

TWC/2023/0481

Site of Haven Boarding Kennels & Cattery, The Ridges, 1 Lightmoor Road,  
Lightmoor, Telford, Shropshire  
Demolition of existing buildings (including 1no. dwelling) and erection of 9no.  
dwellings \*\*\*\*AMENDED PLANS (INCLUDING LOCATION PLAN) AND  
ADDITIONAL HIGHWAYS INFORMATION SUBMITTED\*\*\*\*

**APPLICANT**

C Bagry

**RECEIVED**

26/10/2023

**PARISH**

Dawley Hamlets

**WARD**

Horsehay and Lightmoor

**THIS APPLICATION HAS BEEN REFERRED TO PLANNING COMMITTEE AT  
THE REQUEST OF DAWLEY HAMLETS PARISH COUNCIL**

Online planning file: <https://secure.telford.gov.uk/planning/pa-applicationssummary.aspx?applicationnumber=TWC/2023/0481>

**1.0 SUMMARY RECOMMENDATION**

- 1.1 It is recommended that DELEGATED AUTHORITY be granted to the Development Management Service Delivery Manager to GRANT FULL PLANNING PERMISSION subject to conditions and informatives.

**2.0 SITE AND SURROUNDINGS**

- 2.1 The site subject to this application is located in Lightmoor and lies off 'Lightmoor Road'. There are a mix of industrial and residential uses within the immediate location. The site is currently occupied by 1no. dwelling and various outbuildings which were used when the site was being operated as a Kennels and Cattery business. The site is within close proximity of the junction of 'Lightmoor Road' and the 'A4169' and is largely bound by soft landscaping.

**3.0 APPLICATION DETAILS**

- 3.1 This application seeks Full Planning Permission for the demolition of existing buildings (including 1no. dwelling) and erection of 9no. dwellings.
- 3.2 The dwellings will be open market dwellings and will all have three bedrooms. The dwellings will all be two-storey and will be constructed in a varying pallet of materials, with the details to be agreed with the LPA via an appropriately worded condition. All dwellings are NDSS compliant and adequate private amenity space is provided for each dwelling.

**4.0 RELEVANT HISTORY**

- 4.1 TWC/2022/0270 - Demolition of existing buildings (including 1no. dwelling) and erection of 9no. dwellings – Withdrawn on 31/10/2022 in order to allow further Ecology surveys to be undertaken.

**5.0 RELEVANT POLICY DOCUMENTS**

National Guidance:

National Planning Policy Framework (NPPF)

Local Development Plan:

Telford & Wrekin Local Plan (TWLP)

Homes for All SPD

First Homes Policy Position Statement

Climate Change SPD

## **6.0 SUMMARY OF CONSULTATION RESPONSES**

### **6.1 Local Member & Town/Parish Council Responses:**

Comments received from statutory consultees can be viewed in full on the planning file, but key points have been summarised as follows:

#### **6.1.1 Dawley Hamlets Parish Council – Object:**

Concerns are raised in respect of infrastructure around this site and the new development of 52 houses several yards above this new development.

Lightmoor Road is a busy through road used by residents of Doseley and Little Dawley as well as drivers using it as a rat run, there are also HGV vehicles making deliveries to businesses situated on Lightmoor Road. The road has the national speed limit, no street lighting, and no pavements, making it extremely dangerous for pedestrians. There are many places on this road that makes it difficult for pedestrians to see oncoming vehicles and drivers to see on coming pedestrians, until the very last minute. The T junction at Lightmoor Road and the A4169 is extremely busy, especially at morning and evening rush hours, this will be made worse by vehicles from the two developments.

Both the yet unfinished development and this new development will increase the numbers of vehicles using Lightmoor Road, as well as the number of pedestrians who need to access local facilities such as shops, doctor's surgeries and schools.

Pedestrians will have two main centres to access local facilities, Little Dawley and Woodside. To arrive at Little Dawley, pedestrians will have to use Lightmoor Road and face the hazards mentioned above. To arrive at Woodside pedestrians must cross the A4169, Ironbridge Bypass. Close to the busy junction of Lightmoor Road and the Ironbridge Bypass there is an exceedingly small refuge, which affords little protection to pedestrians. It is inadequate now and will be more so when residents move into the new and proposed new development.

### **6.2 Standard Consultation Responses**

#### **6.2.1 Ecology - Support subject to conditions**

#### **6.2.2 Highways – Support subject to conditions**

### 6.2.3 Drainage: Comment

Confirmed that details of the proposed drainage scheme could be conditioned accordingly.

### 6.2.4 Shropshire Fire Service: Comment

Confirmed that a Swept Path Analysis will be required as part of any formal application. Consideration should be given to advice provided in Shropshire Fire and Rescue Service's "Fire Safety Guidance for Commercial and Domestic Planning Applications" document.

### 6.2.5 The Coal Authority – Support subject to conditions

## 7.0 **SUMMARY OF PUBLIC RESPONSE**

7.1 Two consultation exercises have been undertaken throughout the application process. As a result of this, five letters of objection and two letters of support have been received. These objections are available in full on the planning file, but the key points have been summarised as follows:

- Inadequate access arrangements are proposed;
- There will be an increase in traffic and highway safety;
- The proposal will have a detrimental impact upon the drainage system;
- The proposal will have a detrimental impact upon biodiversity;
- No demonstrated need for the houses has been provided;
- Green areas within the area have been completely eroded;
- The proposal will result in a loss of trees.

## 8.0 **PLANNING CONSIDERATIONS**

8.1 Having regard to the development plan policy and other material considerations including comments received during the consultation process, the planning application raises the following main issues:

- Principle of development
- Site layout, scale and design
- Impact on residential amenity
- Technical constraints/Other matters

### 8.1.1 **Principle of development**

8.1.2 Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that planning applications must be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The Development Plan comprises the Telford & Wrekin Local Plan (TWLP) which was adopted in January 2018. The National Planning Policy Framework (NPPF) is also a material planning consideration.

8.1.3 It is noted that a previous application for residential development on the site was withdrawn (TWC/2022/0270 - Demolition of existing buildings (including 1 no. dwelling) and erection of 9 no. dwellings). It is considered important to note that this application was withdrawn solely for the purposes of allowing further Ecology surveys to be undertaken.

8.1.4 The application site is located within the urban boundary of Telford, as identified on the Policies Map of the Telford & Wrekin Local Plan 2011-2031. Policy SP1 supports development within the urban boundary of Telford, as these are considered to be the most sustainable areas of the Borough. Furthermore, there is also an existing dwelling on the site, which is considered to establish the principle of residential development.

8.1.5 Therefore, the principle of development is considered to be acceptable in principle, subject to all technical constraints being addressed.

## **8.2 Site layout, scale and design**

8.2.1 Policy BE1 of the TWLP outlines that developments should respect and respond positively to its context and should enhance the quality of the local built and natural environment.

8.2.2 The existing residential dwelling on the site is proposed to be demolished, along with the various outbuildings which were previously used by the Kennels and Cattery Business.

8.2.3 The layout of the site has been designed in a largely linear format, with averagely sized plot sizes and would not result in an overdevelopment of the site. The site is considered to comfortably accommodate the 9no. dwellings proposed and each dwelling has been provided with private secure amenity space to the side/rear. All properties would be three bedroomed which is considered to be appropriate for the site's location.

8.2.4 The proposed dwellings are all two-storey, which is considered to be appropriate within this location. The dwellings have been designed to take reference from similar residential areas nearby, and incorporate design features from the locality such as chimneys and dormer windows as well as utilising an appropriate mix of materials (brick and tiles), which respects and responds positively to the site's location. Material samples will be viewed and agreed with the Applicant prior to works commencing to ensure the materials will be sympathetic to the overriding character of the area.

8.2.5 In respect of landscaping, it is noted that the vast majority of trees which are located on/adjacent to the site will remain in order to ensure a soft and discrete perimeter of the site. Officers note that the boundary treatments within the site have not been identified on the submitted site plan and as such, these details will be conditioned in order to ensure that these methods of enclosure are appropriate (including the approval of the materials to be used in their construction). Appropriate conditions will also be included to ensure that any plants which die within a 5 year period, are replaced and a Landscape Management Plan will also be conditioned.

8.2.6 In respect of the green credentials of the scheme, the Climate Change Checklist provided by the Applicant highlights the inclusion of a number of features, such as air or ground source heat pumps, vehicle charging points, as well as features such as energy efficient heating systems and heat recovery systems. The LPA consider the inclusion of such features to be

favourable to improve the energy efficiency of the site overall.

8.2.7 In terms of the NDSS, all units meet the internal floor space required under Policy HO4. Furthermore, all dwellings have been provided with private amenity spaces which exceed the Council's standards.

8.2.8 In light of the above, it is considered that the dwellings will respect the local built environment and as such, the layout, scale and designs proposed are considered to be acceptable and compliant with Local Plan Policy BE1.

### **8.3 Impact on residential amenity**

8.3.1 With regard to residential amenity, the nearest residential property (Ridge House) is located to the East of the application site. There will be an approximate distance of 26 metres between the rear elevation of Ridge House and the rear elevation of the closest proposed plot (Plot 4).

8.3.2 When assessing the Proposed Site Plan, Officers are satisfied that given the site layout, the appropriate scale and design of the proposal and the boundary treatments as existing/proposed, it is not considered that the proposal would result in any significant harm to the amenities of 'Ridge House' or any other residential properties located further away from the application site.

### **8.4 Technical constraints/Other matters**

8.4.1 The Local Highways Authority (LHA) have been consulted and have supported the scheme subject to conditions and informatives. The Highways Officer has noted the previously approved scheme for 52no. dwellings further up Lightmoor Road and has discussed improvement works to Lightmoor Road with the applicant of this scheme.

8.4.2 Lightmoor Road currently has an approximate carriageway width of 5.5m width, which is wide enough to allow two vehicles to pass one another and is in accordance with the Authorities 'Highways Design Guide.

8.4.3 There is approximately 1m – 1.2m of adopted verge in which the LHA have conditioned the Developer to provide a footpath link from the site to the existing pedestrian facilities at the junction of Lightmoor Road. Along with this, the applicant will need to carry out the appropriate resurfacing of the carriageway (where necessary) and any other associated engineering works required in connection with this. It is highlighted that even if some of the existing carriageway is 'encroached' upon when construction of the new footpath link is undertaken, 'Manual for Streets' guidance states that a minimum carriageway width of 4.9m is acceptable to allow two vehicles to pass one another. Notwithstanding this, the LHA will ensure that the existing carriageway width is maintained where possible. The new carriageway within the site (including access) will have a 5.5m width provided throughout.

8.4.4 In respect of visibility, this is not considered to pose an issue at the existing Lightmoor Road/Lightmoor Road (minor) junction, as a splay of 2.4m from the junction to the Lightmoor Road/A4169 junction is achievable as you look right, and a splay of 2.4m x 75m as you look left. These visibility splays conform

with the splays necessary for a road with a 40mph speed limit along it. Additionally, it is noted that as part of the construction taking place on the 'Former Concrete Works' site, there are discussions currently taking place to reduce the speed limit to a 30mph limit instead of the originally agreed 40mph.

- 8.4.5 The visibility splays which have been accepted for this development are in accordance with an ATC speed report that was undertaken, in order to determine the speeds on vehicles as they travel past this section of carriageway. The LHA were initially concerned that the required visibility wasn't achievable due to the constraints of the site, so asked that the survey was undertaken to determine the speeds of vehicles. The Developer then demonstrated that the visibility splays they could provide, are commensurate with the speeds outlined in the report (85<sup>th</sup>tile speeds of 20.6mph eastbound and 16.1mph westbound).
- 8.4.6 In addition to the above, a scheme of further off-site highway works were approved as part of the development of the 'Former Concrete Works, Lightmoor Road site (TWC/2019/1042). A plan has been included within the committee pack which outlines the proposed highway works which will be delivered as a result of this adjacent development. The proposed improvements include the creation of a pedestrian refuge across the A4169 and improvements to the existing pedestrian facilities along Lightmoor Road (such as resurfacing, edging etc). The proposed scheme of highway improvements have been recently updated following from an 'Interim Road Safety Audit 2/3' that was undertaken prior to the works on this adjacent site beginning, which in turn outlined some issues that would need resolving for the works to be determined safe.
- 8.4.7 The improvements shown within the attached plan are now considered to address the points outlined within the 'Interim Road Safety Audit 2/3', in that it provides a more suitable pedestrian link around the radius of the Lightmoor Road/A4169 junction, which then leads to a pedestrian refuge island allowing pedestrians to cross the A4169 safely. The existing, unsuitable route through the woodland area will be closed off accordingly to make sure pedestrians utilise the safer route.
- 8.4.8 As part of the Local Highway Authorities formal consultation comments associated to TWC/2023/0481, it was requested, and agreed with the applicant, that a footpath link would be provided from the development junction, along Lightmoor Road to then tie into the pedestrian facilities outlined on the plan attached (at the Lightmoor Road/Lightmoor Road junction). Taking all of the above into consideration the LHA are satisfied that suitable pedestrian facilities for residents wishing to cross the A4169 would then be available for not only the residents associated to the Haven Boarding Kennels development but the Former Concrete Works development also.
- 8.4.9 In terms of a timescale as to when these works are likely to take place, the LHA are currently liaising with the Developer (of TWC/2019/1042) as to when the off-site highway works will begin with the aim of starting these as soon as

possible. Given the progress already made on the site, Officers are confident that these highway works will come forward in the near future and will allow the occupants of these proposed dwellings to utilise them.

- 8.4.10 Concerns have been raised as to whether 'Burroughs Bank' is designated as a Bridle Way and concerns over whether this could be used by vehicles. It is confirmed that 'Burroughs Bank' is an adopted carriageway however, it is highly unlikely that vehicles would use this as it is very narrow, uneven throughout and poorly maintained. There is no 'shortcut' to be achieved also due to its length and the fact it leads to Lightmoor Way, which is more easily accessed via the A4169.
- 8.4.11 In respect of parking, each property has been provided with two spaces which is in accordance with the Local Plan parking standards. EV charging points will be provided on all properties, in accordance with Building Regulations. The proposal is therefore deemed to be compliant with policies C3 and C5.
- 8.4.12 The Council's Drainage Team initially requested clarification on how the site would be drained, given that the submitted information identifies both the use of soakaways and attenuated discharge to public sewers. Officers note that the application site does not lie within a Flood Zone and following further discussions with the drainage officer, are satisfied that details showing a scheme of foul and surface water drainage can be conditioned. This will need to be submitted and approved in writing by the LPA, prior to works commencing on site.
- 8.4.13 The Council's Ecology Team have supported the scheme subject to conditions and informatives. Prior to the submission of this application and during the discussions as part of the previous application on the site, the Council's Ecologist has assessed the condition of the application site and has concluded that it holds very little biodiversity value. As such, it is considered likely that the proposal would not represent a Net Loss of Biodiversity value, in accordance with Policy NE1. A landscaping scheme will be conditioned to ensure that there is an enhancement of biodiversity features on the site.
- 8.4.14 It is noted that part of the site is designated as Green Network (at the rear of the application site). However, this land is not publically accessible and therefore does not provide any public benefits and is not considered to contribute to the functions of the Green Network. The loss of this parcel of Green Network is not considered to warrant the refusal of this application, given that it is not accessible to the public and located on private land.
- 8.4.15 In relation to the existing trees on the site, none are protected by a Tree Preservation Order and as the site is not located within the Conservation Area, permission would not be required for the removal of any trees on the site. Notwithstanding this, the applicant has submitted an Arboricultural Assessment as part of this application which demonstrates that the vast number of existing trees on the site are to remain, with 13 of the 51 trees present on site to be removed. A Tree Protection Plan has been submitted as part of the Arboricultural Assessment however, this does not appear to be

reflective of the proposed site layout and as such, Officers will be conditioning the submission of an accurate tree protection plan, in order to ensure that the retained trees will be adequately protected.

## 9.0 CONCLUSIONS

The proposed development is considered to be acceptable, given that the site falls within the urban boundary of Telford and all technical constraints have been adequately addressed. The dwellings are considered to be acceptable in regards to scale and design and would preserve the character and appearance of the immediate area. The proposed scheme will not have a significantly detrimental impact upon the amenity of neighbouring residential properties and there are no technical issues that would warrant the refusal of the application. Accordingly it is considered that the proposal represents a sustainable form of development which complies with the National Planning Policy Framework, together with relevant policies within the Telford & Wrekin Local Plan, subject to conditions and informatives.

## 10.0 RECOMMENDATION

10.1 Based on the conclusions above, it is recommended that **Delegated Authority** be granted to the Service Delivery Manager to **GRANT FULL PLANNING PERMISSION** (with the authority to finalise any matter including conditions, legal agreement terms, or any later variations) subject to the following:

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

### Condition(s):

A04	Time limit
B011	Samples of materials
B036	Off-Site Highway Details (details to be approved)
B061a	Foul and Surface Water Drainage
B121	Landscaping details
B126	Landscape Management Plan
B030	Tree Protection Plan
B141a	Erection of artificial nesting/roosting boxes
B145	Lighting Plan
B150	Site Environmental Management Plan
C013	Parking, Loading, Unloading and Turning
C014	Visibility Splays
C0020Custom	Access drive bound material
C38	Development in accordance with deposited plans
C074	Tree Protection
C091	Works in accordance with Ecological Reports
C091	Works in accordance with Arboricultural Assessment

### Informative(s):



I11	Highways (S184)
I17A	Coal Authority High Risk Area
I23	Bats
I25m	Nesting Wild Birds
I32	Fire Authority
I35Custom	Disturbance of debris and rubble
I35Custom	Site clearance
I35Custom	Mud on Highway
I35Custom	Waste collections
I40	Conditions
I41	Reasons for grant of approval
RANPPF2	Approval Following Amendments