

**TELFORD & WREKIN COUNCIL**

**PLANNING COMMITTEE**

**16<sup>th</sup> October 2013**

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TWC/2013/0592

Former Ever Ready Factory, Hinkshay Road, Dawley, Telford, Shropshire  
Outline planning application for up to 165 dwellings and associated open space and infrastructure

**APPLICANT**

Black Country Properties Limited

**RECEIVED**

26/07/2013

**PARISH**

Great Dawley

**WARD**

Malinslee

**OFFICER**

Rob Price

OBJECTIONS RECEIVED: YES

MAIN ISSUES: Principle of Development, Green Network, Contamination, Drainage

**PROPOSAL:**

This is an outline application with all matters (that is, access, appearance, landscaping, layout and scale) being “reserved matters” for consideration at a later stage, via a separate application(s). Some key parameters for the proposed development are provided in relation to land use, access and movement, density and scale in the Design and Access Statement.

The application is applying for permission for up to 165 dwellings and associated open space and infrastructure on single parcel of land in central Telford within Dawley and Malinslee Parish and Ward.

On the basis 165 dwellings were built within the 4.36 hectare site, the density of the residential element would be around 37 dwellings per hectare. A parameter plan submitted sets out that dwellings would range in size from 2 to 3 storeys in height and between 2 and 5 bedrooms in size.

The applicant has indicated that the mix of housing would comprise detached, semi-detached and terraced houses, in a medium density scheme, which they state would contribute towards the Development Plan requirement to deliver 794 dwellings per annum between 2011-2016, as set out in the Core Strategy DPD. This site is identified as previously developed land, and is available, suitable and achievable for housing development within the 2011 -2016 period. The applicant proposes that 38% of the dwellings comprise “Affordable” housing in a mix of types and tenures to meet identified housing needs.

The application proposes an illustrative masterplan which is underpinned by a design concept with the following key elements:

- Re-use the existing vehicular access points of the former Ever Ready Battery Factory;
- Reinforce primary pedestrian connection to Malinslee and Telford Town Park via the Jerry Rails public right of way;

- Create new pedestrian/cycle links through primary public green space to connect with other public rights of way adjacent to the site;
- Primary green space to provide amenity for new residents and connect secondary green spaces via pedestrian routes through the site. This will open up part of the Green Network to the public and act as a buffer between the development plots to allow for open space linkages and recreation benefits;
- Retain and manage existing hedgerows and trees and maintain existing woodland setting providing ecological corridors through the site;
- Retain frontage to Hinkshay Road
- Dwellings to front onto main streets

#### SITE & SURROUNDINGS:

The site is situated off Hinkshay Road, Dawley and extends to 4.3 hectares in area. The land is dissected by an unadopted lane which runs North-West to South-East through the site and is bordered by established hedges. The North-Eastern half of the site formerly comprised a factory site and sewage works which was demolished in the 1990's.

Between 1956 and 1995, part of the site was occupied by an Ever Ready Dry Cell Factory which employed up to 1100 staff. Following demolition of the factory in 1995, partial clearance of the site was undertaken around the main building. The floor slab to the factory and the tarmac circulation areas remain in situ below the current surface.

The site comprises both brownfield and greenfield land delineated by hedgerows and comprising a variety of habitats and is roughly level in terms of topography on the old factory site. The landscape locally tends to slope to the South-East and the greenfield element of the site is noticeably lower than the brownfield element.

The nearest residential properties are located on Hinkshay Road yet the site has a largely rural feel with the extent of the surrounding Town Park with its excellent access to rights of way and local nature reserves. However, the site is considered to be in highly sustainable location approximately 1 kilometre to the south of Telford town centre and 1 kilometre to the east of Dawley district centre, and therefore benefits from very close proximity to the amenities that these centres provide.

#### HISTORY:

W2007/0870 – The White Hart Public House, Hinkshay Road, Dawley – Conversion of existing public house into 2 dwellings, erection of 12 dwellings, associated landscaping and alteration to existing vehicular access - Granted 27/09/07

TWC/2010/0513 – The former White Hart Public House, Hinkshay Road, Dawley – Erection of 14 no. dwellings - Granted 24/06/11

Prior to submission, the applicant engaged in pre-application discussions with Council Officers through Strategic Application Workshop meetings and an EIA screening opinion was made and responded to by the LPA confirming that the application would not be subject to an EIA.

**POLICY:**  
National Planning Policy Framework

**Core Strategy:**

- CS Homes
- CS3 Telford
- CS4 Central Telford
- CS5 District and Local Centres in Telford
- CS8 Regeneration
- CS9 Accessibility and Social Inclusion
- CS12 Natural Environment
- CS15 Urban Design

**Saved Wrekin Local Plan Policies**

- EH7 Contaminated Land
- EH8 Remedial Action on Contaminated Land
- EH14 Land Stability
- UD2 Design Criteria
- UD3 Urban Design Assessments
- UD4 Landscape Design
- UD5 Public Art
- H22 Community Facilities
- H23 Affordable Housing
- T22 Planning Obligations
- OL3 Green Network
- OL4 Development in the Green Network
- OL11 Woodland and Trees
- OL12 Open Land and Landscape – contributions from new development
- OL13 Maintenance of Open Space
- LR4 Outdoor Recreational Open Space
- LR6 Developer contributions to outdoor recreation open space provision within new residential developments

**CONSULTATION RESPONSES:**

**Standard Consultee Responses:**

Great Dawley Parish Council: No comments received.

Highways: In principle there are no objections to proposal. The Transport Assessment suggests that Finger Road mini roundabout will be over capacity due to this proposal and mitigation works will be required. General improvements to pedestrian links are required. Suggest conditions relating to further details, highway improvement and site works be attached to any permission.

Drainage: Object. The design for the surface water system serving the Ever Ready development is shown to rely on an existing brick lined culvert as its point of outfall. Whilst the onsite drainage design is acceptable, the condition and capacity of the existing culvert is unknown. Should a connection be made without further investigation it has the potential to cause flooding either within the development or to the surrounding land and associated public rights of way. In order to remove the

objection, a full condition survey of the culvert should be undertaken and the results submitted. The survey should identify any defects and establish how these will be repaired. Based on the results of the survey, the culvert should be added to the drainage model and its capacity to convey the proposed rate of flows assessed. If, due to either a blockage or collapse that cannot be repaired it is not possible to utilise the culvert, an alternate method of surface water disposal should be submitted for approval.

Parks and Open Spaces: Support subject to planning obligation toward off-site play/recreation provision of £100,000 with maintenance of open space to be calculated in accordance with a detailed schedule of rates.

Education: No objection subject to planning obligation of £405,036 toward education facilities in the vicinity of the development based on the illustrative housing mix provided.

Aboriginal: Object as updated information is required, should this be provided approve subject to open space and woodland maintenance planning obligation.

Sustainability: The development should be completed using CSH. Minimum proposed standards of CSH level 3, with a requirement to consider level 4 should be conditioned. If the development occurs after April 2013 then the requirement should be level 4 with a requirement to consider level 5.

Ecology: No objections subject to conditions regarding provision of a habitat management plan, reptile mitigation strategy, bat method statement, badger method statement, pre-commencement badger survey, lighting plan, erection of nest boxes, update surveys and informatives regarding landscaping, bat survey, nesting birds, protected and priority species, Japanese knotweed and trenches are attached to any permission.

Environmental Health (Pollution Control): No objections in principle.

Environmental Health (Contaminated Land): No objections in principle. The main issues with the site are the deposited battery waste across the site, the former sewerage works and former landfill on the south west boundary. The proposed removal of battery waste off-site is supported, however, further investigative and mitigation works will be required and will be subject to standard condition.

Housing: No comments received.

Urban Design: No objections subject to detailed design conditions. Principle is accepted as application is outline with illustrative plans only. Details should respond to character and features of the locality.

Telford and Wrekin Local Access Forum: Notes that rights of way cross the site should be accessible to all including pedestrians, cyclists and equestrians.

Town Park: No comments received.

## External Consultee Responses:

Environment Agency: Further information is required in terms of ground investigation and a remedial strategy. In addition SUDS should not be used on site but there are no objections subject to conditions regarding site investigation, protection of the water environment

West Mercia Constabulary: Support subject to condition. There are opportunities to design out crime and /or the fear of crime and to promote community safety. The applicant should aim to achieve the Secured by Design (SBD) award status for this development. SBD is a nationally recognised award aimed at achieving a minimum set of standards in crime prevention for the built environment, the scheme has a proven track record in crime prevention and reduction. The opportunity for crime to occur can be reduced by up to 75% if Secured By Design is implemented. The principles and standards of the initiative give excellent guidance on crime prevention through the environmental design and also on the physical measures.

Shropshire Council Archaeology: Suggest condition regarding scheme of archaeological works due to potential archaeological remains on the site due to heritage records of former buildings and structures in the locality.

Shropshire Fire Service: Suggested informatives that should be attached to any consent issued.

## Local Representations:

The Council has received four letters of objection, one comment and one supporting representation on the proposal. The issues/concerns raised in relation to the application are summarised below:

- Alteration of character of the environment
- Affect on residential and leisure amenity
- Effect on highway infrastructure
- Effect on drainage
- Highway safety concerns
- Increase in traffic
- Highway improvements required
- Improved footpath, cycleway and horse access

## PLANNING CONSIDERATIONS:

This proposal was the result of an extensive pre-application process with key internal planning consultees and an Environmental Impact screening opinion request was submitted and answered in advance of the planning application being submitted.

The application is for the principle of development only with all matters reserved.

## Principle of Development

The principle of residential development is supported in this location as it is within the built up area of Telford as defined by the Proposals Map of the Wrekin Local Plan. Core Strategy CS1 (Homes) indicates that Telford will be the location for the

overwhelming majority of new homes identified to be built over the Plan period. Likewise Policy CS3 (Telford) states that Telford will be focus of the Borough's spatial development and will accommodate the majority of new homes jobs and services.

As the proposal accords with the most up to date part of the development plan the principle of development is considered acceptable. Any matters which are not clearly dealt with as part of this outline application will be expected to come forward as part of the details at reserved matter stage and shall be conditioned as such.

In addition, with regards to housing, the National Planning Policy Framework (NPPF) states that Local Planning Authorities should significantly boost their supply of housing. In paragraph 49, it states that applications for housing should be considered in the context of the presumption in favour of sustainable development.

In this regard the site is well located not far from Telford Town and Dawley District Centres, on the edge of an existing residential area and is easily accessible for cyclists and pedestrians.

The site is shown to be partly white (developable) land and partly green network land on the Wrekin Local Plan Proposals Map. More recently the National Planning Policy Framework states that applications for alternative uses of land or buildings on previously used land should be treated on their merits. All though detail is limited, the proposed development as shown on the indicative layout is consistent with local and national planning policy.

The Green Network part of the site has little value in terms of the original aims and objectives of the green network policy. As planning obligations are offered at policy basis and enhancement of the local Rights of Way network is also offered it is considered that the proposal accords with policy by ensuring community and environmental benefits are secured as part of the development.

#### Design & Access

In principle, this proposal is supported in order to facilitate the redevelopment of land which has been derelict for a number of years, the main reason is one of sustainability, which includes, the recycling of brownfield land, its central location, close to a number of local facilities, e.g. the Town Park and centre beyond where there are significant improvements to Southwater, as well as the close proximity to the new Dawley Phoenix school.

Despite being a brownfield site, it is an attractive site with an almost rural feel to it without being totally isolated. Generally, it is well screened site so that its visual impact will be fairly limited.

It needs to be recognised that this is an outline application seeking to establish the principle of development at this site. The development would result in a medium density of 37 dwellings per hectare which is recognised as being a medium density of development.

The site is well located close to an existing residential area and is accessible for cyclists and pedestrians. Bus stops are located within easy reach of the site and it is considered that travel by bus would be a viable and reasonable alternative to the private car.

With regard to the parameters plan indicating that the properties would predominantly be 2 storeys in height and up to 3 storeys. This is considered acceptable with most residential property being at 2 storeys in height.

There is opportunity to create a strong visual arrival point, but such detail will be dealt with at a reserved matters stage. At this later stage, the Council will have the opportunity to assess the exact positioning of the proposed dwellings taking into account such matters as amenity, parking and provision and shading by adjacent trees.

The proposal has been accompanied by a full Transport Assessment that has identified a number of capacity issues at the Southall Road, Bartlett Road, Finger Road and Hinkshay Road Mini Roundabout. In addition a lack of pedestrian routes and restricted carriageway through Hinkshay Road to the Town Centre as well as the network of Rights of Way in the locality has identified the need for mitigation works.

The scheme does not seek permission for access to the site although potential access points are noted on the parameters plan. The highway authority seek to secure off-site mitigations through S278 works and planning conditions and this is considered appropriate.

#### Ecology

The proposal was accompanied by an extended phase 1 habitat survey that identified some semi-mature and mature trees worthy of retention, species poor hedgerows and a wet ditch. Bats, Badgers, Amphibians, Reptiles, Invertebrates and Hedgehogs were all surveyed for. Recommendations coming out of the surveys include retention of hedgerows where possible, a wet ditch through the site, protection of trees and hedgerows, planting of native seed/fruit bearing species, nectar-rich species, grasses, wildflower grassland margins, species which attract night-flying insects and dense scrub for birds. A landscape scheme and further surveys prior to any works are to be secured through conditions.

#### Drainage

A Flood Risk Assessment has been carried, out however, full details regarding how the site is to be adequately drained are awaited from the agent at time of writing. It is considered the site can be drained, however, the method by which it will be drained is still to be determined. In addition the Environment Agency have made it clear that SUDS and piling methods are not suitable for this site given the previous uses of the site and this will be conditioned.

#### Land Contamination and Stability

The application is accompanied by a geo-technical assessment. This was prepared in the light of advice provided by Environmental Health Officers at the Council.

The applicants have submitted detailed coal mining risk assessments and ground investigation reports that have surveyed the site and come up with a number of conclusions and recommendations.

Having reviewed these reports, the Council's Environmental Health team as well as the Environment Agency have no objections in principle to this proposal subject to a number of conditions.

It is considered that any potential contamination or stability issues encountered on-site can be dealt with by way of standard conditions and through Paragraph 120 of the NPPF which clearly notes the responsibility for securing safe developments rests with the developer and/or landowner. As such a self-certifying slope stability declaration will also be required prior to be submitted by the applicant.

### Planning Obligations

The application was accompanied by a draft heads of terms in respect of contributions that mitigate the impact of the development and to achieve adopted development plan objectives. The levels of contributions were discussed in an early meeting the applicant, their agent and internal consultees and it was proposed by the applicant that a new approach toward planning obligations be followed for this proposal. The scheme is to meet all planning obligations to save the need for detailed viability studies at this stage of the planning process. To secure these contributions the applicant confirms that they are prepared to enter into an agreement under Section 106 of the Town and Country Planning Acts.

In order to progress formula based planning contributions for education and play provision the developers have proposed an illustrative mix for the residential development as set out below:

Property Type	Total Number of Properties
2 Bed	57
3 Bed	50
4 Bed	50
5 Bed	8
Total	165

As such the planning contributions for the proposal have been on the abovementioned number and mix of dwellings and include the following:

- 38% affordable housing on each of phase of the development
- £100,000 toward the provision, maintenance or enhancement of play equipment or facilities near to the application site
- £405,036 toward provision of primary education facilities
- Maintenance of informal open space
- Planning monitoring contribution

## Conclusions

The site is within the boundary of the built up area of Telford and the principle of bringing forward much needed residential development supports the Borough's Core Strategy on focussing development within Telford as expressed in Core Strategy policies 1 and 3.

The National Planning Policy Framework advises on promoting sustainable development, delivering a wide choice of homes and requiring good design. It is considered the proposal complies with all of these aims and can be delivered through planning obligations and conditions.

The Affordable Housing target in Telford is set by saved Wrekin Local Plan policy H23 at 38%. It is considered this proposal achieves community gain along with the other policy based planning obligations proposed by the developer as part of the policy argument for developing green network.

The density of the scheme at 37 dwellings per hectare is considered appropriate for this location. The appropriateness of the layout is a reserved matter for consideration at a later stage, via a separate application. At this later stage, the Council will have the opportunity to assess the exact positioning of the proposed dwellings taking into account such matters as amenity, parking and provision and shading by adjacent trees.

Overall, it is considered that the development proposed in the application represents sustainable development and there is a presumption in favour of sustainable development in National Planning Policy Framework.

## RECOMMENDATION

Based on the conclusions above, the recommendation to Plans Board on this application is that DELEGATED AUTHORITY be granted to the Service Delivery Manager of Development Management to GRANT OUTLINE PLANNING PERMISSION subject to the following:

- A.) The applicants entering into a Section 106 agreement with the Council (terms to be agreed by the Service Delivery Manager of Development Management) relating to:
  - (i) To provide 38% of dwellings built in each Phase of development to be affordable;
  - (ii) A contribution of £100,000 toward the provision, maintenance or enhancement of play equipment or facilities near to the application site;
  - (iii) A contribution toward the provision of primary education of £405,036 based on a scheme of 165 dwellings and the housing mix provided;
  - (iv) The maintenance of informal open space to a detailed schedule of rates.
  - (v) Planning monitoring contribution.

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

1. A01 Time limit – Outline.
  2. A03 Time limit – Submission of Reserved Matters.
  3. B02 Standard outline some matters reserved.
  4. B10 Details of materials.
  5. B57 Land contamination.
  6. B121 Landscaping design.
  7. B126/8 Landscape management plan and maintenance details for areas.
  8. B150 Site environmental management plan for construction works.
  9. B153 Secured by design.
  10. BCustom Highway Requirements – details of access, layout, parking, surface water drainage and road construction.
  11. BCustom Highway Requirements – details of Highway Improvement Scheme to Hinkshay Road.
  12. BCustom Highway Requirements – Details of Highway Improvement Works to Finger Road Mini Roundabout.
  13. BCustom Highway Requirements – Details of Improvement Schem to Byway NCN55.
  14. BCustom Programme of Archaeological Works.
  15. BCustom Environment Agency – Contamination risk assessment and remedial strategy
  16. BCustom Environment Agency – Verification Report
  17. BCustom Environment Agency – Long-term monitoring
  18. BCustom Environment Agency – Contamination not previously identified
  19. BCustom Environment Agency – Piling not permitted
  20. BCustom Drainage – Method of drainage to be determined and carried out
  21. BCustom Ecology – Habitat management plan
  22. BCustom Ecology – Reptile mitigation strategy
  23. BCustom Ecology – Bat method statement
  24. BCustom Ecology – Badger method statement
  25. BCustom Ecology – Pre-commencement badger survey
  25. BCustom Ecology – Lighting plan
  27. BCustom Ecology – Erection of nest boxes
  28. BCustom Ecology – Update surveys
  29. C38 Development in accordance with deposited plans.
  30. C76 Landscape implementation hard & soft.
  31. CCustom In accordance with the parameter plans submitted
- 
- I06 Section 106 agreements.
  - I25c Bird boxes.
  - I25e Trenches.
  - I25f Replacement planting.
  - I25g Enhancement planting.
  - I25j Retention of habitat features
  - I25m Nesting birds.
  - I25n Lighting.

I32	Fire authority.
I35custom	Japanese knotweed
I35custom	Bat surveys
I35custom	Protected and priority species
I35custom	Highway Improvement via S278 of Highway Act
I35custom	PROW diversions via S247 of T&CPA
I40	Conditions.
I44	Reasons for grant of approval

TWC/2013/0606

Land Off, Hadley Park West, Hadley, Telford, Shropshire

Outline planning permission for up to 68 dwellings with all matters except access reserved

**APPLICANT**

St Modwen Developments Ltd,

**RECEIVED**

31/07/2013

**PARISH**

Hadley and Leegomery

**WARD**

Hadley and Leegomery

**OFFICER**

Anna Adams

OBJECTIONS RECEIVED: Yes

**MAIN ISSUES:**

Principle of development, Residential development on land designated for employment use, Impact on Green Network, Highways issues, Affordable housing provision and S106 contributions, Scale and Character of Development, Noise impact on proposed residential units, Drainage, Impact on adjoining canal

**THE PROPOSAL:**

The application seeks outline planning permission for the development of up to 68 dwellings on the site. All matters are reserved for consideration at a later stage, except access.

The residential development would be accessed utilising the existing traffic light controlled vehicular access from A442 Queensway, serving the adjacent commercial units.

Whilst siting is a reserved matter, an indicative layout of the 68 dwellings comprising a mix of housetypes with associated parking and amenity, and open space/ drainage attenuation (Sustainable Urban Drainage) and landscaping has been provided. Furthermore, the illustrative plan indicates the provision of pedestrian routes from the development to the existing footpath links to the north, south and west.

**SITE AND SURROUNDINGS:**

The application site comprises a relatively flat area of land measuring 3.15 hectares. The land was formerly agricultural and is bounded by hedgerows, trees and palisade fencing to the north, west and southern boundaries. The site is more open to the eastern boundary, with fencing and trees on the grass verge adjacent to the private access road serving the adjacent commercial units within Queensway Business Park.

The application site is currently designated as Green Network to the north, west and southern parts of the site, and the central part of the site is allocated for employment. To the south of the site is the Silkin Way and to the west is the disused Shropshire Union Canal (Trench Branch), which includes Grade II listed Lock structures dating

back to late 18<sup>th</sup> Century. To the north of the site is the A442 Queensway, with an existing light controlled junction serving the Business Park.

The commercial units directly to the east of the site are set back from the access road with hard surfaced parking/storage area to the front enclosed by metal palisade fencing. The access road leads to further units to the rear.

The site is located in a predominantly commercial area; although there are a mix of uses in the area, with Jigsaw School, an independent special school, set back on the opposite side of A442 surrounded by farmland, and a couple of residential properties accessed off Hadley Park East, adjacent to Hadley Park House Hotel. Furthermore, recent planning permission has been granted for the land to the west of the disused canal to be developed with up to 209 dwellings.

The nearest services and facilities to the application site are located approx. 1km away in Leegomery local centre, with the nearest bus stop approx. 900m from the site on Hadley Park Road. The site is located within the urban boundary of Telford.

#### PLANNING HISTORY:

T91/0008 Residential development, Authorisation under New Towns Act, 14/09/1993

Adjacent site – Land at Hadley Park West (off Okehampton Road), Leegomery: TWC/2013/0083 Residential development (up to 209 dwellings) and associated infrastructure (Outline), Outline granted, 05/09/2013

Pre-application enquiry regarding the proposed residential development and ongoing discussions with various Council consultees and the Canal Trust to provide appropriate S106 contributions.

#### PLANNING POLICY CONTEXT:

National Planning Guidance  
National Planning Policy Framework

Core Strategy  
CS1 Homes  
CS2 Jobs  
CS3 Telford  
CS5 District and Local Centres in Telford  
CS9 Accessibility and Social Inclusion  
CS11 Open Space  
CS12 Natural Environment  
CS13 Environmental Resources  
CS14 Cultural, Historic and Built Environment  
CS15 Urban Design

Wrekin Local Plan  
UD2 Design Criteria  
E9 Non employment uses on Employment land  
H6 Windfall Sites in Telford & Newport  
H7 Large scale regeneration exceptions in Telford & Newport

H22 Community facilities  
H23 Affordable housing  
T4 Development principles  
T22 Planning obligations  
OL3 Green Network  
OL4 Development in the Green Network  
OL11 Woodland and Trees  
OL12 Open Land and Landscape – Contributions from New Development  
OL13 Maintenance of Open Space  
LR6 Developers contributions to outdoor recreation open space provision within new residential developments

#### CONSULTATION RESPONSES:

Hadley & Leegomery Parish Council:

No objection provided the required developer contributions are secured under S106 agreement, including the contribution towards restoration work on the Trench arm of the Shrewsbury & Newport Canal and lock gates at Hadley Park.

Development Plans:

Provides a comment on the proposal with regard to the relevant planning policies in the Local Development Framework Core Strategy which establishes the overall principles of development in the Borough and the more detailed 'saved' policies within the Wrekin Local Plan. Overall, it is considered that the proposal can be viewed as in broad conformity with local planning policy, provided the details of types and tenure of housing, public transport provision and open space provision are adequately details in the reserved matters application.

Highways:

Supports subject to conditions that prior to commencement, details shall be submitted and approved for site layout, drainage, construction, alterations/relocation of signal control loops currently situated on industrial access, proposed tie-in between new and existing accesses; and a condition that prior to first occupation, details of a Travel Plan shall be submitted.

The Highways Engineer also advises that as the existing access is currently private and of concrete construction, which is not to an adoptable standard, this will need to be substantially reconstructed if the residential estate road is to become adopted. The developer will also need to define the transition between adopted and private sections of road; this information has not yet been provided. Furthermore, as the gatehouse and electricity substation have been erroneously built on the adopted highway, this will need to be resolved. As the Applicant does not intend to remove the structures, there will need to be a formal stopping up under S247 Planning Act.

As the proposal has an impact on the adjoining Leegomery Roundabout, the proposal would need to contribute £16,100 towards improvements to this junction, based on the trips from maximum 68no. dwellings. This figure can be adjusted based on the actual number of dwellings at reserved matters stage, but should ideally be secured prior to occupation. In addition, should the Travel Plan condition be considered appropriate, there should also be £2000 monitoring sum.

#### Drainage:

Supports the application, but makes the following comment that whilst the Flood Risk Assessment is acceptable for the outline application, the reserved matters application should contain sufficient information to satisfy the condition regarding greenfield runoff rates.

#### Arboricultural:

Supports the application subject to conditions and makes the following comment: A large Oak tree is growing on the southern boundary of the site, and there is a large soil bund within the root protection area. Details will be required as to how this soil bund shall be removed without impacting on the tree roots. An early mature Oak tree has not been individually picked up on the tree survey. If permission is granted, conditions should be imposed regarding Landscaping Design, Details of earthworks, Landscaped management plan, Tree protective fencing, Trees no burning, Trees soil levels and Trees material store.

#### Ecology:

Support subject to conditions regarding Ecological method statement, Bat boxes, Lighting plan, Landscaping plan and Artificial nests for wild birds, and informatives regarding Great Crested Newts, Reptiles and Nesting birds. In addition, the Ecologist comments with regard to the works on the disused canal, that there should be sufficient funds within the S106 monies to commission detailed ecological surveys which would be required prior to any works commencing to ensure they are not ecologically detrimental and do not breach protected species legislation.

#### Parks & Open Spaces:

All new developments should make provision for play/recreational facilities. The size of the development would likely trigger a need for an onsite LEAP (Local Equipped Area of Play); however as there are new facilities proposed near to the site; an offsite contribution would be acceptable in this instance. Therefore, in accordance with policies LR4 and LR6 of the Wrekin Local Plan, requests a sum of £600 per 2 bed property (and above) to be provided towards offsite play/recreation facilities. Furthermore the illustrative layout indicates areas of open space on site, and there are a number of questions regarding management and maintenance of the land. The £50,000 outlined in the draft S106 Heads of Terms may be insufficient to provide the appropriate sum for the Council to consider adoption. A management plan accompanying the areas of open space will need to be conditioned, and include details of who is responsible for the maintenance of the site and a maintenance schedule. The proposed £100,000 is accepted as a contribution towards improvements to the Canal and Parks & Open Spaces will work with The Canal Trust to carry out necessary work

#### Education:

Ongoing discussions are taking place regarding the education requirements, and the contribution is liable to change; however based on 58no. market dwellings (10no. affordable dwellings), there would be a requirement for a contribution of £134,378 towards primary education.

#### Affordable Housing:

The Applicant's Viability reports have been assessed by the Council, and it is concluded that 38% affordable housing provision, as required by Policy H23 of the Wrekin Local Plan, cannot be achieved on this site. The viability appraisal supports provision of 15% affordable housing alongside contributions towards education, highways, Shrewsbury & Newport Canal and public realm. It is therefore considered that the appraisal provides an appropriate market value with a balance between policy considerations and a reasonable return for the landowner and developer, in accordance with para.173 of NPPF. The Applicant is continuing to negotiate the education contribution, and if this is removed, the affordable housing element would increase to 21% - 14no. affordable units, of which 11no. social rent and 3no. shared ownership. Other issues that need to be considered within any planning obligation agreement are:

- Dwelling types and sizes
- Development standards (to meet HCA Design & Quality Standards)
- Integration within the development (clustering/ 'pepperpotting')
- Access/ allocation arrangements
- Delivery timetable and mechanism

#### Urban Design:

Makes the following comments that the scheme addresses the essential design elements including the mutual benefits to fronting the Silkin Way and canal. At outline stage, it is critical that a useful framework is provided for the reserved matters. Where development fronts the canal, the building form and architecture should reflect this, not canal cottages but the window arrangement etc. to make the best use of this position and ensure the canal space and buildings work together as a composition.

#### Environmental Health (Pollution Control):

No objection subject to all the mitigation measures detailed in the Acoustics Report being conditioned.

#### The Shrewsbury and Newport Canals Trust:

No objection and welcomes the proposals to include developer contributions, including a contribution towards restoration work on the Trench arm of the Shrewsbury and Newport Canal and historic lock gates on this stretch of waterway.

#### Severn Trent Water:

No objection subject to a condition requiring details of foul and surface water drainage.

#### West Mercia Constabulary:

No formal objection to the proposal at this time; however there are opportunities to design out crime and/or the fear of crime and promote safety. Therefore, the Applicant should aim to achieve Secured by Design award status for this development. Reference is also made to Section 17 of the Crime and Disorder Act 1998 which states that every Authority has a duty to do all that it reasonably can to prevent crime and disorder in its area.

Shropshire Fire Service:  
Informative regarding fire safety.

Two neighbour objections have been received with the following comments:

- Proposal will compound highways issues on A442 Queensway, which is already inadequate at peak times
- Site is not a suitable environment for families, with the following adjacent hazards - A442, disused canal, factory units and the Silkin Way with unfenced water body
- No community facilities, shops or public transport nearby
- Cumulative impacts of this and recent approval TWC/2013/0083 on adjoining site for up to 209 dwellings
- Is requisite infrastructure in place, such as new schools?
- Proximity of new dwellings to disused canal with no real buffer zone, impacting on wildlife
- Land should continue to be used for agriculture
- If housing is so urgently needed in Hadley, why are existing flats in the centre and the schools remaining empty for so long?

#### PLANNING CONSIDERATIONS:

##### Principle of development

The application site is located within the built-up area of Telford, where Core Strategy policy CS1 and CS3 assert the majority of new homes should be located. At both national and local level, there is an emphasis on housing growth and the National Planning Policy Framework (NPPF) asserts that there is a presumption in favour of sustainable development. The site is located approx. 1km from a range of local services and facilities, and the A442 which links the north and south of Telford runs directly to the north of the site. There must also be regard to the recent planning permission TWC/2013/0083 for up to 209 dwellings on the adjacent site to the west of the canal, thus whilst the distance to the nearest local services and bus stop is greater than the 400m outlined in policy H6 of the Wrekin Local Plan, with the existing and proposed pedestrian/cycle routes and main highway infrastructure, the site is considered accessible and sustainable. Furthermore, there is historic 7(i) approval for residential development under the New Towns Act on the land. The principle of the development is therefore acceptable.

##### Residential development on designated employment land

The east and central part of the application site is currently designated as land committed for employment use and the rest of the site is designated Green Network within the Wrekin Local Plan. The site is also located adjacent to established commercial units within Queensway Business Park in a predominantly commercial area of Telford. This does not preclude other land uses from coming forward on the site. The NPPF sets out that alternative uses of land on employment sites should be treated on their merits. Furthermore, with regard to the Annual Monitoring Report, it is considered that there is currently a sufficient supply of land available for employment development in Telford, and that the loss of this site for employment use would not therefore significantly impact on the overall supply of employment land or on growth of business in the Borough. With regard to Policy H7 of the Wrekin

Local Plan, the proposal meets the criteria in developing a site that is not required for its former agricultural use or for designated employment use, provides an element of affordable housing in accordance with local policy, can be adequately accessed and drained.

#### Green Network designation

Policy OL4 of the Wrekin Local Plan sets out that development in the Green Network will only be permitted where there are exceptional circumstances, the proposal contributes to the aims of the Green Network, or provides environmental and community benefits. The proposed development will result in a net loss of Green Network; however, it is considered that the parts of the site with greatest ecological value – the tree and hedge boundaries to the north, south and west adjacent to the A442, and especially the Silkin Way and disused canal are to be retained, with additional soft landscaping and the attenuation feature, as indicated on the illustrative plan and in the supporting documents. Furthermore, to offset the loss of the area of Green Network land, the Applicant is seeking to provide S106 contributions towards enhancements to the disused canal to the west of the site, including to the Locks that are listed. Accordingly, it is assessed that the proposal will provide environmental and community benefits through these improvements to the canal, and therefore accords with policy OL4 of the Wrekin Local Plan. To ensure the trees and hedgerows are protected, as outlined in the Arboricultural Officer's comments, suitable conditions shall be imposed.

#### Highways issues

Following detailed discussions regarding the constraints of utilising the existing private access that serves the established commercial units at Queensway Business Park, it has been concluded that the proposed access is acceptable subject to conditions, with necessary improvements to be made to the existing access and stopping up order relating existing structures built on the highway. The A442 is the main trunk road linking north and south Telford, and it is noted that there are issues regarding the capacity of the Leegomery Roundabout to the west of the site. Accordingly, a financial contribution is required to provide necessary highways improvements. With regard to the requirement for a Travel Plan, this was outlined within the supporting documents submitted with the application. The highways issues have been addressed and the development can be designed so that the proposal does not impact on the existing units at Queensway Business Park. The proposed access to the site is therefore acceptable and accords with policies T4 and T22 of the Wrekin Local Plan. The internal road layout and parking levels issues will be detailed matters for consideration at subsequent reserved matters stage.

#### Affordable housing provision and S106 contributions

Planning policy H23 in the Wrekin Local Plan outlines that any site over 0.5 hectares or a site comprising at least 15 dwellings should provide 38% affordable housing. The application has been submitted with an accompanying viability report, which the Council has assessed. Discussions are still ongoing regarding the education contributions; however, the Applicant's report demonstrates the provision of 15% affordable housing would be viable, ensuring the provision of affordable housing within the scheme, as well as a reasonable return for the developer. Officers consider this level of affordable housing provision is acceptable in this instance.

The proposal provides financial contributions in accordance with the policy requirements in H22, T22 and LR6 towards highway and canal improvements as outlined above, along with contributions towards provision of offsite play/recreation facilities and landscape maintenance costs. Parks & Open Spaces (POS) questioned whether £50,000 is sufficient for maintenance; however no further information has been submitted from POS regarding the required sum.

The required contributions are:

- Affordable Housing – 15% affordable units, which equates to 10no. units comprising 8no. social rent and 2no. shared ownership
- Primary Education - £134,378
- Highways - £16,100 towards highway improvements and £2000 monitoring costs
- Improvements to Canal - £100,000
- Public Realm - £40,800 (£600 per unit) towards offsite play/ recreation provision and £50,000 towards maintenance costs

#### Scale and Character of Development

Matters regarding scale, layout, appearance and landscaping are reserved for consideration under a further application; however the illustrative layout indicates that up to 68 dwellings, comprising a mix of terraced, semi-detached and detached properties with appropriate car parking/ garages and amenity space/ landscaping can be accommodated within the site area. The illustrative layout seeks to provide linkages to the existing footpath routes. The orientation of the dwellings with frontages facing the canal and Silkin Way takes advantage of the main opportunities of the site's location. The existing boundaries are to be retained; therefore the site will not be significantly altered when viewed from A442.

With regard to the recent planning permission for residential development on the adjoining site to the west, the principle of residential development in this area is deemed acceptable and the character of the area will be a mix of commercial and residential use. The proposal will therefore be appropriate in terms of the character and appearance of the area. Thus the scale and character of the development is acceptable in principle, subject to consideration of detailed plans.

#### Noise impact on proposed residential units

The site is adjacent to A442 and commercial units, and the application has been accompanied by a noise report. The Environmental Health officer has confirmed that there are no objections subject to condition. Accordingly, measures to mitigate noise issues can be conditioned and the layout of the development can be designed to ensure that the residential amenities of the occupiers are not adversely affected by the highway and commercial units, thus the proposal accords with national guidance in NPPF.

#### Drainage

The development proposes mains sewerage and Sustainable Urban Drainage (SUDS), with the attenuation feature indicated at the northeast of the site, the details of which would be submitted at reserved matters. There are no objections from the

Council's Drainage Engineer and Severn Trent Water subject to conditions regarding drainage details and runoff rates can be applied to the development.

#### Impact on adjoining canal

The proposal includes a significant contribution of £100,000 towards enhancements at the disused canal. Ecology comments are noted regarding the need for a buffer zone between the new development and the canal; however the layout and design of the development has not been finalised. Officers consider the proposal can be covered by appropriate conditions and informatives in this regard.

#### Other matters

The consultation comments from West Mercia Constabulary and Shropshire Fire Service are noted and shall be added as informatives. With regard to other neighbour concerns, such as the site being unsuitable for families and that there are potential hazards, the proposal includes measures to enhance the environment, through improvements to the canal and additional footpath links. The design of the attenuation feature will be no steeper than 1 in 5, to adoptable standard. It is noted that the nearest services and facilities are approx. 1km from the site; however officers consider this distance is acceptable on balance, having regard to the approval of the adjoining site for residential development. The cumulative impacts of these residential developments are a consideration and are addressed through S106 agreement with contributions towards highway infrastructure, education, open space and affordable housing. Whilst the last use of the land was for agriculture, the land is already committed for development. The Local Planning Authority can only assess planning applications that we receive; however vacant existing flats in the centre of Hadley may be subject to regeneration and it is understood that local schools are near capacity, hence the need for contribution towards primary education.

#### Conclusion

The site is located within the built-up area of Telford, and whilst part of the site is currently committed for employment land and the rest is designated Green Network, the principle of the development is considered acceptable, having regard to the historic 7(i) approval and recent planning permission for the adjoining site. The proposal can be adequately accessed and the access arrangements are appropriate in highways terms.

The proposal will provide community benefits in terms of 15% affordable housing and contributions towards highway improvements, primary education, offsite recreation and maintenance and enhancements to the adjacent canal.

All other matters except access are reserved, and can be suitably addressed by condition. Accordingly the proposal complies with relevant national and local planning policies and is recommended for approval.

**RECOMMENDATION:** to GRANT PLANNING PERMISSION subject to the Applicant entering into a Section 106 Agreement to provide 15% affordable housing and contributions of £16,100 towards highway improvements, £2000 towards monitoring of Travel Plan, £134,378 towards primary education provision, £600 per unit towards offsite play/recreation provision, £50,000 maintenance of open space,

and £100,000 towards canal enhancements, with £3500 monitoring costs, and the following conditions:

1. A01 Time limit
2. A03 Submission of reserved matters
3. B02 Standard outline some matters reserved
4. B03 General details required
5. B10 Details of materials
6. Bcustom Highways details
7. B61 Foul and surface water drainage details
8. B75 Greenfield runoff rates
9. B121 Landscape design
10. B125 Details of earthworks
11. B126 Landscape management plan
12. B130 Tree protective fencing
13. B142 Management plan
14. B145 Lighting strategy
15. B150 Site Environmental Management Plan
16. Ccustom Travel Plan
17. C70 Trees no burning
18. C71 Trees soil levels
19. C72 Trees material store
20. C100 Bird boxes
21. C101 Bat boxes
22. C38 Approved plans

#### Informatives

- I06 S106 Agreement
- I11 Highways
- I17 Coal Authority Standing Advice
- I22 Ecology
- I32 Fire Authority
- I35 Secured by Design
- I40 Conditions
- I44 Outline permission

TWC/2013/0612

Telford Shopping Centre, Telford Town Centre, Telford, Shropshire

Outline application for the erection of a mixed use development comprising of Retail and Food and Beverage units (Use Classes A1-A4), Leisure (Use Class D2), Hotel (Use Class C1), reconfiguration of petrol filling station including the demolition of existing buildings and footbridges with associated landscaping, car parking, public realm and access and service arrangements

**APPLICANT**

Telford Trustees No.1 Ltd and Telford Trustees No2,

**RECEIVED**

01/08/2013

**PARISH**

Great Dawley, Hollinswood and Randlay,  
Lawley and Overdale

**WARD**

Lawley and Overdale, Malinslee, The  
Nedge

**OFFICER**

Gareth Thomas

OBJECTIONS RECEIVED: YES.

**MAIN ISSUES:**

Regeneration, impacts on Town Centre, public transport provision and improvements, principles of scale, mass and design, and public realm and landscape.

**THE PROPOSAL:**

This application is for outline planning permission, with all matters reserved for subsequent approval by the Council and is described as:

“Outline planning permission, with all matters reserved for a mixed use redevelopment of land within the Box Road and Central Southwater, for retail and food and beverage units (Use Classes A1-A5), Leisure (Use Class D2), Hotel (Use Class C1), reconfigured petrol filling station, including demolition of existing buildings and of footbridges over Grange Central with associated landscaping, car parking, public realm, and access and servicing arrangements”

The application for outline permission is for the demolition of existing buildings and redevelopment of site to provide:

- A range of retail units, including an anchor food store
- Flexible retail units (Use Classes A2-A5)
- A leisure or cinema facility;
- Hotel;
- Demolition of existing buildings and footbridge link over Grange Central New ‘at grade’ crossing over Grange Central;
- Associated landscaping and new public realm;
- Servicing; and
- Car parking.

The overall development proposed amounts to 91,931 sq m and a parameters plan is submitted in order to assess the impacts arising from the access proposals. The

2012 amendment to the Town & Country Planning Development Management Procedure Order of 2010 has removed the requirements for parameter plans to accompany outline applications in respect of:

- Former Paragraph 3 - Where layout is a reserved matter, the application for outline planning permission shall state the approximate location of buildings, routes and open spaces included in the development proposed
- Former Paragraph 4 - Where scale is a reserved matter, the application for outline planning permission shall state the upper and lower limit for the height, width and length of each building included in the development proposed

A table of uses is also provided and explains that a quantum of development (91,931sq m in total) will be delivered within two “Development Areas” as follows:

a) Development Area 1 (Northern Quarter, Central Square and Bus Station):

- Retail Use Class A1: 41,982sq m
- Financial and professional services, restaurants, cafes, drinking establishments and takeaways (Flexible Use Class A2 – A5): 18,456sq m
- Hotel (Use Class C1): 8,500sq m
- Leisure (Use Class D2): 6,000sq m
- Petrol Filling Station (Sui Generis): 1,000sq m

b) Development Area 2 (Southern Quarter)

- Retail Use (Class A1): 10,993sq m
- Financial and professional services, restaurants, cafes, drinking establishments and takeaways (Flexible Use Class A2-A5): 5,000sq m

It should be noted at the outset of this report that the development proposes the redevelopment of the existing bus station facility which is located to the south of the shopping centre. The outline planning application does not include specific provision for a replacement bus facility but your officers have been keen throughout preliminary and post submission discussions to ensure that the applicants demonstrate to the satisfaction of all public transport parties through submission of illustrative material that a viable and future-proof reconfigured or replacement bus facility is possible following this development. Members will recognise the importance of the bus station and bus interchange facilities to the Telford community. There has been significant and high level dialogue between the Council and key stakeholders throughout the planning application process and dialogue will continue should planning permission be forthcoming for this outline application to agree the optimum solution for bus provision.

It should also be noted that the Council through the Local Highway Authority is currently transforming the Box Road at Telford Town Centre, which includes proposals to make the Box Road two-way. It has been important that the applicants work closely with the LHA in formulating proposals that do not inhibit or prejudice this key Council project. The applicant’s preferred solution for bus provision is to for an on-road bus facility; however this solution has met with some resistance from bus

stakeholders and two alternatives have been tabled that would provide for more commodious inter-change facilities. These will be explained later in the report but any favourable decision by Members to the outline proposals will be conditional upon the agreement of an acceptable bus provision solution later. This will be in the form of a Grampian style condition that will prevent development occurring in the vicinity of the present bus station until alternative facilities have been provided and are operational.

The illustrative material also makes reference to wider public realm improvements on highway land, including the provision of the two way Box Road and shared surface crossings, and also the proposed removal of the pedestrian bridge link at Lawn Central, with replacement at-grade crossing. Whilst these proposals do not form part of this outline planning application, the details have been considered as part of the illustrative material to demonstrate that the applicants have fully considered wider improvements, and how this would work with the emerging masterplan.

Connectivity is considered to be an important element that will arise as Reserved Matters submissions are developed following the grant of outline permission. The outline application submission notes the intention to provide enhanced pedestrian “entry points” into the Shopping Centre via an ‘at grade crossing’ over Lawn Central, similarly over Grange Central to the residential area of Hollinswood, across Coach Central into Southwater and from the courts and western areas of the town over Woodhouse Central. These new crossings will be accompanied by and enhanced by public realm improvements that are also illustrated in the masterplan.

The Design & Access Statement explains that the development is likely to be phased so that following the relocation of ASDA in Spring 2014 to its new location at Malinsgate, the area vacated by ASDA will be developed first followed by other developments in the ‘northern quarter’ followed by Central Square and Brown Elm in 2016, Bus Station in 2017 with Ash Grey in 3-5 years and later still (5-10 years hence) - Lime Green and Blue Willow car parks.

The application is supported by the following illustrative and supporting material:

- Parameter plan, table of uses and red line application plan
- Illustrative Scheme (henceforth described as the ‘masterplan’);
- Design and Access Statement;
- Flood Risk Assessment;
- Ecology letter and report;
- BREEAM Pre-Assessment;
- Preliminary Geo-environmental Risk Assessment;
- Air Quality Assessment ;
- Noise Assessment;
- Energy Statement;
- Sustainability Statement;
- Utilities Infrastructure Statement;
- Transport Assessment including Travel Plan
- Car Parking Strategy; and
- Pre-application Consultation Report

The Council issued a screening opinion on the 30th July 2013 confirming that an Environmental Statement was not required for the proposed development, in accordance with Regulation 5 (1) of The Town & Country Planning (Environmental Impact Assessment) Regulations on the following basis:

- a) The site is not within a “sensitive area” as defined by Regulation 2(1) of the Town & Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999
- b) Although a major development, the environmental impact would be no more than local significance;
- c) The development proposed is not, in itself, environmentally sensitive or located in an environmentally sensitive area;
- d) The development would not result in unusually complex or potentially hazardous environmental effects.

There is no intention to provide additional car parking; indeed there will be a slight reduction of 191 spaces, leaving a total of 3,477 spaces, which is considered sufficient and a car parking strategy has been provided as part of the Transport Assessment.

#### SITE AND SURROUNDINGS:

The Site lies within Telford Town Centre and within the defined Primary Shopping Area (“PSA”). It is essentially part of the Shopping Centre operated by the applicants, Telford Trustees. The application site is further subdivided into two “Development Areas” which are defined on the parameter plan, titled ‘Box Road’, and ‘Southern Quarter’. The two Development Areas have a number of ‘sub-areas’, which have been described in detail below.

#### Box Road

##### Sub area 1 - Northern Quarter:

Sub Area 1 (Northern Quarter) is located within the northern part of Telford Town Centre, and consists of the existing ASDA supermarket to the west, and the surface car park known as Red Oak car park which slopes eastward towards Grange Central. The petrol filling station, associated with the present ASDA, is located within Red Oak car park. To the north of the site is an existing pedestrian footbridge linking the site, over Lawn Central to the Civic Quarter and the train station.

##### Sub area 2 - Central Square:

Sub area 2 (Central Square) includes the buildings Brodie House and Hazeldine House, and the public realm area known as Central Square, which includes some limited car parking. The public realm areas mainly consist of hard landscaping features such as raised flower beds, stepped walkways and ornamental trees.

The ground floor of Brodie House is vacant (previously in retail use), with office tenants in occupation at first floor. The majority of the ground floor at Hazeldine House is currently vacant, with limited units occupied by various retail tenants. The building also houses a link through to the Cherry Pink car park from the shopping centre.

The sub area is bounded by the main shopping centre to the west, which is fronted by Debenhams at this location and Grange Central to the east. To the south of Hazeldine House is a level change towards Coach Central. The northern boundary of this sub area is Red Oak car park.

The sub area boundary also includes the bridge crossing at Grange Central linking the Telford Shopping Centre with the Hollinswood residential community.

#### Sub area 3 - Bus Station:

The majority of sub area 3 (Bus Station) is occupied by the existing Telford Bus Station. Part of the shopping centre which directly links with the bus station is also included within this sub area. Vehicles both enter and leave the bus station via Coach Central. The Bus Station provides an interchange/ terminus facility for all services and operates with a forward in, reverse out manoeuvre.

#### Southern Quarter:

##### Sub area 4 - Southern Quarter

Sub area 4 (Southern Quarter) is currently occupied by surface level car parking known as Brown Elm car park and the existing retail units including Iceland, Wilkinsons and the Range.

To the east of the boundary with the Southern Quarter is the latest Southwater Development Site, where work is well underway to provide new Council hub facility together with a range of leisure facilities including a new cinema, hotel and restaurants and multi storey car park. To the south is Southwater Way which links the Brown Elm car park and the Southwater area. To the north is Coach Central, and to the west is the proposed ASDA store and car park site.

The red line application site boundaries comprise only parts of the Shopping Centre that can reasonably be redeveloped including the northern quarter as described above, Central Square and the area in the vicinity of the Bus Station. The red line extends across the Box Road at Lawn Central to the north and Coach Central to the south. This is to facilitate, in the case of Lawn Central to the north, the opportunity to potentially remove the footbridge and provide an at-grade crossing over Lawn Central to the redeveloped shopping centre in the area vacated by ASDA and in the case of Coach Central to redevelop the area comprising in part the existing bus station and, across the Box Road, the area currently forming part of Brown Elm Car Park. The new ASDA lies immediately to the west of Brown Elm and Southwater immediately to the east. The red line boundary in the southern quarter in part recognises the development opportunity that will emerge once ASDA and Southwater become operational, which in turn provides the opportunity of enhancing pedestrian flows west-east and northwards.

Beyond the application site to the north of the shopping centre is the town centre's office quarter, which leads to the train station located to the north of the M54. Additional offices are located to the east and west of the town centre. The nearest residential areas are Hollinswood, to the east, and Malinslee, to the south west. These residential areas are set back from the main town centre area but enjoy good connectivity with the town centre.

Beyond again to the north west of the town centre are the two out of town retail parks, known as Telford Forge Shopping Park and Telford Bridge Shopping Park.

The Masterplan analysis set out in the Design and Access Statement demonstrates a number of barriers within the Town Centre which impact on the ability of the Shopping Centre to perform at its maximum and these include:

- Low levels of food and beverage units compared with retail uses;
- Large inactive areas caused by highways and large surface car parks;
- Poor pedestrian and cycle access through the shopping centre;
- Limited evening activity; and
- Limited pavement edge on the Box Road reduces the choice of routes for pedestrians.

The applicants accept that these issues have led the Town Centre to be disconnected, poorly linked, difficult to navigate and an unfriendly environment for both customers and visitors. The town centre effectively has been characterised by an inward looking covered shopping mall, with only a few recent developments seeking to provide an external entrance, such as Primark, BHS and House of Fraser. The Masterplan seeks to work with the changing commercial, leisure and civic offer that have been created largely by the Council's vision for Southwater together with developments at the ITC and others such as ASDA.

The mixed use development proposed will be served by a number of existing and revamped access routes that are described in the parameters plan. The applicants need only establish the parameters of the access routes at this outline stage and demonstrate that a satisfactory access or accesses can be provided. Thus they do not need to be precise as to the access points but only depict between relevant points on the parameter plans where the access or accesses can occur. Within the Northern Quarter sub area there will be a route (minimum width of 6 metres) between points A and B upon which point C will join. There will also be a route (minimum width of 6 metres) between points D and E, where this route crosses Lawn Central and a pedestrian link will be provided, providing the possibility for removal of the footbridge and enhancement of connection towards the train station.

Within Central Square sub area, there will be a route (minimum width of 6 metres) between points F and G upon which point H will connect this route to Grange Central.

Point J (off site) will join with point D creating a route from Hollinswood residential to the Northern Quarter and Central Square sites. It is proposed that the bridge link across Grange Central is removed, to be replaced with an 'at-grade' crossing, and providing fully accessible circulation to the town centre.

Within the bus station sub area, there will be a pedestrian link to Development Area 2 (Southern Quarter) across Coach Central.

#### RELEVANT PLANNING HISTORY:

The applicants' urban designers and architects have been working on Telford Town Centre over a number of years. During this time, a number of masterplan options for the redevelopment of the town centre have been brought forward. In 2007, a wider masterplan was developed for land within the Telford Town Centre and Trustees ownership focusing on improving the linkages and public realm throughout the Town Centre. This was to be done by enhancing the connectivity within the town centre, encouraging 24 hour pedestrian dominated streets, using new mixed use development to provide an active edge around the shopping centre and creating a series of spaces with individual character connected by a legible street patterns.

W2009/1074 - Redevelopment to provide a new supermarket (Use Class A1), together with retail and/ or office units (each with flexible uses within use classes A1 or A2 or A3 or A4 or A5 or B1), reconfigured petrol filling station, car parking, public realm and associated landscaping, access and servicing arrangements – Granted 24 September 2010. Expired 24/9/13

Demolition of existing building, and erection of one retail unit (Use Class A1), and alterations to existing shopping centre entrance – Granted 28 March 2012.

TWC/2012/0059 - Outline planning permission, with all matters reserved for a mixed use proposal with a cinema (Class D2), retail and food and beverage units (Class A1, A3, A4 and A5), and pedestrian link between Red Oak Car Park and Central Square, including demolition of existing buildings and footbridge over Grange Central – Granted 29 February 2012

W2009/0915 – Erection of Foodstore (ASDA) with petrol filling station and 500 car parking at Malinslee House, Malinsgate Telford TC – Granted on 11 March 2010

W2009/0914 - Outline planning application with means of access (part) for a mixed use development comprising Offices and Civic offices (B1a/sui generis); Residential (C3) (up to 330 units); Retail, Cafes/Restaurants, Financial and Professional Services, Drinking Establishments (A1,A2,A3,A4); Learning and Media Centre (to include the replacement of Meeting Point House), Leisure Pool, Cinema, Hotels, Energy Centres, Conference and Event facilities including outdoor events space and a Medical Centre (C1, D1, D2 and sui generis); associated landscape improvements to the public realm, replacement and construction of Southwater Lake, boundary treatment and new and reconfigured access; construction of basement, undercroft, surface and multi storey car parking; and all associated and ancillary works. Retention, refurbishment and extension of the existing ice rink building and extension to bowling and bingo building. Retention of existing hotels (the Holiday Inn and International Hotel) and Event Centre, Outline Granted, 17/06/2010.

TWC/2010/0446 - Engineering operations comprising foul and surface water drainage works and the draining of Southwater lake, earthworks to facilitate a Main Street and new Southwater lake, demolition of Spout Farm House and the Town Park Ranger Base, Highways improvements to existing and reconfigured accesses,

replacement and creation of surface car parking, landscaping, retaining structures and all associated and ancillary works, Full Granted, 28/10/2010.

TWC/2011/0037 - Provision of public realm improvements to facilitate a new main street, new public squares and access to include street furniture, CCTV, lighting, flagpoles, boundary treatments, landscape improvements and water features and associated and ancillary works, Full Granted, 10/03/2011.

TWC/2012/0006 – Erection of multiscreen cinema, A3/A4 retail units, an 82 bedroom hotel and 603 space car park, Southwater. Granted March 2012

TWC/2012/0512 – Erection of 697 space Multi Storey Car Park, Coach Central/Southwater, Telford TC – Granted 12 September 2012

#### PLANNING POLICY CONTEXT: National Planning Guidance

The National Planning Policy Framework (NPPF) introduced in March 2012 contains at its heart a presumption in favour of ‘sustainable development’ and that development which is sustainable should be approved without delay and that “Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible”.

The core planning principles of the NPPF include the need to proactively drive and support economic development; to seek to secure high quality design and good standard of amenity for all existing and future occupants of land and buildings. Developments moreover should actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Section 1 of the NPPF emphasises the Government’s commitment to economic growth and indicates that significant weight should be placed on the need to support economic growth through the planning system (paragraph 19). Section 2 provides guidance on the vitality and viability of the town centre. Local planning policies should be positive and promote competitive town centres. Local planning authorities should:

- recognise town centres as the heart of their communities and pursue policies to support their vitality and viability;
- promote competitive town centres that provide customer choice and a diverse retail offer;
- allocate a range of suitable sites to meet the scale and type of retail, leisure and commercial, office, tourism, cultural, community and residential development needed in the town centre; and
- where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity (paragraph 23).

Section 4 of the NPPF states that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability

and health objectives. Paragraph 29 emphasises that transport systems need to be balanced in favour of sustainable modes giving people a real choice about how they travel. Decisions should take into account the opportunities for sustainable transport modes that have been taken up; safe and suitable access to the site can be achieved for all people. Developments should only be refused on transport grounds where the residual cumulative impacts on the development are severe (paragraph 32).

The NPPF recognises that the planning system can play an important role in facilitating social interaction and creating healthy and inclusive communities. Planning decisions should aim to achieve places which promotes:

- Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Safe and accessible developments, containing clear and legible pedestrian routes, and high quality space, which encourage the active and continual use of public areas (paragraph 69).

Local Planning Policies:

Shropshire and Telford & Wrekin Joint Structure Plan 1996-2001 (adopted 2002)

The 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

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

Relevant Saved Wrekin Local Plan Policies  
EH7 – Land Contamination

EH8 – Remedial Action on Contaminated Land  
EH14 – Land Stability  
UD2 – Design Criteria  
UD4 – Landscape Design  
UD5 – Public Art

#### Core Strategy (CS)

Telford Core Strategy -The Core Strategy was adopted in December 2007 and is the key strategic. This document sets out the vision and spatial development strategy for the area and for subsequent planning documents to follow.

CS2 – Jobs  
CS3 – Telford  
CS4 – Central Telford  
CS8 – Regeneration  
CS9 – Accessibility and Social Inclusion  
CS10 – Community Facilities  
CS12 – Natural Environment  
CS13 – Environmental Resources  
CS14 – Cultural, Historic and Built Environment  
CS15 – Urban Design

Of particular relevance are Policies CS4 and CS15. Policy CS4 states that “the Central Telford Area will be the focus of major housing, employment, retail, recreation, leisure, service and mixed used development serving the needs of the Borough and sub region”. It sets out that Central Telford should accommodate a mix of uses, developed at a higher density and encouraging people into the town centre at different times of day and night. The policy also focuses on “making the Central Telford an easier, safe and more pleasant place to work by reducing the need for and impact of car use and providing more public transport links”. Policy CS15 on Urban Design sets out that the design of development will assist in “creating and sustaining safe places, strengthening local identity and projecting a positive local image. It will positively influence the appearance and use of the local environment”.

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

CTAAP was adopted in March 2011. CTAAP is a statutory planning document at the local level. In Paragraph 1.2.3 the Council sets out that the purpose of CTAAP is “To further develop the vision and objectives for the Central Telford area outlined in the Core Strategy, and to provide a framework of policies and principles to guide spatial development of the Central Telford area”. Relevant policies include:

TC1 – Town Centre Core  
SA1 – Retail  
SA2 – Southwater  
CT1 – Mixed Use  
CT2 – Retail  
CT3 – Employment  
CT6a – Leisure, Culture and Tourism  
CT6b – Establishing the Evening and Night time economy  
CT6c – Managing the Evening and Night-time Economy

CT7 – Greyhound Link  
CT8 – Box Road  
CT9 – Other Highway Network Improvements  
CT10 – Parking  
CT12 – Public Transport  
CT14 – Environmentally sustainable buildings  
CT15 - Design  
CT17 – Public Realm  
CT18 – Storey Heights and Tall Buildings  
CT19 – Biodiversity  
CT20 – Landscaping  
CT23 – Developer Contributions for Delivering Infrastructure

The site falls within the character area of Telford Town Centre (Section 3.2). The vision for the Town Centre Character Area is “to provide a vibrant, sustainable, commercial and cultural heart of the town that looks, feels and functions like an identifiable Town Centre” (paragraph 3.2.11). Within this character area the site is located within the Existing Shopping Area of the Town Centre Core (TC1a) and Central Southwater (TC1c) which fall within the Primary Shopping Area (PSA) and is dominated by the Shopping Centre while access to the rest of the Town Centre is heavily constrained, particularly when the Shopping Centre closes in the evening. Paragraph 3.2.21 sets out that Telford Shopping Centre is currently “not realising its full potential to interact and connect with the rest of the town centre”.

Policy SA1 covers the existing shopping area, the key points of the policy include:

- “Bring forward a mixture of uses, including approximately 50,000 sq. m comparison retail, 900 homes, 18,000 sq.m offices;
- Other uses appropriate to this area include convenience retail and leisure;
- Leisure uses should be focused in the Central Square area;
- Make more efficient use of land;
- An improved skyline with a variety of building heights;
- Improve existing public spaces, as identified on Map 2;
- Incorporate outward facing frontages with pedestrian-friendly streets which face outwards towards the surrounding areas of the Town Centre.”

The Southern Quarter is located within Central Southwater (TC1c). This is identified in CTAPP as a strategically important location, lying between the existing shopping area and Telford Town Park. Although linked by an enclosed bridge, this area is currently separated from the Shopping Centre by Coach Central.

Policy SA2 (Southwater) - Central Southwater which falls within the PSA is identified as having the potential to bring forward appropriately 15,000 sqm of comparison retail. Other key uses include leisure and recreation, cafes, restaurants and bars, event related uses, new hotels and community/ civic uses.

Development proposals across the Southwater area should support key infrastructure in the area including the strategic pedestrian/ cycle links from Southwater to the existing shopping area and from Central Square to Southwater.

Proposals in Central Southwater must also improve the visual and physical connections to the existing shopping centre, Town Park and Telford International centre.

Policy CT1 states that “The Council will require development proposals to demonstrate that the opportunity for mixed use development has been explored”. In this document mixed use development is defined as where “two or more uses occur within the same building or space or within very close proximity to each other” (paragraph 4.12). Paragraph 4.1.4 that the Council will pursue measures to help create more mixed use forms of development, and seek improved connections between areas, especially for pedestrian movement. Mixed use development is identified as “critical in the Town Centre and Town Centre Core in particular in order to deliver an urban centre that provides a broader and more integrated range of uses and activities” (paragraph 4.1.5).

Whilst retailing is a key component of the Town Centre economy, Telford is identified as having a “comparatively weak and immature retail offer” (paragraph 4.2.1). The town centre also currently has “a very limited leisure and evening economy” (paragraph 4.2.3). The shopping centre has major ‘chain retailers’, but the town centre lacks independent retail outlets and has few food and beverage outlets “particularly in the adjacent Central Square” (paragraph 4.2.4). Within the existing shopping centre, the Council identifies that there is “considerable potential to improve the existing shopping centre area by providing further retail, diversifying its range of uses and improving its connections to the surrounding areas” (paragraph 4). It is identified that retail provision needs to be prioritised “in order to give investors’ confidence to invest in both further retailing in Telford town centre and secure a comprehensive mixed use redevelopment of Telford Town Centre” (paragraph 4.2.12).

Policy CT2 (Retail) – Within the Town Centre Core, new comparison and convenience retail will be permitted to meet the identified in the Town Centre and facilitate its regeneration. This should come forward in the form of mixed use proposals. No more than an additional 65,000 sqm (gross) of comparison retail development should come forward in the Town Centre Core over the period to 2016 of which 50,000 sqm should come forward in the existing shopping centre PSA and 15,000 sqm in the Southwater PSA.

Policy CT6a (Leisure, Culture and Tourism) will support new leisure activities where:

- a) they are located in Central or East Southwater, or the existing shopping area;
- b) they take appropriate account of the need to contribute to improved links between Southwater, the existing shopping area and Telford Town Park;
- c) they include a high quality public realm in line with Policy CT17;
- d) and they are well integrated with a range of other uses such as employment, retail and housing.

Paragraph 4.5.3 sets out that “improving the leisure, cultural and tourism offer in Central Telford and siting uses in close proximity to one another will help create a more vibrant Town Centre”. This will encourage people to stay for longer in the town

centre “lengthening the daily use of the town centre and developing an evening and night time economy”.

Policy CT6b (Establishing the Evening and Night-Time Economy) seeks to encourage a safe, balanced and socially responsible evening and night-time economy stating that “Evening and night-time economy uses will be located in Central and East Southwater and Central Square. A balanced mix of late-night shopping, cafes, restaurants, bars, clubs and cultural activities will be created”.

Policy CT8 (Box Road) states that town centre developments should support the improvements to the Box Road. The key components of this are:

- Woodhouse Central will become a 'shared street' with access for all forms of transport. High quality surfaces will allow continuous pedestrian and cycle crossing between Telford Shopping Centre and surrounding areas;
- Coach Central will become a two-way 'urban street' that caters for pedestrian, cycle, and vehicle uses;
- Grange Central will become a two-way 'urban street' with traffic lanes in each direction and maintain the dedicated bus lane in the northbound direction. A high quality surface pedestrian and cycle crossing will be provided, linking Telford Shopping Centre to surrounding areas;
- Lawn Central will become a two-way 'urban street' with traffic lanes in both directions. A high quality surface pedestrian and cycle crossing will be provided, linking Telford Shopping Centre to surrounding areas.

These improvements to the Box Road are set to provide high quality public transport access and the improvements will be supported by improvements to footpath links, public realm and open space.

Policy CT12 of the Adopted Telford Area Action Plan states that the bus station on Coach Central will continue to provide a focus for bus services in Telford town centre. Measures to improve bus journey times will be introduced to improve accessibility to key services in Telford town centre. These will be in association with appropriate bus priority measures and real-time passenger information.

Policy CT14 sets out the sustainability requirements for new developments; a threshold of 1,000 sq m is set, developments over this must achieve at least a 'very good' BREEAM rating. In addition all non-residential proposals over 1,000sq m must also meet at least 10% of anticipated energy demand from on-site renewable energy sources.

Central Square is one of the few areas of public space designed for use of pedestrians as generally Central Telford is heavily designed for the use of the car. In terms of the improved public realm, Policy CT17 (Public Realm) requires developments to provide safe and attractive streets and spaces planned and designed as an integral part of development schemes, and create a good quality public realm which reflects the main uses of the space and the buildings that surround it.

Policy CT18 emphasises that developments within the Town Centre should have a distinctive appearance and be of an appropriate scale, height and architectural quality that strengthens the identity of Telford Town Centre.

Telford Town Centre Development Control Guidance (2005)

Although now of limited weight, this document prepared in order to give support to the Wrekin Local Plan does in fact give a clear indication of the vision that the Council has consistently applied for the town centre.

Design Principle 3 sets out the design guidance for mixed use development. Development is expected to:

- Achieve a level of mixed use;
- Have the flexibility to allow vertical mix of uses e.g. the flexibility of ground floor units to convert to other uses in response to market demand;
- Be of varied density and development form;
- Establish active ground floor uses along main pedestrian routes;
- Create a range of uses to bring people into the centre at different times of the day;
- Establish a greater range of retail outlets including specialist shops, cafes and restaurants; and
- Encourage the extension of the shopping hours into the evening.

Design Principle 5 (Development Blocks) sets out that future development of Telford Town Centre should adopt a perimeter block form, where development occurs around the periphery of the site with small 'setbacks' (space between the edge of the street and the front of the building). Development is expected to "create a quality, vibrant and safe public realm by providing the continuous enclosure of all key movement routes and spaces".

Design Principle 6 (Frontages) states that 'active frontages' are a crucial aspect of a development that provides a positive contribution to the public realm. Developments will be required to create buildings which: "front the streets and the public realm, provide active uses at ground floor, have windows and front doors at ground floor level, does not result in blank walls and excessive garage doors will not be acceptable onto streets and the public realm".

Design Principle 7 (Inclusive Access) states that "the design and layout of development will be expected to take into account the needs of every member of the community including young people, elderly and those with disabilities".

Design Principle 9 (Architecture and Appearance) states that buildings must be of a high design quality. Developments are required to: "have a coherent design language, have a coherent design pallet of materials and detail, respects the context and create varied, visually interesting and 'active' street frontages".

Design Principle 11 (Routes, streets, spaces and the public realm) sets out the importance of achieving an urban movement framework and public realm through the quality of the routes, streets and spaces. Developments should contribute toward improving the connecting routes and streets to the surrounding areas, ensuring

these routes are safe, direct, and easy to navigate and of a design that allows easy movement and opportunity for users to meet and interact.

Design Principle 12 (Prominent locations) sets out that those developments in locations that have a visual prominence provide an opportunity to be designed in a memorable and distinctive way. This is an important design principle for key arrival locations, important townscape locations, key frontages and key areas of public realm.

#### CONSULTATION RESPONSES:

Lawley & Overdale Parish Council: We feel that we should reserve full comments as there is a lack of clarity in this application. Having read the comments placed against this application by the Highways Agency we concur with their thoughts and with the ongoing mayhem already being caused with the ongoing development at Lawley, we reserve further comments until clearer information is received.

Great Dawley Parish Council : No Objection

West Mercia Police: No Objection

Planning Ecologist: I have read the above application and the supporting documents including the Ecological Appraisal by Waterman Energy (2011) and the update letter from Waterman Energy (2013).

Recommendation: Include the conditions and informatives below on the decision notice.

#### Bats

The buildings on the site have negligible potential for roosting bats according to Waterman Energy (2011 and 2013) and have been subject to an inspection survey. No evidence of roosting bats was discovered including in the Grange Central footbridge and storage area which was inaccessible in 2011 but was thoroughly inspected in 2013.

Waterman Energy recommend that lighting throughout the development be designed to avoid impacts on foraging and commuting bats and that a range of artificial roosting opportunities for bats should be provided on the site.

It is recommended that appropriate ecological mitigation conditions be imposed including provision of bat boxes and attention to lighting.

Pollution Control: The application is accompanied by detailed assessments covering Air Quality, Noise and Contaminated Land. The application is supported provided the following conditions are included in any Permission which may be granted. The recommendations included in the Noise Assessment Report are achieved in full. In relation to Contaminated Land a scheme of investigation and remedial measures as proposed in Section 7.31 of the report by Waterman's is implemented.

Highways Section:  
Bus Provision:

The illustrative layout includes the Applicant's preferred on road bus stop solution. There is still an ongoing debate whether this is a suitable and workable solution from the perspective of the bus operator and bus users and if this meets the aspirations of CTAAP policy to enhance and improve the public transport offer.

The development proposes an online bus interchange with bus stops placed around the box road. The LHA has no objections in principle to this but this facility needs to fit within the constraints of the box road, must not obstruct visibility at accesses or pedestrian crossings and must not delete elements of the footway/cycleway network. As such the indicative plan submitted with this Application fails on a number of points and is therefore not acceptable to the LHA in its current form. The Applicant does not agree but the details they have submitted do not correctly identify the highway boundary or the extent of the box road transformation works so cannot be accommodated and are therefore not accepted in their current form. Notwithstanding this difference of opinion I believe this detail can be dealt with by a Grampian condition.

There are a number of alternative options other than the on-road provision; however these have not been worked up in detail.

The LHA accepts that the micro-modelling of the two proposed signal junctions (two signal junctions are proposed for the Northern Anchor and Southern Anchor sites) is workable for the quantum of development proposed in this application and in compliance with CTAAP. The LHA would reserve its position long term in terms of any further quantum of development being proposed in Shaping Places Local Plan.

The ShopMobility unit relocation and taxi provision will need to be considered.

In terms of car parking the applicants explain how they have calculated the parking accumulation associated with the new development. This states that 3512 parking spaces will be retained across the site and that the maximum parking accumulation is 3190. However the LHA does not fully agree with the methodology used to arrive at the car parking figures. Instead, the LHA recommends a different approach be taken to the parking calculation which is based on CTAAP policy and the submitted TA. This indicates a shortfall of 592 spaces that would need to be provided for the full development to proceed. Initial phases of development may be able to be built utilising the spare parking capacity that exists. This needs to sit in the Section 106 Obligation.

The draft Heads of Terms in the Planning Statement (Appendix D) and the accompanying Schedule is not agreed and a revised calculations for CTAAP contributions is suggested by the LHA. From the LHA calculation, a contribution of £1,503,679 to strategic highway improvements identified in CTAAP will be required. A calculation table is provided by the LHA that requires stage payments to be made according to quantum of development coming forward. In addition, it is also suggested that a contribution of £50,000 be made for Travel Plan monitoring.

Any highway works identified at the reserved matters stage that affects areas of the existing adopted highway will need to be covered by S278 agreement Highways Act

(1980). Based on the PBA indicative drw.no.20069/213/001 rev.A potential S278 works will include (but is not necessarily limited to):

- a. Provision of the new signal access with pedestrian facilities at Ironmasters Way/Lawn Central.
- b. Alterations to the Red Oak access and egress points and adjustments to the Grange Central carriageway.
- c. Removal of the Grange Central footbridge to include the replacement signalised crossing.
- d. Provision of the new signal access with pedestrian facilities at Coach Central for Yellow Beech/Brown Elm.
- e. Alterations to and/or provision of access for car parks and service areas.
- f. Alterations related to new pedestrian routes.
- g. Alterations to and/or the addition of new bus lay-bys.
- h. Alterations and accommodation works to the existing or new bus station.

Highways Agency: Holding Direction preventing the Council from determining the application for a further period of 3 months to enable the applicants to satisfy the Highway Agency on a number of points, including:

- Trip Rates
- Trip generation/distribution/assignment
- Proposed development flows
- Accessibility
- Travel Plan
- Junction capacity assessments

It appears that the applicants will need to clarify certain calculations in the TA including trip rates and traffic generation together with accessibility and public transport issues. Further clarification of commitments towards the appointment of a Travel Plan co-ordinator is also necessary. The TA fails to demonstrate impact on M54 Junction 5 – further information is necessary for the Forge roundabout M54 junction. Further junction capacity assessments may be necessary once development trip information has been assessed.

At the point of preparing this report discussions were ongoing between the applicants and HA. There is a possibility that the matter may be resolved before Committee and Members will be updated at the meeting as to the latest position. Members will note that the Lawley & Overdale Parish Council have picked up that the HA have lodged a Holding Direction and want to reserve their position until the HA issues have been addressed. However, it is difficult to understand their position given that the HA's main issue lies with the Forge Roundabout junction and M54 and not the Lawley Junction 6 which has been improved in accordance with HA requirements and is now traffic signalled.

Shropshire Fire Service: No objections subject to informatives As part of the planning process, consideration should be given to the information contained within Shropshire Fire and Rescue Service's "Fire Safety Guidance for Commercial and Domestic Planning Applications" which can be found using the following link: <http://www.shropshirefire.gov.uk/planning-applications>

Coal Authority: The Coal Authority concurs with the recommendations of the Preliminary Geo- Environmental Risk Assessment (EDD13717.R.3.2.1.JLD, July 2013); that coal mining legacy potentially poses a risk to the proposed development and that intrusive site investigation works should be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues on the site.

The Coal Authority recommends that the LPA impose a Planning Condition should planning permission be granted for the proposed development requiring these site investigation works prior to commencement of development. In the event that the site investigations confirm the need for remedial works to treat the mine entries and shallow mine workings to ensure the safety and stability of the proposed development, this should also be conditioned to ensure that any remedial works identified by the site investigation are undertaken prior to commencement of the development. The Coal Authority considers that the content and conclusions of the Preliminary Geo-Environmental Risk Assessment are sufficient for the purposes of the planning system and meets the requirements of the NPPF in demonstrating that the application site is, or can be made, safe and stable for the proposed development. The Coal Authority therefore has no objection to the proposed development subject to the imposition of the above condition.

Sustainability Officer (TWC):

Energy Statement: Once the design is more worked up, we would require another Energy Statement at detailed design stage. The current one is based upon floor space. The current Energy Statement concludes with CHP for the hotel only and Air Source Heat Pumps for everything else. It is disappointing to that that Biomass is not being given greater consideration as a viable form of on-site renewable energy.

BREEAM Assessment: Based upon the Pre-Assessment Estimator the rating of 'Very Good' is predicated. As the percentage is not very high the development could easily drop points therefore the developer needs to make sure the points are achieved.

Overall the development is in compliance with the Central Telford Area Action Plan, in regards to policy CT14.

Drainage: No Objection – recommends informative: The principals set out in the FRA are acceptable for the purposes of the outline application. The reserved matters application should include a detailed drainage design to satisfy the requirements of standard condition B74. JB 27/08/13

Councillor Jayne Greenaway - The site itself, historically, has had little opportunity to create new green space but I noticed that the Waterman Ecology Report Part 1-3 included CT22 Policy, Provision of New Green Space as adopted in CTAAP March 2011. This policy was quite specific about deficiencies of green space in central Telford which included sports and leisure facilities and provision for young people with additional provision predominantly in Central and Old Park Character areas required. As the Ward Councillor for Lawley and Overdale I am aware that the CTAAP has identified an area within the site allocations SA4 Old Park West for provision of sport / leisure facilities, some development, along with improved pedestrian links to the Town Centre, this area is within the boundary of the CTAAP.

The main existing residential area of The Rock lies along the CTAAP boundary and this is a popular area with residents, many walk into the Town Centre and it acts as a link pedestrian route, however the area suffers from a lack of facilities, community/leisure/sport and play. I am contacted regularly by residents on this issue. I would like to take this opportunity to ask on behalf of residents that the points I have made are taken into account with regards to possible funding from this development towards facilities for the future. There is a genuine need for provision for our families and young people. I hope you will look favourable upon my request.

### THIRD PARTY REPRESENTATIONS

An objection to the proposal has been received from ARRIVA on 5 grounds relating to:

- The proposed redevelopment of the current Bus Station, without an agreed and deliverable alternative Bus Station being part of the proposals,
- The fundamental alterations to ARRIVA's bus operations which have been included in the proposals, and without having been negotiated and agreed with ARRIVA,
- The lack of understanding of the proposers and the Council as regards the operation of the bus network, and its future requirements,
- The attempt by the Applicant to impose a solution on ARRIVA, which will not work in practice, and which ARRIVA is not prepared to operate, and
- The process undertaken by the proposers does not constitute 'masterplanning'. It is in fact an Outline Planning Application, and a 'backdoor' method of obtaining Planning Permission to disadvantage ARRIVA Midlands Ltd, and its bus operations.

ARRIVA goes on to suggest that if the existing Bus Station is to be redeveloped, the underlying and accepted principles in Planning terms are that any proposed replacement Bus Station must be:

- considered as a fundamental part of the Planning proposals for the redevelopment,
- considered within the same Planning Application as the redevelopment proposals,
- given the same degree of Council process consideration as the redevelopment proposals,
- accompanied by a locational analysis in relation to the existing Bus Station,
- the result of both an in-principle and detailed analysis of the needs of the Bus Operator,
- related to the Bus Operator's operating routes and methods, and be demonstrably deliverable,
- considered in relation to future anticipated road network changes, and
- the result of detailed engagement between the proposers, the LPA and the Bus Operator.

The objection letter was prepared before ARRIVA had time to consider further options put forward by the applicants but it is fair to say that ARRIVA has

fundamental concerns about the operational impact arising from an on-road bus facility (i.e. with a series of bus stops around the Box Road).

In a later email the planning consultant acting for ARRIVA acknowledges the attempts to resolve the bus station interchange issue and the further options put forward by the applicants in conjunction with the Council. However the planning consultant also believes that the application is premature, the masterplan presented fails to provide certainty or credibility and that the Council should not entertain the proposal without resolving the bus station issue. The use of a planning condition (Grampian condition) cannot be “legally” supported.

#### PLANNING CONSIDERATIONS:

##### Principle of development

The Core Strategy’s long term development vision will see the transformation of Telford’s centre into an 18 hour, seven days a week focal point for recreation, leisure, and cultural services and facilities. It will provide new jobs, new opportunities and new wealth, to transform the image and perceptions of Telford. This is supported by policy CS 4, which states that Central Telford area will be the main focus for major housing, employment, retail, recreation, leisure service and mixed development by creating more shops, offices, cafes and restaurants, sports, recreation and leisure. Accommodating a mix of uses to encourage people into the town at different times of night and day, making the area an easier, safer and more pleasant place to walk and reduce impact of the car and enhance the role of the Town Park is a key feature of this scheme and is fully compliant with Core Strategy policies.

The Central Telford Area Action Plan expands this vision and policies of the Core Strategy for the Town Centre, where the vision has been refined and bolstered so that the town centre including of course Southwater provides a vibrant, sustainable, commercial and cultural heart for the town that looks, feels and functions like an identifiable Town Centre, rather than the present indoor shopping centre focus.

The application site comprising two Development Areas – Area 1 (Box Road) and Area 2 (Southern Quarter) is a vital component to delivering this vision as it is located within the Town Centre core. Any scheme here is important to establishing a heart to the town – in terms of ambitions, it is clear that development is expected to be characterised by more intense, mixed use activity.

The proposed developments in Development Area 1 (which includes Northern Quarter, Central Square and the Bus Station sub-areas) are for a mix of uses, including 31,400sq m net additional retail floor space, leisure, hotel, shops, bars and restaurants. These elements of the proposal are in accordance with the uses allocated within Policy SA1 of CTAAP. Specifically, CTAAP promotes development that brings forward a mix of uses (including up to 50,000 sq m of comparison retail, convenience retail and leisure. Developments within the PSA within the Central Core are expected to demonstrate that they will make efficient use of land, improve the skyline and incorporate outward facing frontages.

It is proposed that a new foodstore anchor will be accommodated within the Northern Quarter sub-zone. This is supported by both CTAAP Policy CT2 and by the decision of the Council to permit a new foodstore at Red Oak Car Park (although this permission has very recently lapsed).

The proposed developments in Development Area 2 (the 'southern quarter' comprising land occupied by Brown Elm Car Park and existing retail units of Wilkinsons, Iceland and the Range) provide for a mixed range of uses including retail, restaurants and cafes. This site falls within CTAAP Site Allocation Policy SA2 (Southwater) which seeks a "vibrant mix of uses, including retail, leisure, cultural, community/civic facilities and the town's primary area for restaurants and bars together with 'public space'.

### The Illustrative Masterplan Proposals

The key design challenges can be summarised as follows:

- Underutilised prime retail area adjacent to Telford shopping centre
- Minimal active edges facing out to the Box Road
- Enhanced street frontage is needed
- Poor Town Centre public realm
- Encourage more pedestrians into the shopping centre
- Encourage more evening activity in and around the shopping centre
- Overcome antisocial behaviour occurring in various locations after the shopping centre closes due to badly designed and unsafe spaces
- Significant level differences throughout the Town Centre
- Box Road acting as a barrier to the Town Centre

Although the application is expressed in outline with all matters reserved for future approval, the submission of a detailed Masterplan does provide the Council with some confidence that the vision and ambitions of CTAAP will be realised under CTAAP Policies SA1 and SA2. The Masterplan includes schematic proposals for each of the Sub-Zones within the two Development Areas.

Each of the sub-zones have been assessed against their ability to perform in relation to connectivity, uses, public realm and creation of landmarks. Clearly this is to demonstrate that the development that is anticipated within each sub-zone can respond to the key design drivers behind Policy SA1 for the PSA and Policy SA2 for the remainder of the Central Core (Southwater). It is an important part of CTAAP to incorporate outward facing frontages with pedestrian-friendly streets that enhance connectivity across the central core area. Close attention is paid within the Masterplan to identify and enhance connectivity within each development zone. The range of uses are also identified for each zone and landmark buildings are illustrated along with public realm enhancements. Members are invited to view this illustrative material online within the Masterplan as it sets the scene for how the Shopping Centre and the Southern Quarter may be built out in future. In turn, it helps set the standards for future designs and Reserved Matters submissions.

The new buildings will have active frontage to new pedestrian streets and push activity towards the 'Box Road'. It is expected that buildings will deliver active edges

that are functional and appropriate to the environment they contain. The proposals will be part of the ambition to create external streets and spaces within the shopping centre ownership, and active urban streets on the Box Road.

There is the opportunity within the proposals to demolish the pedestrian footbridges over Lawn and Grange Central and provide 'at-grade' crossings. The applicants are working together with the Council's Box Road team to deliver these proposals as part of the wider masterplan for the Town Centre. The creation of the legible routes will encourage pedestrian and cycle movement in the Town Centre and strengthen links from the shopping centre to the neighbouring residential areas, the civic quarter and Southwater.

In essence the proposals will:

- Create a set of buildings that will complement the existing shopping centre
- Provide new areas of public realm
- Introduce contemporary buildings to the shopping centre
- Provide out of hours activity for the Town Centre
- Provide new pedestrian crossings at street level
- Transform Telford into a town capable of becoming a regional facility
- Encourage an 18hr daytime/evening economy
- Provide a choice of routes through and around the Town Centre
- Support the Council's aspirations for the Box Road and Coach Central
- Engage with the emerging Southwater Development
- Provide robust development framework that is flexible for the future needs of the town
- Provide a mix of uses - deliver an appropriate quantum of food, beverage and leisure for a Town Centre of this size

This proposal represents the redevelopment of a predominantly brownfield site, within an urban area, with good access to public transportation. The land is currently under utilised and the proposal provides the opportunity to create a vibrant mixed used scheme in accordance with NPPF and local policies. The town centre location of the development site meets the aspirations of Core Strategy and CTAAP which promote the town centre first approach for mixed use development schemes such as this. The site is most certainly sequentially preferable and a very obvious location for the uses proposed.

In terms of accessibility the town centre location is ideal for this type of development and the illustrative designs for the scheme contributes to the creation of the strategic linkages as set out in CTAAP. In terms of uses, the proposals are town centre focused in line with the allocation (SA1 and SA2) for the site within CTAAP. The proposed uses support Policy CS14 of the Core Strategy which identifies the need to develop a 'cultural quarter' within Telford town centre to improve the night time economy. In addition, the supporting text to Policy CS9 of the Core Strategy recognises that leisure, sport and recreation infrastructure will be an important resource for the development of the town centre.

CTAAP aims to establish an evening and night-time economy, through Policy CT6b, and the PSA and Southwater locations are suitable for this as long as no leisure use

creates an unacceptable impact on neighbouring uses. This development will introduce a lot more people into this area in the evening and it is essential this is managed effectively as set out in Policy CT6c. It is considered that the scheme has, as best it can, designed out the potential for crime and the Police Architectural Liaison Officer supports the proposals. There is good surveillance from buildings, well integrated footway network with a well lit environment and protected by CCTV measures.

It is considered that the principle of redevelopment of this site for a mixed use development is in accordance with planning policies and guidance in NPPF, the Wrekin Local Plan, Core Strategy and CTAAP.

In conclusion, the development creates a vibrant mixed use area, with an appropriate density of development. The design and appearance of the development is in keeping with Policy CT15 of CTAAP, so far as the Masterplan illustrate and will create an attractive, distinctive and recognisable place within the Town Centre. The use of high quality and contemporary materials and architecture will be necessary later but officers consider that these proposals will help create attractive and well-connected streets and squares, while the building heights will create a distinctive appearance and skyline, which create a clear and recognisable Town Centre, in accordance with policy CT18 of CTAAP. The proposed development will help support the Council's ambitions to create a "rich cultural fabric" through the creation of a vibrant quarter and night time economy in Telford Town Centre. In addition, the design assists in creating and sustaining safe places, which strengthen local identity and is likely to have a positive influence on the local environment in accordance with policies CS14 and CS15 of the Core Strategy and UD2 of the Wrekin Local Plan.

#### Design, public realm and landscaping

The illustrative plans and diagrams contained within the Design & Access Statement provides the basis for the masterplan for future development and establishes a set of codes to which buildings will conform and how the characters of the spaces around the buildings will be shaped and designed along with key pedestrian entry points.

The masterplan seeks to create linkages to the currently disconnected parts of the town, linking the town park, residential, civic and office neighbourhoods into and through the centre. The proposed development does not propose whole scale demolition of the shopping centre but seeks to engage with it and maximise new activity around it.

A series of new spaces are connected by a choice of routes surrounding the shopping centre, extending its internal streets and activating its edges. The new routes connect the existing desire lines from the neighbouring communities with new public spaces formed at resulting nodes. The masterplan framework provides a range of significant new mixed-use blocks.

The majority of the Masterplan proposes permanently accessible external streets and squares with shopping, cafés, restaurant and leisure uses providing activity at ground level. Working with the Box Road scheme and other local developments, the masterplan takes dominance away from the motor vehicle and creates safe spaces

for the pedestrian and cyclist. The downgraded Box Road interacts, with buildings forming key urban edges to frame streets and squares.

Images are included to illustrate each of the four main pedestrian entry points, the enhancements proposed to pedestrian connectivity, the treatment of open streets and squares and the provision and possible treatment of landmarks at each of the entry points. So for instance, the following paragraphs pick out the main flavour of what is envisaged in terms of how these areas/features will be handled as individual Reserved Matters are submitted. The illustrative material can be viewed online.

**Pedestrian Entry Points:** an example illustrated shows the pedestrian link from the train station into the Town Centre. The link is paramount because it is the primary entry point when arriving into Telford by train. However, there is a 7m level difference for pedestrians to manoeuvre - currently via the Lawn Central Footbridge. The illustrative scheme removes the footbridge and provides an at-grade crossing with a vertical "circulation node" to take people up to mall level. This node will have human scale design features and act as a gateway building so that people know they have 'arrived'. The demolition of the existing bridge also releases the development potential of the area yet further.

**Pedestrian Connectivity:** key routes into and through the shopping centre from other parts of the town which are well designed and pedestrian friendly are key aims. An example illustrated shows the link from the new ASDA store through to Southwater and the Shopping Centre via Coach Central. New buildings together with public realm will be designed at a more human scale with active frontages to direct pedestrians to these areas of town.

**Open Streets and Squares:** the Shopping Centre comprises in the main one large inward facing building mass. The outline application provides the opportunity to create a series of public squares linked by a choice of routes that will serve both the daytime and night time economy. An example illustrated shows the creation of a public square in the northern quarter following ASDA's relocation. New buildings will be designed at varying heights with attention given to the creation of high quality spaces and public realm.

**Landmarks:** Upon approaching the Shopping Centre either by road or by foot, there is an opportunity to create a landmark building or structure as an arrival point. These locations are highlighted in the Design & Access Statement. One which is illustrated is the approach from the A442 on the north-east corner of the Box Road.

The masterplan then proceeds to illustrate how each of the development areas are likely to be built out with varying building blocks to create a rich urban grain, noting how each of the areas will be connected, what uses will occur within, how public realm will be incorporated into the design and where landmark buildings and structures will feature. Proposals for landscaping, public realm (predominantly hard landscaping and use of quality materials together with standards for lighting and public art opportunities are given separate sections.

The resulting masterplan aims to create a well-connected, permeable Town Centre with a mix of uses within a variety of new buildings and high quality landscaped

spaces. The illustrative scheme has been designed around pedestrian movements, to ensure safe and easy access, with clearly defined links to surrounding uses. In conclusion it is considered that the design of the public realm conforms with policies CT17, CT19, CT6c of CTAAP, policy CS9 of the core strategy and policy UD2 of the Wrekin Local Plan by supporting pedestrian priority streets, providing attractive streets and spaces.

Although noting Councillor Greenaway's comments, it is difficult to reconcile the need for additional playspace at The Rock area of the Town Centre with this application. Although impacts arising directly from developments can be mitigated via planning obligations in this instance, it would be difficult to demonstrate a direct relationship. Consequently, it is not considered appropriate to require contributions to off-site play areas etc.

### Public Transport and Replacement Bus Station Facilities

The implications arising from this application is that the present bus station will either be redeveloped in its present location as part of the outline proposals or will be relocated elsewhere in the town centre. The arguments for redevelopment/relocation that have been put forward by the applicants include the desire to re-design the present area with a view to enhancing connectivity between the bus station area of the Shopping Centre and Southwater. It is acknowledged that the area suffers from poor connectivity and that the Shopping Centre at this location has a particularly strong inward focus and appearance. The bus station along with existing rear service yards to existing stores portray a negative character along Coach Central with poor pedestrian connectivity that prevents easy access across the Box Road and into Southwater.

That said, the present bus station occupies a central location within the town that serves as an interchange facility, which is operationally efficient and is much valued by the local community. CTAAP Policy CT12 moreover acknowledges the presence of this important facility which "will continue to provide a focus for bus services in Telford town centre". The Policy also seeks to promote measures that will lead to an improvement of bus journey times in order to enhance accessibility to key services in Telford town centre. These will be in association with appropriate bus priority measures and real-time passenger information. Although the latter part of this policy (in relation to improving bus journey times) is allied to measures introduced as part of wider transport planning strategies rather than purely land use planning responsibilities, the location and nature of bus station facilities are fundamentally land use planning concerns and relevant considerations in this application.

To this end your officers set out a requirement at the start of pre-application discussions that the applicants in putting forward proposals to redevelop the area of the bus station in principle, must also demonstrate that alternative bus station facilities could be provided that would satisfy the needs of Telford, that this be "future proofed" and for solution or solutions to be illustrated in the form of alternative provision.

A key issue here is that given the nature of some of services provided by the Council's public transport partner, Arriva, any alternative bus (station) facility should

also perform as an 'interchange' facility that is efficient in terms of improving bus journey times and which continues to offer the community the opportunity to access key services easily and conveniently. The applicants are keen to stress that the replacement bus facilities do not form part of this outline application at this stage. However a single solution which is described in the next paragraph was presented with the application initially and since that date, following discussions with interested parties, a further two alternatives have also been tabled.

The initial illustrated scheme shows an on-road facility including an interchange (on street) facility of Coach Central with additional bus stop clusters around the Box Road. The illustrative scheme suggests that the interchange facility at Coach Central would include six stops. The other stops along other three legs of the sections of the Box Road would, it is argued, serve other destinations and services that are located in closer proximity to Lawn Central, Woodhouse Central and Grange Central. It is also argued that the downgrading of the Box Road currently just underway will deliver a landscaped boulevard that will create the right conditions for an on road bus interchange and bus stop clusters.

On Coach Central the removal of the bus station access and rationalisation of the shopping centre basement access offers the necessary space for stops and interchange facilities. The other stops have been spread to allow for planting levels proposed as part of the Box Road proposals to be maintained and possibly further enhanced by additional planting.

On Grange Central, as with Coach Central, the stops are split by a shared surface road crossing to ensure tree planting and interchange distances are effective. Again the illustrated layout shows the potential for a denser planting scheme if desired.

It is argued that spreading the bus station across four legs of the Box Road will promote linked trips, create footfall on the urban boulevards, will provide the opportunity for bus expansion, including longer buses and provide a degree of flexibility for bus operators in terms of routeing options. It would also remove the requirements for reversing manoeuvres at the existing bus station that slow down services and provide a physical barrier to pedestrian movements across the Box Road.

However, the on-street facility has not been welcomed by either the Council's Public Transport Team or Arriva. The existing bus station is very convenient for customers, provides an efficient interchange facility in a safe and modern environment and is extremely well used handling over 2500 passengers a day, which contributes in turn to economic development activity and supports social inclusion.

Meetings have taken place with interested parties with the intention to explore alternative options that could come forward later. Again the applicants stress that they wish to work with the parties to achieve a solution that is practicable and efficient. Two further options have been tabled with the aim of demonstrating that an acceptable solution can be provided. The first of these two further options (suggested in fact by your officers) indicates the provision of a new bus station on the Brown Elm Car Park under the control of the applicants together with some but fewer bus stops around the Box Road. Buses would access such a facility from

Southwater Way. Although it has the benefit of accessing Southwater easily, it would be some distance from the Shopping Centre and other services in the town and create the need to cross the revamped Coach Central boulevard to access the Shopping Centre and some interchange facilities.

The second further option involves a reconfiguration of the existing bus station to provide a smaller facility together with additional bus stops as necessary. The reconfigured bus station would possibly reduce the number of stands to 8 or 9 stands which would provide the interchange facility required by Arriva supplemented by a number of on-street bus stops around the Box Road. Reducing the number of stands creates the opportunity to introduce activity and connections within Coach Central and has the potential for further development. This option requires further development and consideration. However it is considered that this option represents a potentially workable solution to meeting the bus provider's operational requirements while maximising connectivity across Coach Central to the new Southwater development. It would spread bus services around the Box Road to serve existing facilities as well as new development, particularly to the north of the town centre.

From the applicants' perspective, they believe that the on-road solution is workable and this is their preference. But as stated above, they want to work with parties to achieve the optimum solution. In order to achieve this end, the applicants are willing for a condition to be imposed on any grant of permission (to be included within a section 106 Obligation if deemed necessary) which would prevent that part of the outline proposals, involving the redevelopment of the existing bus station site, until an alternative acceptable solution has been fully worked up and received planning permission and is fully operational.

It is your officers' views that the condition as suggested will achieve the aim of ensuring that an acceptable bus and interchange facilities are delivered. It is not necessary to fully understand how this will be achieved at this time only to be satisfied that acceptable schemes are possible. The illustrated material accompanying the application is sufficient for Members to be confident that a workable solution can be realised. The essential requirement of Policy CT12 that the presence of a bus facility continuing to provide a focus for bus services is not prejudiced by this proposal as it is in the interests of everyone to maintain such a facility. Similarly, there is nothing to indicate that bus journey times will be diminished as a consequence of the alternative options. However in relation to third part of this Policy, it is clear that options exist that will certainly improve accessibility and connectivity in the town centre.

On this basis, subject to an appropriately worded condition, this proposal meets the requirements of Policy CT12 and is acceptable.

## Highways

Members will note that the Local Highway Authority (LHA) is now satisfied that subject to conditions and a prior s106 Obligation, the scheme can be supported. The Highways Agency (HA) have raised a number of issues that and have issued a Holding Direction. It is understood that the applicants are preparing their response

to the HA but are confident that highway matters can be resolved on the basis of an outline permission the subject of a section 106 Obligation and subject to conditions.

The LHA note that in relation to bus provision, discussions are ongoing; however if an on-street facility is promoted, revised proposals will be necessary to reflect the current Box Road reconfiguration and to avoid impacting on pedestrian/cycleway proposals, highway visibility etc. The LHA is satisfied that these matters can be dealt with by way of Grampian condition.

The LHA is therefore positive about the integration of the development with the Box Road strategy although there are some practical problems with the number and location of bus lay-bys and the visual impact on the Box Road scheme which is trying to create street boulevards.

In terms of the Transport Assessment, the LHA is satisfied that the proposed two signalised junctions are acceptable.

Similarly in terms of the applicants' parking strategy, the LHA has suggested an alternative parking strategy and methodology for calculating car parking facilities.

In addition, the LHA has suggested how financial contributions deemed necessary under CTAAP for strategic highway network improvements should be calculated. ,

The proposed improvements to the pedestrian network and associated public realm enhancements will provide a choice of routes to the Shopping Centre and wider links with other town centre facilities and services. It is also vital that safe as well as accessible routes are created. Cycleways and pedestrian connectivity is a highlight of the Box Road proposals; this must be echoed by similar provision within this proposal. A condition will be imposed requiring the provision of cycle park facilities in accordance with CTAAP Policy CT10.

In conclusion, highway matters have been largely addressed. The application is supported by a Transport Assessment that show that the development should only have a slight impact on the highway network. Importantly, the quantum of development proposed is in line with CTAAP, which was subject to rigorous examination at the development plan hearing. It is anticipated that both Highway Authorities will confirm that the level of impact is acceptable and comply with CTAAP Policies CT9 and 10.

In terms of accessibility a travel plan is required as set out in Policy CT9, which this application presents and the continued monitoring of this Plan can be achieved through a planning obligation.

### Sustainability

The application is supported by an Energy Statement and BREEAM Assessment. The assessment suggests that BREEAM 'Very Good' status for the scheme will be achieved and this can be subject to a planning condition.

Officers are satisfied that the development proposal demonstrates environmental sustainability as per the requirements of Policy CT14.

#### Ground Conditions:

A preliminary geo-environmental report has been commissioned by the applicants covering land contamination and geo-technical issues. In terms of potential contaminants, the petrol filling station, former colliery spoil and former tipping operations (land-fill) could pose issues for future developers at this location. These issues are not unknown factors and are typical of development sites throughout the Borough. In terms of geo-technical matters, some made-up ground is evident, together with three mineshafts situated in the north-east of the site (and which have previously been investigated as part of the permission at Red Oak). Further there are some slopes on site that will require slope stability assessments later.

Details of retaining walls, and slope stability analysis are required to ensure ground stability issues are adequately addressed. Furthermore, as the site will be subject to a cut and fill exercise, it is necessary to agree foundation detail to take account of actual on-site ground conditions and depth of made-up ground. Both of these issues can be adequately addressed through the imposition of appropriate conditions, which will ensure that the development complies with policies EH14 in the Wrekin Local Plan and CS13 in the Core Strategy.

#### Drainage

The site is classified within Flood Zone 1 with low prospects of alluvial flooding; accordingly there is no restriction on the types of development that can occur within this zone.

A strategy for draining the Site using SuDs has been prepared to ensure that the Development does not increase flood risk off-site by increasing surface water runoff, while taking account of the Site constraints. Pervious surfaces, rain gardens, oversized pipes or geo-cellular tanks and oil interceptors could be used in the Development which would reduce the volume and rate of surface water runoff and improve water quality. In accordance with the requirements of the Council it is proposed to reduce the peak rate of runoff from the Site to the public surface water sewers by 30% and provide attenuation for up to a 1 in 100 year storm event (+20% for climate change) storm event.

It is proposed to continue to drain both surface and foul water from the Site to public sewers in Lawn Central, Grange Central and Coach Central. The layout of the surface and foul water drainage systems, peak flows and appropriate connection points to public sewers will be confirmed once the layout, type and density of the Development is confirmed as part of future detailed planning applications.

The Council's Drainage Engineer has no objections to the proposal, subject to a condition for details of the drainage connections to the as-built solution. The development is therefore considered to comply with policy CS13 in the Core Strategy.

## Ecology

Ecological surveys have been undertaken as part of the outline planning submission for the applications site having regard to recorded ecological data further afield. It is considered that any new development is unlikely to impact on any protected species. However, if works are to be undertaken on the footbridge along Grange Central (or the storage area within one of the supporting pillars) an internal survey should be undertaken to fully assess its potential to support roosting bats.

In addition, there is the potential for the proposed development to impact on the Telford Town Park LNR and Wildlife Site, which both lie 0.5km to the south and the Randlay Wood Wildlife Site that lies within 0.5km to the south east of the Masterplan Site boundary. There is likely to be an increase in human disturbance on the LNR and Wildlife Sites, which supports a number of protected and notable species, such as invertebrates, bats and birds, particularly if the redevelopment proposals include residential homes. This could partially be offset by providing alternative outside amenity space for the public within the proposed Masterplan proposals.

Within the proposed Development there is considerable opportunity for ecological enhancement in line with policy and published nature conservation strategies (such as the UK BAP and LBAPs). Opportunities include the creation of new habitats within the landscape designs or on the buildings themselves such as green and/or brown roofs, bat and bird boxes and bat tiles that could improve the species diversity of the Masterplan Site. The following requirements can be conditioned as part of any permission:

- Installation of bat bricks/ boxes within the buildings
- The implementation of sensitive lighting scheme for buildings and public spaces
- Incorporation of planting within public realm to provide bird and bat nesting habitat and increase foraging and connectivity.
- The development and implementation of a Construction Environmental Management Plan.

The Council's Ecology team are satisfied with this level of mitigation for this proposal and this commitment can be secured through an appropriate condition. The proposal is therefore considered to comply with policy CT19 of CTAAP and guidance in PPS9.

## Noise

A noise assessment has been undertaken to support the application, which concludes that the proposed development will not have an adverse impact on the locality. There are no properties within the vicinity of the site which will experience noise levels of 68 dB(A) or above. It is acknowledged that in the future there might be some noise increase, however, this is negligible and within acceptable tolerances.

During the construction and demolition phases there will be temporary issues with noise and vibrations, however, these are not sufficient to warrant refusal of a scheme and can be minimised through careful mitigation, including:

- Selection of working methods and programme
- Positioning equipment behind physical barriers
- Restricting hours of site operation, and
- Using regularly maintained and silenced equipment

Officers consider that this level of mitigation of the demolition and construction phase is acceptable and can be controlled through a suitable condition. It is therefore concluded that the proposal is in compliance with NPPF.

### Air Quality

The application is accompanied by an air quality assessment, which has considered the impacts on air quality from the creation of increased traffic and pollution from the construction activities.

Existing conditions within the study area show good air quality, well below the air quality objectives. There are no industrial or waste management sources within 1km of the site. The operational impacts of the development will not impact on air quality, and the scheme produces only small increases in traffic volumes, which result in an imperceptible increase in concentrations of nitrogen oxide and therefore impacts will be negligible.

Officers considered that as the overall air quality impacts of the proposed development are insignificant, there are no requirements for mitigation for finished development. However, during the construction phases it will be necessary to impose a condition to minimise dust emissions. The development is therefore considered to comply with the policy requirements of CS13 of the Core Strategy and guidance in NPPF.

### Planning Obligations

Policy CT23 of CTAAP requires development proposal in Central Telford to provide for the delivery of infrastructure which arises from the new development, including both site related and strategic demands.

This proposal will result in an increase in traffic movements and will be required to contribute to a series of highways improvements. The contribution is based on the number of new trips generated by the development. For this proposal a contribution of £1,503,679 may be required. The development also includes a travel plan and there is a requirement for a financial contribution to monitor this in the future. Given the size of development and the number of individual commercial operations that may arise, a figure of £50,000 is suggested.

A contribution is also required to monitor the financial and planning implications which arise from the proposed development of £10,000.

The policy also considers other issues such as public realm and art, which would be relevant to this scale and type of development. Public art to the value of £163,000 is suggested.

The proposal is therefore considered to be in compliance with policy CT23 of CTAAP.

#### Economic and regeneration benefits

The redevelopment of the Shopping Centre represents a substantial construction cost, which will aid regeneration and bring further investment to the area. It provides retail floor space in line with CTAAP and will help create a much needed leisure hub, and will greatly improve the night-time economy with the Town centre in accordance with the Council's overall vision for the Town. The new public realm is a clearly defined pedestrian priority route to assist in the integration of this area with the existing shopping centre and bus station. The masterplan design for buildings and public realm is high quality and inclusive, which will improve the character and quality of the area.

The development represents significant economic development for the area and will lead to new direct jobs for the local area, as well as supporting the construction industry during the development.

The proposal will result in a significant increase in customer choice for shopping and leisure, and provide more opportunities for activities within Telford during the evening, which is currently the biggest issue with the function of the existing Town Centre. The increased shopping, night-time and leisure opportunities is welcomed by the public as evidenced by responses to public exhibitions on the proposals and included in the statement of community involvement.

This sustainable development is considered to accord with the underling principles of the National Planning Policy Framework, which urges local planning authorities to 'attach significant weight to the benefits of economic growth'

**RECOMMENDATION:** that subject to the Highways Agency withdrawing its Holding Direction and upon the signing of a section 106 Obligations in respect of the provision of a sum of monies comprising a maximum contribution of £1,503,679.60 for highway works (based on an agreed methodology), £163,000 Public Art £50,000 for Travel Plan monitoring, £10,000 for planning/financial monitoring and incorporating a covenant that no development takes place within the development quarter comprising the area of the Bus Station until such time as the Council has approved details of replacement bus station and interchange facilities and these have been provided to GRANT PLANNING PERMISSION subject to the following conditions (the precise details of which to be delegated to the DM Service Delivery Manager:

1. A01 Time Limit Outline
2. A03 Time Limit Submission of Reserved Matters
3. C Custom No development on bus station until redevelopment approved
4. C Custom Construction Method Statement
5. B016 Details of materials
6. BCustom Means of access
7. BCustom Access
8. B042 Parking/turning/loading

- 9. B043 Parking management
- 10. B045 Travel Plan
- 11. B047 Energy
- 12. B050 Shallow Mining
- 13. B053 Mineshafts
- 14. B057 Land contamination
- 15. B058 Reprofilling
- 16. B059 Retaining structures
- 17. B061 Drainage
- 18. B074 Brownfield Run-off Rates
- 19. B121 Landscape Implementation
- 20. BCustom Plant & Equipment
- 21. BCustom Odour emission
- 22. C109 Ecology
- 23. C113 BREEAM
- 24. BCustom Construction management
- 25. BCustom Refuse disposal facilities
- 26. C119 Cycle facilities
- 27. BCustom Reprofilling of ground levels
- 28. B145 Lighting Strategy
- 29. C029 Geotechnical
- 30. C038 Development in accordance

#### Informatives

- I06 Section 106 agreement
  - I117 Minerals area
  - I23a Bat boxes (pre-construction)
  - I25n Lighting
  - I32 Fire Authority
  - I40 Conditions
  - I41 Reason for grant of permission
- RANPPF

TWC/2013/0618

Land At Salthouse Road, Salthouse Road, Jackfield, Telford, TF8 7LP  
Stabilisation of 350m length of hillside and river bank including realignment and improvements to existing roadways, footpaths and accesses, creation of new car park, demolition of existing brick wall and associated felling of trees, regrading of land, landscaping works, diversion of overhead power lines and other utilities

\*\*\*\*\*AMENDED COMPOUND LOCATION\*\*\*\*\*

**APPLICANT**

Telford and Wrekin Council

**RECEIVED**

31/07/2013

**PARISH**

The Gorge

**WARD**

Ironbridge Gorge

**OFFICER**

Valerie Hulme

OBJECTIONS RECEIVED: Yes

MAIN ISSUES: World Heritage site and Conservation Area, significant engineering works, land stability, loss of TPO'd trees, and trees in a Conservation Area, highway safety, ecological implications, major river works, flooding, residential amenity, economic and tourist implications, utility provision, noise, vibration, air quality, fluvial geomorphology, archaeology, landscaping.

**INTRODUCTION:**

Land stability in the World Heritage Site is a known obstacle, effecting the infrastructure in the area, flooding, development and amenity issues; the land stability in this area is so evident that people can be detracted from visiting certain areas within the Gorge due to the nature of access roads, effecting not only the residents but also the commercial viability of the area.

In March 2003 the High-Point Rendel report, commissioned by the Council, assessed the stability of Ironbridge and Coalbrookdale; this concluded that the slopes of Ironbridge and Coalbrookdale were shaped by slope instability, primarily through unloading of the lower slope by stream erosion. It also provided a framework for revised planning procedures, designating zones where land stability became a significant concern; Zone 1 being an area where ground movement does not pose a constraint to Zone 5 where ground movement imposes a severe constraint that probably could not be overcome by cost effective and environmentally acceptable mitigation or stabilisation measures to ensure the stability of the surrounding ground. The recommendations of the report indicated that the section of The Lloyds, adjacent to Lloyds Cottage, was the most severely affected by the on-going stability problems associated with this road between Ironbridge and Coalport; and as a result of this investigation in 2005 the Council commenced engineering works to stabilise the ground, reconstructing and widening the highway to enable the continued use of the highway linking Ironbridge to Coalport.

Influenced by the scale of stability issues raised by the High-Point Rendel report, the remainder of the Gorge was assessed and accordingly the Jacobs Report was

published in 2009, continuing to zone areas of significant ground movement. The ground movement in this locality of Jackfield is Zone 5.

Significant ground movement is evident in Jackfield; particularly to the east along Salthouse Road which runs through the centre of the application site. The area has been subject to significant landslides recorded in the 1880s, 1952 where 6 houses were lost, around 300,000 tonnes of ground had moved and the width of the river reduced from 38.1m wide to 24.4m and more recently in 1983 where Salthouse Road was carried into the river and replaced by the wooden roadway constructed on the former railway. This wooden road was intended to be a temporary measure designed as a unique response to the unique geological circumstances of Jackfield, however this road diversion has never been upgraded to a permanent alignment and is now subject to significant subsidence affecting both the vertical and horizontal alignment of the road.

This movement is continuous, and has been formally monitored since 2010 confirming the trend of movement, which accelerated over the winter of 2012/13 raising concerns that an extreme event could occur, and such movement of the failure could result in a partial or complete blockages of the river leading to severe upstream flooding of land and properties and potentially activation of other landslide systems known to be present in the Ironbridge Gorge. Consequently the Council has secured £12 million of government funding and the remainder of the project is funded by Telford & Wrekin Council to undertake the complex stabilisation works.

## PROPOSAL

This is a cross boundary application with both Telford & Wrekin and Shropshire Councils, whereby delegated authority has been requested by Telford & Wrekin to determine the whole application. The proposal seeks to stabilise an active landslip adjacent to the River Severn within the Jackfield locality, covering an extensive 3.1 hectares. Approximately 75% of the works fall within the administration boundary of Telford & Wrekin, and 25% within the administration of Shropshire Council.

The primary stabilisation works will cover an area of hillside approximately 350m along the river, ascending 250m into Jackfield. It will involve closely spaced vertical piles with a nominal eight rows up the hillside. The final landform is intended to be a gentle gradient down to the river, infilling and removing the numerous low and high spots that exist due to past slumping and slippage. At the toe of the slope at the riverbank, a stone revetted slope is proposed that will prevent further erosion and cutting away of the bank.

The wider scheme will include the reconstruction of Salthouse Road across the newly formed topography, improving the alignment of the current highway both vertically and horizontally. A new junction will serve Church Road and Salthouse Lane, in addition to the Half Moon Public House and adjacent properties, and improvements will also be made to existing and proposed footpaths.

The proposed new road has been designed to match and follow the final landform, minimising the amount of cut and fill and to reduce the amount of excess material removed from the site. Church Road will become one way, extended to join the new realigned Salthouse Road. An abandoned plot of land will be hard surfaced to create

12 parking spaces to serve residents, Church congregations and the village hall. A standard 5.5m kerbed carriageway is proposed, slightly wider than existing to allow opposing vehicles to pass, accompanied by a 1.5m footway and further along a black steel post and rail fence similar to that already installed around Ironbridge.

The proposal also includes public realm enhancements including two viewing embayments will allow views across the river, and formal seating along with disabled access to the west of the development site between church road and the river. The Severn Valley Way (SVW) will be redesigned back to the original railway alignment, incorporating a viewing area across the river, sized to accommodate large groups including school visitors. A section of the wooden road will be relocated along the SVW and a board will display information on its history. A footpath will also be established adjacent to the river banks to give circulator walking options around the Jackfield area, either at a higher level on the SVW, Salthouse Road or by the river. A new footpath is proposed adjacent to the river bank at Jackfield Memorial bridge, progressing upstream alongside Ferry Road and across the amenity area adjacent to Maws Craft Centre, enabling access irrespective of flood events.

The riverbank extending from the rear gardens of No 139 Church Road downstream to the Half Moon Public House will be excavated and replaced with large stones to prevent further erosion. The new banks will be deliberately uneven, and pre-seeded mats / bags will be introduced into the slope; where trees are lost consideration will be given to implanting into the stone to act as a natural barrier replacing stones. The river banks parallel to Maws Craft centre will be subject to 'green' environmentally driven works including mattresses, coir rolls and the use of willow faggots to trap river sediment and minimise further erosion. Coppicing of existing riparian tree cover is proposed behind the Maws Craft centre, to prevent future tree loss during or after flood events, in addition to encourage new rapid regrowth.

Amendments have been submitted during the course of the application for the relocation of the site compound; this remains to the north west of the application site accessed from Calcutts Road however the area will be provided in an agricultural field to the south of the Tile Museum and not to the west of the museum as originally proposed.

The proposal also includes the diversion of the Western Power overhead electricity line, and the diversion of the 3 over ground service pipes which run alongside Salthouse Road, which includes the large pumped sewer main that is continually effected by ground movement; these will be permanently diverted under the new Salthouse Road highway.

The proposed timetable is led by Government funding, which must be completed by April 2016, and subsequently the duration of the works is anticipated to be no more than 24 months, taking account of winter constraints in particularly the river, with both construction and legal difficulties.

## SITE AND SURROUNDINGS

The site lies within both the designated Ironbridge World Heritage Site and Severn Gorge Conservation Area which crosses both administration boundaries. The centre of Ironbridge is located approximately 1.2km to the north west of the application site.

The application site encompasses much of the settlement of Jackfield, a community to the south side of the Ironbridge Gorge, adjacent to the River Severn; extending from the Jackfield Tile museum and adjacent open amenity area meeting Calcutts Road at its north western edge to the Boat Inn at the south eastern edge.

The site abuts St Marys Church, Church Road, and includes the area of unused land adjacent to this which was created from the previous landslips, this is overgrown scrub land that has an informal footpath leading to the hairpin bend which provides access to the Half Moon Public House. The northern boundary of the site is situated along the centre of the River Severn including the river banks and stabilisation works which will occur in the river.

The Severn Valley Way and Salthouse Road run through the centre of the site from north west to south east. Maws Craft centre and residential properties are situated within the north eastern quarter of the site boundary. The land to the south of Salthouse Road is primarily young to semi mature woodland which then opens out into pasture land consisting of small irregular shaped fields associated with Woodhouse Farm. This follows a steep gradient that ascends to the south of the site edged red.

## SUMMARISED CONSULTATIONS

### Telford & Wrekin Council Consultees:

Ironbridge Parish Council: No Comment

Ecology: No objections subject to conditions relating to the clearance procedures in relation to knotweed, habitat clearance, reptile mitigation and fencing, great crested newts, badgers, bats, bird and bat boxes, 20 year management plan and informatives.

Highways: No objection subject to conditions, relating to details of access for the compound, design specifications of all highways footway, bridleways etc; construction of and use of proposed parking area on Church Road and a site management plan, and informatives relating to Traffic regulation orders and S247 Also raises some points for consideration including:  
widening of footways to meet recommendations of Manual for Streets;  
suggests a crossing feature between the new right of way and the footway at the new Church Road junction;  
suggests pedestrian connectivity between the new road and the right of way, supported by an appropriate crossing;  
equestrian friendly retains on the right of way;  
DDA compliant riverside footpaths;  
drainage of roads onto Local Authority land;  
appropriate fencing to footpaths with specifications;  
visibility splays to Salthouse lane access to Half Moon Public House  
Salthouse Lane / Salthouse Road Junction visibility splay can be reduced from 4.5m to 2.4m

Visibility splays of 2.4m x 43m to the west will be required at the exit out of the proposed car park on Church Road.

No left turn sign required at Church Road junction from the west.

Drainage: No objection subject to conditions relating to surface water drainage, volume of flood storage of functional floodplain, assessment into the impact of flooding from the River Severn on the functionality of the proposed drainage system; future ownership of the entire drainage network; maintenance plan for the proposed drainage network; re- evaluate surface water drainage chamber and swale details due to concerns of blockage with the use of an open mesh; highway drainage design

Built Heritage and Conservation: No objection to the proposed works which are a necessity for the preservation of the part of the World Heritage Site. No buildings are directly involved in the application and consequently the proposed impact is minimal. Consideration will need to be given to any detailed re-instatement and planting schedule post works to ensure that the land is restored to its appropriate characteristics.

Parks & Open Space: Need for clear management plan, picnic areas require litter bins, wildflower mix

Sustainability: No comments

Telford & Wrekin Local Access Forum: Support subject to conditions; It is applauded that the application seeks not only to protect the Public Rights of Way on this site but also to improve them. Excellent and much used Severn Way is going to move from the road in places to its own dedicated off-road link. Multi-user policy should be the norm and wherever possible least restrictive access design must be used to enable access to those who are less mobile or on horseback.

#### Shropshire Council Consultees

Broseley Town Council: Object on the grounds of:

Lack of consultation

No discussion of the intention to build a compound on this protected woodland site was included in any of the local consultation exercises.

No indication of the route to be taken by stabilisation project construction vehicles and the wide and heavy loads associated with stabilisation and no evidence that the feasibility of the intended and other alternative routes has been carefully investigated.

Therefore unconvinced by the assertion that a new junction on Calcutts Road, in close proximity to four existing junctions, is essential.

Dr Jean Jones Cllr: Object on the grounds of:

Lack of consultation

Not aware of any discussions of the intention to build a compound on this protected woodland site during any of the local consultation exercises.

No indication of the route to be taken by stabilisation project construction vehicles and the wide and heavy loads associated with stabilisation and no evidence that the

feasibility of the intended and other alternative routes has been carefully investigated.

Therefore unconvinced by the assertion that a new junction on Calcutts Road, in close proximity to four existing junctions, is essential.

Archaeology: No objection subject to condition relating to a programme of archaeological works.

Highways: No objection subject to conditions; the majority for the road works fall within the boundary of T&W, but make comments with regard to:

A proposed 5 metre wide access road is proposed off Calcutts Road to provide access to the site compound. Calcutts Road is currently the maintenance responsibly of Shropshire Council. Request clarification with regard to the proposed status of the access road and proposed construction and visibility splays; Need for an application to Shropshire Council under Section 184 Highways Act 1980 to create a new access on to the Highway.

Stopping up notice required. Requested details through condition.

Construction Management Plan is submitted to clarify the proposed construction phasing and the delivery of materials to site.

Requires necessary permission to work on Highway maintained by Shropshire Council.

Shropshire Councils Highway Authority will not contribute to the cost of the improvement works.

Drainage: No objection

Rights of Way: no objection; Footpath UN19 Broseley will be temporarily affected by the works and this department is discussing the requirements for temporary closures with the applicants.

County Arboriculturalist: No objection subject to conditions relating to tree protection plan prior to any site clearance, levelling and creation of a temporary access; specification for the temporary access route; tree protection measures; tree planting details and implementation: but notes

TPO on the land adjacent to Calcutts road and Salthouse Road ; other trees protected by the Conservation area – those greater than 75mm diameter at a height of 1.5m above ground level. The revised plans still require, however, the creation of a 5m wide access route through the TPO'd trees

Neal Rushton's letter explains why it is necessary to create this new route through the woodland and why existing alternative roads are unsuitable.

Overall the revised layout will result in slightly greater loss of trees and scrub than the original application, although these losses will be temporary and can be mitigated by ground reinstatement and appropriate replacement planting. There will also be less ecological impact on the 'TPOd' woodland and less visual impact for those properties on Calcutts Road opposite the site and those in the adjacent development known as The Woodlands.

Other consultees:

Shropshire Fire: No comments

Severn Gorge Countryside Trust: strongly support the application providing long term land stability, benefiting local people and businesses, improved road access, safe recreation through the newly created link of the Severn valley way. Other comments include:

Accepts the large scale landscape change and loss of wildlife habitat within the medium term, and the key to long term success of this scheme will be the quality of design, implementation and aftercare of the proposed mitigation works.

The current proposals will be very hard to manage effectively as the individual plots of woodland/scrub/ species-rich grassland/marshy grassland are so small.

Problem will be exacerbated by the proposed planting of trees within the wildflower grassland areas.

Though some of the shapes and boundaries may be indicative at this stage, suggest that new woodland areas be left as large as possible, avoiding narrow and pointed areas which become subject to wind throw as they mature.

Avoiding the use of topsoils on any areas that were not amenity grassland, and instead use sub soils including samples from nearby local forest soils to 'seed' the areas

If the proposed grassland areas were larger and stock fenced and a single water supply provided as part of the services works, sheep could be grazed on them

The local community will undoubtedly be concerned about the sudden large scale landscape change, in particular the loss of mature woodland. If they were invited to take part in creating their own new local landscape through public tree plants and meadow hay strewing days once the stabilisation works were complete, it would help rebuild that sense of ownership

suggest adding in a cycle lane to enable cyclists to safely cycle past the Tile Museum and on to the new section of the Severn Valley Way.

support the creation of a new footpath along the top of the riverbank and suggest that it could be made disabled friendly

would not support the planting of new scattered trees planted to enhance the setting of Maws Meadow as the area is manage this area as amenity grassland

Natural England: no objection: recognises the application is in the vicinity of Benthall Edge and Tick Wood Site of Special Scientific Interest (SSSI). Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features. No objections to Great Crested newts, or bats; and expect the Local Planning Authority (LPA) to assess and consider the other possible impacts, and should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application

English Heritage: No objection; agree that the works are appropriate recommends consideration is given to a planting scheme to reduce the visual impact of the development in the sensitive WHS location. Archaeological mitigation is appropriate especially those relating to industry

National Grid: Comment: 8 inch diameter national grid distribution intermediate pressure gas pipeline located with the site; which is part of a transportation system and operates a pressure of 7 bar that is laid subject to easements and cathodically protected by n impressed current system. No buildings should be located within 3 m

of this pipeline, and any road crossings will also need protection and advice should be sought from national grid.

West Mercia constabulary: no objections

Severn Trent Water: Support subject to conditions;  
Notes there is public sewer located within the application site, which has statutory protection and may not be built close to, directly over or be diverted without consent. Requests condition relation to foul and surface water drainage.

Coal authority: Support subject to conditions;  
Concurs with the recommendations of the Environmental Statement; that coal mining legacy potentially poses a risk to the proposed development and that intrusive site investigation works should be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues on the site. Request a condition relating to site investigation prior to works, and any necessary remedial action.

Environment Agency: Comments awaited

#### Neighbour consultation responses

Following consultation 3 letters of support have been received, stating:  
Stabilised land would assist in residential extensions in the area  
Well considered and necessary work  
The proposed landscaping scheme is to improve the aesthetics and leisure facilities of the area for the local

A total of 20 objections have been received, all bar a few have a common theme relating to the location of the compound. Whilst they agree with principle of stabilisation works the comments are summarised as:

The impact on the amenity and appearance of this World Heritage Site conservation area;

The impact on the local residents;

The impact on wildlife;

The absence of consultation with the local community;

The absence of plans to restore the site at the end of the works;

The lack of consideration of alternative arrangements.

The adjacent estate 'The Woodlands' will be affected by the new road and car park Works to TPO trees without consent

Wood protected by TPO, causing irreparably damaged for the sake of a short term compound

Need to ensure replanting of this area of trees

Accept noise and discomforts but not the loss of trees

Effect on local business in particular bed and breakfasts opposite the compound.

Legal challenge

Most residents adversely affected by new aspects of the work programme lie furthest from the slip area.

The area represents years of recovery from industrialisation and is a beneficial green amenity.

Underground archaeological remains of interest.

Safety of the access

The link road to Calcutts Road is proposed to avoid the “pinch” effect outside the Victorian School. That road is satisfactory for large vehicles and has a curvature much less severe than a turn from Calcutts Road into the proposed link road. It could easily be controlled safely by a temporary traffic light system allowing one-way traffic.

Require 5m between the compound and road to the house boundaries behind “The Woodlands.”

Necessary for this to be temporary and not allow other development opportunities. Should consider other locations such as St Mary’s Church and the end of Church Road or beyond the Tile Museum,

Loss of this woodland will have a significant effect on the landscape of this part of the World Heritage Site

It will take several years for the vegetation to regenerate.

A temporary fence should be erected to prevent transgression across the southern boundary of that access road.

What is the scale of reduction in the Tile Museum car park as raised by Tile Museum businesses?

2 objections have been received with regard to the wider area:

In relation to the proposed tie-in to high level of the pedestrian route along Ferry Road with the removal of trees/shrubbery it will cause a loss of privacy with pedestrians being able to look directly into properties, the existing higher line of path is often subject to people on bikes using the path as a race track.

Concerned over the impact of the septic tank currently situated within the river bank Would not like to see added fencing/signing above the walls to prevent pedestrians from falling from the walls if the footpath were extended along the higher level.

The loss of trees brings a loss of natural habitat and an alteration in the temperature distribution from the river to the properties along Ferry Road. Why spoil a natural looking riverbank?

Proposals could spread Japanese Knotweed

Object to the extension of the existing carriageway to provide vehicular access to the frontage of some properties on Ferry Road – the proposed extension would bring an increase in vehicular traffic.

Object to the felling of trees to create a holding area when there is adequate space near the vicinity of the Museum and use could be made of the meadow near the Maws Craft centre.

Extent of tree felling is excessive; and in turn will increase rainwater run-off, the lack of trees will reduce the amount of water taken out of the land via trees all of which will increase the possibility of localised flooding.

More mature trees could be kept without impacting on the development of the new road.

Impact on wildlife - timing on the project is crucial to minimise impact e.g. hibernating toads/frogs/ newts etc.

Concerns over power line relocations in particular its river crossing

Power lines should go underground and the river bed

A letter representing 4 businesses from Fusion has been received raising concerns on the grounds of

## Lack of consultation

Take place utilising the Tile museum car park. The nature of these works will cause significant negative effects on all of our businesses and urge a review of the planned use of the Tile museum car park and surrounding disruption. Wish to see consideration for the effects that such works will have for such an extended period, on all our businesses.

## RELEVANT HISTORY

PE/2013/0350 – EIA screening and scoping request for stabilisation works  
TWC/2013/0614 Demolition of 19.4m wall to create a communal car park, to be determined under delegated powers parallel to this application

## RELEVANT POLICIES

National Planning Policy Framework (NPPF)

### Telford & Wrekin

Core Strategy:

- CS9 Accessibility and Social inclusion
- CS11 Open Space
- CS12 Natural Environment
- CS13 Environmental Resources
- CS14 Cultural, Historic and Built Environment
- CS15 Urban Design

‘Saved’ Wrekin Local Plan policies:

- UD2 Design Criteria
- UD4 Landscape Design
- EH14 Land Stability
- SG1 World Heritage Site
- SG2 Area of special archaeological interest
- SG4 Landscape and Nature Conservation
- SG5 Riverside Development and Works
- SG7 Tourism
- SG8 Museum sites
- SG13 Environmental Improvements
- OL2 Designated Areas
- OL3 Green Network
- OL4 Development in the Green Network
- OL6 Open Land
- OL11 Woodland and Trees
- HE2 Demolition in Conservation Areas
- HE3 New Development in Conservation Areas
- HE4 Detailed applications

### Shropshire

Core Strategy:

- CS5 Countryside and Green Belt
- CS6 Sustainable Design and Development Principles
- CS7 Communications and Transport

CS8 Facilities, Services and Infrastructure Provision  
CS13 Economic Development, Enterprise and Employment  
CS16 Tourism, Culture and Leisure  
CS17 Environmental Networks  
CS18 Sustainable Water Management  
CS19 Waste Management Infrastructure

'Saved' Bridgnorth District Local Plan 1996-2011:

S1 Development Boundaries  
D6 Access and Car Parking

Preferred Options for Site Allocations and Management of Development (SAMDev)  
Plan: revised preferred options for Broseley area published July 2013

Draft Development Management Policies:

MD2 Sustainable Design  
MD7 Managing Development in the Countryside  
MD8 Infrastructure Provision  
MD12 Natural and Historic Environment

## PLANNING CONSIDERATIONS

Extreme events in the Gorge where the land slips into the River Severn are not theoretical; they are real, having occurred twice over the past 60 years. The ground monitoring undertaken in this area is disturbing, showing constant movement and most recently over the winter of 2012/2013.

Planning decisions within T&W World Heritage Site have been assessed against the zoning provided by the High Point Rendell & Jacobs reports for the past 10-5 years respectively, and as such new development has to ensure the ground is stable and will not have an adverse effect on the wider environment. No similar measures exists within Shropshire boundary, however the NPPF has carried through the theme that land stability is a material planning consideration, preventing both new and existing development from contributing to or putting at unacceptable risk, or being adversely affected by land instability. Whilst the reports require new development to sufficiently demonstrate land stability, it is also recognised that the land in this area is severely moving and there is an urgent need to stabilise the ground. The proposed stabilisation works are essential to retain the existing settlement within Jackfield, not only to preserve this area of the designated World Heritage site, but to retain the existing land uses within the site edged red from residential properties to businesses; visitor attractions and built heritage; providing safe access, reducing the risk of flooding, and alleviating the implications of the constant erosion along these river banks. The proposal in the long term will also safeguard wildlife which could be lost in an extreme event by creating safe habitats.

The design of the proposal is evidently engineer led, as the primary objective is to stabilise the 3.1 hectare site, and following the stabilisation of the ground and the new contours, the road infrastructure, utilities, flood alleviation measures and ecological and public realm benefits come forward as part of the overall package.

Whilst some weight is now given to the revised preferred options for site allocations and management of development plan for Shropshire Council, the majority of development proposal sits outside the development boundary of Broseley being defined as the open countryside, and primarily green network in T&W, it is considered that the principle of these engineering works are necessary and will bring about both environment, community and social benefits.

#### Stabilisation methods

The south hillside of the gorge would be stabilised by installation of vertical bored piles, spaced at approximately 1 to 1.5 metres between the centre of each pile, along eight corridors running roughly parallel to each other and the River Severn, with corridors ranging from 120 to 300 metres in length. Approximately 420 metres of the river bank will be protected using rock revetment from the rear of properties along Church Road to the Half Moon public house. This would replace and enhance an existing length of approximately 100 metres of revetment originally constructed in the late 1980's. Existing trees would be retained or coppiced and landscape features would be incorporated into the rock where possible to provide for wildlife and soften the appearance of the new riverbank. From the Half Moon pub to the Millennium Memorial Bridge, banks would be stabilised and strengthened using more subtle landscape features and planting, with existing trees and scrub coppiced back to ground level to prevent the vegetation from being eroded from the river bank and washed away. The application is supported by sufficient calculations and declarations that the proposed measures are sufficient to address the current problems and subsequently comply with both local and national planning policy.

#### Drainage

Once the main piling works are completed, drainage would be improved on the south side of the gorge by clearing out existing ditches, provision of additional ditches or swales and drainage pipes incorporated to manage the water running off the hillside. This water would be directed to three new ponds to treat any contamination before it filters in to the River Severn. The ponds would also reduce the flow of water moving down to the river and would be designed to maximise their value for wildlife.

There is potential for an increase in pollution or soil erosion as a result of construction, along with a potential increase in the flow of water to the river due to improvements in the surface water drainage, taking runoff from the south side of the gorge and the new roads. Measures to reduce these potential impacts are necessary and shall include building new drainage ponds which would treat water to reduce pollution and also control the flow of water to the river. All construction activities would also be managed to reduce impacts using the Construction Environmental Management Plan, which would include measures such as incorporation of temporary swales and drainage channels to capture silt during construction and monitoring of groundworks with treatment of any water pushed out from the ground during the works. The proposed works have taken account of both local and national planning policies and are therefore considered acceptable with regard to drainage and water implications.

#### Highway and public realm improvements

The main highway improvement would comprise the construction of a new section of

Salthouse Road, starting from the east end of the Jackfield Tile Museum, running further north and descending towards the river before following a gentle curve back to join the existing road in the vicinity of the current junction with the Severn Valley Way. Traffic calming measures would also be incorporated along the new road to assist in ensuring traffic remained at a suitably low speed.

Church Road will be extended to provide a junction with Salthouse Road, designated one way to relieve congestion. In addition, there would be additional off road parking spaces provided to the east side of St Mary's Church following the demolition of a section of wall and landscaping of an overgrown area of scrub land. A new road will also descend to the Half Moon pub and adjacent residential properties. All existing utilities would be placed underground as part of the new highway works removing the large unsightly pipe works which run at a high level above ground.

The Severn Valley Way would be separated and fenced off from the Salthouse Road along a greater length of the route, with reconnection moved further west in the vicinity of the Jackfield Tile Museum, replacing what was previously lost in the 1980's to the vehicular highway. A new footway would be provided along the north side of the Salthouse Road, leading from Church Road to the Maws Craft Centre; this would be fenced on the north side using a black steel conservation fence, similar to other railings within the Gorge. Two viewing areas will also be created overlooking the north-east and north-west over the River Severn, reflecting the character of the existing areas within the Gorge.

As further enhancements to public rights of way, a new footpath along the River Severn would be provided to the north of the Maws Craft Centre and the existing footpath along the river from Church Road to the Half Moon pub would be improved. To the east side of the Church Road junction with Salthouse Road, accessed from Church Road via new steps and a winding tarmac footpath down to the river, an amenity seating area would be provided away from the road with views to the north-east over the River Severn.

The Severn Valley Way would be separated and fenced off from the Salthouse Road along a greater length of the route, with reconnection moved further west in the vicinity of the Jackfield Tile Museum. A new footway would be provided along the north side of the Salthouse Road, leading from Church Road to the Maws Craft Centre. This would be fenced on the north side using a black steel conservation fence, as is used elsewhere in the gorge, with two viewing areas looking out to the north-east and north-west over the River Severn.

As further enhancements to public rights of way, a new footpath along the River Severn would be provided to the north of the Maws Craft Centre and the existing footpath along the river from Church Road to the Half Moon pub would be improved.

To the east side of the Church Road junction with Salthouse Road, accessed from Church Road via new steps and a winding tarmac footpath down to the river, an amenity seating area would be provided away from the road with views to the north-east over the River Severn. The design of the Road infrastructure has been led through public consultation and is supported by the statement of community involvement.

Whilst there have been some suggestions made by Telford Highways, some of the suggestions in particular for the size and standard of the footpaths would not be appropriate within the World Heritage Site and needs careful consideration, however it is considered that this can be addressed through condition. Subsequently it is considered that the proposed highways and public realm improvements have taken account of both local and national policies, and subject to condition are considered acceptable.

### Cultural Heritage

The site is within the Ironbridge Gorge World Heritage Site, a total of 20 archaeological sites, 10 historic buildings and 14 distinct non-designated historic landscapes were identified in the ES as being potentially affected by the proposed stabilisation works. In addition, there are 6 Scheduled Monuments and approximately 160 listed buildings identified within 1.5km of the proposed works area, along with a further 18 non-designated archaeological sites within 500m of the works area.

The proposal will result in the loss of a wall which is being considered under a conservation area consent application parallel to this application. The wall's loss is necessary to provide additional parking. The location of the wall is sensitive adjacent to a grade II listed building and as such needs to be appropriately removed, and can be addressed through condition.

Informed by early assessment work on all aspects of the historic environment, the project has been designed to minimise the impact on any historic features within the works area. In areas where impacts are unavoidable, measures would be put in place in advance of and during construction to minimise the effects. Measures would include further evaluation and surveys (including archaeological excavation and geophysical survey), historic building recording and photographic recording. This can adequately be controlled through condition and subsequently considered acceptable, complying with both local and national planning policies with regard to justified harm to heritage assets.

### Ecology and Nature Conservation

There are a number of nature conservation sites within 2km of the project, the closest of which are the adjacent River Severn and Corbetts Dingle, an area of ancient woodland approximately 100m to the east of the works. Extensive ecological surveys of the site have been carried out, recording several notable species including reptiles, badgers, bats, otters and nesting birds, along with some notable plant species.

Before commencement of construction, reptiles would be cleared from the works area and excluded from the works for the duration of the construction period. Trees containing bat roosts would be removed under the supervision of an ecologist and inspections would be carried out to minimise the impact on any other species. Notable plant species would be removed from the works area, stored during the works and planted in the new woodland areas as part of the landscape works.

Areas of existing habitat would need to be removed to carry out the works. The amenity grassland, scrub and tall ruderal habitats to be affected by the large scale vegetation clearance required to facilitate the stabilisation works are common and widespread habitats and can be easily replaced in the habitat recreation following the works. The hedgerows will be mostly unaffected by the proposed works and the areas of improved and semi-improved grassland can also be recreated following the works. The running water habitat is a 600m stretch of the River Severn which will not be directly affected by the proposed works; the Fish Protection Strategy by Middlemarch Environmental (July 2013) proposes methods of working to ensure the protection of fauna within the watercourse and also to ensure that the works do not impact upon the habitats present within the watercourse and downstream of the working area.

A total of 19 trees were deemed to have some bat roosting potential and were subject to bat activity surveys, this concludes the loss of these trees will need to be felled using precautionary methods of working; Landscaping proposals will include recreating habitat links across the site and along the river to ensure the long term maintenance of suitable foraging and commuting routes for bats. A scheme of 2 years post development monitoring is required.

The reptile survey found a small population of Slow worms, and sets out the methodology for mitigation which is considered adequate.

During the initial ecology surveys no Great Crested Newts were found, however during reptile trapping out activities which have been undertaken on the site in August and September 2013 a single adult female Great Crested Newt was found this was a surprise discovery and a Great Crested Newt Strategy was submitted in September and its approach is considered adequate.

A total of 7 badger setts have been identified within close proximity of the site, 4 of which are active. There is one active set within the development site which will need to be closed; however this is a subsidiary sett and it is not necessary to provide an artificial replacement sett.

Mitigation measures would be provided to reduce the impact on the ecological resource and would include the provision of bat and bird boxes, refuges for reptiles, screens to provide corridors allowing bats to continue to find their way to the River Severn. There would also be extensive measures to replace wildlife habitats as part of the landscaping works, including woodland and species-rich grassland, resulting in enhancements to the existing nature conservation value in the long term.

#### Arboriculture & Landscape

Areas of existing woodland will be removed in order to carry out the work; it is accepted that the area will need to be stripped of its vegetation in order to create the new landform, and it is also recognised that these trees are self-set following the decline of the industrial movement in the area; accordingly as these are relatively immature trees it is considered that subject to appropriate replanting it will improve the setting of this area of the Gorge in the longer term, with greater species diversity than the current woodland to improve habitats for wildlife.

Open areas would be seeded with wildflower meadows where appropriate to provide further enhancements for wildlife whilst improving visual interest. Trees would be scattered in parkland style groups to frame views and vistas across key parts of the site, particularly alongside the river. Ponds, provided to improve drainage, would be enhanced for wildlife and additional marsh areas would be created in appropriate locations.

The loss of vegetation within this area of the World Heritage site will have a significant effect on the character of the landscaped and wider views across the gorge; however the dense nature of vegetation constrains the views to that within close proximity to the application site. The loss whilst significant is necessary, and taking account of the industrial heritage that once sat on this hillside the woodland is not historic or mature, and as such subject to suitable landscaping coming forward the project scheme justifies the development and can be suitably controlled and mitigated through conditions.

### Construction works

Due to the immense scale of the project there will be implications from the construction period of the engineering works. The main cause of objection relates to the location of the construction compound. Normally such matters are dealt with through conditions, however due to the nature of the site the compound will not be able to gain access through the existing highway infrastructure and as such extended the site edged red to include these works. Initially the application plans showed this to the north west of the engineering works, on a designated group TPO within Shropshire's boundary; this was illustrated at the July public drop in session, however it appears this was not made clear to the public. Following the number of local objections from residents and Broseley Town Council and Ward members, the applicant revised the location of the compound to the agricultural land behind the Tile Museum but an access from Calcutts Road through the designated TPO is retained as part of this proposal; this has also been accompanied by supporting information which explores proposed locations, and further information had been provided at the September 13 public drop in session.

The applicant states "The site covers a large area of hillside which is accessed by Salthouse Road, a narrow single road serving the small community at the downstream end. This road has to remain open at all times until the new diverted route is constructed. In the meantime extensive piling works are proposed to the entire hillside, requiring several temporary site accesses to be formed. Traffic serving the site would come down Calcutts Rd and turn right onto Salthouse Rd. There is an immediate pinch point outside the old school house which would likely have to be controlled by traffic lights to prevent blind collisions with heavy lorry traffic and deliveries manoeuvring on the wrong side of the road. Immediately beyond that there is poorly laid out junction with a sharp bend outside the Tile Museum to be negotiated. Any main compound located further downstream will by necessity share Salthouse Road with local traffic, with site related traffic ranging from cars, vans to 25T lorries to long loaders with heavy excavators and piling rigs all sharing an unsuitable route. Hence from a road safety viewpoint, eliminating the risk of conflict between local resident road users, tourist traffic and site based traffic would be beneficial."... as the works involve the installation of concrete piles to the upper

hillside, above the difficult terrain adjacent to Salthouse Road a route immediately into this area is required.

Contractors are unable to work with a compound either in the centre or at the south west of the site since construction traffic will need to be managed with local traffic and consequently causing conflicts, prejudicing the safety and freeflow of highway users. The applicant has also considered the use of Tile museum car park, however the access and egress via the public car park involves a sharp right hand turn and would bring site based traffic into conflict with visitors who are unaware of the proposed conflict, in addition to the area would only provide a small area insufficient for the size of the compound; subsequently this option has been ruled out. The applicant considers the proposed location will provide the following benefits based on a 22 month duration:

- Eliminates the right hand turn from Calcutts Road into Salthouse Road
- Eliminates negotiating the pinch point outside the old school house
- Eliminates right turns into the Museum car park
- Eliminates the chicane layout at Museum/Church Rd/Salthouse Rd junction

The benefits in operating the compound are:-

Provides a suitably sized compound that better satisfies safe site and welfare requirements

Connection of utilities – water/sewer/electricity/telephone more easily available off Calcutts Rd.

Reduction of site traffic sharing Salthouse Rd during the works.

Access to higher hillside from behind the Tile Works, eliminating need to use Salthouse Rd

Minimal long term effect on the wooded area, by not taking over all the area and retaining the trees around the margins; areas lost would be replanted.

Electric power lines run through this area of trees, it has been suggested that the access road runs under here, however there is a need for sufficient clearance to avoid the 11v power lines, and as such the proposal provides sufficient clearance, but runs parallel to this route, providing a 5m clearance through the trees. The compound site itself also brings rise to complications due to the location of a badger sett, the level of ground and previous workings and as such will need substantial works before the compound areas is ready for use.

On inspecting the site roughly a 5m unauthorised clearance has begun following the installation of reptile fencing, trees either side of the clearance will be retained to limit the harm to this area. It is acknowledged that the proposal will result in the loss of TPO'd trees, however, there are wider benefits for this loss in particular the benefits to highway safety. The landscape alterations within this area of the World Heritage Site are inevitable, and will ultimately change, however it has been demonstrated that the proposed benefits to the access road in this location justify the removal of a section of the trees. Whilst it is noted that there are concern's with regard to the future development of the area, taking account of the changes to the development boundary through the revised preferred options; any future development would need to be considered on its own merits, by Shropshire Council, and as such it is important to limit the hard of this road, keeping to an absolute minimum access, tree

protection measures to those retained and a suitable planting scheme following completion of the works. Whilst the remainder of the site is anticipated to have young specimens, in this location it is considered to require semi mature trees to relieve the harm caused by this development.

A request for temporary parking and footpath has been made by Shropshire Council to ensure highway safety in this locality which is considered acceptable and can be controlled through condition.

An environmental management plan would be put in place to control all activities during construction. This would include measures to reduce any pollution risks to the environment and to minimise the potential impact to archaeology, wildlife, the water environment or the community. There would also be procedures to control working times, dust, noise, vibration, waste disposal and any other forms of pollution during construction. Site staff would be trained to ensure the management plan was in operation at all times. An acoustic boundary and details of levels for the site will need to come forward as part on any management plan.

#### Noise, Vibration and Air Quality

During construction works there is a potential impact for significant noise and vibration to the properties within close proximity to the works, particularly the extensive piling works. The submitted ES assesses these implications and recommends the need to minimise any impacts through the Construction Environmental Management Plan issues to the contractor. This would include the selection of optimum plant and appropriate maintenance operation and location of plant to ensure noise and vibration is minimised, incorporating acoustic enclosures and sheds for all stationary plant, and screens for mobile plant to minimise noise emissions

Dust will inevitably arise from the construction works, and as such need to be managed through the Construction Environmental Management Plan to minimise the effects, this includes road clearing, stockpiles covered or seeded, earthworks re-vegetated, cutting and grinding machinery fitted with dust suppressions.

All measures for dust, noise and vibration can therefore be adequately controlled through conditions; this will also address a number of concerns raised through objections to the location of the compound.

#### Economic, Tourism and social effects

In the long term it is accepted that the stabilisation works will bring a positive socioeconomic benefit to the residents and businesses within this part of the World Heritage Site as a result of the improvements to local infrastructure and the reduction in the risk of further landslip. This in turn would benefit tourism in the whole of the local area, especially those tourists who will not venture past the wooden road due to the horizontal and vertical alignments of the road. There are however concerns during the construction period to ensure residents businesses and tourist areas are supported, this would need contractor would put a traffic management plan in place throughout the construction period to ensure access is maintained for the duration of the works to all local attractions, communities and businesses, and further supported by any stakeholder groups.

## Conclusion

In conclusion it is considered that the proposed engineering works whilst extensive are absolutely necessary for the long terms survival of the community, the residents, business and tourism, in addition to preventive measures to ensure the river is not blocked through a land slide, and subsequently flooding elsewhere. The proposal will ensure the longevity of the designated World Heritage Site and will also assist in the infrastructure of the area, safeguarding highway safety, and through appropriate conditions will not have a negative impact on the ecological value of the area. Accordingly the proposal is compliant with both national and local plan policies.

**RECOMMENDATION:** Subject to the resolution by Shropshire Council to delegate authority to Telford & Wrekin to determine the cross boundary application and the comments and conditions raised by the Environment Agency to delegated authority the Development Management Service Delivery Manager to GRANT PLANNING PERMISSION, and the following conditions:

A04	Full Planning
B10	details of materials, samples where necessary,
B34	Highway details multi user, barriers, lighting etc. including footpath to calcutts road, drainage
B61	foul and surface water drainage
Bcustom	20 year management plan prior to restoration
Bcustom	flood storage calculations
Bcustom	assessment of the impact of flooding
Bcustom	ownership of drainage network
Bcustom	maintenance plan of drainage network
Bcustom	revised design swale outfalls
B110	programme of archaeological work
B111	watching brief
B121	Landscape design, design of seating, boundaries
B130	tree protection plan
Bcustom	details for temporary access route, maintenance, use, width, boundaries
Bcustom	Restoration of TPO'd area, landscape plan, 5 year maintenance
B145	lighting – realtion to bats
Bcustom	details of precautionary method statement
BCustom	site investigation in relation to previous coal mining legacy
Bcustom	details of the site compound. layout, ground levels
Bcustom	Site environmental management plan
Bcustom	provision of temporary parking, restoration
Ccustom	badger set recommendations
Ccustom	removal of trees relation to bat license
Ccustom	works in relation to bats
Ccustom	75 bird nests
Ccustom	18 bat boxes
Ccustom	site clearance in accordance with ES and great crested news
Ccustom	reptile mitigation measures
Ccustom	church road car park implementation
Ccustom	protection to existing wall

C38 Plans

Informatives

Stakeholder group

Birds

Bats

Great crested newts

Trenches

Badger setts

National grid informatives

Footpath closures

Traffic regulation orders

Provision of broadband