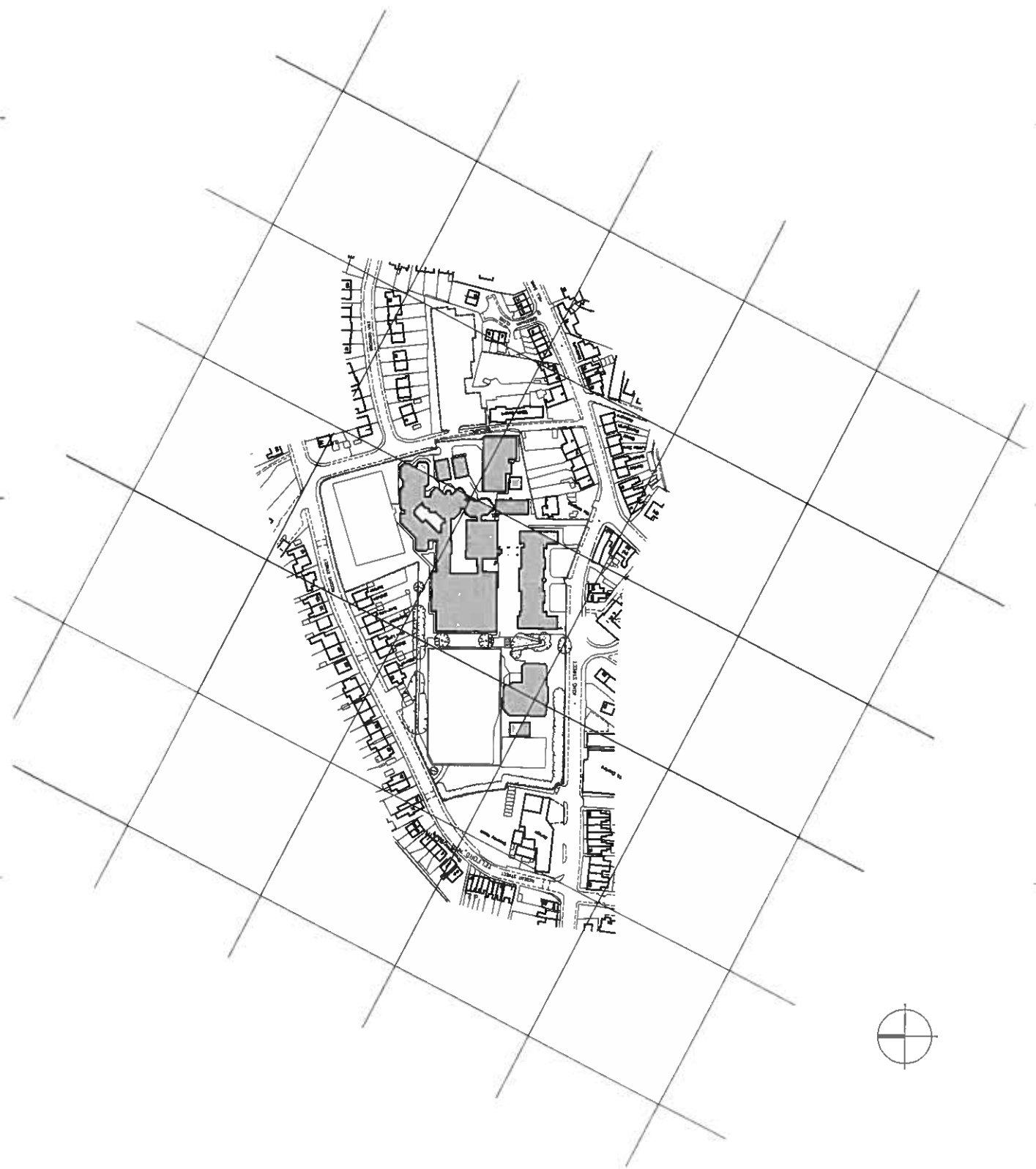
3. Bcustom Within one month of permission, details to be submitted of materials to surface for this temporary period
4. Bcustom Within one month of permission, details to be submitted of improvements to be made to sport/recreation provision at college
5. C38 Dev in accordance with plans

Informatives

1. I11 Highways informative
2. Icustom Permanent parking solution within 18 months of permission to address Green Network designation
3. I40 Conditions
4. I41 Reason for Grant Planning Permission

REASON FOR APPROVAL:

The temporary use of the redgra pitch as car parking is acceptable as it meets demand for parking, removing onstreet parking on adjoining residential streets, and provides improved access to disabled persons to the college buildings. The development is of an appropriate scale and design and is in keeping with the character and appearance of the area. Subject to suitable materials to surface the area, there will not be a detrimental impact on residential amenity.



Title: New College Toltard

Project: Temporary Car Park

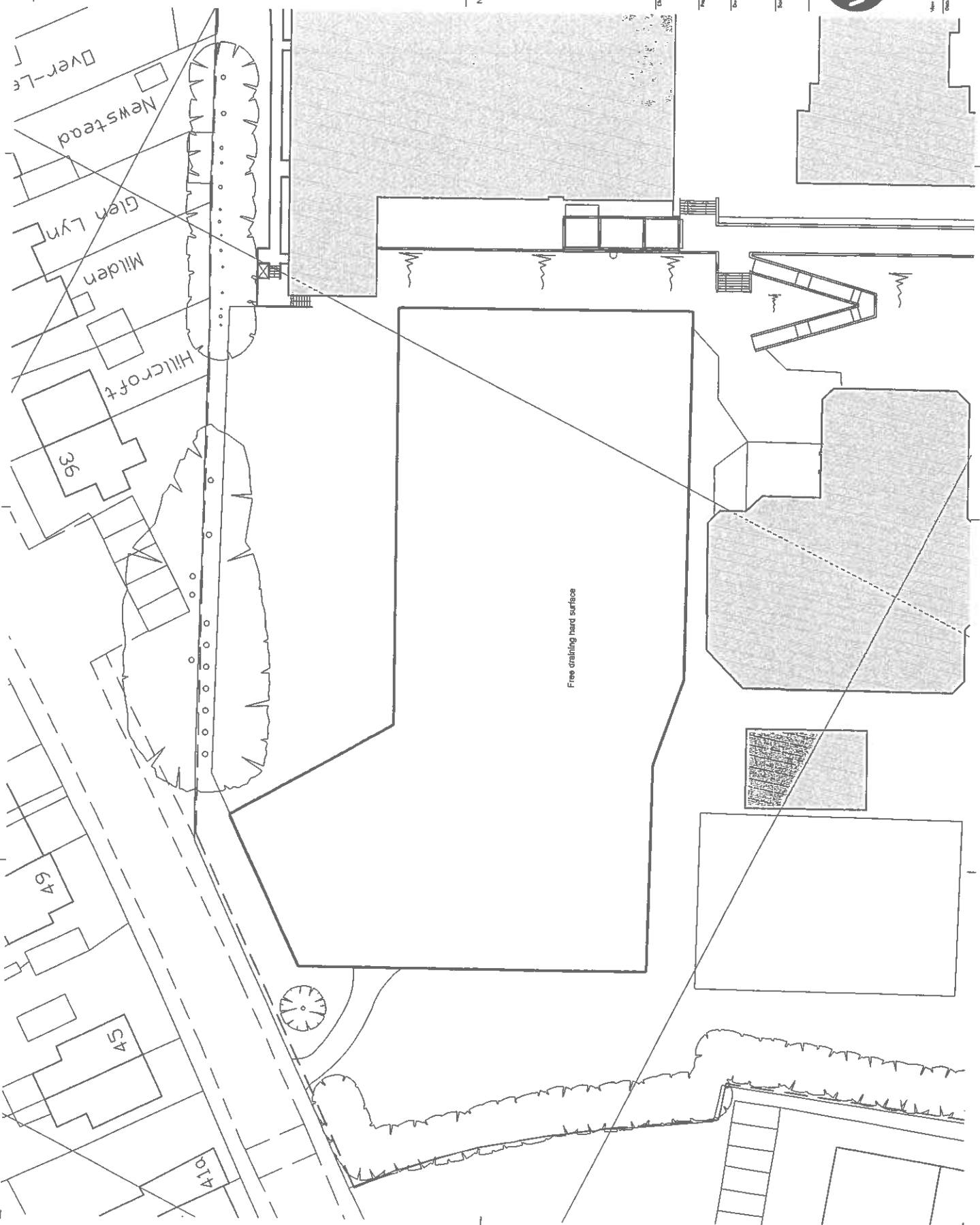
Document No: Site Location Plan

Date	Scale	Author	Discipline
11/250 (A1)	06.07.2010	DW	BD

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Notes:

Title
 New College Tolford

Project
 Temporary Car Park

Drawing Title
 Existing Site Plan

Scale	1:200 (A1)	Date	06.07.2010	Author	DIW
				Checker	BD

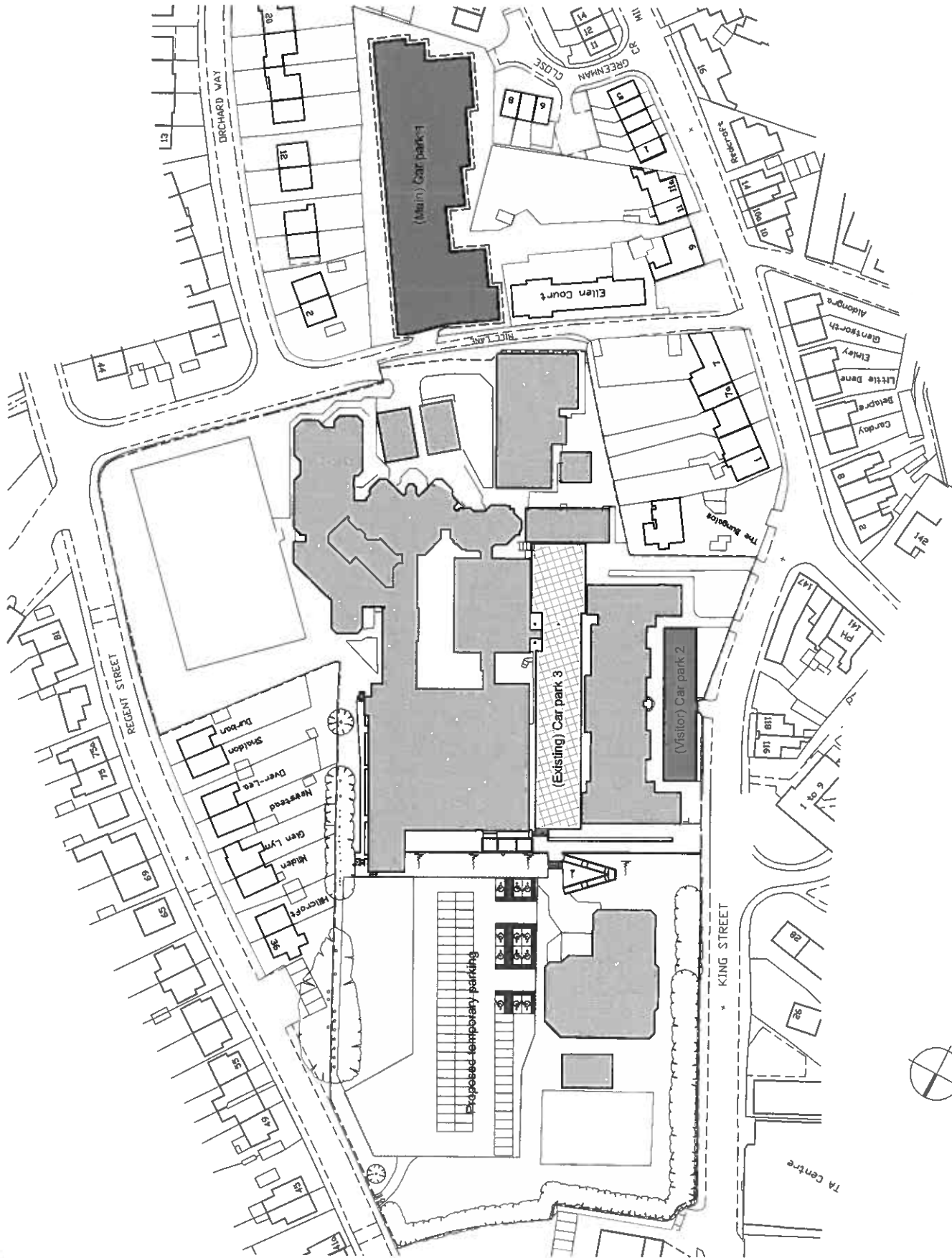
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1003-D-P003

A



Key

- Site Boundary
- Overwrite Boundary
- Existing areas of parking to be retained
- Existing areas of parking to be removed

Client: New College Talora

Project: Temporary Car Park

Drawn: [Signature]

Scale: 1:50

Date: 06.07.2010

Author: DIV

Reviewer: BD

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1003-D-P002

TWC/2010/0713 Land adjacent 50 Holyhead Road, Oakengates, Telford, Shropshire. TF2 6BN
Erection of detached dwelling and formation of new vehicular access and creation of parking spaces for 48 and 50 Holyhead Road

APPLICANT
Eric Ragonesi

RECEIVED
18/03/2011

PARISH
Oakengates

WARD
Ketley and Oakengates

OAKENGATES TOWN COUNCIL HAS REQUESTED THAT THIS APPLICATION IS DETERMINED BY PLANS BOARD.

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Principle of development, effect upon the character and appearance of the area, parking provision and highway safety, residential amenity and contaminated land.

THE PROPOSAL:

This full application is for the erection of a detached dwelling with off street parking facilities and four parking spaces accessed via Charlton Street for use by no.50 Holyhead Road.

The proposed dwelling comprises a two storey 4-bedroomed property finished in facing brick with a plain clay tiled gable roof. The layout consists of a lounge, dining, kitchen at ground floor; bathroom and 4 bedrooms at first floor level. The design and detailing respects the local vernacular of the adjacent properties on Holyhead road, and includes arch top windows, brick sills, ladder style casement windows and dentil eaves.

The proposed dwelling has a maximum height of 8.5m to ridge, and the eaves are set at 5.47m. The ground floor layout has been reduced to allow vehicles to turn on site and leave in a forward gear.

Amended drawings have been received which now accurately show the position of the rear boundary, and bin storage facilities.

SITE AND SURROUNDINGS:

The site is approximately 277m², and lies adjacent to 50 Holyhead Road, Oakengates on the old A5 through Telford and adjacent to a terrace of houses. The site is currently vacant hardstanding with occasional car parking use for the adjacent flats and wheelie bin storage. There is a low brick boundary wall at the front of the site and 1.8m timber panel fencing along the common boundary with the site and no.52. The rear boundary is not well defined although there are several broken fence panels and the land drops away and is overgrown and untidy. No.50 comprises 4 studio flats; 2 are market rent properties and 2 are part of a 'Kit Project' run by the Salvation Army as a stepping stone for men who have hit hard times, for example

following family break ups and divorce and to help them overcome personal, emotional and health problems by providing accommodation and support.

The north east corner of the site abuts Charlton Street and comprises informal off-street parking at the rear of a tenanted hairdressing salon (no.48), which is also owned by the applicant.

The properties in the vicinity vary in age, style and design from traditional semi-detached and terraced dwellings along Holyhead Road and more modern properties in Charlton Street. The site is located in the built-up area of the Borough as defined in the Wrekin Local Plan.

PLANNING HISTORY:

There is no relevant history in respect of the site.

PLANNING POLICY CONTEXT:

National Planning Guidance

PPS1 Delivering Sustainable Development

PPS3 Housing

PPG9 Biodiversity and Geological Conservation

Saved Wrekin Local Plan (WLP) Policies

EH7 Contaminated Land

UD2 Design Criteria

H6 Windfall Sites in Telford and Newport

LDF Core Strategy

CS1 Homes

CS5 District and Local centres in Telford

CS12 Natural Environment

CS15 Urban Design.

CONSULTATION RESPONSES:

Oakengates Town Council has objected to the proposal on highway grounds and advised that the application should be determined by Plans Board.

The Town Council has also advised that the road referred to as Charlton Street is actually Church Street. However, for clarification despite the historic name plate located on the gable wall of no.48 Holyhead Road which says Church Street, the top section of the road is Charlton Street and the houses on the left hand side of the road are Charlton Street. The houses on the right hand side further down the road are in Church Street. Therefore, the plans which are based on the OS are considered correct.

The Council's Highway Engineer supports the proposal subject to the imposition of a condition which requires the car parking shown on the drawings being provided before the proposed development is bought into use and the space maintained thereafter.

The Council's Drainage Engineer has no objections subject to conditions requesting the submission of foul and surface water drainage details and soakaway test result, and advises that any soakaways should be at least 5m away from any buildings or boundaries.

The Council's Geotechnical Engineer has no objections subject to the imposition of conditions in respect of shallow mining and gas mitigation measures. An informative in respect of contaminated land is suggested. However, the Contaminated Land Authority has suggested a condition in respect of contaminated land and therefore the informative is unnecessary.

The Council's Contaminated Land Authority has no objections in principle subject to the imposition of the standard contaminated land condition.

The Council's Ecologist has no objections but suggests informatives in respect of Nesting birds (vegetation), Enhancement planting and the erection of Bat and bird boxes.

Shropshire Fire Service has suggested informatives in respect of access for emergency vehicles and sprinkler systems.

A site notice and nine direct neighbour letters have publicised the application. No representations have been received.

PLANNING CONSIDERATIONS:

Principle of residential use and effect upon the character and appearance of the area

The application site is an allocated site located within the built up area of Telford and is considered an infill plot and thus principle of new residential development is acceptable. The proposal is therefore compliant with policies CS1 and CS5 of the Core Strategy, and Policy H6 of the WLP.

PPS1 and PPG3 also guide Local Planning Authorities (LPA's) to avoid the inefficient use of land through promoting higher density development whilst being mindful of the wider context. The development of the site with 1 dwelling is considered acceptable and appropriate to the wider context and character of the area and adequate private amenity space commensurate with the size of the dwelling and comparable to the existing properties in the vicinity.

The proposed building line of the new dwelling respects the established character of this section of Holyhead Road and the design and detailing is sympathetic to the neighbouring dwellings. The amended drawings indicate that the wheelie bins for the existing studio flats at no.50 and the proposed dwelling will be to the rear of the site. Thus, the proposed development will not look out of character or adversely impact upon the streetscene. Moreover, it could be said that the development of this infill site will have a positive impact upon the character and appearance of the area and would result in the site being tidied up, which would be an improvement to the existing situation.

Highway safety and parking provision

The site currently provides informal parking for the occupants and visitors of the flats at no.50. Apparently the tenants of these 1 bedroom studio flats are not generally cars owners; nevertheless, replacement parking arrangements will be provided to the rear of the site and accessed via Charlton Street.

The Town Council does not support the application and the issues raised are:

- Objections to the parking provisions in that no provision has been made for the 4 vehicles to park other than through reversing into Church Street (not Charlton Street as it is stated on the application).
- The exit is very close to the corner with Holyhead Road and future proposed residential proposals at the Maddocks Social Club will increase the volume of traffic and with it the danger of reversing into the road.
- For the parking of 4 cars turning provision should be incorporated into the development.

The Town Council's concerns are noted however there is an existing informal parking arrangement at the rear of the Hairdressers Salon which does not include on-site turning facilities and currently requires vehicles to reverse off the parking area. Moreover, very few of the properties in Charlton Street have space within their plots to allow vehicles to enter and leave the drive in a forward position. It should be noted that this land is private and is not for the use of public including the hairdressing salon. Hence, this proposal is no worse than what already exists.

Furthermore, the Council's Highway Engineer was consulted prior to the submission of the application and suggested that Traffic Surveys were undertaken on a week day and on a Saturday to demonstrate the usage of the site in respect of parking. Of the 25 visitors to the Salon (at no.48) over 2 days

- 4 vehicles parked on the site for a total of 4½ hours.
- 12 vehicles were parked on the road,
- 4 customers were dropped off,
- 5 customers walked.

Thus, it is considered that the development of the site, which will provide on-site parking for the new dwelling and replacement parking for the flats at no.50, will not have a notable impact upon highway safety which could justify the refusal of this application which could then be substantiated at any subsequent appeal. Accordingly, the proposal is considered compliant with policy UD2 of the WLP, CS15 of the Core Strategy and national guidance contained within PPS3.

Residential amenity

The ground level of the site is higher than land on Charlton Street and therefore the proposed dwelling will sit slightly higher than the property to the rear of the site (no.22 Charlton Street). However, the proposed habitable room windows of the new dwelling will look towards the garage and driveway belonging to this property to the rear and the gable wall beyond. The orientation of the proposed dwelling in relation to the property to the rear will

ensure that there is no over-looking or loss of privacy of the private amenity space or dwelling. Therefore, the proposal complies with 'saved' policy UD2 of the WLP.

Contaminated land

Inter alia, policy EH7 of the WLP and national guidance contained within PPS23 states that LPA's should pay particular attention to development proposals for sites where there is a reason to suspect contamination, such as the existence of former industrial uses, or other indications of potential contamination, and to those for particularly sensitive use such as housing. The proposed development is adjacent to former mining activities, and historical mapping also shows some evidence of spoil mounding on the site. The remediation of land affected by contamination through the granting of planning permission (with the attachment of the necessary conditions) should secure the removal of unacceptable risk and make the site suitable for its new use. Therefore, it is deemed necessary to impose the standard Land Contamination Condition.

Conclusions

Accordingly, the Local Planning Authority considers that proposed development for the erection of a new dwelling on an urban infill plot is acceptable in principle. The site is of sufficient size to accommodate a single dwelling with adequate private amenity space and parking and bin storage for the proposed dwelling and the existing studio flats, and would not have an adverse impact upon the character and appearance of the area. The development would not have a detrimental effect on the residential amenities of the neighbouring dwellings or highway safety. Therefore, the proposed development is considered compliant with both local and national policy and recommended for approval with conditions.

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

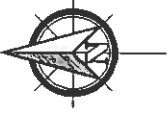
1. A04 Time limit.
2. B06 Samples of materials.
3. B07 Sample brick panel.
4. B26 Shallow mineworkings.
5. B30 Land contamination.
6. B33 Foul and surface water drainage.
7. B35 Soakaway tests.
8. B35a Soakaways 5m away from buildings and boundaries.
9. C19 Car parking.
10. C23 Gates.
11. C27 Foundation design- landfill gas.
12. C38 In accordance with submitted plans.
13. I11 Highways.
14. I25a Bat boxes.
15. I25c Bird boxes.
16. I25g Enhancement planting.
17. I25m Nesting birds vegetation.
18. I32 Fire Authority.

- 19.140 Conditions.
20.141 Reasons for grant of permission.

REASON FOR APPROVAL:

The proposed development for the erection of a new dwelling on an urban infill plot is acceptable in principle. The site is of sufficient size to accommodate a single dwelling with adequate private amenity space and parking and bin storage for the proposed dwelling and the existing studio flats, and would not have an adverse impact upon the character and appearance of the area. The development would not have a detrimental effect on the residential amenities of the neighbouring dwellings or highway safety.

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revision a - north point added
 revision b - boundary amended

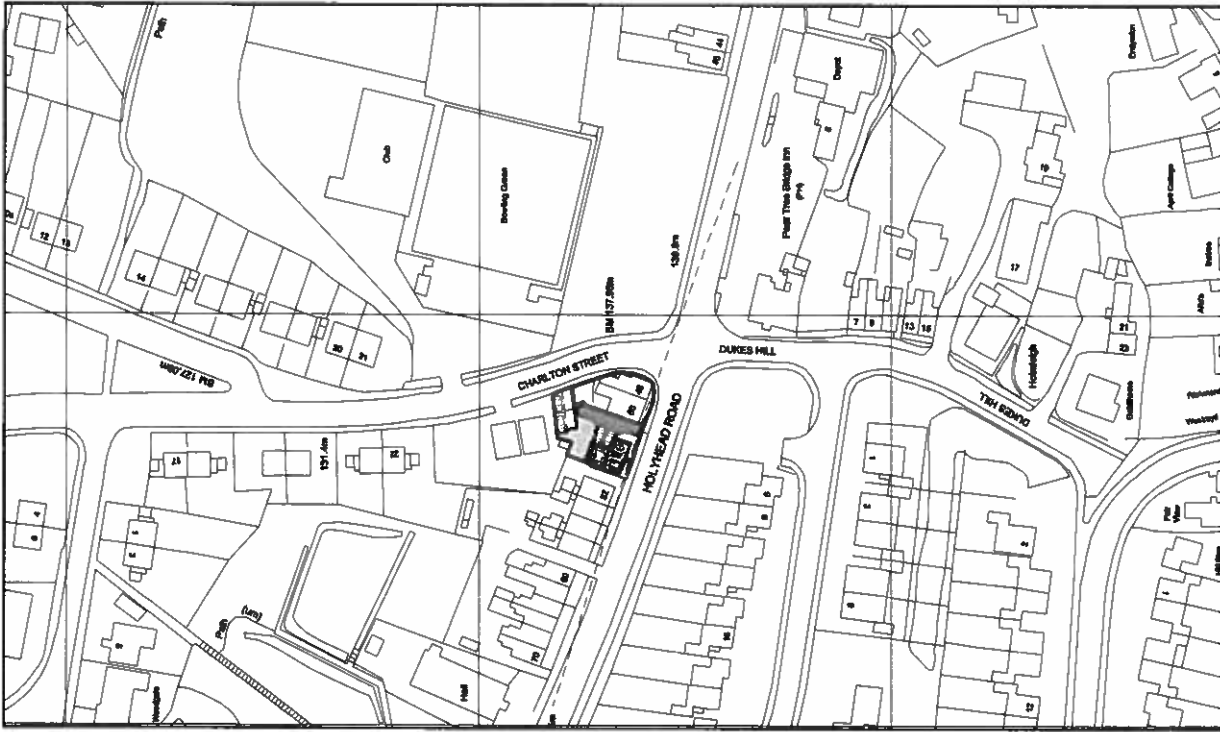
Drawing
Location & Block Plan

The Dwelling
Land adjacent to
50 Holyhead Road
Oakengates
Teiford
TF2 6BN

Client
Mr E Ragonesi

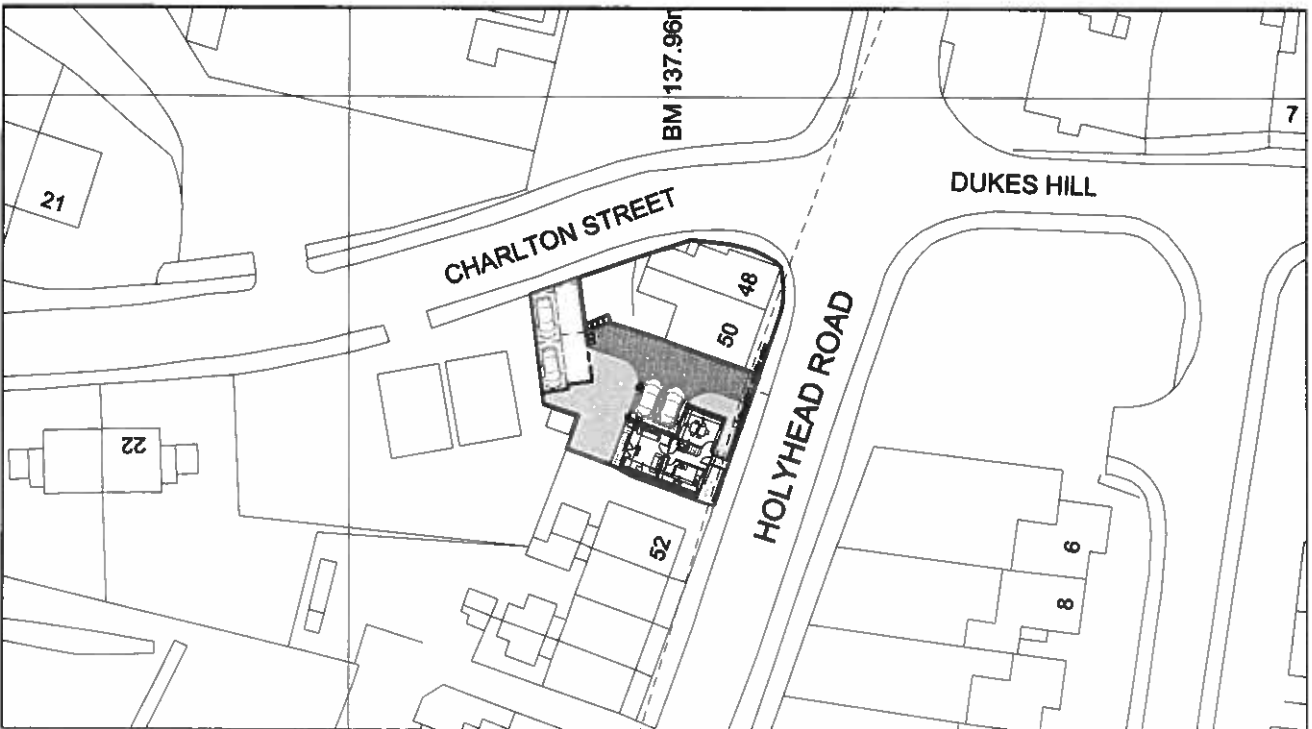
David Humphreys Limited
 chartered surveyors
 71 The Mount, Newbury, RG16 5PL
www.buildingdesigner.co.uk
 01749 232423

scale shown **A3** paper **A3** drawing no. **15971a** date **Jul. '09**



Location Plan 1:1250

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Block Plan 1:500

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revision a - visibility splays shown
revision b - boundary amended

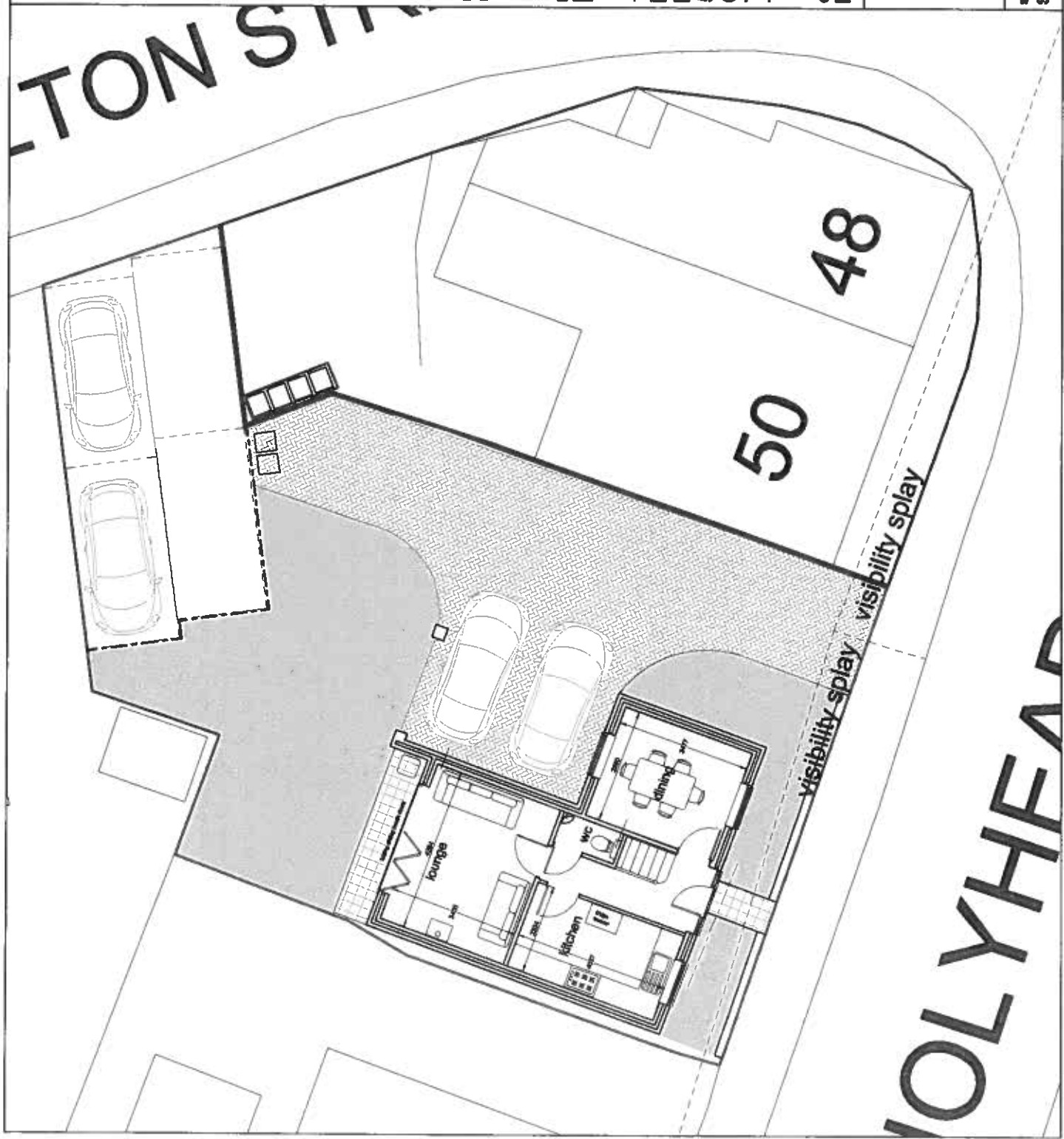
Drawing Proposed Layout Plan

Title
Dwelling
Land adjacent to
50 Holyhead Road
Oakengates
Telford
TF2 8BN

Client
Mr E Ragonesi

David Humphreys Limited
Chartered surveyors
71 the Mount, Strewsbury, SY3 8PL
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scale shown A3
drawing no. 1597/2a
date Jul. '09



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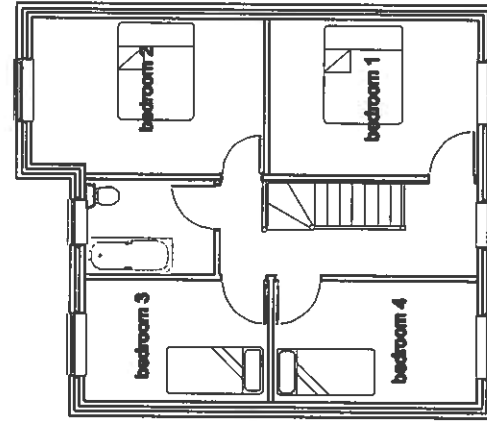
Drawing
Proposed Plans

Title
**Dwelling
Land adjacent to
50 Holyhead Road
Oakengates
Telford
TF2 6BN**

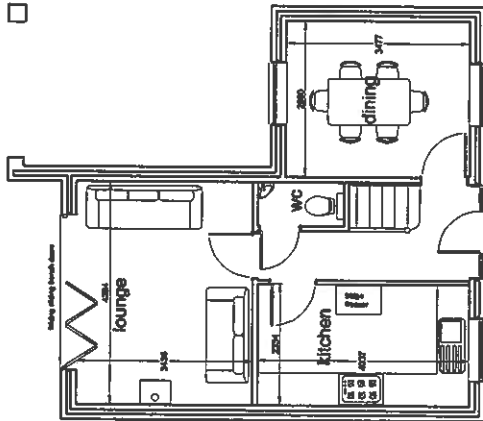
Client
Mr E Ragonesi

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scale shown
paper A3
drawing no. 1597/3
date Sep.'10

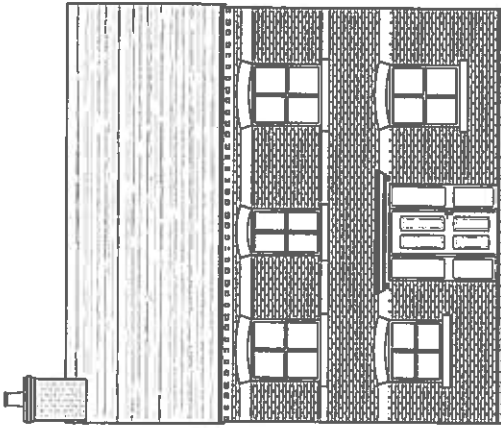


First Floor

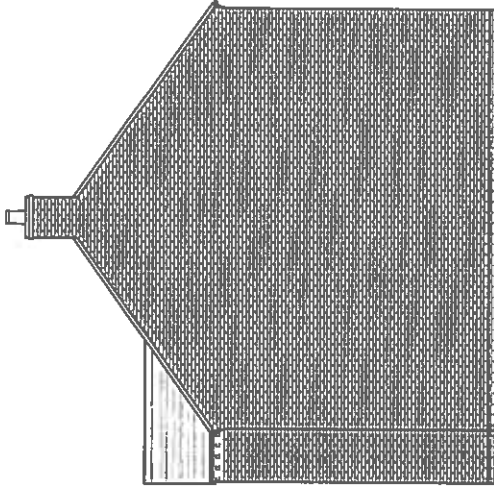


Ground Floor

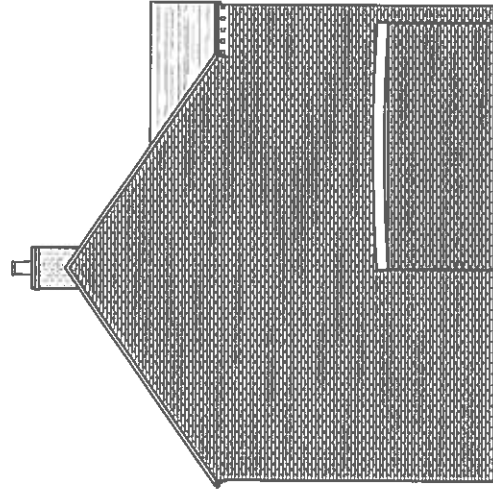
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Front Elevation



Side Elevation



Side Elevation



Rear Elevation

Drawing
Proposed Elevation

Title
**Dwelling
Land adjacent to
50 Holyhead Road
Oakengates
Telford
TF2 6BN**

Client
Mr E Ragonesi

David Humphreys Limited
chartered surveyors
71 the mount shrewsbury sy3 8pl
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01743 232423

scale shown
paper A3
drawing no. 1597/4
date Sep.'10

TWC/2011/0022 Sainsburys, Unit 8, Telford Forge Retail Park, Colliers Way, Old Park, Telford, Shropshire, TF3 4AG
Variation of condition 13 of W95/0969 and condition 21 of W97/0108 (as amended by W2010/0029) to increase the non-food floorspace from 21,019 square metres to 27,799 square metres

APPLICANT

Sainsburys Supermarkets Ltd

RECEIVED

12/01/2011

PARISH

Lawley and Overdale

WARD

Lawley and Overdale

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: MAIN ISSUES: Retail Impact, Town Centre Regeneration.

PROPOSAL:

Variation of condition 13 of W95/0969 and condition 21 of W97/0108 (as amended by W2010/0029) to increase the non-food floorspace from 21,019 square metres to 27,799 square metres.

SITE AND SURROUNDINGS:

The site comprises the Forge Retail Park, which along with the neighbouring Bridge Retail park are typical out of town retail parks offering predominantly non-food comparison shopping. The retail park is accessed via Colliers Way which links Hall Park Way and Junction 5 of the M54. The site comprises 6.9 hectares.

THE DETAILS:

The proposal is to increase retail floorspace at the Retail Park and is required to enable the proposal at the Sainsbury's store to take place (Application TWC/2011/0094). The variation affects only the non-food retail floorspace and in effect will increase this retail activity by 1,105 sq m – the food floorspace as proposed by Sainsbury's remains within the floorspace restriction (the additional food floorspace is 2,2052 sq m which totals 6,759 sq m Gross External Floor Area (GEA).

The application relates only to the non-food retail activity and therefore the applicants contend, correctly, that we should only consider this aspect and not seek to justify the additional floorspace for food retailing. However it is difficult to ignore the composite proposals completely as the applicants wish the local planning authority to consider overall qualitative improvements that they say will occur if planning permission is granted for the Sainsbury's extension under TWC/2011/0094.

PLANNING HISTORY:

W95/0969 Outline permission for demolition of existing retail store and redevelopment for food and non food development, leisure, fast food, car parks, alterations to petrol station and associated works – granted February 1997.

W97/0108 – Reserved matters approval - siting and design, external appearance and landscaping for new foodstore, non-food retail units and A3/leisure uses together with associated parking, servicing and pedestrian/cycle routes. – Approved June 1997.

W98/0435 – Modification of condition 21 of W97/0108 and W95/0969 to increase max floorspace area of non-food retail from 18,580sq m to 19,420sq m and an additional 2,575 sq m for ancillary storage/admin areas

W98/0878 – Modification of condition 21 of W97/0108 and condition 13 of W95/0969 to increase the max area of ancillary storage/admin areas relating to non-food retail units to 3,040 sq m

W99/0916 – Modification of condition 21 of W97/0108 and condition 13 of W95/0969 to allow a max gross retail floor space of 20,350 sq m and 4,675 sq m gross floor space for ancillary storage and admin areas

W2004/0399 – Amendment of condition 13 of W95/0969 and 21 of W97/0108 to increase admin and storage areas by 1,000 sq m (to 5,675 sq m gross)

W2010/0029 – Variation of outline condition no. 13 of W95/0969 and Condition 21 of W97/0108 to increase the maximum area of non-food retail to 21,019 sq.m. Approved June 2010.

Adjacent Applications of relevance

TWC/2011/0151- Unit 12 – Certificate of Lawful Development for the erection of a 199.5 sq.m. mezzanine floor - Granted Approval 2011.

W2010/003 – Unit 10 - Installation of 669sq m mezzanine floorspace for retail sales -Granted Approval May 10.

PLANNING POLICY CONTEXT:

National Planning Guidance:

PPS 1 – Planning Policy Statement 1: Delivering Sustainable Development (2005): underlines Government's commitment to a planning system that creates sustainable development. Development which contributes to the creation of safe, sustainable, mixed use developments, use of previously developed land, building in sustainable locations and those well served by public transport is a key to this approach.

PPS 4 – Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009) and accompanying practice guide on need, impact and the sequential approach:

- Policy EC 10 contains a positive presumption in favour of sustainable economic growth. All applications to be assessed against five impact considerations relating to climate change resilience, accessibility, inclusivity and quality of design, economic and physical regeneration and local employment.
- Policy EC14 – sequential assessment necessary where developments exceed 200 sq m and not in an existing centre or in up-to-date

Development Plan. Town Centre impacts must be assessed if development exceeds 2500 sq m.

- Policy EC15 – sequential test requirements in terms of availability, suitability and viability.
- Policy EC16 – sets out impacts applying to unplanned edge/out-of-centre developments (in addition to those required to be assessed under Policy EC10, including impact on existing committed and planned public/private investment in the town centre, vitality and viability and consumer choice, impacts on trade turnover, appropriateness of scale; and, locally defined impacts.
- Policy EC17 – consideration of impacts (positive and negative). Applications should be refused where there is non-compliance with sequential approach or clear evidence of significant impacts. Where impacts are not significantly adverse there is a direction to consider positive and negative impacts and other material considerations.
- Policy EC18 – parking standards (PPG13 should apply where no local standards)
- Policy EC19 – how conditions to be used to mitigate impacts where possible.

LDF Core Strategy Policies

CS3 Telford – focus for Borough's spatial development

CS4 Telford Town Centre

Central Telford Area Action Plan DPD policies

CT2 Retail

CT9 Other Highway Network Improvements

CT10 Parking

OP5 Old Park East

CONSULTATION RESPONSES:

Parish Council:

Members of the Parish Council trust that officers will ensure that the capacity allowed is not exceeded

Planning Policy Section:

Recent planning permission was granted to vary condition no.13 of planning application W95/0969 and condition no.21 of planning application W97/0108 to enable an increase in non-food retail floorspace at the Forge Retail Park to 21,019 m². The non-food floorspace has been increased over the years and this has most recently facilitated the provision of a mezzanine within Currys, Unit 10.

The proposal includes an application for the extension of the Sainsbury's store and a s73 to create a new planning permission for the park as a whole. To accommodate the proposal would require both planning applications to be granted.

The key issues are the creation of entirely new floor space on what was originally permitted for the Forge. Key policy concerns relate to the impact of

additional retail development in the out of centre location, and are based on national policy (PPS4), the current development plan (including in particular, the Central Telford Area Action Plan), and the White Young Green (WYG) Retail Capacity Study 2009. In line with PPS4 guidance, judgements about the extent and significance of any impacts should be informed by the development plan (where this is up to date), and other published local evidence (such as the WYG retail study) will also be a relevant material consideration.

The White Young Green (WYG) Telford & Wrekin Retail & Leisure Study was updated in May 2009 with a Town Centre Capacity Update. The study identifies the Forge retail park as an out-of-centre location, in line with PPS4 and as it is outside the Town Centre Character Area boundary as defined in the Central Telford Area Action Plan. WYG considered the number of extant planning permissions relating to additional retail development at Telford Forge. The retail parks were deemed almost complete and any additional floor space provided would be minimal.

PPS4 sets out the considerations through the sequential and impact assessments required for a main town centre use not in a centre and not in accordance with an up to date development plan. The retail parks are an out of centre location in the context of PPS4. Whilst land remains available for retail development within and adjacent to the shopping area expansion of the retail parks would not accord with PPS4, and allowing further expansion would have a detrimental impact on an identified centre. The PPS4 relevant policies being EC10, EC14, 15, 16 & 17.

Policy CS4 of the Core Strategy identifies Central Telford for the 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.

The newly adopted Central Telford Area Action Plan is very clear in terms of extensions at the Forge. The retail park is an 'out of centre' facility, and the vision for the Character Area of Old Park does not refer to the provision of additional retail development. Policy OP5 seeks to resist any further development stating that the Council will not support future expansion of the Forge Retail Park for additional retail or leisure uses. There is also a clear policy directive to accommodate future retail growth in the existing shopping area through Policy SA1.

Highways Section:

The development can be accommodated on the local highway network subject to the physical works proposed in the Transport Assessment and a contribution to CTAAP, subject to the following Conditions (summary):

- a) Before development commences details of the junction improvements to The Forge Roundabout to be submitted and works to be constructed before occupation.
- b) Before development becomes operational the revised internal layout including new internal roads/pedestrian/cycle links and circulating

carriageway, car parking (including the permanent decked area), bus stop/shelter and associated infrastructure and recycling centre shall be implemented.

- c) Prior to occupation, details of the Travel Plan for the development shall be approved by the Local Planning Authority and thereafter implemented.

Contaminated Land Officer (Pollution Control)

Landfill gas condition recommended.

THIRD PARTY REPRESENTATIONS:

An objection has been received on behalf of Telford Trustees (owners of the Telford Shopping Centre) by GL Hearn planning consultants on the following grounds:

- The application site is clearly out of centre
- CTAAP is the relevant planning policy
- CTAAP Policy OP5 does not propose further expansion of The Forge
- Recent evidence suggests that adequate capacity for retail development exists in the town centre
- PPS4 sets out the relevant tests – this application fails the sequential test in particular

A very detailed case is then made in support of the Trustees' objection. Includes arguing that the Trustees are committed to providing additional retail development in the town centre; that the Forge consent originally set a ceiling to retail development; they do not accept applicant's arguments that disaggregation cannot occur (establishing more than one unit to fulfil the operator's requirements for additional floorspace); other sequential sites exist closer to the town centre amounting to a potential 116,466 sq m gross retail floorspace and thus this proposal is contrary to PPS4; the proposals would impact on planned investment in the town centre and therefore contrary to PPS4; would draw trade away from the town centre; town centre impacts inadequately explained/justified.

SECTION 106 CONTRIBUTIONS:

In the event of this Plans Board supporting the application, there will be a requirement to enter into a section 106 Obligation with the applicants. As with all strategic applications affecting the local highway network, CTAAP requires developers to contribute to the provision of highway improvement schemes. The level of CTAAP contribution based on the scale of the development has been calculated as £187,959.96. This has been agreed in principle by the Developer. An additional sum of £5,000 will be required for monitoring of the store travel plan. These will need to be secured through S106. A contribution for ongoing Monitoring of conditions and section 106 Obligation of £10,000 will be required.

PLANNING CONSIDERATIONS:

Retail Impact and Planning Policy

The retail park is an out of centre location. The applicant seeks to address the issue of an expansion of the existing retail use in this location within the terms of a retail assessment. Various documents, information and plans

have been submitted in support of the application including a retail assessment, a sequential assessment including potential development sites giving an overall view of need, including available expenditure and catchment areas, appropriateness of scale, location of sites, impact on existing centres and accessibility relating to the proposal.

The main cornerstone of Planning Policy Statement 4 is that in order to deliver the Government's objective of promoting vital and viable town centres, development should be focussed in existing centres in order to strengthen and where appropriate, regenerate them. The applicants have placed some reliance on the proposed development satisfying National Planning Policy Statement 4 (PPS4) and this is discussed further below. However the Council has an up-to-date Development Plan Document, CTAAP, which post-dates PPS4. Policy CT2 of CTAAP establishes the retail capacity for the period to 2016 with 50,000 sq m (gross) coming forward within the existing shopping area part of the Primary Shopping Area (PSA) with approximately 15,000 sq m within part of the PSA at Southwater. Policy OP5 is specific. It states that the Council will not support the future expansion of the Forge and Bridge Retail Parks.

The starting point for consideration of this application must therefore be the latest Development Plan policy, which as mentioned above, post-dates PPS4 and has to be considered to be PPS4 compliant in all respects, having been "tested" so very recently. Indeed the Inspector in his report states that the retail park is "separated from the existing PSA at its nearest point... by about 300m of other, non-retail uses and a considerable distance in level." (paragraph 121). He concluded in response to representatives of the Forge Retail Park, that there is no need to seek further land to accommodate comparison retail expenditure growth, and the owners' representations were rejected (paragraph 122). The Forge and Bridge Retail Parks are now clearly defined as 'out-of-centre' and CTAAP is clear that 'retail development in out-of-centre locations will be resisted, as such growth would undermine the vitality and viability of Telford Town centre' and 'whilst land remains available for retail development within and adjacent to the Shopping Area expansion of these retail parks would also not accord with PPS4.' (CTAAP paragraphs 4.2.19 and 3.3.25). The Inspector's report recognised that Policy OP5 will not support future expansion of the retail park, and "no amendment is proposed to this policy" (Inspector's report paragraph 85).

PPS4 is relevant in so far as it represents Government's policy approach in relation to the protection of town centres. CTAAP acknowledges that PPS4, in particular, the sequential approach to site selection should be used when determining out-of-centre applications. PPS4 sets out two key tests that such developments must meet in order for them to be considered acceptable.

They are:

- To demonstrate that there are no sequentially preferable sites either in the town centre or edge of centre or edge of centre locations.
- To demonstrate that proposals will not have any significant impact on the vitality or viability of the town centre.

In considering these two tests, PPS4 indicates that it is for the local planning authority to determine what constitutes 'acceptable', 'adverse', or 'significant' impacts.

PPS4 sets out the requirements for the undertaking of a sequential analysis in Policy EC15. First preference is that developments should be located on sites within the town centre where they are suitable and available. This is then followed by consideration of sites at edge-of-centre and only then, by sites that are out-of-centre. Applicants are required to provide clear evidence as to why sequentially preferable sites are not appropriate for the proposed development based on availability, suitability and viability tests. Part 6 of the Practice Guide expands further on how these tests should be applied. Developers are required to adopt a flexible approach in assessing alternative sites in terms of the scale of their development, the format of their scheme, car parking provision and the scope for disaggregation. Local Authorities should take into account genuine difficulties that can be demonstrated by the applicant in terms of operating the proposed business model by comparison with a sequentially preferable site and furthermore, a single retailer should not be expected to split their proposed development into separate sites if this was deemed to be unreasonable.

The applicants have largely ignored the fact that CTAAP is a fully adopted Development Plan Document and relegated it to the status of an 'emerging policy'. They have not updated their retail assessment to reflect the Development Plan's current status.

Sequential Analysis:

The applicants have undertaken a sequential analysis in accordance with Policy EC15 of PPS4 and considered the following sites, all of which would in theory be sequentially preferable:

- Telford Shopping Centre, specifically Red Oak Car Park: There are no suitable sites other than Red Oak Car Park suitable for this proposal. The WYG Study identifies that the Shopping Centre has longer-term potential but there are no firm proposals, despite the shopping centre's ambitions as expressed in the masterplan 'The Round'. The Council however has assessed that there is capacity for 50,000 sq m of comparison retail within the Character Area SA1 – The Existing Shopping Centre (CTAAP). However, Members will be aware that outline planning permission exists for a new supermarket at the Red Oak car park for a development of between 7,030 sq m and 8,460 sq m. ASDA is likely to vacate to other premises within the town centre, giving a realistic potential for a development such as Sainsbury's proposal to be accommodated at this location. Your officers are not convinced that the Shopping Centre is neither suitable nor viable for the proposal to accommodate either the proposed additional floorspace or a new Sainsbury's store in its entirety.
- Telford Shopping Centre, specifically Ash Grey Car Park – your officers accept that this site is not available, suitable or viable for the proposal – it represents a valuable car park. However the Shopping Centre owners have carried out their own assessment and conclude that this

site could accommodate up to 39,348 sq m (gross) retail floorspace although car parking would need to be resolved.

- Town Centre Bus Station – WYG identified that this location could accommodate up to 3,750 sq m (gross) retail floorspace. It is considered that this site could accommodate the extension element of the Sainsbury's application proposals.
- Undeveloped Land in the PSA – a landscaped area comprising 0.6 ha adjoining Lawn central (opposite Darby House). The applicants believe that this site would be discounted as forming a landscape buffer and it was noteworthy that it was excluded from the Red oak development proposal. Its availability furthermore is uncertain. This land has never been "tested" and cannot be discounted in such a random way. Your officers believe that there is some prospect for this land to be used in connection with the Red Oak car park site.
- HCA Offices, Hall Park Way and Matherson House – your officers accept the applicant's arguments that there is little prospect of these sites coming forward in the near future, irrespective of Government's rationalisation of office accommodation within the town centre. They do provide valuable town centre office accommodation and their loss to employment uses may prejudice other economic development policies.
- Lime Green, Blue Willow, Cherry Pink Car Parks – your officers accept that these sites represent valuable town centre car parking facilities and are unlikely to come forward in the short term. Their loss at this stage may affect the viability and vitality of the town centre.
- Severn Gorge PH – Your officers accept the arguments put forward that policies would not support retail activity at this location and that the site is too small.
- Odeon Cinema site: Although the applicants contend that as this site is in active use and therefore unavailable in the short term, CTAAP recognises the potential of the site to consolidate and enhance connectivity between the PSA and the Forge/Bridge Retail Parks. Officers also question whether genuine efforts have really been made to identify whether this site can realistically come forward within reasonable timescales.
- Southwater – the applicants have included the Civic Offices within their analysis of Southwater; however your officers accept that there is a degree of uncertainty concerning Southwater. This uncertainty could provide further opportunities for retail activity – particularly as the Character Area TC1c Central Southwater now forms part of the PSA within CTAAP. Officers conclude that Southwater has not been properly assessed to reach a conclusion that the site is unavailable or unsuitable. In fact officers believe that the applicants' sequential analysis of Central Southwater is particularly flawed and could easily accommodate the Sainsbury's proposals in its entirety i.e. both existing and proposed floorspace.

The applicants have failed to provide a robust analysis of sequentially preferable sites as noted above. Indeed it has also omitted the area of Central Southwater that is currently occupied by two unattractive buildings and substantial areas of surface parking. Your officers conclude that the

sequential assessment undertaken is inadequate in that all in-centre options have not been thoroughly assessed and does not comply with the sequential tests set out in PPS4.

The Impact Assessment:

Following the sequential test, PPS4 requires that the impact of the proposals is considered. PPS4 indicates that proposals should be refused where there is clear evidence that development would lead to significant adverse impacts. Where no significant adverse impacts are identified, planning applications should be assessed taking account of the positive and negative impacts of the proposal and other material planning considerations, and also the likely cumulative effect of recent developments.

Examining impacts, firstly your officers consider that the proposals are unlikely to impact on the growth of comparison goods expenditure in the Town Centre – the applicant's assertions that the comparison turnover of the proposed store can be accommodated several times over in the Town Centre is accepted.

However, PPS4 also requires the impact on existing, committed and planned investment in the centre to be considered (Policy EC16a). CTAAP has obviously been tested against PPS4 and there is a strong prospect that the development will prejudice the Council's ambitions for the regeneration of the Town Centre, which is very dependent on retail-led redevelopment schemes coming forward – in particular comparison goods retailing. The potential impact on these opportunities arising from further unrestrained out-of-centre competition would also be likely to affect 'spin-off' trade arising from 'linked-trips' shopping to other stores and traders in the town centre. The Area Action Plan has identified retail growth scenarios which are focussed entirely on the Town Centre for very good reasons. The Town Centre must remain the hub for comparison goods retailing for it to retain its status as a sub-regional shopping centre.

In addition, PPS4 Policy EC16b requires the impact of the proposal on town centre vitality, viability, including local consumer choice and the range and quality of the comparison and convenience retail offer to be assessed. The applicants acknowledge that the proposal will draw trade away from the Town centre but because the town trades well, they conclude that the proposal would not have an impact on the viability and vitality of Telford TC. However there is growing evidence, some anecdotal, that the Shopping Centre is seeing more vacancies and short term lets that suggests that the Council's CTAAP policy preventing further development at the Forge and Bridge retail parks is sound. The additional 1,986 sq m of comparison floorspace is not insignificant and will perform much in the way of a standalone comparison unit with its own customer base. The same goes for the applicant's assessment of available capacity, resulting in the quoted additional requirement to vary the condition by a total of 1,105 sq m.

In summary therefore, it is considered that the proposals are in direct conflict with the Development Plan, that they have not been properly assessed

against the sequential analysis requirements of PPS4 and that they would have an unacceptable detrimental impact on the viability and vitality of the town centre.

RECOMMENDATION: REFUSE PLANNING PERMISSION for the following reason:

- 1 The Local Planning Authority considers that there are sequentially preferable town centre/edge of centre locations which could accommodate the proposed development. Development in this out of centre location would be contrary to the Spatial Development Strategy for the Borough as set out in the Core Strategy and would seriously undermine the Council's efforts to ensure that the town centre remains at the hub of the service centre hierarchy and the Council's objective of regenerating Telford town centre. The proposal conflicts with Policies CS4 of the adopted Core Strategy, CT2 of the adopted Central Telford Area Action Plan and EC15 of Planning Policy Statement 4.

- 2 The proposal is contrary to Policy OP5 of the adopted Central Telford Area Action Plan and to Policy EC16.1 of Planning Policy Statement 4. In the absence of reasoned justification, the proposed development in the opinion of the Local Planning Authority would be likely to have an unacceptable detrimental impact on the vitality, attractiveness and viability of Telford Town Centre and would be likely to establish an undesirable precedent for the further development for retail purposes at out-of-centre locations which would undermine existing and potential investor confidence in Telford Town Centre..

OrIS capture of
W95/0969 +
W97/0108



TWC/2011/0069 North Lynn Manor, Lynn, Newport, Shropshire, TF10 9BB
Erection of 2no. 20kW wind turbines with 20m high towers (27m max height with blades)

APPLICANT
B & PJ Davies

RECEIVED
25/01/2011

PARISH
Chetwynd Aston and Woodcote

WARD
Church Aston and Lilleshall

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Appearance, Siting, Visual Impact and Intrusion, Highway Safety, Noise

THE PROPOSAL:

This application relates to the erection of two 20kw wind turbines on 20 metre high towers on land at North Lynn Manor, Woodcote, Newport. Each turbine would have three blades, 6 metres long, and the maximum height of the turbines when the blades are fully extended in a vertical position, including the hub, would be 27 metres. Each turbine can produce 40,000kW/hrs. The two turbines would stand alongside the existing 18 metre high wind turbine.

SITE AND SURROUNDINGS:

The site lies in the open countryside approximately 4 miles south east of Newport, one kilometre the east of the A41, and 250 metres north west of North Lynn Manor. The site forms part of the 384.5 hectare agricultural holding at North Lynn Manor.

The landscape here is fairly undulating and the turbines would be located on one of the lowest parts of the farm, along an old field boundary, in line with the existing turbine. The closest farm building at North Lynn Manor lies 200 metres away from the nearest proposed turbine, the farm house at North Lynn Manor lies 300 metres away, and the nearest residential property not owned by the applicant lies 350 metres away. There is a mature hedge that runs along the southern and eastern boundaries of the field that would contain the new turbines.

BACKGROUND:

North Lynn Manor is an owner-occupied farm which extends to approximately 950 acres (384.5 hectares), being a combination of agricultural land, farm buildings, and farm house. The principal enterprise is arable cropping, being a combination of winter wheat, oil-seed rape and potatoes.

The total electricity demand on the farm is in the region of 130,000kW/hrs, equating to an annual cost of approximately £13,000. The main demand for electricity is providing a constant supply for the grain drying facilities and potato storage.

The existing wind turbine which was granted planning permission (TWC/2010/0093) in 2010 has been running for 9 months, and is on target to produce 22,000kW/hrs per annum. The new turbines would produce an annual production of 40,000kW/hrs each, thus giving a total of around 102,000kW/hrs (approximately 78% of the farm's electricity demand).

The average wind speed at this site is 5.4 m/s at a height of 25 metres. The turbines will produce electricity at wind speeds as low as 2.2m/s.

The applicant states that this is not an exercise to make a profit but a way of seeking to control the cost of energy used by the business, whilst at the same time contributing to the Government policy in respect of providing a renewable energy source.

The principal objective of the wind turbines will be to reduce the applicant's need to purchase power. At times when electricity is not required on the property surplus energy will be exported to the national grid. This is unlikely to occur on a regular basis due to the farm's requirement to keep the potato store at a constant temperature, and use of the grain drying facilities in the summer months.

PLANNING HISTORY:

W2009/0441 – Erection of a 15kw wind turbine on a 15 metre high tower – approved

W2010/0093 – Erection of 11kw wind turbine on an 18 metre high tower (amendment to application W2009/0441) – approved

PLANNING POLICY CONTEXT:

National Planning Guidance

PPS7 – 'Sustainable Development in Rural Areas'

PPS22 – 'Renewable Energy'. PPS22 states that planning authorities should recognise the full range of renewable energy sources, and the wider environmental and economic benefits of renewable energy projects. "Small-scale projects can provide a limited but valuable contribution to overall outputs of renewable energy and to meeting energy needs both locally and nationally. Planning authorities should not therefore reject planning applications simply because the level of output is small".

Saved Wrekin Local Plan Policies

Policy NR1 – 'Location of Renewable Energy Developments'. The policy supports proposals for the generation of power from renewable energy sources within the District.

Policy NR2 – 'Proposals for Wind Turbines'. The policy permits the development of schemes to generate energy from the wind provided that the visual impact on the landscape is minimised; sensitive skylines are avoided; there is no detrimental impact on wildlife habitats; and the turbines are located so as to minimise their impact on residential development and highways.

LDF Core Strategy

Policy CS7 – ‘Rural Area’

Policy CS13 – ‘Environmental Resources’. The policy promotes small and large scale renewable energy projects. “The production of energy from renewable sources will be supported where this is consistent with other policies and national guidance”.

CONSULTATION RESPONSES:

7 letters of support have been received which can be summarised as follows:

- Renewable energy projects should be supported
- We cannot go on being reliant on fossil fuels
- They will reduce our carbon footprint
- Wind turbines are a cleaner way to produce power, with no harmful side effects or emissions
- Excess power that is generated would be added to the national grid
- It would create a self-sustaining community
- These small-scale wind turbines are ideal for siting on farmland
- They would barely be visible from the surrounding countryside
- They would be unobtrusive, and would not detract from the landscape as they would be below the skyline
- They would be no taller than a mature oak tree
- They are ideally positioned far enough away from existing dwellings to avoid any noise problems
- They will have no effect whatsoever on the immediate fauna and flora
- Birdlife is unlikely to be affected as recent RSPB surveys have shown
- Opponents of the application are dredging up unsubstantiated claims about the turbines because they are worried about the value of their houses

56 letters of objection have been received which can be summarised as follows:

- The turbines would dominate views from many points
- They would be seen from considerable distances
- They would be noisy and unsightly
- These are alien structures in the countryside
- They would have an adverse effect on the visual amenities of the area
- They would have a detrimental effect on the landscape and look out of character with their surroundings
- They would spoil people’s enjoyment of the countryside
- They would distract drivers on local roads, particularly the A41 which is a known accident ‘blackspot’
- Light flicker off the turbines would pose a danger to passing traffic
- They would devalue property prices
- The wind is often too weak to drive the existing turbine
- Less harmful renewal energy projects should be considered such as solar panels
- They will pose a risk to low flying aircraft, helicopters, and hot air balloons
- They will pose a danger to bats, birds, and other wildlife
- They would be detrimental to the health of local residents

- They would interfere with television and telecommunications signals
- It would set a precedent and lead to more turbines in the future
- Farms should be limited to having one turbine, otherwise they will ruin the countryside for everyone else
- This is a greedy farmer who is only concerned with the grants that come with the turbines

The Parish Council objects to the application, believing that the turbines will spoil the open views across the countryside, and the turbines are in a poor position.

The Ministry of Defence has no objections to the application.

The National Farmers Union supports the application. It considers that the existing turbine blends in discreetly against the tree-lined backdrop and that the two similar turbines that will be sympathetically sited in the same area. "This small scale operation allows electricity production without disrupting the landscape. The enterprises carried out on the farm will allow much of this electricity production to be used on site with any surplus then being exported in the national grid for other local users to benefit from a green energy source. By generating electricity from the wind turbines Mr Davies will be able to lower his carbon footprint by generating electricity from wind rather than conventional sources. This enterprise in investing in renewable energy sources on a small local scale should be encouraged".

The Council's Sustainability Officer has no objections to the application. He states that Planning Policy Statement 22 encourages planning authorities to support the use of renewable energy. We should actively support and help drive the delivery of micro-renewable energy. He considers that planning permission should only be refused where the concern relates to a heritage asset protected by an international or national designation, and the impact would cause material harm. We should give significant weight to the wider environmental, social and economic benefits of micro-renewable projects whatever their scale, recognising that small-scale projects provide a valuable contribution to cutting greenhouse gas emissions.

The Council's Ecologist has no objections to the application. She considers that the turbines are being located more than 50m from habitat features (hedgerows, woodland, water etc.) so the risk of harming any protected species is extremely low.

There is a risk of bird and bat collision with the turbines but this is very small given the number of turbines and their position in the landscape.

The Council's Highways and Geotechnical Engineers have no objections to the application.

PLANNING CONSIDERATIONS:

The applicant has stated that he looked at all the possible locations for these wind turbines on his land, taking into account the direction of the prevailing wind, obstructions, personal preferences, planning considerations, and the

distance from the distribution board. The application site meets all the requirements.

The possibility of having one larger turbine, instead of the proposed two, was considered by the applicant but was dismissed for the following reasons:

- A larger turbine would be more expensive to install, service & maintain
- There is much greater initial capital investment
- The turbine would be significantly higher, with the tip of the blades being nearly 40m high. This would mean it standing above the horizon line, when looking from the A41. As a result, it was felt one larger turbine would bring more objections and have a greater visual impact over a wider area than two smaller ones

The possibility of using solar energy in preference to wind turbines has also been explored. However, the applicant states that photovoltaic cells are not ideally suited to this holding, given the amount of roof space available, and the costs involved. The capital investment would be double, with the same output as one turbine. This would not be enough to meet the electricity needs of the farm.

The site lies in the open countryside, but does not lie within an area which has been given any special designation in relation to its countryside, amenity, or wildlife value. It is not within an Area of Outstanding Natural Beauty or an Area of Special Landscape Character, and neither is it a Site of Special Scientific Interest or a nature reserve.

The turbines would be located 350 metres from the nearest residential property not owned by the applicant, and there are six properties within a 400 metre radius, two of which are owned by the applicant. Only five dwellings would see the entire turbines – two of which are 900 metres away and the others 350-400 metres away. The existing turbine is 18 metres high and it is considered that the proposed turbines would not appear significantly dominant when viewed from the nearest cottages that lie 350-400 metres away. A series of photographs, with the proposed turbines superimposed on them, have been submitted with the application, and these have helped in the visual assessment of the proposal to demonstrate that the turbines will have a minimal impact on the surrounding landscape.

Officers consider that the turbines would not have a detrimental impact on the character and appearance of the landscape in the vicinity of the site. The most prominent point from which the turbines will be seen would be from the A41, one kilometre to the west, from where long views of the turbines would be glimpsed. However, even from here the turbines would be difficult to detect as they would be below the horizon, and a backdrop of mature woodland would help to conceal them.

The nearest public highway to the proposed site – the one that runs through Lynn - is approximately 300 metres away and the high hedge that borders this road will effectively screen the turbines to a considerable extent from most of

the road users. The natural galvanised or light grey colour of the turbines will also help to minimise their visual impact on the landscape.

The Council's Highways Engineer has no objections to the application. He does not believe that the rotation of the turbine blades would distract drivers of vehicles on local roads to any significant extent. Neither does he feel that light flicker off the turbines would pose a danger to passing traffic.

The principal source of noise emitted by the turbines would originate from the rotation of the blades. However, the applicants have submitted an acoustic report which states that even at a distance of 60 metres from the turbines the maximum noise level would only be a modest 40dBA. Such a noise level comes within Category A of the Noise Exposure Categories contained in PPG24 (Planning and Noise) where such noise is not considered to be an issue when determining planning applications. At distances of 350-400 metres from the turbines the noise levels would be well below existing ambient background noise levels. Therefore, noise is unlikely to be a nuisance to those residents living in the nearest dwellings to the site.

The Council's Ecologist has no objections to the application. The siting of the proposed turbines follows good practice by being located more than 50 metres from habitat features such as hedgerows and woodland which could be used as foraging and commuting routes for bats and birds, and away from buildings where bats may be roosting. Therefore, there is a very low risk of harm being done to any wildlife.

It is acknowledged that this application has met with a considerable amount of local opposition from people living in East Shropshire and West Staffordshire. However, after careful deliberation of the issues and for the explanations stated above, it is considered that the proposal is acceptable.

It is considered that the proposed wind turbines would be acceptable. It is felt that their simple design and sympathetic siting will not have an adverse impact on the character and appearance of the countryside in the vicinity of the site, even when considering the cumulative impact of the three turbines. The profile of the land and the backcloth of the existing mature trees mean that there are very few locations from where the whole turbines will be seen from, and very few people will see them above a skyline.

The turbines will not appear too dominant or intrusive in the landscape, even when viewed from the nearest residential property, and they will not have a detrimental impact on the prevailing visual amenities of the surrounding area. The turbines will not distract drivers' attention to any significant extent, or pose a danger to existing wildlife in the area. The scheme will provide a limited but valuable source of renewable energy for the farm that will play its part in reducing greenhouse gas emissions and our carbon footprint.

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

1. A04 Time limit

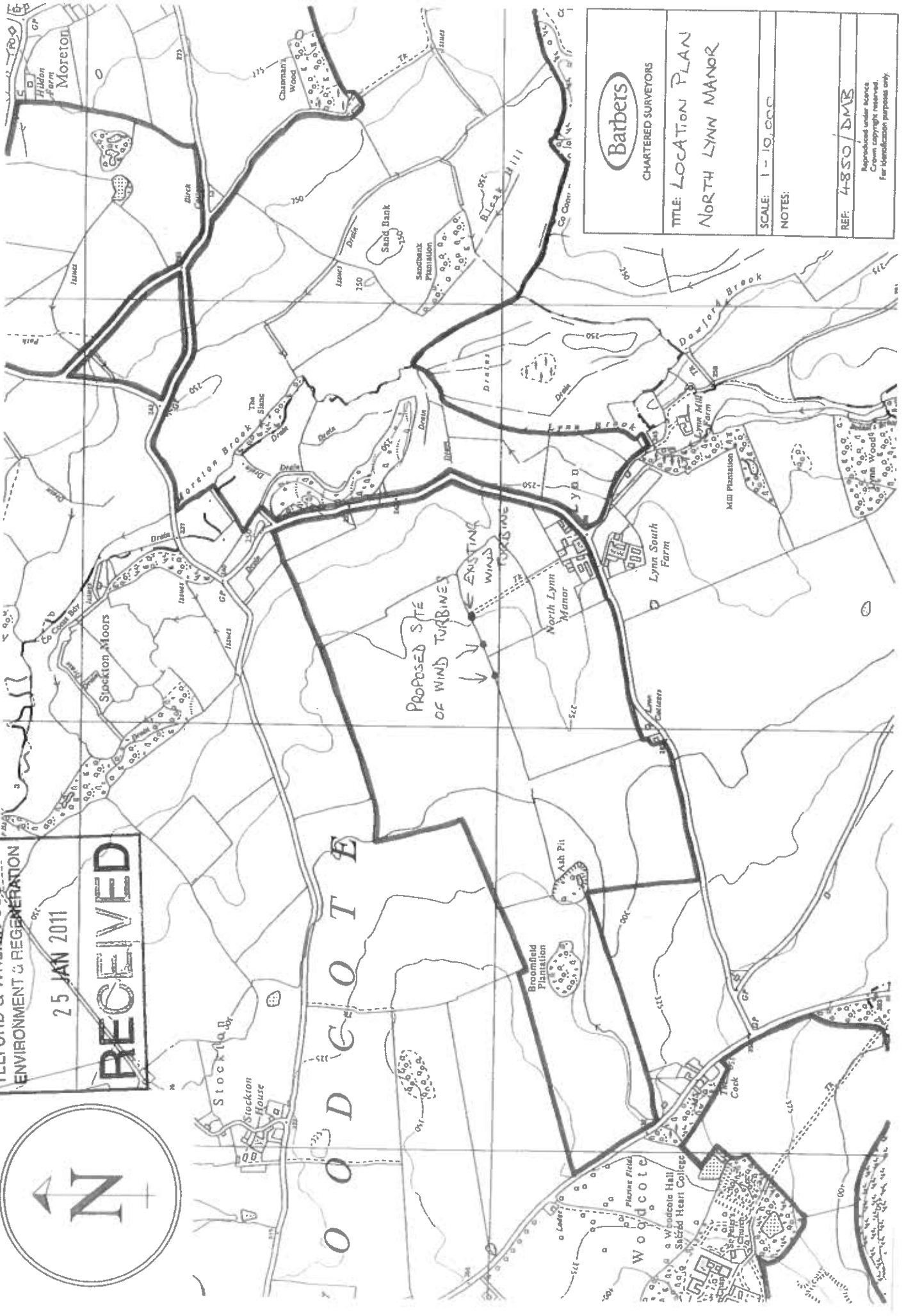
2. C38 Development in accordance with submitted plans

REASON FOR APPROVAL:

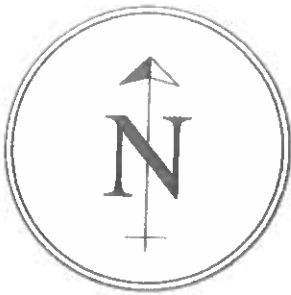
The simple design and sympathetic siting of the turbines will not have an adverse impact on the character and appearance of the countryside in the vicinity of the site. The profile of the land and the existing mature trees mean that there are very few locations from where the whole turbines will be seen from, and very few people will see them above a skyline.

The turbines will not appear too dominant or intrusive in the landscape, even when viewed from the nearest residential property, and they will not have a detrimental impact on the prevailing visual amenities of the surrounding area. The turbines will not distract drivers' attention to any significant extent, or pose a danger to existing wildlife in the area. The scheme will provide a limited but valuable source of renewable energy for the farm that will play its part in reducing greenhouse gas emissions and our carbon footprint.

Telford & Wrekin Council
 Environment & Regeneration
 25 JAN 2011
RECEIVED



Barbers
CHARTERED SURVEYORS
TITLE: LOCATION PLAN NORTH LYNN MANOR
SCALE: 1 - 10,000
NOTES:
REF: 4850 / DMB
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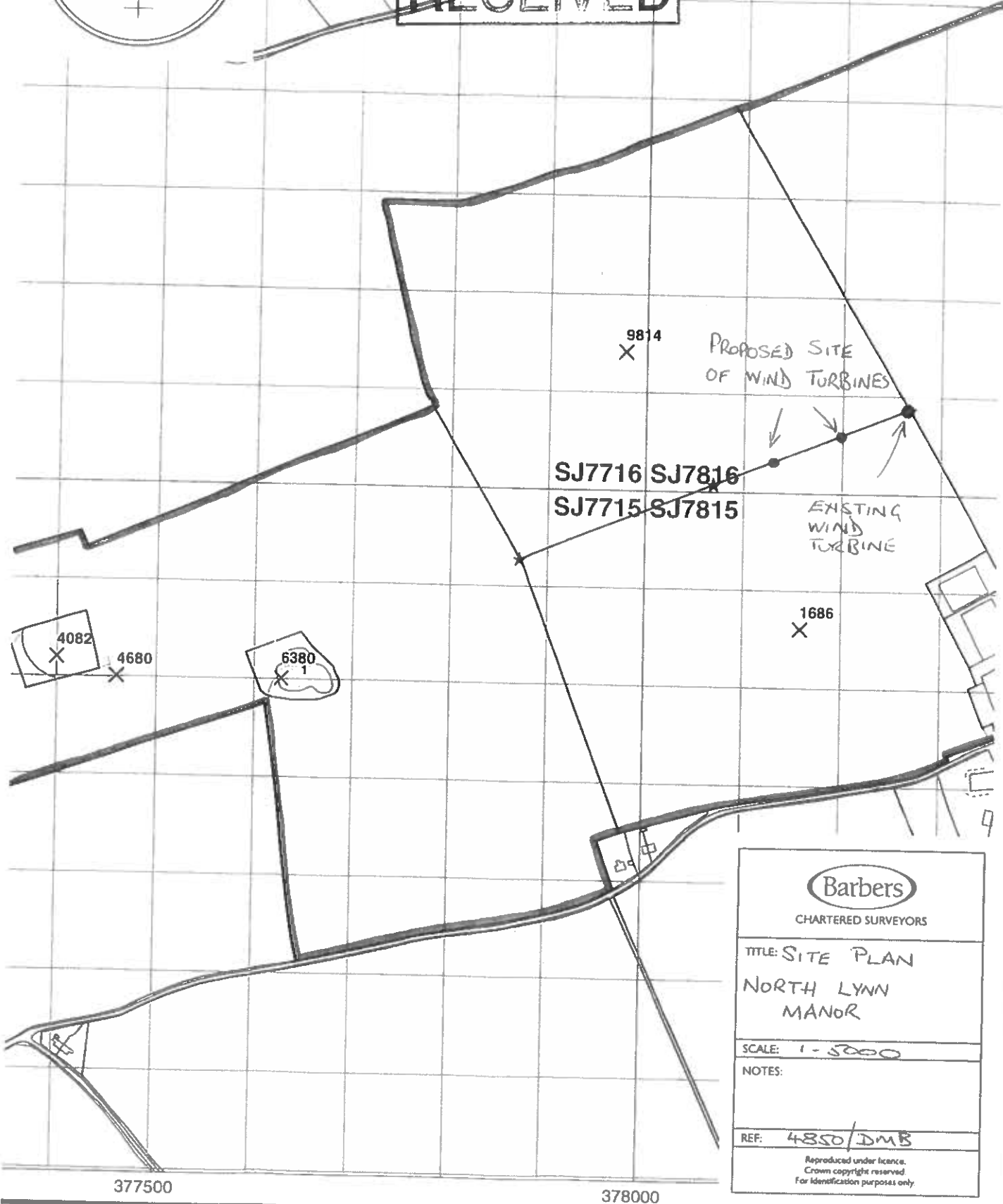



TELFORD & WREKIN COUNCIL

ENVIRONMENT & REGENERATION 378000

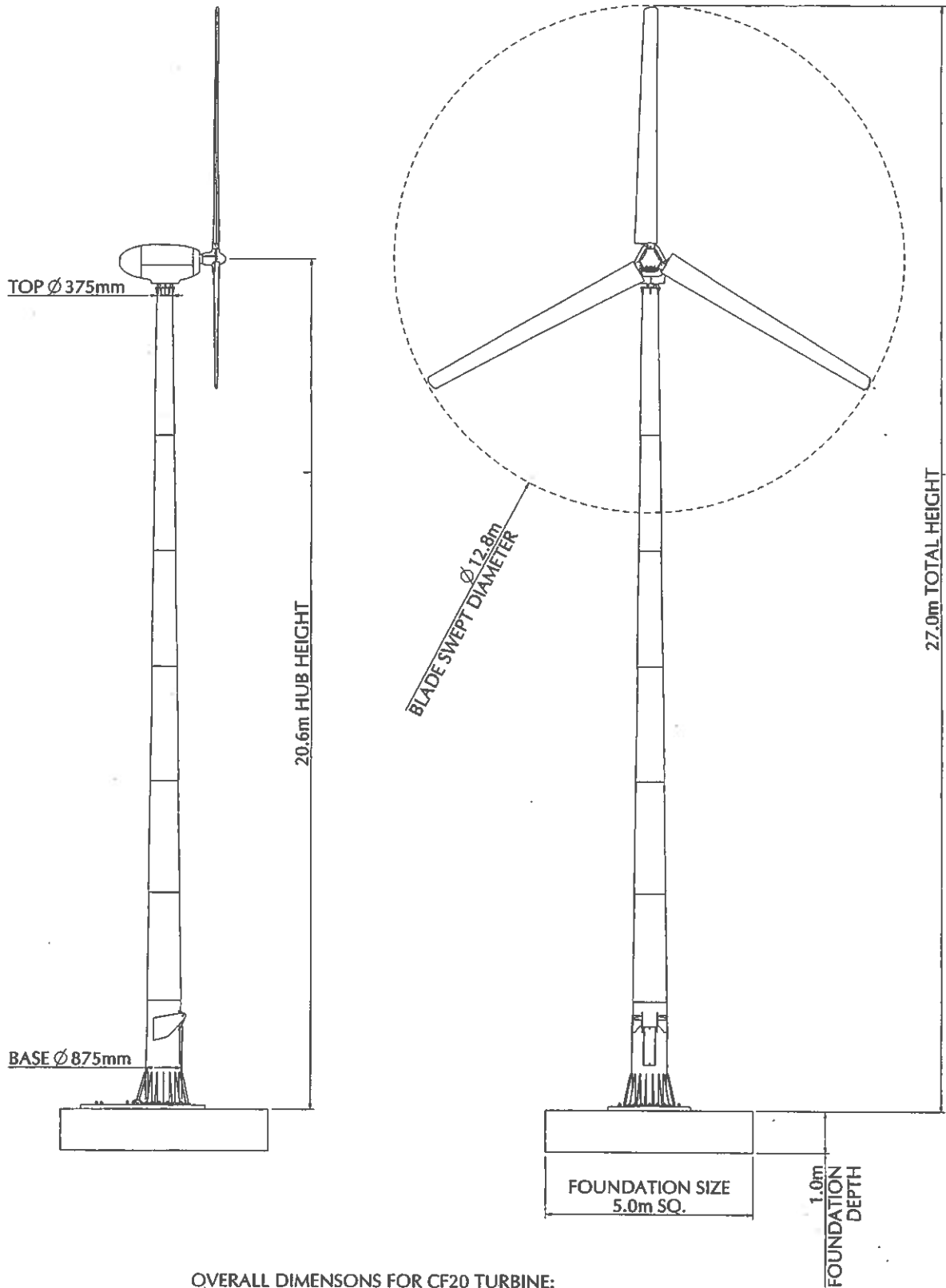
25 JAN 2011

RECEIVED




 CHARTERED SURVEYORS	
TITLE: SITE PLAN NORTH LYNN MANOR	
SCALE: 1 - 5000	
NOTES:	
REF: 4850/DMB	
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OVERALL DIMENSIONS FOR CF20 TURBINE:
20kW GENERATOR / 20m MAST / 6.0m BLADES

C&F Green-Energy		CF20	
DESCRIPTION: OVERALLS / PLANNING		QTY PER UNIT: -	
MATERIAL: Mast: 8mm S275 Galv		SCALE: 1:100	
DRAWN: C O'Neill	PAINTE: -	 <small>INDICATED ORIENTATION TO NORTH</small>	DWG SIZE: A3
CHECKED: -	FINISH: -		
DATE: 10-May-10	SHEET: 1 OF 1	<small>THIS DRAWING IS THE PROPERTY OF C&F GREEN-ENERGY. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED IN THE DRAWING TITLE. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF C&F GREEN-ENERGY.</small>	

TWC/2011/0094 Sainsburys, Unit 8, Telford Forge Retail Park, Colliers Way, Old Park, Telford, Shropshire, TF3 4AG
Erection of store extension (Class A1) to side and front of store, elevational changes, alterations to car park layout including new deck, new landscaping, relocated recycling facilities and associated plant, installation of retaining walls and the relocation of the bus stop.

APPLICANT

Sainsburys Supermarket Ltd

RECEIVED

14/02/2011

PARISH

Lawley and Overdale

WARD

Lawley and Overdale

OBJECTIONS RECEIVED: Yes.

MAIN ISSUES: Retail Impact, Town centre Regeneration, Design, Ecology, Geotechnical, highway issues.

PROPOSAL:

The application seeks full planning permission for the erection of a store extension (Class A1) to the side and front of the existing store at the Forge Retail Park together with alterations to car parking layout, new parking deck, landscaping, relocated recycling facilities and associated plant.

The applicants have submitted the following documents in support of their application:

Planning & Retail Statement – February 2011
Transport Assessment – January 2010 plus Addendum Report dated 19 May 2011.
Phase 1 Desk Study – November 2010
Noise Assessment – November 2010
Lighting Assessment – November 2010
SCI – December 2010
Interim Travel Plan – November 2010
FRA – 16 November 2010
Geotechnical & Contamination Assessment – December 2010, additional details of retaining wall and temporary car park
Foundation Solution – December 2010
Renewable Energy & Energy Efficiency Assessment – April 2011
Extended Phase 1 Habitat Survey – March 2011
Landscape Design Statement – December 2010
Newt Survey May 2011
Landscape Appraisal and Tree Survey November 2010
Design and Access Statement (rev B) April 2011

SITE AND SURROUNDINGS:

The site is located at The Forge Retail Park, which along with the neighbouring Bridge Retail park are typical out of town retail parks offering predominantly non-food comparison shopping. The site is accessed via

Colliers Way which links Hall Park Way and Junction 5 of the M54. The site comprises 6.9 hectares.

The existing store is of steel construction and is extensively glazed with a gently sloping 'upturned' roof giving it an architectural distinction from the remaining units at the Retail Park, which have a uniform appearance. The store was built in 1988 and extends to 6,467 sq m gross floorspace with a net sales area of 3,529 sq m. Although the car park is shared with other units, notionally the spaces apportioned to Sainsbury's comprise 521 customer spaces to the front and side of the building.

The site's boundaries to the north and west comprise Green Network and beyond to the north lie residential areas of Old Park. The nearest dwelling lies adjacent to the application site, with ancillary building adjacent to the boundary. The main dwelling is located approx 85m from the existing store. The property is situated approximately 2.5 m above the ground level of the Retail Park and existing store. The site also comprises an area of green space as designated in Central Telford Area Action Plan (CTAAP). This provides good level of screening from adjoining residential areas and helps assimilate the retail park into its surroundings, which as CTAAP notes is a mix of residential, commercial and other uses.

THE DETAILS:

The proposal is for an extension and car park deck (to maintain the car parking provision). The extension is to the western side of the store in an area of existing car parking. The extension is a two storey rectangular structure that will incorporate a mezzanine at first floor to provide new restaurant and staff facilities. The extension will run parallel with the existing gable wall and will be clad in matching materials. A new decked car park adjoins the side of the building accommodating 141 spaces, with ramped access from the existing side car park. The deck will be built of lightweight, light coloured, steel construction with direct access to the first floor café; lifts and stairs will take customers down to the sales floor area. A new canopy will run along the front of the building helping to provide a visual break to the structure and tie the extension in to the existing building. The proposals are of contemporary design.

The proposals involve increasing the gross floor area of the store from 6467 sq m to 9624 sq m. The net floorspace would increase from 3529 sq m to 5,675 sq m – an increase in sales floor area of approximately 61%. Currently comparison goods (non-food) take up 13% of the net sales floorspace (458 sq m). It is proposed to expand the amount of floorspace devoted to comparison shopping to 35% of the total net floorspace (1,986 sq m). Thus the principle aim behind the proposals is to expand the sales primarily for comparison goods.

The unadopted road between the roundabout with Colliers Way and the roundabout directly north of this (within the retail park) will be widened on the egress side (outbound from Retail Park) from one lane approach to the Colliers Way roundabout to a 2-lane approach. This is intended to improve

traffic flow from the Retail Park and enable traffic to form two queues on the approach to Colliers Way roundabout, one for left turners towards Hall Park Way, Telford Town Centre and the M54 and one for right turners towards Old Park. The access into the car park is also to be altered in order to facilitate the extension – the access will be extended into the Green Network land, resulting in tree felling and shrub removal. The proposed car park will provide provision for a total of 554 vehicles including 21 parent and child spaces and 33 disabled spaces, an overall increase in parking provision of 6%.

The proposed car deck is located hard up against neighbouring residential properties to the west at Old Park. The surface of the car deck will be some 1900 mm above existing ground levels and incorporate a fencing barrier, giving an overall height of approximately 5 m. The supports to the structure as well as the deck itself will be within 1800 mm of the neighbour's garden boundary and will require removal of the existing trees and landscaping and will require a retaining structure.

PLANNING HISTORY:

W95/0959 Outline permission for demolition of existing retail store and redevelopment for food and non food development, leisure, fast food, car parks, alterations to petrol station and associated works – granted February 1997.

W97/0108 – Reserved matters approval - siting and design, external appearance and landscaping for new foodstore, non-food retail units and A3/leisure uses together with associated parking, servicing and pedestrian/cycle routes. – Approved June 1997.

W2010/0029 – Variation of outline condition no. 13 of W95/0969 and Condition 21 of W97/0108 to increase the maximum area of non-food retail to 21,019 sq.m. Approved June 2010.

Adjacent Applications of relevance

TWC/2011/0151- Unit 12 – Certificate of Lawful Development for the erection of a 199.5 sq.m. mezzanine floor - Granted Approval 2011.

W2010/003 – Unit 10 - Installation of 669sq m mezzanine floorspace for retail sales -Granted Approval May 10.

PLANNING POLICY CONTEXT:

National Planning Guidance:

PPS 1 – Planning Policy Statement 1: Delivering Sustainable Development (2005): underlines Government's commitment to a planning system that creates sustainable development. Particular emphasis placed on the protection and enhancement of the natural and historic environment, and ensuring high quality development through good and inclusive design and efficient use of resources. Development which contributes to the creation of safe, sustainable, mixed use developments, use of previously developed land, building in sustainable locations and those well served by public transport is a key to this approach.

PPS 4 – Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009) and accompanying practice guide on need, impact and the sequential approach.

- Policy EC 10 contains a positive presumption in favour of sustainable economic growth. All applications to be assessed against five impact considerations relating to climate change resilience, accessibility, inclusivity and quality of design, economic and physical regeneration and local employment.
- Policy EC14 – sequential assessment necessary where developments exceed 200 sq m and not in an existing centre or in up-to-date Development Plan. Town Centre impacts must be assessed if development exceeds 2500 sq m.
- Policy EC15 – sequential test requirements in terms of availability, suitability and viability.
- Policy EC16 – sets out impacts applying to unplanned edge/out-of-centre developments (in addition to those required to be assessed under Policy EC10, including impact on existing committed and planned public/private investment in the town centre, vitality and viability and consumer choice, impacts on trade turnover, appropriateness of scale; and, locally defined impacts.
- Policy EC17 – consideration of impacts (positive and negative). Applications should be refused where there is non-compliance with sequential approach or clear evidence of significant impacts. Where impacts are not significantly adverse there is a direction to consider positive and negative impacts and other material considerations.
- Policy EC18 – parking standards (PPG13 should apply where no local standards)
- Policy EC19 – how conditions to be used to mitigate impacts where possible.

LDF Core Strategy Policies

CS3 Telford – focus for Borough's spatial development

CS4 Telford Town Centre

Central Telford Area Action Plan DPD policies

CT2 Retail

CT9 Other Highway Network Improvements

CT10 Parking

CT14 Environmentally Sustainable buildings

CT15 Design

CT17 Public Realm

CT20 Landscaping

CT21 Protection of Green Spaces

OP5 Old Park East

Wrekin Local Plan 'saved' policies

EH7 Contaminated Land

EH8 Remedial Action on Contaminated Land

EH14 Land stability

UD2 Design Criteria

PLANNING POLICY BACKGROUND

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.

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

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.

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..."

A commitment was given to producing the Central Telford Area Action Plan (CTAAP) as part of the suite of LDF documents and this has now been adopted following last summer's hearing. As a precursor and to provide evidence as justification for the Plan, the Council commissioned White Young Green (WYG) to undertake an update of the 2006 Telford and Wrekin

Borough Retail and Leisure Study and this was completed in 2009. This Study provides an assessment of future retail needs based on a range of population growth scenarios. The Study uses ONS estimates of population growth resulting in assumed increases of between 20,000-36,500 households between the years 2006 and 2026. The Study identifies a substantial need for both convenience and comparison goods retailing in Telford by 2021. Predictions of retail development capacity scenarios likely to come forward in this period included a need for 35,980 sq m gross comparison (non-food) retail by 2016 and 65,720 sq m gross comparison retail by 2021. In terms of convenience (food) floorspace, the Study identifies a need for an additional 7,875 sq m gross by 2016 and 10,780 sq m gross convenience retail by 2021. It is important to note that these figures do not take account of the recent planning permissions for ASDA (Civic) and at Red Oak (unnamed food operator).

CTAAP now provides the Council with a realistic and importantly, up-to-date spatial development strategy for the future development of Telford Town Centre. Its ambitions seek to change the way that the current town centre operates. Key components of relevance to this proposal include identifying broad locations for some 65,000 sq m of comparison retail floorspace, integrating and linking the physical structure of the town centre and reducing reliance on the motor car. A number of themes have been identified that will provide a vision for the transformation of Central Telford. These themes include creating a centre with a vibrant heart, a distinctive sense of place, a place for living, a centre with a thriving economy and an accessible and connected centre.

The Council's approach within CTAAP is to propose that the additional retail growth can be met in the primary shopping area (PSA). The PSA was in fact extended as part of the CTAAP proposals which acknowledges that the existing shopping centre could not absorb the predicted retail need. A small area of Southwater was added to accommodate a "subsidiary" element of shopping as part of the regeneration of this area of the Town Centre Core. The Plan therefore identifies the existing shopping area, the majority of West Southwater and Central Southwater collectively as the new Town centre Core and focus for all new retail development. As a result of CTAAP there will be no further retail allocations required up to 2021.

Policy CT2 of 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 PPS4, in particular its sequential approach to site selection, will be applied.

The Forge Retail Park comprises part of the Old Park character area, which is described in CTAAP as being a 'fragmented area of isolated and unconnected land uses which are detached from surrounding areas by a number of major roads.' The site is within sub-area OP5 'Old Park East' which comprises the out of town retail parks of The Forge and The Bridge. The overall vision for

this character area is to promote new residential and commercial development alongside community-related facilities to meet the needs of local residents. Of some note is a desire within CTAAP to improve transport connections, especially for pedestrians and cyclists, so that connectivity to the town centre is enhanced while at the same time, a more people-friendly living environment is created.

Policy OP5 states that 'The Council will not support future expansion of the Forge Retail Park or the Telford Bridge Retail Park for additional retail or leisure uses.' In effect this new policy direction acknowledges the distance and transport/pedestrian communication difficulties that exist.

Policy CT10 'Parking' states that 'Outside of the Town Centre Character Area, parking provision for non-residential development must not exceed the maximum standards in PPG13. Parking provision should reflect the characteristics of the area in terms of use, density and form, proximity to the centre and facilities, and access to public transport, as well as serving the parking needs of users.

CONSULTATION RESPONSES:

Planning Policy Section:

Recent planning permission was granted to vary condition no.13 of planning application W95/0969 and condition no.21 of planning application W97/0108 to enable an increase in non-food retail floorspace at the Forge Retail Park to 21,019 m². The non-food floorspace has been increased over the years and this has most recently facilitated the provision of a mezzanine within Currys, Unit 10.

The proposal includes an application for the extension of the Sainsbury's store and a s73 to create a new planning permission for the park as a whole. To accommodate the proposal would require both planning applications to be granted.

The key issues are the creation of entirely new floor space on what was originally permitted for the Forge. Key policy concerns relate to the impact of additional retail development in the out of centre location, and are based on national policy (PPS4), the current development plan (including in particular, the Central Telford Area Action Plan), and the White Young Green (WYG) Retail Capacity Study 2009. In line with PPS4 guidance, judgements about the extent and significance of any impacts should be informed by the development plan (where this is up to date), and other published local evidence (such as the WYG retail study) will also be a relevant material consideration.

The White Young Green (WYG) Telford & Wrekin Retail & Leisure Study was updated in May 2009 with a Town Centre Capacity Update. The study identifies the Forge retail park as an out-of-centre location, in line with PPS4 and as it is outside the Town Centre Character Area boundary as defined in the Central Telford Area Action Plan. WYG considered the number of extant planning permissions relating to additional retail development at Telford

Forge. The retail parks were deemed almost complete and any additional floor space provided would be minimal.

PPS4 sets out the considerations through the sequential and impact assessments required for a main town centre use not in a centre and not in accordance with an up to date development plan. The retail parks are an out of centre location in the context of PPS4. Whilst land remains available for retail development within and adjacent to the shopping area expansion of the retail parks would not accord with PPS4, and allowing further expansion would have a detrimental impact on an identified centre. The PPS4 relevant policies being EC10, EC14, 15, 16 & 17.

Policy CS4 of the Core Strategy identifies Central Telford for the 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.

The newly adopted Central Telford Area Action Plan is very clear in terms of extensions at the Forge. The retail park is an 'out of centre' facility, and the vision for the Character Area of Old Park does not refer to the provision of additional retail development. Policy OP5 seeks to resist any further development stating that the Council will not support future expansion of the Forge Retail Park for additional retail or leisure uses. There is also a clear policy directive to accommodate future retail growth in the existing shopping area through Policy SA1.

Highways Section:

The development can be accommodated on the local highway network subject to the physical works proposed in the Transport Assessment and a contribution to CTAAP, subject to the following Conditions (summary):

1. Before development commences details of the junction improvements to The Forge Roundabout to be submitted and works to be constructed before occupation.
2. Before development becomes operational the revised internal layout including new internal roads/pedestrian/cycle links and circulating carriageway, car parking (including the permanent decked area), bus stop/shelter and associated infrastructure and recycling centre shall be implemented.
3. Prior to occupation, details of the Travel Plan for the development shall be approved by the Local Planning Authority and thereafter implemented.

Planning Ecology:

The GCN surveys were undertaken at the correct time of year, in suitable weather conditions and using appropriate methodologies. The pond 84m to the north-west of the site was found to contain a small population of smooth newts but no Great Crested Newts were present. Other ponds within 500m were not surveyed as there were significant barriers between them and the site, e.g. roads and housing.

The report concludes that a band of scrub along the western and northern boundaries of the proposed development site is considered to offer some potential for use by amphibian species including GCN during the terrestrial phase of their annual cycle. The proposed development includes the removal of much of this scrub habitat and as such there is the potential to harm notable amphibians if present.

As recommended in the report, the removal of this scrub should be supervised by a licensed ecologist to avoid committing a criminal offence. A walkover survey will be carried out in June/July to assess the presence/absence of bee orchid on the site. If bee orchids are present then a method statement will be produced to translocate the plants outside the area of works.

Recommend conditions including ecological watching brief requirement, retention of habitat features (buffer of 3 m wide tree/scrub area and provision of bird boxes).

Environmental Policy Officer:

Overall, there are some positive aspects of the assessment, for example the extension is being built to BREEAM 'Very Good' standard. However, the following issues have been raised that need to be clarified:

- Section 6. Consideration of Available Technologies
Does not include Feed-In Tariffs (FITs) or the Renewable Heat Incentive (RHI) to enable this to be a comprehensive assessment.
- Executive Summary, para 5, '*The anticipated annual energy consumption for the extended store is 3,627,696 kWh per annum which is 132, 037 kWh per annum less than the existing store and represents a 3.5% reduction in energy consumption.*'

The Officer is unsure as to how this has been derived; more information needs to be provided.

- Disagree with the use of 'Air Source Heat Pumps for the Customer Restaurant and Back of House Offices'. Evaporative Cooling or something similar would be deemed more suitable.
- 'Inverter drives to Sales Area AHU's' – where is the heat recovery?
- Considering the large expanse of flat roof consideration should be given to the installation of a biodiverse roof.

Engineering services:

No objection subject to conditions : Treatment of mineshafts, drill/grouting of high wall, installation of gas protection measures, early warning, movement detector system necessary for temporary car deck whilst building operations taking place.

Drainage: The site conditions do not allow the use of conventional below ground attenuation features to achieve the required 30% betterment in surface water runoff rates. For this reason there is no objection in principle to the use of a rainwater harvesting system serving the entire building. This is subject to the provision of calculations to show that this system is capable of reducing the surface water discharge rate by the maximum achievable

volume. This information should also include a revised plan showing the final drainage layout of the site.

Aboricultural Officer:

No objections in principle but the provision of mitigation for the loss of 60 trees is wanting. Off-site planting would be very beneficial. Grampian condition would be necessary to secure off-site planting.

Contaminated Land Officer:

No objection subject to conditions relating to treatment/mitigation of any landfill gas.

Fire Services

No comments regarding the provision of access for appliances and water supplies. Applicants should give careful consideration to the provision of sprinkler systems in accordance with BS EN 12845:2005.

Police Authority:

Support

Archaeologist:

No objection.

Third Party and Neighbour Representations:

Three letters of objection have been received from occupiers of the following properties:

Spring Court House, 1 The Coppice, Old Park

2 The Coppice, Old Park

32 Park Lane, Old Park

Basis for objection:

- Access road close to garden boundary resulting in further traffic noise
- Overlooking causing loss of privacy
- Noise from car doors slamming, car alarms etc resulting in noise nuisance
- Noise form late night operation, occasionally 24 hours
- Development creates a two storey car park

An objection has been received on behalf of Telford Trustees (owners of the Telford Shopping Centre) by GL Hearn planning consultants on the following grounds:

- The application site is clearly out of centre
- CTAAP is the relevant planning policy
- CTAAP Policy OP5 does not propose further expansion of The Forge
- Recent evidence suggests that adequate capacity for retail development exists in the town centre
- PPS4 sets out the relevant tests – this application fails the sequential test in particular

A very detailed case is then made in support of the Trustees' objection. Includes arguing that the Trustees are committed to providing additional retail development in the town centre; that the Forge consent originally set a ceiling to retail development; they do not accept applicant's arguments that disaggregation cannot occur (establishing more than one unit to fulfil the operator's requirements for additional floorspace); other sequential sites exist closer to the town centre amounting to a potential 116,466 sq m gross retail floorspace and thus this proposal is contrary to PPS4; the proposals would impact on planned investment in the town centre and therefore contrary to PPS4; would draw trade away from the town centre; town centre impacts inadequately explained/justified.

In support of its proposals, Sainsbury's Head of Town Planning, Transportation and Property Communications make the following points:

- Sainsbury's has been trading successfully at Forge since 1998 and provides employment for 300 people.
- Popular store which needs updating – 81% of respondents to public consultation in favour
- Sainsbury's team has worked with officers to provide comprehensive application and efficient feedback to consultee responses
- Disappointed that officers have failed to provide feedback on retail submissions – our submission is not seriously flawed but comply with PPS4 tests

SECTION 106 Contributions:

In the event of this Plans Board supporting the application, there will be a requirement to enter into a section 106 Obligation with the applicants. As with all strategic applications affecting the local highway network, CTAAP requires developers to contribute to the provision of highway improvement schemes. The level of CTAAP contribution based on the scale of the development has been calculated as £187,959.96. This has been agreed in principle by the Developer. An additional sum of £5,000 will be required for monitoring of the store travel plan. These will need to be secured through S106. A contribution for ongoing Monitoring of conditions and section 106 Obligation of £10,000 will be required.

PLANNING CONSIDERATIONS:

Retail Impact and Planning Policy

The site is located within an established retail park in an out of centre location. The applicant seeks to address the issue of an expansion of the existing retail use in this location within the terms of a retail assessment. Various documents, information and plans have been submitted in support of the application including a retail assessment, a sequential assessment including potential development sites giving an overall view of need, including available expenditure and catchment areas, appropriateness of scale, location of sites, impact on existing centres and accessibility relating to the proposal.

The main cornerstone of Planning Policy Statement 4 is that in order to deliver the Government's objective of promoting vital and viable town centres, development should be focussed in existing centres in order to strengthen

and where appropriate, regenerate them. The applicants have placed some reliance on the proposed development satisfying National Planning Policy Statement 4 (PPS4) and this is discussed further below. However the Council has an up-to-date Development Plan Document, CTAAP, which post-dates PPS4. Policy CT2 of CTAAP establishes the retail capacity for the period to 2016 with 50,000 sq m (gross) coming forward within the existing shopping area part of the Primary Shopping Area (PSA) with approximately 15,000 sq m within part of the PSA at Southwater. Policy OP5 is specific. It states that the Council will not support the future expansion of the Forge and Bridge Retail Parks.

The starting point for consideration of this application must therefore be the latest Development Plan policy, which as mentioned above, post-dates PPS4 and has to be considered to be PPS4 compliant in all respects, having been "tested" so very recently. Indeed the Inspector in his report states that the retail park is "separated from the existing PSA at its nearest point... by about 300m of other, non-retail uses and a considerable distance in level." (paragraph 121). He concluded in response to representatives of the Forge Retail Park, that there is no need to seek further land to accommodate comparison retail expenditure growth, and the owners' representations were rejected (paragraph 122). The Forge and Bridge Retail Parks are now clearly defined as 'out-of-centre' and CTAAP is clear that 'retail development in out-of-centre locations will be resisted, as such growth would undermine the vitality and viability of Telford Town centre' and 'whilst land remains available for retail development within and adjacent to the Shopping Area expansion of these retail parks would also not accord with PPS4.' (CTAAP paragraphs 4.2.19 and 3.3.25). The Inspector's report recognised that Policy OP5 will not support future expansion of the retail park, and "no amendment is proposed to this policy" (Inspector's report paragraph 85).

PPS4 is relevant in so far as it represents Government's policy approach in relation to the protection of town centres. CTAAP acknowledges that PPS4, in particular, the sequential approach to site selection should be used when determining out-of-centre applications. PPS4 sets out two key tests that such developments must meet in order for them to be considered acceptable. They are:

- To demonstrate that there are no sequentially preferable sites either in the town centre or edge of centre or edge of centre locations.
- To demonstrate that proposals will not have any significant impact on the vitality or viability of the town centre.

In considering these two tests, PPS4 indicates that it is for the local planning authority to determine what constitutes 'acceptable', 'adverse', or 'significant' impacts.

PPS4 sets out the requirements for the undertaking of a sequential analysis in Policy EC15. First preference is that developments should be located on sites within the town centre where they are suitable and available. This is then followed by consideration of sites at edge-of-centre and only then, by sites that are out-of-centre. Applicants are required to provide clear evidence as to why sequentially preferable sites are not appropriate for the proposed

development based on availability, suitability and viability tests. Part 6 of the Practice Guide expands further on how these tests should be applied. Developers are required to adopt a flexible approach in assessing alternative sites in terms of the scale of their development, the format of their scheme, car parking provision and the scope for disaggregation. Local Authorities should take into account genuine difficulties that can be demonstrated by the applicant in terms of operating the proposed business model by comparison with a sequentially preferable site and furthermore, a single retailer should not be expected to split their proposed development into separate sites if this was deemed to be unreasonable.

The applicants have largely ignored the fact that CTAAP is a fully adopted Development Plan Document and relegated it to the status of an 'emerging policy'. They have not updated their retail assessment to reflect the Development Plan's current status. In addition, the applicants have cited a recent appeal case involving the company at Chesterfield (Sainsbury's Supermarket Ltd v Chesterfield Borough Council (2010)). It is claimed that this is a very similar case which involved a proposal to extend their Chesterfield store. Sainsbury's were confronted by the prospect of having to consider a number of sequentially preferable sites but this would have required the disaggregation of the additional proposed floorspace at one or more of the available sites. The Inspector opined that although there were sequentially preferable sites available, it would have been unreasonable and pointless to insist that the provision should be disaggregated. Further he decided that the existing store would still retain a number of deficiencies and what would result would be another non-food shop elsewhere (although Sainsbury's model does not include stand alone comparison stores, so in reality, there would be little prospect of the additional floorspace requirement going ahead. The applicants in this instance believe that the disaggregation of the proposed additional floorspace would represent an arbitrary sub-division of the development and would not accord with the policy relating to the sequential approach.

This point is worthy of careful consideration. PPS4 Practice Guidance is helpful in considering extensions to existing stores. It advises that:

- There will be instances where a specific need for a certain type and form of development can only realistically be accommodated in specific locations.
- When considering 'location-specific' needs, it cannot be argued that an identified need or requirement is in itself 'location-specific' because, for example, the proposed retailer/developer owns the land in question or is seeking an extension for an existing store.
- If the applicant asserts that the proposal is, by its nature, 'location-specific', and cannot be accommodated in a more central location, or that it is not possible to adopt a flexible approach to accommodate any need/demand more centrally, it will be necessary to clearly justify this position.

It is your officer's opinion that it is not appropriate in this instance to assess whether the proposed extension floorspace could be accommodated on an

alternative site but rather that the correct application of the sequential approach in this instance is to assess whether all the combined floorspace required by Sainsbury's (existing and proposed) could be developed in more sequentially preferable locations, rather than looking to disaggregating the proposed format.

Sequential Analysis:

Despite claiming that a sequential site selection approach is not really necessary in the context of the proposal at the Forge, the applicants have undertaken a sequential analysis in accordance with Policy EC15 of PPS4 and considered the following sites, all of which would in theory be sequentially preferable:

- Telford Shopping Centre, specifically Red Oak Car Park: There are no suitable sites other than Red Oak Car Park suitable for this proposal. The WYG Study identifies that the Shopping Centre has longer-term potential but there are no firm proposals, despite the shopping centre's ambitions as expressed in the masterplan 'The Round'. The Council however has assessed that there is capacity for 50,000 sq m of comparison retail within the Character Area SA1 – The Existing Shopping Centre (CTAAP). However, Members will be aware that outline planning permission exists for a new supermarket at the Red Oak car park for a development of between 7,030 sq m and 8,460 sq m. ASDA is likely to vacate to other premises within the town centre, giving a realistic potential for a development such as Sainsbury's proposal to be accommodated at this location. Your officers are not convinced that the Shopping Centre is neither suitable nor viable for the proposal to accommodate either the proposed additional floorspace or a new Sainsbury's store in its entirety.
- Telford Shopping Centre, specifically Ash Grey Car Park – your officers accept that this site is not available, suitable or viable for the proposal – it represents a valuable car park. However the Shopping Centre owners have carried out their own assessment and conclude that this site could accommodate up to 39,348 sq m (gross) retail floorspace although car parking would need to be resolved.
- Town Centre Bus Station – WYG identified that this location could accommodate up to 3,750 sq m (gross) retail floorspace. It is considered that this site could accommodate the extension element of the Sainsbury's application proposals.
- Undeveloped Land in the PSA – a landscaped area comprising 0.6 ha adjoining Lawn central (opposite Darby House). The applicants believe that this site would be discounted as forming a landscape buffer and it was noteworthy that it was excluded from the Red oak development proposal. Its availability furthermore is uncertain. This land has never been "tested" and cannot be discounted in such a random way. Your officers believe that there is some prospect for this land to be used in connection with the Red Oak car park site.
- HCA Offices, Hall Park Way and Matherson House – your officers accept the applicant's arguments that there is little prospect of these sites coming forward in the near future, irrespective of Government's rationalisation of office accommodation within the town centre. They

- do provide valuable town centre office accommodation and their loss to employment uses may prejudice other economic development policies.
- Lime Green, Blue Willow, Cherry Pink Car Parks – your officers accept that these sites represent valuable town centre car parking facilities and are unlikely to come forward in the short term. Their loss at this stage may affect the viability and vitality of the town centre.
 - Severn Gorge PH – Your officers accept the arguments put forward that policies would not support retail activity at this location and that the site is too small.
 - Odeon Cinema site: Although the applicants contend that as this site is in active use and therefore unavailable in the short term, CTAAP recognises the potential of the site to consolidate and enhance connectivity between the PSA and the Forge/Bridge Retail Parks. Officers also question whether genuine efforts have really been made to identify whether this site can realistically come forward within reasonable timescales.
 - Southwater – the applicants have included the Civic Offices within their analysis of Southwater; however your officers accept that there is a degree of uncertainty concerning Southwater. This uncertainty could provide further opportunities for retail activity – particularly as the Character Area TC1c Central Southwater now forms part of the PSA within CTAAP. Officers conclude that Southwater has not been properly assessed to reach a conclusion that the site is unavailable or unsuitable. In fact officers believe that the applicants' sequential analysis of Central Southwater is particularly flawed and could easily accommodate the Sainsbury's proposals in its entirety i.e. both existing and proposed floorspace.

The applicants have failed to provide a robust analysis of sequentially preferable sites as noted above. Indeed it has also omitted the area of Central Southwater that is currently occupied by two unattractive buildings and substantial areas of surface parking. Your officers conclude that the sequential assessment undertaken is inadequate in that all in-centre options have not been thoroughly assessed and does not comply with the sequential tests set out in PPS4.

The Impact Assessment:

Following the sequential test, PPS4 requires that the impact of the proposals is considered. PPS4 indicates that proposals should be refused where there is clear evidence that development would lead to significant adverse impacts. Where no significant adverse impacts are identified, planning applications should be assessed taking account of the positive and negative impacts of the proposal and other material planning considerations, and also the likely cumulative effect of recent developments.

Examining impacts, firstly your officers consider that the proposals are unlikely to impact on the growth of comparison goods expenditure in the Town Centre – the applicant's assertions that the comparison turnover of the proposed store can be accommodated several times over in the Town Centre is accepted. It is also accepted that in terms of employment generation (80

additional jobs – both part and full time), this proposal will have a positive effect.

However, PPS4 also requires the impact on existing, committed and planned investment in the centre to be considered (Policy EC16a). CTAAP has obviously been tested against PPS4 and there is a strong prospect that the development will prejudice the Council's ambitions for the regeneration of the Town Centre, which is very dependent on retail-led redevelopment schemes coming forward. The Area Action Plan has identified retail growth scenarios which are focussed entirely on the Town Centre for very good reasons. The Town Centre must remain the hub for comparison goods retailing for it to retain its status as a sub-regional shopping centre. Sainsbury's proposals may assist that store in meeting consumer demand for quality retail offer at that location; however your officers believe this will be at the expense of the Town Centre and should be resisted. There are currently two sites with the benefit of planning permission within the Town Centre whose implementation could be affected by this proposal. The potential impact on these opportunities arising from further unrestrained out-of-centre competition would also be likely to affect 'spin-off' trade arising from 'linked-trips' shopping to other stores and traders in the town centre.

In addition, PPS4 Policy EC16b, requires the impact of the proposal on town centre vitality, viability, including local consumer choice and the range and quality of the comparison and convenience retail offer to be assessed. The applicants acknowledge that the proposal will draw trade away from the Town centre but because the town trades well, they conclude that the proposal would not have an impact on the viability and vitality of Telford TC. However there is growing evidence, some anecdotal, that the Shopping Centre is seeing more vacancies and short term lets that suggests that the Council's CTAAP policy preventing further development at the Forge and Bridge retail parks is sound. The additional 1,986 sq m of comparison floorspace is not insignificant and will perform much in the way of a standalone comparison unit with its own customer base.

In summary therefore, it is considered that the proposals are in direct conflict with the Development Plan, that they have not been properly assessed against the sequential analysis requirements of PPS4 and that they would have an unacceptable detrimental impact on the viability and vitality of the town centre.

Highway and Traffic Impact

The proposals include for minor improvements to take place to the egress involving the widening of the approach to the Colliers Way roundabout from a single to a 2-lane egress that will aid traffic circulation. The proposals provide for a 6% increase in car parking provision through the provision of a car deck car park. As part of the development, a Travel Plan is proposed, which if approved will require ongoing monitoring. Your highway officers maintain that the existing access arrangements are satisfactory and that subject to the applicants entering into a section 106 covenant for planning contributions towards the provision of strategic highway schemes identified in CTAAP, then

support can be give from a highway perspective. In addition, localised enhancement of bus stop facilities and an online grocery delivery scheme are proposed.

Design, Scale and Landscaping

The proposal seeks to amend the site layout in order to provide additional parking facilities, widen access routes and amend islands. These works will result in the loss of existing landscaped areas, which are designated and protected as green spaces within CTAAP. This green space fulfils the function of value in terms of landscape and amenity, whilst also providing a natural buffer to the adjacent residential development to the west of the site. Given the sloped nature of these areas, the proposed development would introduce significant retaining wall structures, with smaller punctuations of landscaped area, which would result in the fragmentation of the existing strong green corridor of planting in this location which contributes to the overall network of green spaces and green network as identified in planning policy. The proposal does include enhancement planting to the north of the development, but this is not considered sufficient to mitigate the loss of connectivity that the existing protected landscaping provides to green spaces to the south.

It is therefore considered that the proposal negatively impacts on the supply, aims and function of the green space provision in this locality and through the loss of interconnectivity to adjacent green spaces, would undermine the green network and is accordingly contrary to policies CT20 and CT21 of CTAAP and OL3 of the Wrekin Local Plan.

The design of the extension is considered acceptable as it continues the contemporary form and design of the original building and incorporates some energy efficiency measures to ensure that it meets BREEAM Very Good standard. The design and positioning of the decked car park structure however is unreasonable and unacceptable. It will result in an over harsh and dominant feature in a highly prominent location on the approach roads to the site as well as being hard up against the gardens of adjoining residential properties at Old Park. CTAAP requires car parking to be integrated in such a way so that it does not adversely affect the urban form and character of the area. In order to facilitate the car parking requirements overall, the deck will involve the loss of existing landscaping and result in the development appearing contrived.

Residential amenity considerations

Local neighbour objections have been received from three households. Intermittent noise activities particularly from slamming of doors, alarms etc can be a source of noise complaint. However the applicants' noise consultants have assessed the noise that may be generated at the site and with the proposed development, including the deck car park. The conclusions suggest that the car park would have either no impact or slight impact; HGV delivery noise would not exceed background noise levels; building services plant noise can achieve low level emissions – this can be controlled via conditions; recycling facility noise – subject to customers being refrained from using the facility between 23:00 and 07:00, noise limits are achieved for both

internal and outdoor domestic environments and sensitive receptors. An update will be provided at the meeting should the Environmental Health Officer have any further comments in the light of neighbour objection.

However, in the view of your officers, the location of the car deck and loss of tree and shrub planting for reasons stated above would have a negative impact both on neighbours and the local environment.

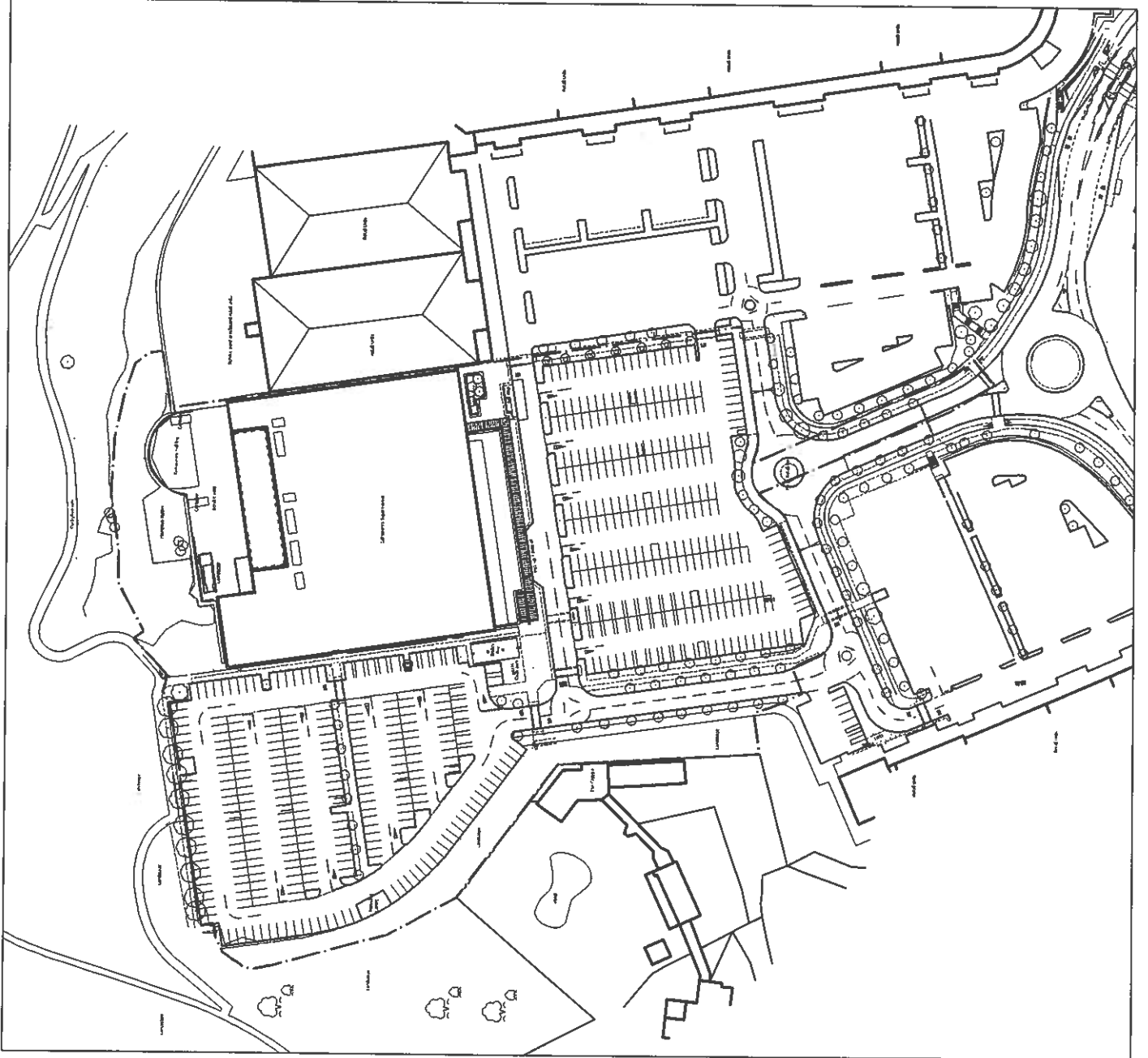
CONCLUSIONS:

The application proposals raise fundamental planning policy considerations in that not only was the original Forge and Bridge Retail Parks the subject of conditions that limited the amount of retail floorspace, but current policy in the form of CTAAP recognises that unrestrained additional retail development at these locations would be likely to have a detrimental impact on the viability, attractiveness and vitality of the town centre acting as an important sub-regional shopping centre. CTAAP is one of the very latest planning policies to be adopted in England and post-dates the issuing of PPS4, which itself is Government's latest policy guidance. The development proposal fails to meet PPS4 tests on sequential analysis as there are clearly other suitable sites that could cater for the development that are closer to the town centre and PSA. The development moreover is likely to impact on current private and public sector investment in the town centre and therefore undermine confidence in the town centre. Further, the loss of green space to facilitate access arrangements is likely to have a detrimental impact on visual amenity and undermine the purpose of green space designation. Finally, the proposed car parking deck design is unduly prominent and represents a harsh feature in the local scene and will be likely to have a detrimental impact on neighbouring residential properties.

RECOMMENDATION: REFUSE PLANNING PERMISSION for the following reasons:

- 1 The Local Planning Authority considers that there is a number of sequentially preferable town centre/edge of centre locations which could accommodate the proposed development. Development in this out of centre location would be contrary to the Spatial Development Strategy for the Borough as set out in the Core Strategy and would seriously undermine the Council's efforts to ensure that the town centre remains at the hub of the service centre hierarchy and the Council's objective of regenerating Telford town centre. The proposal conflicts with Policies CS4 of the adopted Core Strategy, CT2 of the adopted Central Telford Area Action Plan and EC15 of Planning Policy Statement 4.
- 2 The proposal is contrary to Policy OP5 of the adopted Central Telford Area Action Plan and to Policy EC16.1 of Planning Policy Statement 4. In the absence of reasoned justification, the proposed development in the opinion of the Local Planning Authority would be likely to have an unacceptable detrimental impact on the vitality, attractiveness and viability of Telford Town Centre and would be likely to establish an undesirable precedent for the further development for retail purposes at out-of-centre

- locations which would undermine existing and potential investor confidence in Telford Town Centre.
- 3 Part of the site is designated as green space as defined in the adopted Central Telford Area Action Plan. In the opinion of the Local Planning Authority the proposal has failed to recognise the importance of this green space in terms of its function as a landscape and amenity feature and the importance this space provides interlinking to the wider green spaces and green network in the locality. Accordingly, the proposal is contrary to Policies CT20 and CT21 of the adopted Central Telford Area Action Plan and Policy OL3 of the Wrekin Local Plan.
4. The Local Planning Authority considers that the proposed car parking deck involving the loss of existing landscaping and due to its siting hard up to neighbouring boundaries would result in an overly harsh and incongruous design element in a prominent location when viewed from the approach roads and close to adjoining residential properties causing material harm to the quality of the environment and existing neighbouring uses in the locality, which would be detrimental to visual and residential amenities and thereby contrary to Policies CT10, CT15, CT20 and CT17 of the adopted Central Telford Area Action Plan and Policy UD2 of the Wrekin Local Plan.



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A Redline Showing Boundary revised
 on custom boundary
 04.02.11 JM

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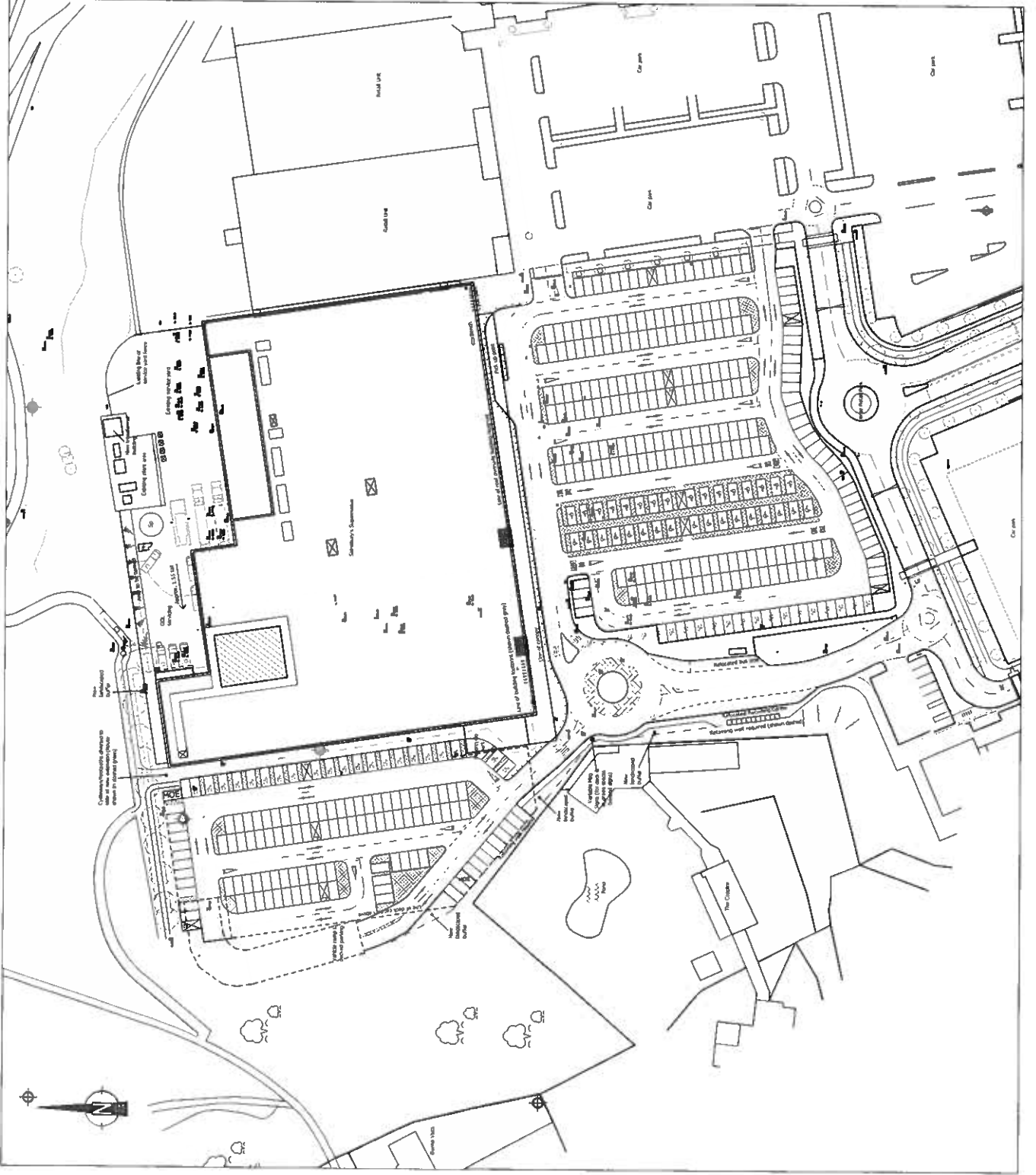
Project
 Sainsbury's Telford Extension
 Redline boundary revised

Client
 Sainsbury's Supermarket Ltd

Drawing Title
 Existing Site Plan

Drawn By	DATE	Scale	Case
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Check By	Drawing No.	Rev.	
JM	PL (0) 04	A	

NOTES



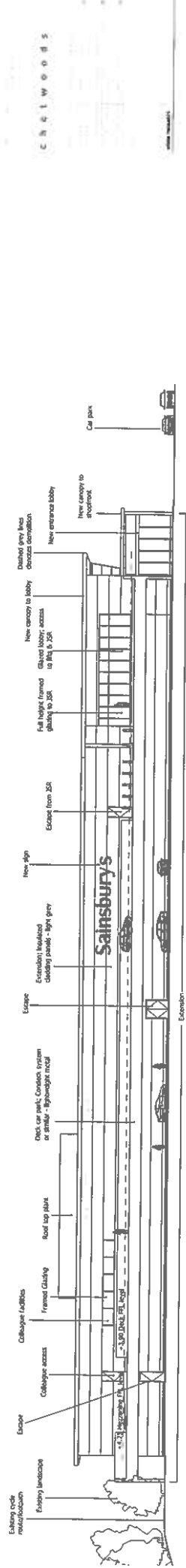
Rev	Amendment	Drawn/Checked/Date	Date
	A Site layout revised	AMO/AMO	20.05.10
	B Site layout revised	AMO/AMO	28.09.10
	C Latest Site Layout Shown	DJ/DJ	03.11.10
	D Latest Site Layout Shown	MB/MB	06.12.10
	E Planning boundary removed	CF/CF	12.01.11

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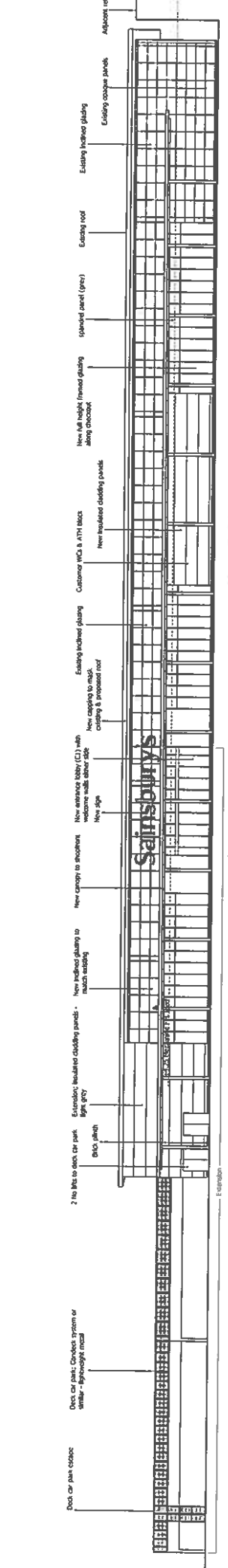
Sainsbury's

Telford
Proposed Site Layout

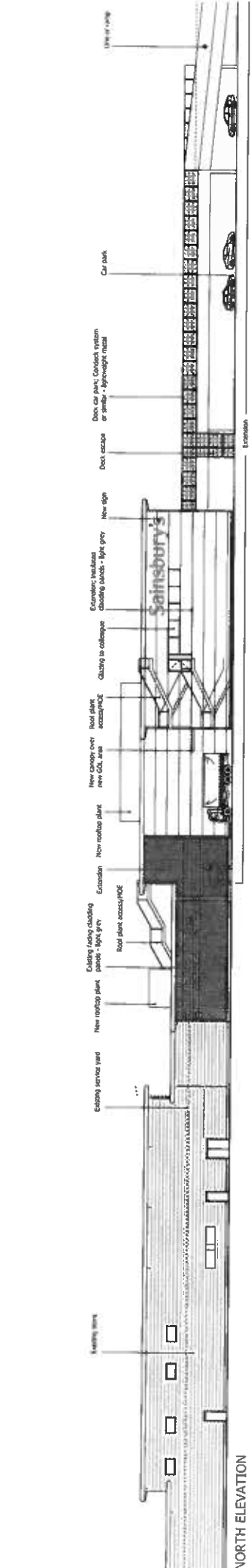
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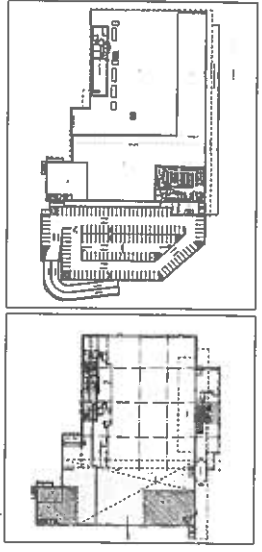
WEST ELEVATION



SOUTH ELEVATION

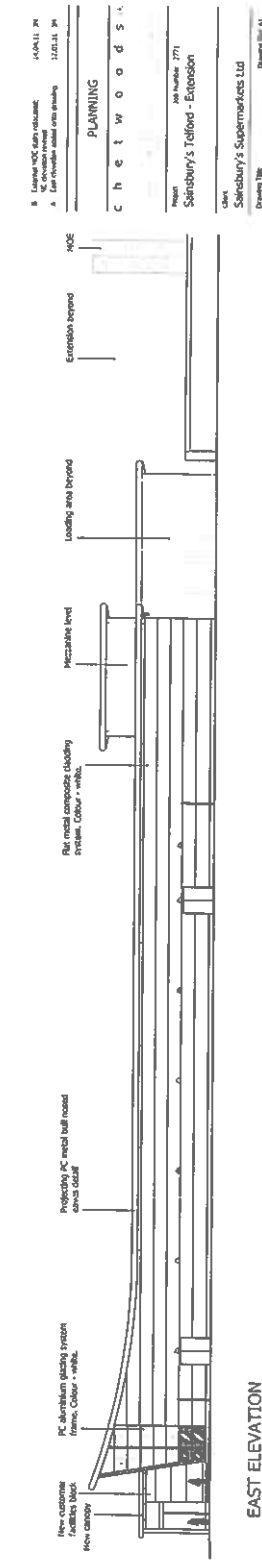


NORTH ELEVATION



1:1500 GROUND FLOOR

1:1500 MEZZANINE

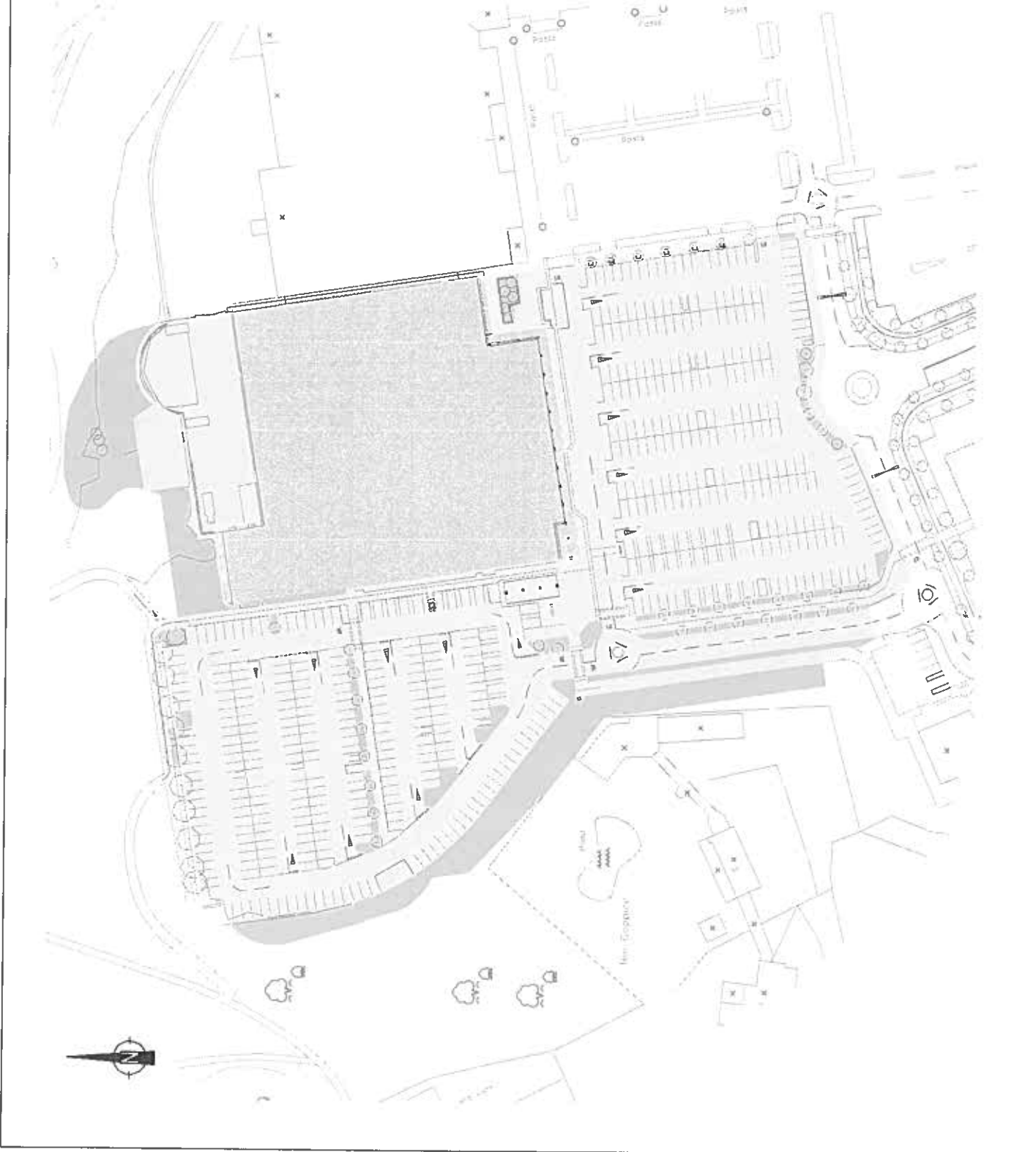


EAST ELEVATION

B. Licensed VCC date submitted: 14/04/11 2K C. Approved: 17/07/11 3K A. Approved: 17/07/11 3K		PLANING CHELWOODS	
Project: Sainsbury's Telford - Extension		Job Number: 771	
Client: Sainsbury's Supermarkets Ltd		Drawing No: 14	
Proposed Elevations		Date: 14/04/11	
Scale: 1:1000		Date: 14/04/11	
Author: P.L.J.B.		Check: B	

NOTES

- Existing Hard Standing Area
- Existing Roof Area
- Existing Landscaping Areas



Rev	Amendment	Drawn By/Date	Date
A	Planning boundary removed	AW	12.01.11
		AW	
		AW	

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Sainsbury's

Telford
 Existing Hard Standing Areas

Drawn	AW	Checked	AW	Approved	SD
Date	10.03.09	Date	11.03.09	Date	11.03.09
Scale	NTS	Status	For Information	Rev	A
Proj No. 9T4768/DS-SK102					

TWC/2011/0108 3 Ladygrove, Dawley Bank, Telford, Shropshire, TF4 2LS
Enlargement of existing hardstanding to front of property and erection of associated retaining wall

APPLICANT
Options Group

RECEIVED
18/02/2011

PARISH
Lawley and Overdale

WARD
Horsehay and Lightmoor

THE WARD MEMBER COUNCILLOR CLIVE MOLLETT HAS REQUESTED THAT THIS APPLICATION SHOULD BE CONSIDERED BY THE COUNCIL'S PLANS BOARD.

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Highways issues, impact on residential amenity.

THE PROPOSAL:

The application seeks to enlarge an existing hardstanding at the front of the property by removing soil and erecting a retaining wall. The enlarged hardstanding is sought for additional parking and a more satisfactory layout.

SITE AND SURROUNDINGS:

The property is a detached modern dwelling which is currently used as a care home; the property is situated approximately 2m above the ground level of hardstanding to the front of the property. A garage that was sited at the front has been removed, however the walls have been retained and white washed to create a parking area. A curved retaining brick wall leads from this area across the frontage which is an upward sloping grassed area abutting fencing. Several trees and some hedging are in line with the fencing providing privacy. Access is gained via steps adjacent to the parking area.

The application site is located off a narrow unadopted lane. The properties along Ladygrove are on one side of the lane which has high hedging bounding a field opposite known as 'Lawley Common'.

From the lane there is a limited view of the property as it is positioned towards the rear of the site which is bounded by trees; this is reflected on all properties which front this lane having 1.8m high close board fencing or hedging to the back of the lane, reducing the openness of this area.

To the north of the property the lane opens, providing an informal turning area, and an area of car parking for No. 2 & 3 Ladygrove.

PLANNING HISTORY:

W2002/1302 Excavation of existing bank to form car parking bay, erection of a 1.5m retaining wall and 1.5m high close boarded fence at front – granted 2nd January 2003.

PLANNING POLICY CONTEXT:
National Planning Guidance
PPS 1 –Delivering Sustainable Development
PPG 13 - Transport

Saved Wrekin Local Plan Policies
Policy UD2 – Design Criteria

LDF Core Strategy
Policy CS 15 – Urban Design

CONSULTATION RESPONSES:

Cllr Mollett objects on grounds of the existing nature of Ladygrove being an unmetalled bridleway, will be adversely impacted by further encouragement of vehicles, with associated noise and safety concerns for residents.

The Parish Council has no objections to the application.

Highways support the application.

Drainage have no objection to the application.

Geotechs: support subject to informatives.

Objections have been received from 4 neighbouring properties, which raise concern to the development on the grounds of:

- Narrow lane with difficulty in passing
- Contractors HGV's loaded with heavy materials will impact on lane
- Reckless driving by employees using lane and no regard to safety of others using bridle way.
- Garage demolished already to make extra parking spaces
- Removal of bank will effect drainage as septic tank situated in bank
- Danger and inconvenience of heavy construction vehicles
- Wish for the lane to remain protected as an unadopted dirt road with significant historical links to its industrial past
- Employees occasionally and satisfactorily use Old Office Road to park, requiring a walking distance of 20 metres.
- Extra parking provision not required as no increase in staff or young people
- Occasional annual/emergency meetings not legitimate argument for extra parking space
- Increase of traffic
- The Local Authority have no legal jurisdiction over the usage of Ladygrove
- Historic complaints registered with Higford Hall, Central Management for 3 Ladygrove regarding Employees for the Care Home

PLANNING CONSIDERATIONS:

The proposal is situated on a Lane which serves 5 properties. The property is not visible from the main highway 'Old Office Road'. The area has no designated land allocation in the Wrekin Local Plan and subsequently the general policies regarding design are appropriate.

The proposal does not constitute a major change to the existing frontage or layout but will provide a slightly larger parking area and improve upon the existing parking arrangements for staff and visitors. At present cars park informally within the site curtilage; the proposed layout will allow cars to park in a more formal layout. It does not increase the number of car parking spaces but should alleviate any problems with cars parked on the lane making passing difficult. It is not envisaged that there will be an increase in traffic as the applicant has confirmed there are no alterations to the number of staff.

Materials will be permeable tarmac for the hardstanding area and facing bricks for the retaining wall, taking account of the existing arrangement the design is considered appropriate for the property and its surrounding.

Detailed construction drawings have been submitted and accepted by both Geotechs and the Structural Engineer. Drainage Engineers are also satisfied with the relationship of the septic tank and the proposal.

Although the comments from neighbours are noted, the use of the property as a Care Home has been established and is not a planning consideration for this application. However what is for consideration is the existing situation and how issues of parking and highway safety can be alleviated.

In response to neighbours concerns the agent has submitted the following:

- The applicant is not proposing to use the property in any other way than is existing; therefore there will be no increase in activity levels at the site.
- The physical work will not affect in any way the existing drainage arrangements or septic tank. Detailed construction drawings have been provided.
- Traffic and activity levels are essentially a function of the use of the property.
- The proposals are relatively minor in nature and will not provide for any significant additional car parking. It will provide a more satisfactory parking layout which will minimise the need for any parking to take place on the road.
- Construction related matters is not a planning consideration, however, the applicant acknowledges the concerns of neighbours and can provide a commitment to carry out the works in as considerate manner as is practical, whilst noting that some disruption is inevitable. It is

anticipated that the works will last for no more than two weeks and blocks, bricks and plants will be delivered by small vehicles.

Officers consider issues regarding construction can be managed through appropriate conditions ensuring the disruption and inconvenience caused to neighbours is kept to a minimum.

In conclusion it is considered that the scale, layout and design of the proposed development is acceptable and will not have an adverse impact on the visual amenities of the site or immediate surrounding area. The works will not result in an increase in activity levels, and subsequently will not adversely effect the residential amenities of adjacent neighbours, nor prejudice the safety of highway users. Furthermore the proposal will not effect the existing drainage arrangements of the septic tank. Accordingly the proposal complies with both national and local planning policies.

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

1. A04 Time limit
2. B06 Samples of materials
3. C38 Development in accordance with deposited plans
4. CCustom Stability Calculations
5. CCustom Construction Management Plan

REASON FOR APPROVAL:

The proposed development will improve upon the existing parking arrangements for staff and visitors by providing a slightly larger area for vehicles to park off the existing lane and reduce any problems which make passing difficult. The proposal will not have an adverse impact on residential amenity, nor prejudice the safety and free flow of highway users.

TELFORD AND
WREKIN COUNCIL
- 2 FEB 2011
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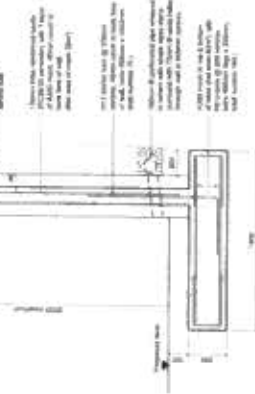


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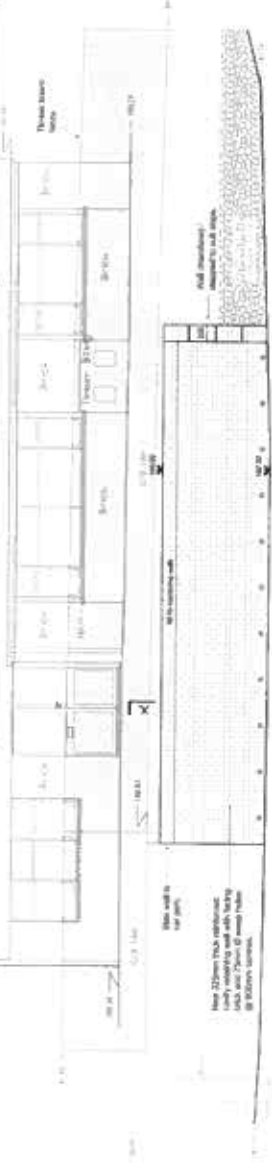
Ordnance Survey © Crown Copyright 2011. All rights reserved.
License number 100020449. Plotmap Scale - 1:11250

NOTES

- 1. All dimensions are in millimetres unless otherwise stated.
- 2. All walls are to be constructed in accordance with BS 5646.
- 3. The retaining wall is to be constructed in accordance with BS 5646.
- 4. The retaining wall is to be constructed in accordance with BS 5646.
- 5. The retaining wall is to be constructed in accordance with BS 5646.



SECTION X - X
RETAINING WALL



ELEVATION ON NEW WALL



ELEVATION ON EXISTING WALL



EXISTING CURVED
WALL & EMBANKMENT



102603



PROPOSED PLAN



EXISTING PLAN

TEL: 01452 371111
WREXHAM
RECEIVED

THE SWALLOWS
LADY GROVE, TELFORD

EXISTING PLAN INDICATING NEW
WALLS AND DETAILS

VALE CONSULTANCY

DATE	08.12.16	J.S	J.M	M.J
SCALE	1:100, 1:50, 1:20			

20665 - 02

TWC/2011/0170 The White Horse Inn, Heath Hill, Dawley, Telford, Shropshire, TF4 2JU

Application to replace an extant planning permission (W2008/0531) for the demolition of existing public house and erection of 14.no dwellings with associated access

APPLICANT

Mr Barry Shepston

RECEIVED

09/03/2011

PARISH

Great Dawley

WARD

Dawley Magna

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Principle of development, Extant outline planning permission, Loss of existing bowling green, Highways issues, Impact on the character of the area

THE PROPOSAL:

The application seeks planning permission to replace the extant outline planning permission (W2008/0531) for the demolition of the existing public house and erection of 14.no dwellings with associated access. All other matters were reserved.

SITE AND SURROUNDINGS:

The application site is located approximately 500 metres to the northwest of Dawley District Centre.comprises a 0.25ha area which is divided into two parts by Balls Hill. The northern part formerly comprised the White Horse Public House, a Local Interest Building with bowling green at the rear. The Public House has recently been demolished during the current planning process; however the building fronted Balls Hill and was visible from Heath Hill. It was a two storey brick property, rendered and painted white, with a tile roof. The rear of the building faced the bowling green. The southern part of the site comprises the existing car park for the public house.

The bowling green and associated facilities included floodlights, a shelter and outbuildings. There are trees along the rear boundary with Willetts Way which are protected by a Tree Preservation Order. The site is open since the demolition and removal of the Public House; however it was formerly enclosed by a mix of fences, buildings and walls.

A footpath leads along the southeastern edge of the bowling green linking Balls Hill through to a number of residential properties at Willetts Way. The area is predominantly residential, with a mix of housetypes. On the opposite side of Heath Hill is a combination of residential properties, industrial units and a bus depot.

PLANNING HISTORY:

W2005/0798 Residential Development for 14 Apartments, Outline refused

W2006/1243 Demolition of Existing Public House and Erection of 14no. Dwellings with Associated Access, Outline refused

W2007/1508 Demolition of existing public house and erection of 14.no dwellings with associated access, Outline refused

W2008/0531 Demolition of existing public house and erection of 14.no dwellings with associated access, Outline granted

PLANNING POLICY CONTEXT:

National Planning Guidance

PPS1 Delivering Sustainable Development

PPS3 Housing

PPS5 Planning and Historic Environment

PPG17 Planning for Open Space, Sport And Recreation

Saved Wrekin Local Plan Policies

EH7 Contaminated land

UD2 Design Criteria

UD3 Urban Design Assessments

H6 Windfall Sites in Telford and Newport

H22 Community Facilities

LR4 Outdoor Recreational Open Space

LR6 Developers Contributions to Outdoor Recreational Open Space

OL11 Woodland and Trees

OL13 Maintenance of open space

HE25 Buildings of Local Interest

LDF Core Strategy

CS1 Homes

CS10 Community Facilities

CS14 Cultural, Historic and Built Environment

CS15 Urban Design

CONSULTATION RESPONSES:

Great Dawley Parish Council has not objected to the proposal however they raise concerns about mineshaft and access on original application and that there should be no reduction in 106 funding.

Highways: no objection subject to conditions regarding visibility splays, access road width, provision of footways, road construction detail and layout; as well as an informative regarding the closure of the existing junction to vehicles.

Built Heritage Conservation: This is a Local Interest Building and therefore protected under Wrekin Local Plan Saved Policy HE25. In relation to the new submission for renewal, since it was previously approved, PPS5 has been published and this is now a consideration in the Planning process. Given that, it also goes against PPS5 guidance on non-designated heritage assets in that sufficient justification for the loss of the Heritage Asset including options appraisals for retention have not been submitted HE9.2. PPS5 also states that allowing a building to fall into disrepair is not a material consideration in determining an application (HE7.6). The Design and Access Statement also

fails to refer to the fact it is a Local Interest Building and therefore the applicants statement that the building has no architectural or historic merit is incorrect.

Geotechs: No objection subject to condition regarding contaminated land and informative re: Minerals area.

Drainage: No objection subject to condition regarding details of foul and surface water drainage and runoff rates.

Contaminated Land (Environmental Health): The proposed development is situated in a former mining area. As such, land contamination is a material planning consideration, and therefore a land contamination condition should be imposed.

Ecology: Following submission of a bat and bird survey, the survey found no evidence of bats or birds, and happy that the development will have no negative impacts on protected species. Condition bat and bird boxes erected on the new buildings on site; and informatives regarding Trenches and Enhancement planting.

Arboricultural: Objects to the proposal on the grounds of insufficient evidence to show material consideration has been given to the protected trees on site. The red edge of the area shown within the ecology report encompasses only the building, formally a public house. This site has protected trees bordering the north eastern boundary and as such all the usual conditions should be applied if this area is included within this application to develop. Comments have been previously made regarding this site and those conditions to any planning approval should still apply. There are no plans available with this consultation so further comment cannot be made.

Sustainability: One of the most effective ways of securing more sustainable developments, and reducing climate change emissions, is to design buildings to achieve Code for Sustainable Homes standard (CSH). It is recommended that the development is constructed to achieve Level 3 of the Code for Sustainable Homes, then be upgraded to Level 4 for any development that occurs after April 2013. These requirements are in accordance with Planning Policy Statement 1, Planning and Climate Change – Supplement to PPS1, Planning Policy Statement 9 (and Related 'A Guide to Good Practice') and Planning Policy Statement 22.

Education: No objection on the principle that the terms previously agreed in the section 106 agreement dated 14 February 2009 still apply.

Parks & Open Spaces: This is a longstanding application which has had significant input from Parks & Open Spaces and Sport England in relation to the loss of recreation provision (Bowling Green). Following extensive consultation and negotiation with developers and Sport England to reach an agreement, a S106 was conditioned to include the provision of a contribution towards the replacement of the facility elsewhere in the locality. This figure

was £50k (index linked). In order to facilitate this, Parks and Open Spaces did not request any further contributions for recreation/children's play. The S106 needs to be confirmed as still valid and in agreement with all parties (developer/Sport England and Parks) and if this is the case Parks & Open Spaces will have no objection.

Sport England: no formal comments; however have been in discussion with Parks & Open Spaces regarding the proposal and previous contributions.

Shropshire Fire Service: No objection subject to informatives regarding access, water supplies and sprinkler systems.

One neighbour letter has been received with the following comments:

- No objection to removal of Public House
- Location of dwellings and impact on own property
- Access
- Volume of traffic on Heath Hill
- Loss of open space in Dawley

PLANNING CONSIDERATIONS:

There is an extant planning consent on this site which has agreed the principle of residential development in this location. The previous application was considered acceptable by reason that subject to the provision of a contribution towards education and leisure use, the proposed development would provide residential accommodation in accordance with the policies within the adopted Local Plan and national planning guidance.

In line with PPG17 requirements, an assessment had been undertaken which clearly demonstrated the bowling green facilities to be surplus to requirements. In accordance with LR4, applications which would lead to the loss of open space should not be supported unless it is replaced in a suitable alternative location to an equal or improved specification. Thus, whilst the development would mean the loss of the Public House and bowling green in this location, the previous application was considered acceptable as the Applicant had resolved the contributions required to compensate the loss of the bowling green, with the previous S106 agreeing funding of £50,000 to be used at another bowling club in the area, (within Dawley Park following discussions with local Ward Members). The contribution was agreed by Parks & Open Spaces; a higher figure of £100,000 had been requested by Sport England. This current application is brought before Members as Dawley Park is no longer the intended location for the replacement facility and accordingly the wording in the legal agreement has been revised.

In addition to the contribution towards replacement bowling facility, Education requested a contribution of £1,400 for each two bedroom or larger dwelling, which has also been incorporated into the legal agreement. This remains unchanged.

Whilst there have been changes to planning policy in respect of the Historic Environment since the last permission with the publication of PPS5: Planning

and Historic Environment, the principle of demolishing the Local interest Building has already been deemed acceptable by the 2008 application, and the building has recently been demolished. Whilst this is regrettable, and a lack of information was submitted in respect of the heritage asset, officers consider the extant planning permission, albeit for outline consent, is a material consideration, and that enforcement action is not expedient.

It is considered that the site can be adequately accessed, drained and that the development will not adversely affect the local environment or adjacent uses, subject to appropriate conditions, and is therefore considered acceptable in principle and complies with policies CS1 in core strategy and H6 in Wrekin Local Plan.

There are no undue problems of land stability and land contamination therefore the proposal complies with local planning policies and the issues can be mitigated by conditions and informatives.

The site contains several trees along the rear boundary which are subject of a Tree Preservation Order and shall be retained and protected by conditions, as imposed on the previous outline permission.

No plans have been submitted for this application as it is a renewal; however indicative plans were submitted with the 2008 application. It was considered that the layout reflected the character of the area and the neighbouring properties by locating some of the buildings to the area on the footprint of the public house and bowling green and building a single block comprising of 6 dwellings to the area of land towards Heath Hill. This would help to screen the associated car parking and the properties would front the highway. Private gardens would be provided for the 8 houses at the rear and the existing link through to Willetts Road would be retained with a pavement alongside the access road to the parking area.

It is intended that the replacement bowling green would be retained within the vicinity of the White Horse; therefore it would be an acceptable alternative location to serve residents in the area.

In terms of impact on neighbouring properties, the dwellings can be designed and set out on site so as not to have a detrimental impact on privacy or amenity levels.

The consultation comments from Ecology can be addressed by condition and informatives. Sustainability and the Fire Service's comments shall be added as informatives.

The neighbour comments are noted and the issues regarding access and location of dwellings will be considered at the reserved matters stage. Whilst the proposal will constitute a loss of open space, specifically the bowling green, the principle of residential development has already been agreed by grant of previous outline planning permission subject to contributions towards suitable alternative provision.

RECOMMENDATION: to GRANT PLANNING PERMISSION subject to the Applicant entering into a Section 106 Agreement to pay £50,000 towards replacement bowling facility within the vicinity of the development and £1,400 per dwelling towards education, and the following conditions:

1. A01 Time limit
2. A03 Submission of reserved matters
3. B01 Standard outline
4. B02 General details
5. B06 Samples of materials
6. B07 Sample panel
7. B13 Details of enclosure
8. B14 Landscaping design
9. B14a Tree survey
10. B18 Landscape maintenance
11. B23 Onsite construction
12. B30 Contaminated land
13. B33 Foul and surface water drainage
14. B73 Trees protective fencing
15. Bcustom Highways condition
16. Bcustom Runoff rates
17. C07 Trees – no burning
18. Ccustom Tree protection – services and earthworks
Ccustom Bat and bird boxes

Informatives

- | | |
|-----|-----------------------------|
| I06 | S106 |
| I17 | Minerals Area |
| I22 | Protected species |
| I32 | Fire Authority |
| I40 | Conditions |
| I41 | Reasons for outline consent |

REASON FOR APPROVAL:

The principle of development has been agreed by the existing outline planning permission. It is considered to comply with Local Plan and Core strategy policies, in that the site can be adequately accessed and drained. The site is sustainably located with access to a range of facilities within Dawley District Centre. There will be no undue environmental impact of the development. Contributions have been negotiated towards replacement bowling green facility and education.

TWC/2011/0243 The Wellington Arms, 3 Whitchurch Road, Wellington, Telford, Shropshire, TF1 3AG

Erection of a low rise wall to front of premises to form an alfresco area to front, installation of a Jumberella with integrated lighting and heaters and erection of a 1.1m high post and chain link fence to side of property

APPLICANT
Punch Taverns

RECEIVED
05/04/2011

PARISH
Wellington

WARD
College

THIS APPLICATION WAS DEFERRED AT 1ST JUNE 2011 PLANS BOARD TO ENABLE MEMBERS TO UNDERTAKE A SITE VISIT

Since the preparation of the previous report to members, representations have been received from Councillor Ion and a local resident.

Councillor Ion objects on the following grounds;

- The effect on nearby residential properties, particularly for the residents of Eagle Court.
- Potential noise nuisance caused by customers using the 'Jumberella' late at night.
- Road safety issues that may ensue from an overspill of drinkers onto pavement and main road.
- The unsightly wall and chain link fence which will have a detrimental impact on the aesthetics of this locally listed building.

Councillor Ion has also commented that the applicant has stated that there is increased demand for outside dining – however no data has been offered in support of this assertion and a significant number of local residents in the past weeks have expressed their opposition to this application.

In response to the increased demand for outside dining, there is no data to support this statement. Punch Taverns have seen increased demands for eating outside therefore Public Houses are trying to facilitate this trend.

The local resident has commented that they would be pleased to see the premises occupied once more but without the addition at the front of the premises.

These issues have been addressed in the original report to plans board.

In addition the following consultation responses have been received:

West Mercia Constabulary: Support the application as from a constructional aspect there are no concerns. Policing the footfall for the night time economy will be monitored and issues that arise will be dealt with at the time.

Highways: Have no additional comments to make following further consultation.

Pollution Control: Have no record of any disorder at the front of the premises. In the past several complaints have been received in respect of loud music coming from the premises. An existing condition on the premises licence states that the beer garden will be closed at 22:00hrs. If that is also applied to the front they have no issue with having a seating area at the front. After 22:00hrs only the smoking area at the rear will be used.

Environmental Health will require a planning condition to ensure the area at the front will be closed at 22:00hrs and only the smoking area at the rear to be used after 22:00hrs. This is to minimise the risk of causing disturbance and nuisance from customers and if regulated entertainment is taking place to reduce the number of people opening and closing the door which allows leakage of noise as the pub is in a residential area.

Highways have no additional comments to make; therefore it is considered that there are no issues with highway safety. West Mercia Constabulary supports the application and will deal with any issues as they arise. In respect of concerns about noise levels and disturbance to nearby residential properties; these can be controlled through condition.

In conclusion it is considered that the proposal will not have a detrimental impact on residential amenity, nor will the proposal have an adverse impact on highway safety. Accordingly, there is no change to the recommendation to grant permission subject to conditions as set out in the original report below.

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: Visual impact, residential amenity, highway safety

PROPOSAL:

The application submitted by Punch Taverns seeks to erect a 900mm high rendered block wall to create an area to the front of the premises for outside dining and drinking. This area is to include a shelter comprising a black 3m x4m Jumbrella with integrated heaters. The removal of an existing low wall to the side of the

premises and the erection of a 1.1m chain link fence to provide access to the designated smoking area from the rear drinking area.

SITE AND SURROUNDINGS:

The application site is a vacant public house sited on the junction of Whitchurch Road and The Lawns. It is an early 19th Century detached building, that has a long frontage and tiled gable roof; the building is registered as a building of local interest. The front elevation is cream painted

brick and facing onto Whitchurch Road, a main thoroughfare of Wellington. A modest timber porch is located centrally on the front elevation, with ornate lion statues either side. The property has a number of architectural features including chimneys, open eaves details, sash windows, and large ground floor windows, with stone cills and brick headers.

There are currently 5no. parking spaces and bollards on the front, additional spaces are also located to the side and rear. In total the site has provision for 26 car parking spaces around the perimeter.

The north side has car parking spaces bounded by high fencing with residential flats (Eagle Court) beyond.

The rear (west) elevation is an irregular shape, bounded by fencing and brick walls with adjacent residential properties. It has a flat roof element and large chimney flue. The finish is a mixture of brick and cream painted brick and rendering. There is a sizeable amount of land to the rear with existing tarmac area. Unfortunately this land looks unkempt due to the premises being closed.

The south side abuts The Lawns which comprises of residential and warehousing/commercial properties. It is bounded by a high brick wall and fencing but parts of the wall and fencing are in a state of disrepair.

PLANNING POLICY CONTEXT:

National Planning Guidance

PPS 1 Delivering Sustainable Development

PPS4 Planning for Sustainable Economic Growth

PPG13 Transport

Saved Wrekin Local Plan Policies

UD2 Design Criteria

HE25 Buildings of Local Interest

LDF Core Strategy

CS2 Jobs

CS 5 District and Local Centres in Telford

CS10 Community Facilities

CS15 Urban Design

CONSULTATION RESPONSES:

Wellington Town Council objects on the following grounds:

- proposed location too near to main road;
- potential nuisance to highway users;
- unsuitable location and health hazards for potential users.

Arboricultural: No objection as there are no trees within the red edge, there are trees in adjacent gardens but these are regularly maintained at a low height and will not factor unless the applicants are re-profiling and re-surfacing the car park.

Built Heritage Conservation: Confirm the premises are Locally Listed but outside the Wellington Conservation Area. In principle the proposal will not detrimentally affect the fabric or character of the Local Interest building although there is a need for an alternative to chain link fence.

Highways: have an issue with the number of parking spaces but feel it would be difficult to defend if an appeal was submitted for the following reasons:

- The site is in a sustainable location, close to Wellington town centre with car parks, train station and key bus routes. Customers could walk to the establishment as residential houses close by.
- PPG13 states that applicants are to determine their own parking requirements and that the Local Authority can only apply maximum rather than minimum parking standards when considering the provision made. A refusal on the grounds of parking shortfall can only really be made if a robust case is put forward by the Authority demonstrating particular road safety issues as a consequence. This would be difficult to prove.
- No recent evidence available to suggest an issue with the existing parking provision and therefore a potential one in the future.

It is therefore suggested that future parking to the rear is provided and existing car parking spaces redesigned.

6 letters of objection have been received from local residents. These raise concerns on the grounds of:

- Noise from musical evenings and use of amplifiers
- Effect on residential properties surrounding public house
- Broken glass being a danger to children and dogs
- Noise and nuisance caused by customers using Jumberella and overspilling of drinkers onto pavement and road, and from drinkers congregating outside particularly late at night and weekends.
- Loss of car parking
- Busy access road to The Maltings attempting to join Whitchurch Road along traffic from public house and local businesses is a potential traffic hazard
- Unsightly installation which will spoil the historic aesthetics of the existing building.
- Become a litter trap
- Al fresco misleading way of saying Smoking Shelter
- Non-smokers having to walk through a smoking area
- External doors propped open during summer months

3 Letters of support from 4 neighbouring properties have also been received from the local area welcoming the development and investments due to take place at the site.

PLANNING CONSIDERATIONS:

The application site includes alterations to a Locally Listed Building located to the far north of Wellington district centre. The proposal involves alterations to assist the business and encourage the reopening of the Public House. Policy

CS10 seeks to support existing facilities, and resist the closure of Community Facilities; the proposed alterations conform with this policy.

The proposed alterations involve the change of use of car parking to the front of the Pub to use as an alfresco dining area, in addition to a 0.9m high block wall and the installation of a black Jumberella. This area would fall in line with No 41 Whitchurch road, to the south of the development site, and the fence line of the adjacent building which fronts Crescent Road. Furthermore it should also be noted The Park Public House opposite the Wellington Arms, has a beer garden to the side of the building including a 1.2m high wall and hedge above, screening the beer garden from the street scene; this boundary treatment abuts the public footpath and is immediately opposite this development site. The principle of the low wall and use for alfresco design is considered acceptable, as it would not have an adverse impact the street scene, the building line, or the character of the area.

The proposed Jumberella whilst a permanent proposal, is a temporary in nature, in that it can be removed easily and is not attached to the fabric of the building; the item is set back from the highway and due to the location of adjacent buildings to the north and south of the site, would not be sited in a prominent location. With regard to the low wall Officers considered a 0.9m boundary treatment is acceptable, however the finished result should respect the front elevation of the public house. Subsequently it is considered further details regarding the materials and finish should be controlled through condition.

The proposed alterations to the side boundary will allow access to the smoking shelter, a canopy over the bay window on the side elevation. This is currently enclosed by a 1.1m high wall. The proposed chain link fence is out of character with the building of local interest, however the principle is considered acceptable, subsequently it is considered this can be amended through condition.

Although Highways have raised an issue with car parking spaces, the level of car parking remains unchanged, and spaces will remain at 26. The site is considered accessible as it abuts Whitchurch Road which is on a bus route and within walking distance of the Town Centre, and the residential community which surrounds it. Consideration is also made to this being external seating areas, and therefore use is naturally limited to fair weather, in addition to this being a public house where customers may not be driving to the facility. There is no change to the vehicle access to the site. As there is no change in internal accommodation, and the level of parking remains the same, it is considered the proposal will not have an adverse impact on highway safety.

The impact on the adjoining three storey high Eagle Court flats needs to be considered as it is sited approximately 20 metres from the development. It appears that the windows in Eagle Court that overlook the site are not main living room windows but kitchen and bathroom windows. There is close boarded fencing and brick pillars along this boundary to provide some privacy

at ground floor level. There are concerns from residents in respect of noise but also a letter of support from a resident stating that they have never experienced any problems with loud noise in the eight years that have resided there. A public house opposite the site has given support to the proposal. Other residential properties surrounding the site are not within a distance that would be considered a problem in terms of noise.

The applicant states that there is increased demand for outside dining. They have carefully designed the alfresco dining area to minimise noise break out and impact on amenity and no music will be played outside. This can be adequately controlled through condition; furthermore hours of use can be restricted.

With regard to other comments raised by objectors, customers will not have to walk through the smoking area, this is sectioned off at the side of the building. The use is already existing, and subsequently it is not considered the proposal will not increase anti social behaviour. With regard to doors being propped open during summer months, this is not a planning consideration, however these could be controlled through fire regulations.

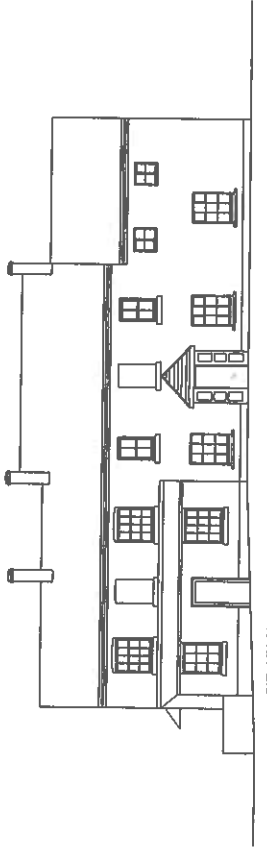
In conclusion the proposal will support the reopening of an existing public house. It will not adversely affect the character of the Locally Listed Building or the area. The proposal will not have a detrimental impact on residential amenity, nor will the proposal have an adverse impact on highway safety. Subsequently it is considered the proposal meets local and national planning policies.

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

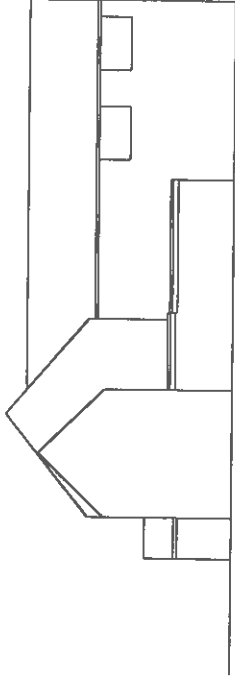
1. A4 Time limit full
2. B05 Notwithstanding details of materials
3. C38 Development in accordance with Plans
4. D14 No amplified noise
5. Non Hours of Use of front external area standard

REASON FOR APPROVAL:

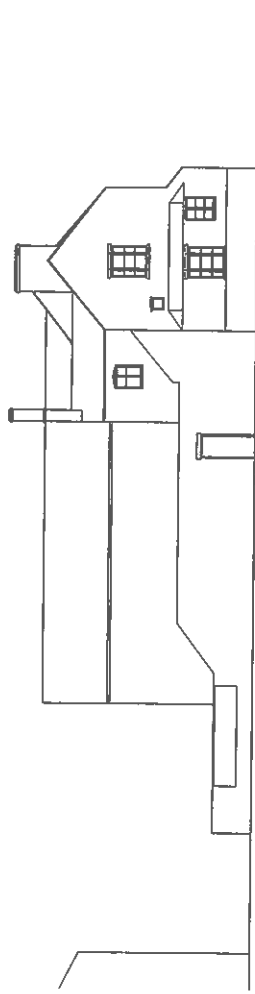
The proposed alterations will not adversely affect the character of the Locally Listed Building or the area. The proposal will not have a detrimental impact on residential amenity, nor will the proposal have an adverse impact on highway safety.



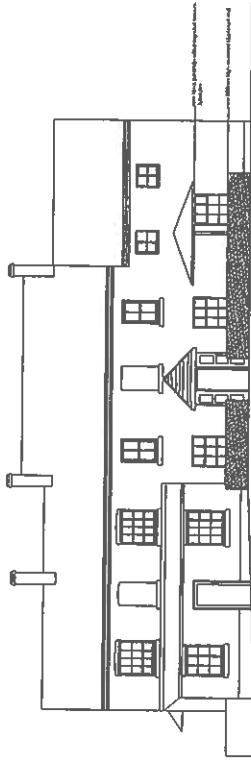
EXISTING FRONT ELEVATION



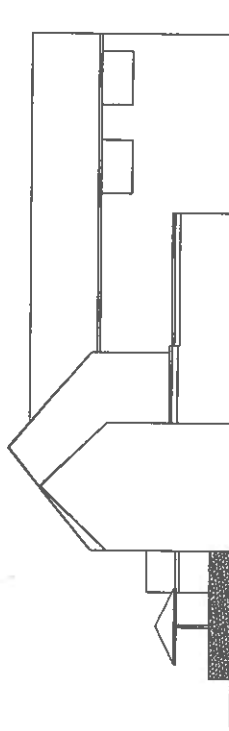
EXISTING SIDE ELEVATION



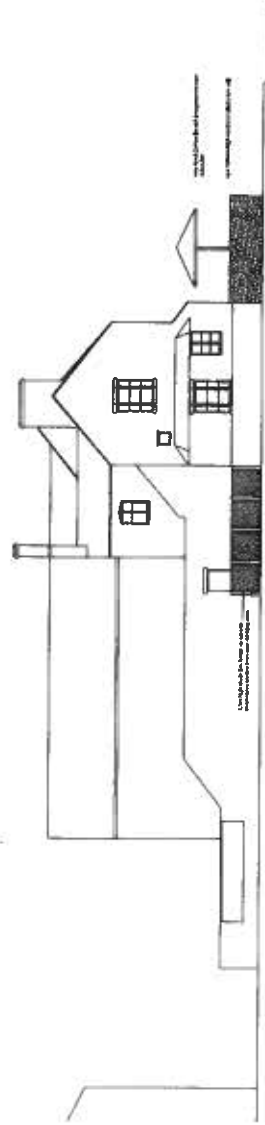
EXISTING REAR ELEVATION



PROPOSED FRONT ELEVATION



PROPOSED SIDE ELEVATION



PROPOSED REAR ELEVATION

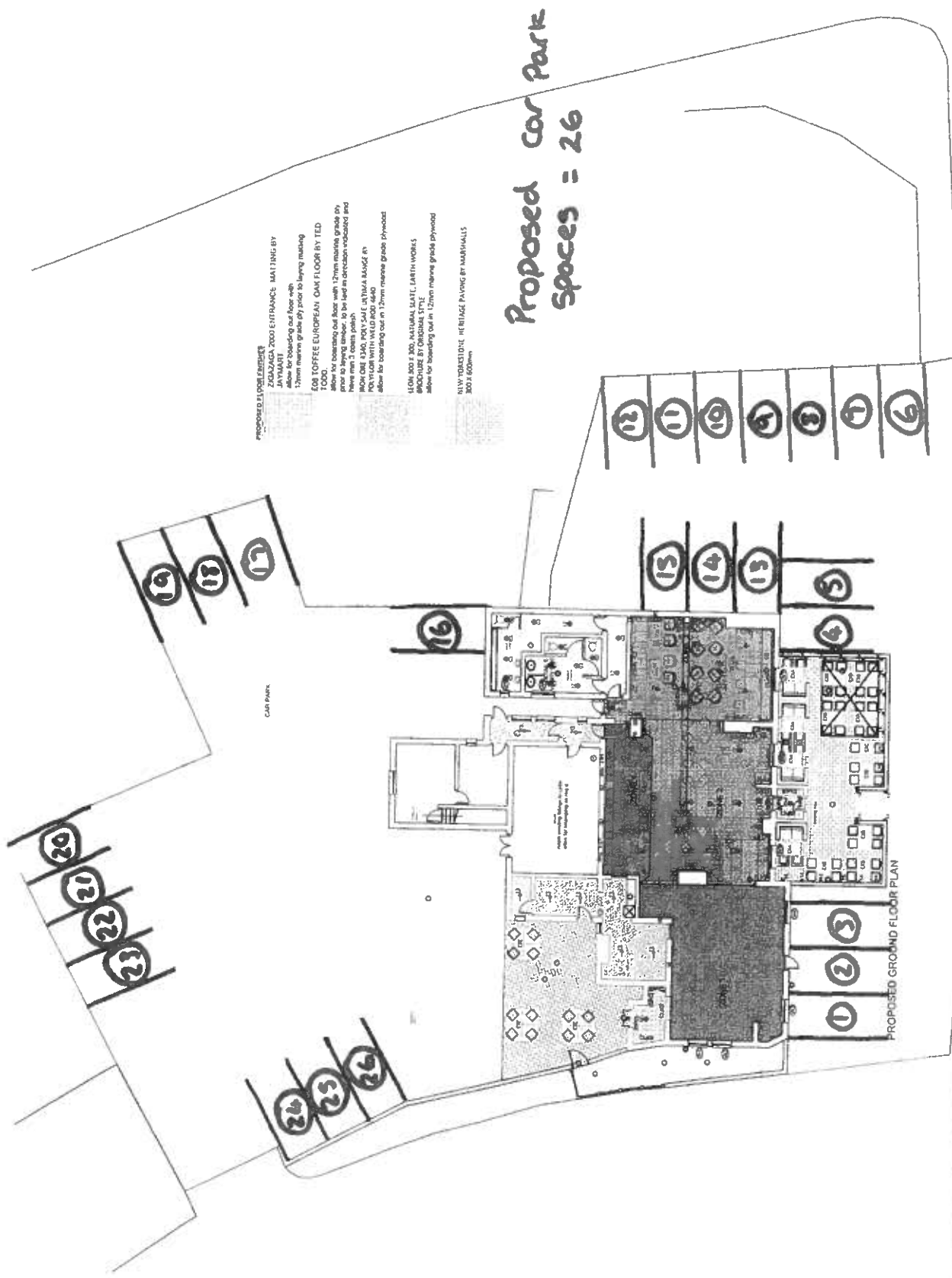
These drawings were prepared by the architect for the purpose of illustrating the proposed design and are not to be used for any other purpose without the written consent of the architect.

- Approved Mayor Councilman Alderman City Clerk At-Large

Scale



1/8" = 1'-0"



PROPOSED PORELLENS
 ZIGZAGGA 2000 ENTRANCE MATTING BY
 allow for boarding out floor with
 12mm marine grade ply prior to laying matting

**FOR TOPFEE EUROPEAN OAK FLOOR BY TED
 TOOD.**
 allow for boarding out floor with 12mm marine grade ply
 prior to laying timber. to be laid in direction indicated and
 allowed to acclimate to site conditions prior to installation

WOOD ONE 3340, POLY SAUC, CANTINA, BASSO & R
 allow for boarding out in 12mm marine grade Plywood

LEON 300 x 300, NATURAL SLATE, FORTH WORKS
 allow for boarding out in 12mm marine grade Plywood

ARCHITECTURE BY ORIGINAL STYLE
 allow for boarding out in 12mm marine grade Plywood

NEW VESTIBULE, HERITAGE PARKING & MATH WALLS
 300 x 600mm

Proposed car park
 Spaces = 26

Client
 leave blank

Drawn by
 1446-11

Project Info
 3, Wickchurch Road
 Walsingham
 Norfolk
 PE13 3AG
 Proposed Car Park Layout

Issue
 DC
 30/04/2011
 1:200

Scale
 1:200

Drawn by
 Proposed Car Park Layout

pma
 Philip Milson Architecture

Project Info
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 T: +44(0)1693 73222 F: +44(0)1693 73222 W: philipmilsonarchitecture.co.uk E: philip@philipmilsonarchitecture.co.uk
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Revision

Drawn by
 Approved Issued Construction As built
 All levels and dimensions must be checked on site by contractor prior to commencement of works. Any variations must be reported to Philip Milson Architecture
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TWC/2011/0333 27 Gilpin Road, Admaston, Telford, Shropshire, TF5 0BG
Installation of pitched roof to replace existing flat roof over garage and porch

APPLICANT

Mr Terry Kiernan

RECEIVED

19/04/2011

PARISH

Wrockwardine

WARD

Wrockwardine

COUNCILL TERRY KIERNAN IS THE APPLICANT THEREFORE THIS APPLICATION IS TO BE CONSIDERED BY MEMBERS OF THE PLANS BOARD

OBJECTIONS RECEIVED: No.

MAIN ISSUES: Design and visual impact, and impact on neighbouring amenities.

THE PROPOSAL:

The application seeks to replace the existing flat roof over the garage and porch and replace with a pitched roof.

SITE AND SURROUNDINGS:

The property is a semi-detached gable house situated within an established residential area. External materials are concrete tiled roof, red facing bricks and both white timber and upvc doors and windows. A large bow window at ground floor level is a feature on the front elevation. The frontage is open plan, laid with gravel and a tarmac driveway leading to the attached flat roofed garage which itself is attached to the garage of the adjoining property.

The rear of the property has a patio area leading to a lawn, bounded by 2m high timber fencing to the sides. The rear is bounded by several mature trees and overlooks a railway line which abuts the southern boundary.

The majority of immediate neighbouring properties are of a similar design and appearance with bow windows and a flat roof element over the garages; however, there are several that have installed pitched roofs.

PLANNING HISTORY:

No relevant history

PLANNING POLICY CONTEXT:

National Planning Guidance

PPS 1 –Delivering Sustainable Development

Saved Wrekin Local Plan Policies

Policy UD2 – Design Criteria

LDF Core Strategy

Policy CS 15 – Urban Design

CONSULTATION RESPONSES:
Wrockwardine Parish: No objection

No comments received from neighbouring properties following consultation.

PLANNING CONSIDERATIONS:

The proposal is to replace the existing flat roof element above the bow window and garage with a pitched roof. This will help alleviate the current problems with rain water seeping into the property.

The new roof will run across the entire front of the property and garage. It will have a pitch of 19° with roof tiles to match existing. The roof line above the bow window will come forward slightly by 0.3m but no further forward than the garage building line. There are no issues in regards of levels with adjoining properties and the rear is not overlooked.

The development would alter the appearance of the property in the streetscene, however it does not constitute a major change to the existing frontage and will respect and reinforce the existing character of the dwelling. The proposal will have little if no impact on neighbouring properties.

In conclusion it is considered that the scale, layout and design of the proposed development are acceptable. The appearance of the property will be altered in the streetscene, however it would be satisfactory within this context. Accordingly the proposal complies with both national and local planning policies.

RECOMMENDATION: to GRANT PLANNING PERMISSION subject to the following conditions

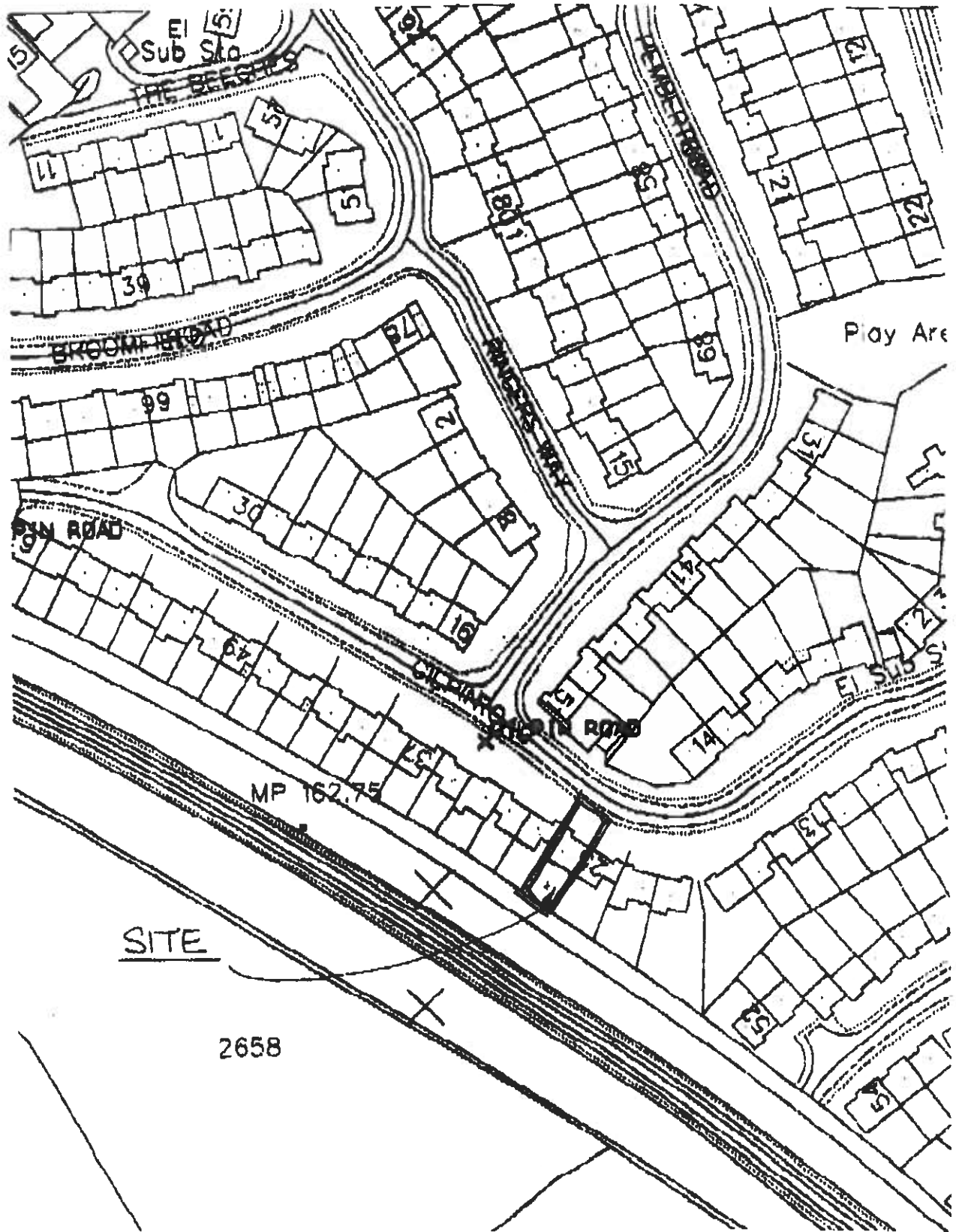
1. A04 Time limit
2. C01 Finishing material to match existing
3. C38 Development in accordance with deposited plans

Informatives

I40	Conditions
I41	Reasons for Grant of Permission

REASON FOR APPROVAL:

The proposed development is considered acceptable. There will not be a significant detrimental impact on neighbouring properties or the streetscene.



SITE

2658

LOCATION PLAN
Scale 1:1250

TELFORD AND
WREKIN COUNCIL
19 APR 2011
RECEIVED

