

INFORMATION RECEIVED SINCE PREPARATION OF REPORT

Application number	TWC/2016/0708
Site address	Telford Bus Station, Telford Town Centre, Telford, Shropshire
Proposal	Hybrid planning application: Part A: Full application for erection of new bus station, temporary link to existing bus station and shopping centre, associated landscaping and highway works and alterations to Brown Elm car park to provide a new taxi rank. Part B: Outline application for the erection of an extension to the shopping centre comprising retail, food and beverage units (use classes A1-A3); creation of a new plaza and link mall within the shopping centre; new shopping centre entrance, public realm and landscaping works, bus station facilities, alterations to Brown Elm car park to provide pedestrian walkway and remaining associated highway works (amended description)

****Please note this is an update to the 'Additional Information Report' submitted and displayed on the Council's website on 20th September 2016. The original report is displayed below ****

1.0 FURTHER UPDATED HIGHWAYS COMMENTS

- 1.1 The previous update referred to the carrying out of works to Northfield Street within two phases which the Local Highways Authority does not consider to be good practice. The delivery of all works within one phase, which would include new access and egress points, crossing facilities, alterations to footways and pedestrian crossing points, relocation of street lights, street furniture and landscaping affected by the works, etc, would minimise disruption along Northfield Street. The applicant does not, however, currently have details of all works to be provided as these are to a certain extent dictated by the location of the new shopping centre entrance and the pedestrian route across Brown Elm Car Park, both of which will be delivered as part of Phase 2 and are yet to be agreed. Any requirement to deliver such works within Phase 1 will delay the delivery of the bus station which needs to be delivered on-time to ensure L.E.P. funding can be spent. Therefore, whilst not ideal, in the interests of allowing the development to proceed, on balance, officers are prepared to agree to the applicants request to deliver the highways improvements in two stages, with the relocated pedestrian crossing to be provided as part of the retail element. Conditions have therefore been imposed on both the bus station and retail elements to reflect this change.

2.0 FURTHER S106 COMMENTS

- 2.1 The applicant has asked for it to be made clear that the highways contribution payable will be calculated based upon the quantum of floor space to come forward within the retail element of the scheme. The £108,273.02 figure quoted is therefore a maximum figure but could in fact be lower if less than

6,500 sq metres of floors pace is delivered. A formula for calculating the figure will be included in the S106 as per the original 2013 S106 agreement.

- 2.2 The applicant has also confirmed that they would be willing to accept a condition within the S106 agreement which cross references the proposed development back to the agreed quantum of development approved under the 2013 outline consent. The applicant confirms that the development continues to form part of the masterplan proposals and the agreement would ensure that the proposed development could be considered as part of the already permitted quantum of development, not 'in addition' to it.

3.0 CONCLUSION

- 3.1 As a result of the above additional update, no changes are proposed to the recommendation, however, one further highways condition has been added to the phase 2 part of the decision notice and an informative relating to S278 agreement (applicant to carry out works in the highway) has also been added. Accordingly, the recommendation is now as follows: -

- 3.2 It is recommended that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to **GRANT PLANNING PERMISSION** subject to the following:

- A) The applicant entering into a Section 106 agreement with the Local Planning Authority (terms to be agreed by the Development Management Service Delivery Manager) relating to:
- i) Financial contribution towards the cost of the delivery of highway improvements relevant to the proposed development, based on the CTAAP Highways Contribution (as set out in the 2013 S106 agreement)
 - ii) Provision of public art to a value appropriate to the proposed development,
- B) The following conditions (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):

Conditions

- A1. A04 Time Limit – Full
- A2. B010 Details of Materials
- A3. B150 S.E.M.P.
- A4. Bcust Phasing Plan
- A5. BCust Construction Screening
- A6. B061 Foul and Surface Water Drainage
- A7. BCust Covered Walkway details

- A8. BCust Internal concourse details
- A9. B049 Further highways details
- A10. B145 External lighting
- A11. B128 Landscape maintenance
- A12. CCust Air Quality Impact Assessment
- A13. Cust Previously unidentified contamination
- A14. C38 Approved Plans

- B1 A01 Time limit - Outline
- B2 A03 Time limit – submission of reserved matters
- B3 B002 Standard Outline
- B4 Cust Permitted Floorspace
- B5 Cust Phasing Plan
- B6 Bcust Demolition Working Method Statement
- B7 B150 Site Environmental Management Plan
- B8 B029 Construction Screening
- B9 B010 Materials
- B10 B049c Further works to Northfield Street
- B11 B061 Foul and Surface Water Drainage
- B12 B145 External Lighting Plan
- B13 B049 Brown Elm Car Park Reconfiguration details
- B14 B049 Service yard/delivery arrangements
- B15 B128 Landscape Maintenance
- B16 BCust Plant and machinery
- B17 CCust Framework Travel Plan
- B18 CCust Air Quality Impact Assessment
- B19 CCust Previously unidentified contamination
- B20 CCust BREEAM Very Good
- B21 C38 Approved Plans

Informatives

- I06 S106
- I11 S278
- I17b Coal Mining Informative
- I25b Nesting Wild Birds
- I40 Conditions
- I41 Reason for Grant
- RANPPF1 Approval - National Planning Policy Framework.

****Original Additional Information Report****

1.0 ADDITIONAL CONSULTATION COMMENTS

- 1.1 TWC Highways Officer: No objection
Raises no objection in principle subject to conditions.
- 1.2.1 Great Dawley Parish Council: No comment

2.0 UPDATED HIGHWAYS COMMENTS

- 2.1 Elements of the proposal are covered by the original S106 for the outline planning consent (TWC/2013/0612), however, as this is a new application it either needs a new S106 or needs to cross reference back to the original agreement. For the purposes of this proposal there are two elements affected. The proposed new retail units need to be covered by a Travel Plan and a monitoring sum was agreed and set up in the 2013 S106. The Local Highways Authority has no objections in principle to this original monitoring sum being utilised towards these units subject to linking the agreements.
- 2.2 The second element of S106 monies related to highway sums towards highway infrastructure on the town centre highway network. Based on the submitted Transport Assessment and utilising the same calculation mechanism, the highway contribution would be a maximum of £108,273.02 for the new retail floor space of this proposal, however, this would ultimately depend upon the amount of floor space being delivered. The bus station attracts no sum as it is a replacement of an existing facility. Again the Local Highways Authority have no objections to cross referencing back to the earlier agreement or the use of the same triggers.
- 2.3 The accommodation works to Northfield Street appear to be split into two phases. The Local Highways Authority does not agree with this approach and recommends that all works to Northfield Street are carried out in the first Phase in order to minimise disruption to traffic, to ensure delivery of all mitigation in a timely manner and to the high standards and specification achieved along Northfield Street in connection with the Box Road transformation improvements are maintained. A condition is recommended to this effect.
- 2.4 In terms of the submitted drawings there are two areas which will require adjustment going forward. The tactile crossing over the new bus station access may need to be moved to the back of the new pavement to reduce the risk of over running and the demarked pedestrian crossing over the bus station egress (eastern end) needs to align with the footway, however, further details have been requested as a condition and can be agreed as part of this process.

3.0 S106 CONTRIBUTION

- 3.1 In Section 8 of the Committee Report, Paragraph 8.1 Ai) incorrectly describes the first contribution to be secured as part of the S106 agreement. The contribution should read:
- i) Financial contribution towards the cost of the delivery of highway improvements relevant to the proposed development, based on the CTAAP Highways Contribution (as set out in the 2013 S106 agreement)

- 3.2 Within the original 2013 S106, Public Art was to be provided by the owner at a value of no less than £163,000 (indexed) with details first to be agreed with the Council prior to occupation of each phase of the development. For ease, it is proposed to cross reference this requirement to the new proposal.
- 3.3 In addition, the third item, concerning the provisions for the Council to undertake the proposed highways works, has been omitted from the S106 as this has yet to be agreed between the applicant and the Local Highways Authority.

4.0 CONCLUSION

- 4.1 As a result of the above updates, no changes are proposed to the recommendation, however, further conditions have been added at the request of the Local Highways Authority and the content and wording of the S106 has also been amended. Accordingly, the recommendation is as follows: -
- 4.2 It is recommended that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to **GRANT PLANNING PERMISSION** subject to the following:
- A) The applicant entering into a Section 106 agreement with the Local Planning Authority (terms to be agreed by the Development Management Service Delivery Manager) relating to:
- iii) Financial contribution towards the cost of the delivery of highway improvements relevant to the proposed development, based on the CTAAP Highways Contribution (as set out in the 2013 S106 agreement)
 - iv) Provision of public art to a value appropriate to the proposed development,
- B) The following conditions (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):

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 B7 B150 Site Environmental Management Plan
 B8 B029 Construction Screening
 B9 B010 Materials
 B10 B061 Foul and Surface Water Drainage
 B11 B145 External Lighting Plan
 B12 B049 Brown Elm Car Park Reconfiguration details
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