

TWC/2017/0749

Land junction of Forge Roundabout, Rampart Way, Telford Town Centre, Telford, Shropshire

Erection of two drive-thru cafe/restaurants (Use Class A3/A5) and one drive-thru cafe (Use Class A3) with associated access, parking and landscaping

APPLICANT

Telford Commercial Ltd

RECEIVED

11/09/2017

PARISH

Lawley and Overdale

WARD

Ketley and Overdale

OFFICER Steven Drury

1.0 PROPOSAL

1.1 This application seeks full planning permission for the erection of three (3) drive-thru restaurant/cafes together with associated signage, parking and landscaping works at land off Rampart Way, Telford Town Centre.

1.2 The proposed units will consist of two drive-thru café/restaurants (Use Class A3/A5) for use by Burger King and Kentucky Fried Chicken and one drive-thru café (Use Class A3) for use by Costa.

1.3 The application is supported by the following documents: -

- Planning Statement
- Design and Access Statement
- Transport Statement
- FRA and Drainage Strategy
- Ground Conditions Assessment
- Sustainability Statement
- Coal Mining Risk Assessment
- Ecological Appraisal
- External Lighting Assessment
- Travel Plan

1.4 The application will be subject to a S106 securing the following: -

- Highways contribution of £77,093.63
- Travel Plan Monitoring of £5,000

2.0 SITE AND SURROUNDINGS

2.1 The site is located to the north of Telford Town Centre on an area of land to the south of the M54 and to the north of Rampart Way. It is located immediately to the east of Forge Roundabout which serves Junction 5 of the M54. The land currently sits vacant although it has recently been used as a soil and materials store in connection with the widening of Rampart Way.

2.2 The site is separated from the M54 by an area of woodland and heavily treed embankment but is open to the south and west, enclosed only by a post and rail fence. As such, the site is clearly visible from the busy Forge Roundabout and highways to the south and west. To the south of Rampart Way is the Park

Inn Hotel. Land to the north of the site forms the embankment to the M54, which is covered by woodland and has been designated as Green Network within the Telford and Wrekin Local Plan.

3.0 RELEVANT PLANNING HISTORY

- 3.1 W2003/1342 - Erection of a Hotel/Office Development – Withdrawn 28/6/04
- 3.2 TWC/2017/0757 – Display of various illuminated and non-illuminated advertisements at Burger King, KFC and Costa – ongoing.

4.0 PLANNING POLICY CONTEXT

4.1 National Guidance

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

4.2 Telford & Wrekin Local Plan 2011-2031:

SP1: Telford
SP4: Presumption in Favour of Sustainable Development
EC1: Strategic Employment Areas
EC4: Hierarchy of Centres
EC5: Telford Town Centre
EC12: Leisure, Cultural and Tourism Development
NE1: Biodiversity and Geodiversity
NE2: Trees, Hedgerows and Woodlands
NE6: Green Network
C3: Impact of Development on Highways
C5: Design of Parking
BE1: Design Criteria
BE9: Land Stability
ER12: Flood Risk Management

4.3 Central Telford Area Action Plan (CTAAP):

TC7: Telford Gateway
CT6a: Leisure, Culture and Tourism
CT15: Design
CT19: Biodiversity

4.4 Core Strategy:

CS4: Central Telford
CS12: Natural Environment
CS13: Environmental Resources
CS15: Urban Design

4.5 Wrekin Local Plan:

EH14: Land Stability
UD6: Major Transport Corridors and Gateways into Telford
TC3: Leisure Uses and A3 Uses
OL3: Green Network
OL11: Woodland and Trees

5.0 SUMMARY OF CONSULTATION RESPONSES

5.1 Town/Parish Council Responses

5.1.1 Lawley & Overdale Parish Council: Comment

Comment that this is already a very busy junction and will only get busier with the expansion of the retail park on Rampart Way so the highways design for the access and exit roads are crucial to ensure a safe flow of traffic around the roundabout.

5.2 Standard consultation responses

5.2.1 Arboricultural: Comment

Initially requested further detail regarding level changes along the northern boundary and impact on woodland to the north. Following provision of details, raises no objection subject to tree protection conditions. Also requested additional tree planting and changes to species selection across site.

5.2.2 Environmental Health (Contaminated Land): Support subject to conditions Request standard contaminated land condition.

5.2.3 Environmental Health (Pollution Control): Support subject to conditions Request conditions regarding construction hours, opening hours and the installation of fume extraction systems.

5.2.4 Drainage: Support subject to conditions Confirm they are broadly happy with the principles established in the Flood Risk Assessment and note confirmation that the development will connect to a public sewer. However, also notes references in FRA to some roof drainage connecting to an unknown land drain, therefore further details will be required as a condition. Request that soakaway logs or further SW details are submitted.

5.2.5 Ecology: Comment Initially requested further information in relation to layout and landscaping, external lighting and impacts upon protected species, however, once received, raise no objection subject to conditions including details of external lighting along the north boundary.

5.2.6 Highways: Support subject to conditions Recommend that deliveries take place outside of peak trading hours. Also confirm proposal will also have a wider impact on the local highway network and as such, the development will be required to make a contribution to the strategic network improvements and, in this instance, the Town Centre Connectivity Package. Based on trip rates suggested in the supporting Transport Assessment this contribution is calculated as £77,093.63.

5.2.7 Urban Design: No objection

5.2.8 Planning Policy: Support

5.2.9 The Coal Authority: No objection

Concurs with the recommendations of the Coal Mining Risk Assessment Report. Recommends that intrusive site investigation works should be undertaken prior to development commencement in order to establish the exact situation regarding coal mining legacy issues on the site.

5.2.10 Highways England: Object

Recommend a 3 month period of non-determination to allow the applicant to provide further information to clarify how gabion wall will be constructed and maintained without encroachment onto the motorway slip road.

5.2.11 Shropshire Fire Service: Comment

Request early consideration is given to the guidance within Shropshire Fire and Rescue Service's "Fire Safety Guidance for Commercial and Domestic Planning Applications"

5.3 Neighbour consultation responses

5.3.1 Three representations have been received in response to public consultations consisting of two objections from local land owners and one comment in support from a member of the public. Key points are summarised as follows:-

5.3.2 Southwater Events Group (SEG): Object

- Proposal would be contrary to Wrekin Local Plan which although out of date still carry some weight,
- WLP identifies site as Gateway Site and committed for employment development. Policy TC2 advises that shopping development will only be permitted in defined areas on proposals map. The proposed site is not appropriate for retail/A3 development. Policy TC3 requires a sequential approach for siting of food/drink/leisure uses in the town centre. No sequential test has been carried out.
- The Core Strategy and CTAAP are also still part of the development plan. TC7 requires development proposals on the site to support its function as an office employment area.
- The Telford & Wrekin Local Plan (TWLP) is at an advanced stage and can be given some weight in decision taking. Within the TWLP the site is shown within the Central Strategic Employment Area. Whilst modifications to the plan will allow 'main town centre uses' in this area, this still rules out retail development unless there is a sequential test.
- There are a number of units available within the centre which could accommodate the uses proposed.
- The site is not conveniently located in relation to the primary shopping centre.
- No basis on which to support the proposed development.

5.3.3 Telford Trustees No.1 & No. 2 Ltd: Object

- The site comprises allocated employment land within both the adopted Development Plan and draft Telford Local Plan. The application provides no justification for the loss of the employment land and as such, the development is contrary to the Development Plan.
- Both the adopted Development Plan and draft Local Plan require an assessment of other suitable and available sites within the town centre

for the proposed development. The applicant has failed to provide such an assessment.

- There are more appropriate sites available within the primary shopping area which would deliver benefits such as opportunities for linked trips. The proposal has none of these benefits and would be more likely to divert people from the PSA.
- There is a finite demand for a Drive Thru in Telford. Delivery of the Drive Thru at the far edge of the Town Centre would represent a missed opportunity to continue the consolidation and regeneration of Telford's and Primary Shopping Area, as sought by policy.

5.3.4 One comment received in support provided there is no impact on an already busy road.

6.0 PLANNING CONSIDERATIONS

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

- Principle of Development
- Design Issues
- Highways and Access Issues
- Trees and Landscaping
- Ecology
- Drainage
- Other Matters

6.2 Principle of Development

6.2.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that planning applications must be determined in accordance with the adopted development plan unless material considerations indicate otherwise.

6.2.2 The Telford and Wrekin Local Plan (T&WLP) will be presented to Full Council on the 11th January 2018, after the drafting and publication of this report. As such at the time of writing, the development plan consists of saved policies of the Wrekin Local Plan (WLP), Central Telford Area Action Plan (CTAAP) and the Core Strategy although only limited weight can be given to these policies with significant weight given to policies in the T&WLP. Should Members of Full Council resolve to adopt the T&WLP this will supersede its predecessors and form the Development Plan against which this application should be determined.

6.2.3 The application site is located inside the northern boundary of Telford Town Centre as defined on the Local Plan Proposals Map within both the T&WLP and the WLP and therefore has an established position within the designated town centre area. T&WLP Policy EC5 advises that development which reinforces Telford Town Centre's role as a sub-regional shopping centre will be supported by directing main town centre uses to Telford Town Centre. Drive-through restaurants are included within the list of 'main town centre uses' as defined in the NPPF and are therefore considered appropriate for siting within the town centre area.

- 6.2.3 It is noted that representations have been received suggesting that the site has been allocated for employment development and should be protected from loss to other uses. To clarify on this point, the site does not benefit from any specific site 'allocation' in the development plan, but is subject to a number of 'designations' that need to be considered in determining the application. The site is designated as a 'gateway' site in the Wrekin Local Plan (WLP) under Policy UD6, but this is a design policy rather than being related to any particular land-use. The site was then enveloped by the 'Telford Gateway' under Policy TC7 of CTAAP. This policy, whilst promoting development that supports its office function, does not preclude other main town centre uses in this location. Subsequently, the site has now been included within the wider 'Central Area Strategic Employment Area' (CASEA) within the T&WLP but this does not specifically allocate the site for any particular use, including employment. The CASEA overlaps the town centre boundary (as shown on the T&WLP Policies Map), and Policy EC1, subject to modification and adoption, recognises that main town centre uses are acceptable in this location. The Wrekin Local Plan did indicate the site as a 'commitment' for employment development, however, this relates to the site's public sector ownership and its status as a site with consent granted Section 7(1) Consent under the New Towns Act some decades ago. The site has not been put to employment use under that consent or any subsequent approval.
- 6.2.4 The site has not been specifically allocated to meet future, or indeed any past, employment land requirement and its loss, on employment land supply grounds, is not accepted on that basis given that the new T&WLP identifies sufficient land to meet future employment needs up to 2031 without this site. It is, however, noted that the scheme will provide employment opportunities for full and part-time employees.
- 6.2.5 It is also argued in some representations that the site is not an appropriate location for a retail use and a 'sequential' approach should be applied. As explained above, however, the proposed uses fall within the definition of main town centre uses, are A3/A5 uses not A1 retail and therefore are considered appropriate for this town centre site.
- 6.2.6 It is worth noting that CTAAP Policy CT6a did require a sequential approach to the provision of leisure uses within the town centre. This policy required leisure uses to be directed towards certain areas (Central Southwater, East Southwater, and the shopping area) before considering alternative sites within the town centre. Although this policy should only be given limited weight, the applicant has been asked to carry out an exercise which considers the availability and suitability of sites within Central or East Southwater or the Central Shopping Area. This was submitted as a policy update statement and concludes that there are no sites within the Central Shopping Area, Central Southwater or East Southwater areas that represent available, suitable and viable alternatives to the application site.
- 6.2.7 Given the above considerations, officers are satisfied that the proposal does meet the relevant requirements of the local development plan and the site is

suitable in principle for the development proposed, subject to compliance with relevant detailed policies.

6.3 Ground Conditions and Stability

6.3.1 The site is located within an area where mining activity is known to have taken place. The application has therefore been accompanied by a Coal Mining Risk Assessment Report which concludes that the mining risk on site can be mitigated by routinely adopted measures and should not prevent the granting of permission. It does, however, recommend that further intrusive investigations are carried out prior to commencement of the development, in order to establish the depth and condition of any shallow coal seams. The Coal Authority concur with the findings and recommendations of the report and request that a condition is attached requiring the development to be carried out in accordance with the recommendations of the report. On this basis, the proposal satisfies the requirements of T&WLP Policy BE9 and WLP Policy EH14.

6.3.2 An investigation of ground conditions has been carried out and has been provided in the supporting Ground Investigation Report. The report found that the site poses no risk to human health in respect of soil contamination, water contamination or ground gases. No objection is raised by the Council's Environmental Health Officer.

6.4 Design Issues

6.4.1 The site has been identified as a gateway site to the town centre and is covered by WLP Policy UD6. Major entrances to the town should emphasise the sense of arrival through development of an appropriate scale, form and materials, which incorporates high quality boundary treatments, landscaping and advertisement design and reinforces the function and positive qualities of the gateway site. T&WLP Policy BE1 concerns design criteria, as does WLP Policy UD2 and Core Strategy CS15. These policies require, amongst other things, development to respond positively to context, maintain and exploit important gateways, views to and from the site and demonstrate an integrated approach to design, combining landscape, green infrastructure, surface water management, access and parking.

6.4.2 The Forge Roundabout acts as the main approach to the town for traffic leaving the M54 at Junction 5 where it meets traffic approaching from Rampart Way to the east and Hall Park Way to the south. The site sits to the north of the roundabout in a highly visible location from the roundabout and highway. Officers have engaged in extensive pre-application advice with the applicant to ensure the proposal is of a sufficiently high quality to justify its siting at a key location within the town centre.

6.4.3 The proposed design involves the provision of two units at the western part of the site, adjacent the M54 sliproad and roundabout, to be occupied by Burger King and Kentucky Fried Chicken, and a single unit on the eastern part of the site for Costa. The BK and KFC units are located side by side and are intended to work together to achieve the appearance of one building mass, despite sitting separately. The buildings will contain unorthodox roof

structures with diagonal ridges intended to create a more dynamic visual experience which changes with the movement of the observer around the site. These buildings will be the most prominent on site, fronting onto the Forge Roundabout, with front (south west) elevations containing two mono-pitched roofs, mirrored to give the appearance of a gabled frontage. The front elevations will be entirely glazed and will contain the individual operator's signage and logos. The sides and roof will comprise a mixture of brickwork and cladding, BK has dark matt metal cladding and light banded brickwork while KFC has a shiny metal cladding with dark banded brickwork. The roof and sides will extend out over the frontage, creating a small overhang where the soffits will be coloured red. The serving pod window surrounds will also be coloured signal red. Further signage will be located at various points around the building, to be considered under separate advertisement consent application TWC/2017/0757.

6.4.4 The proposed Costa building will be situated on the eastern part of the site. It will contain a more simplified design and appearance, reflecting a slightly less prominent position on the site. It will contain a shallow mono-pitched roof with signage towers on three sides. The sides will contain a mixture of facing brickwork, glazing and white render. The signage towers will be clad in timber.

6.4.5 The proposed buildings are considered to be of a sufficiently high quality for this gateway site within Telford Town Centre. The scheme will incorporate a simple palette of materials, providing a colourful and distinctive appearance which is considered appropriate for such a key site at the western approach to the town centre. The proposal will respond positively to its context, demonstrates and integrated design approach following extensive pre-application advice and respects the landscape setting and topography of the site. As such, it is considered that the proposal complies with Policy BE1 of the Telford & Wrekin Local Plan and the requirements of the NPPF in terms of requiring good design together with CS15 and UD2.

6.5 Highways Issues

6.5.1 The site will be accessed from Rampart Way by both vehicles and pedestrians. Following the duelling of Rampart Way, vehicle access will be achieved via a left in/left out, priority controlled T-junction and has been design in conjunction with the upgrade works to Rampart Way. Pedestrian access into the site will be achieved via three dedicated footways from Rampart Way. Rampart Way provides a direct pedestrian/cycle route into Telford Town Centre's retail core where a number of bus and rail services can be accessed, thus encouraging sustainable access to the site. Although, clearly as a drive-thru development, the site will primarily attract vehicular traffic.

6.5.2 The application has been accompanied by a supporting Transport Assessment which considers the likely number of trips to and from the site in order to assess the likely impact upon the surrounding highway network. The assessment concludes that there is capacity to accommodate the development, particularly following the upgrade to Rampart Way and this view is shared by the Council's Highways team. However, as the proposal will have

an impact upon the highway network, it generates the requirement for a financial contribution towards strategic network improvements. In this instance, a contribution of £77,093.63 is sought, based upon the anticipated PM trip rate increases, which will be directed to the Town Centre Connectivity Package.

- 6.5.3 The proposal follows extensive pre-application discussions, under which, Highways Officers main concerns have involved the ability for articulated delivery lorries to access and negotiate the site. Swept path analysis plans have been submitted which demonstrate how this will be achieved, including details of the bellmouth entrance to the site where a rumble strip overrun area will need to be provided (in coloured tarmac) to allow sufficient clearance for HGV's but to deter standard vehicles. Officers are satisfied with the details submitted but note that deliveries will occupy large areas of parking areas and as such, recommend that deliveries take place outside peak hours.
- 6.5.4 Policy C5 of the TWLP requires development to include an appropriate quantity of car parking which reflects the nature, character and context of the proposal. As noted above, whilst the proposal is fairly sustainable in terms of its location and includes footpath links to the primary shopping area, the nature of the development is such that it will clearly involve a dominance by car users and as such, it is important that sufficient parking is provided. The proposal includes a total of 90 parking spaces and 12 cycle parking spaces which exceeds the requirements of Policy C5 which requires 1 space per 10 sq metres of gross floor area (and would require 78 spaces).
- 6.5.5 With respect to the above matters, officers are satisfied that the proposal satisfies the requirements of the relevant highways policies within the local plan, Policies C3, C4 and C5.
- 6.5.6 Members will note that the time of writing, an objection exists from Highways England to the proposal. Objections received originally concerned the siting of advertisement signage on the north west side of the Burger King unit and the construction and maintenance of the retaining gabion wall alongside the western boundary with the M54 sliproad, however to simply matters, all signage has now been removed from the application and will be considered under the separate application for advertisement consent, ref. TWC/2017/0757. Highways England have agreed to this approach and have withdrawn this part of their objection. However, they continue to raise concerns regarding the ability of the applicant to construct and maintain the gabion wall along the M54 sliproad without encroaching onto the highway verge. They have confirmed that access to the sliproad verge for this purpose would not be permitted.
- 6.5.7 Negotiations continue to take place between the applicant and Highways England, however, as the remaining outstanding issue, officers are seeking resolution to approve the application subject to Highways England concerns being satisfactorily addressed and the objection being withdrawn.

6.6 Drainage

6.6.1 The proposal has been accompanied by a Flood Risk Assessment which considers the likely risk of flooding at the site and provides a drainage strategy for the proposed development. The report confirms the site is located within Flood Zone 1 and is at low risk from fluvial flooding.

6.6.2 The Council Drainage Officers have assessed the proposed drainage strategy and are satisfied in principle with the contents, following confirmation from the applicant that both foul and surface water from the development will drain into an existing storm sewer. Surface water will pass through an attenuation tank and flow control system before its eventual discharge into the existing storm sewer. As a result, it is considered that this development will not increase the risk of flooding in the wider catchment, due to the controlled nature of the proposed discharge

6.7 Trees and Landscaping

6.7.1 The site itself was previously open land and covered in grass, however, recent storage use as part of the Rampart Way dualling scheme has transformed its appearance. Land to the north is covered by woodland and forms the embankment to the M54 motorway. This land is designated as Green Network within the T&WLP and WLP.

6.7.2 Whilst the site location plan shows the development boundary (red line) encroaching into the adjacent woodland and Green Network, the development footprint will only abut the edge of the woodland and will not encroach into the Green Network. As such, officers are satisfied that the requirements of T&WLP Policy NE6 and WLP Policy OL4 do not apply as the proposal will not be harmful to the functions or aims of the Green Network.

6.7.3 The application is accompanied by an Arboricultural Method Statement which considers the likely impact the development would have upon trees within and adjacent to the development site. The report identifies the loss of 10 trees and partial loss of 3 groups of trees, however of those trees, 8 have been classed as C category and 2 as U category, therefore having low retention value. Those trees are located along the northern edge of the development footprint where level alterations will require the removal of the identified trees located at the edge of the woodland. Further details of the level alterations have been provided in sectional drawings which indicate that in a number of places, gabion baskets will be required as a retaining structure. The Council's Tree Officer has assessed the tree report and sectional plans and is satisfied that the retaining features will not impact upon the root zones of adjacent trees to be retained within the woodland.

6.7.4 In this instance due to spatial and operational constraints, it will not be possible to provide replacement trees to replace those being lost, however, a landscaping scheme has been provided which includes planting bays and grassed areas to break up the extent of the hardstanding.

6.7.5 Having regard to the above considerations, it is considered that the wider benefits of the proposal would outweigh the harm resulting from the loss of trees, and a sympathetic landscaping scheme is proposed which will help to

mitigate that loss whilst complementing the proposed design. As such, the proposal will meet the requirements of TWLP Policy NE2.

6.8 Ecological Issues

6.8.1 The application has been accompanied by an Ecological Appraisal which found that the site did not appear to support any protected or notable protected species. Since the report was carried out, the site has been used as a construction compound for the works to widen Rampart Way which will not have increased the biodiversity value of the site. The Councils' Planning Ecologist has reviewed the submitted report and concurs with its findings. It is, however, recommended that conditions are attached to any approval requiring the erection of artificial nesting/roosting boxes, a pre-commencement badger survey and a breeding bird method statement.

6.8.2 The Planning Ecologist also makes recommendations in terms of the potential impact upon the adjacent woodland from proposed external lighting which could reduce the levels of ecological functionality within this section of the Green Network. Amendments to the external lighting plan will be required, however, this can be requested as a condition of a planning approval and should include details of suitable cowls or similar screens to the four lighting columns.

6.9 Planning Obligations

6.9.1 The proposed development meets the requirement to provide a highways contribution of £77,093.63 and a travel plan monitoring contribution of £5,000, to be secured via a Section 106 agreement. The highways contribution will go towards strategic improvements to the local network which in this instance is the Town Centre Connectivity Package.

6.9.2 In determining the required planning obligations on this specific application the following three tests as set out in the CIL Regulations (2010), in particular Regulation 122, have been applied to ensure that the application is treated on its own merits:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development;
- c) fairly and reasonably related in scale and kind to the development.

6.9.3 In addition account has to be taken of the changes to the CIL Regulations in April 2015 that now restrict the "pooling" of financial contributions to no more than five contributions to a single type of infrastructure. It is considered that the financial contributions required for this application meet the relevant tests. The above obligations will be secured by a S106 agreement attached to the planning permission.

6.10 Other Matters

6.10.1 Scheme Benefits: During the construction phase, the application will generate a short term economic boost to the local economy through the creation of construction jobs. In the longer term, the applicants confirm that the development will provide economic and social benefits through the generation of jobs and career opportunities for staff. For example the

applicant advises that each KFC store will create, on average, between 40 and 50 jobs, together with opportunities to develop through apprenticeships, NVQ's and degrees.

6.10.2 From an environmental point of view, the proposal will involve the redevelopment of a vacant gateway site at the western entrance to Telford Town Centre and provides the opportunity to deliver a distinctive, high quality scheme, contributing to and enhancing the character and identity of the town centre and western approach.

6.10.3 All other objections raised in the consultation process have been considered but do not raise any issues that would warrant a review of the analysis of this proposal.

7.0 CONCLUSIONS

7.1 This application seeks permission for the erection of commercial development comprising three drive thru café/restaurants on land at Rampart Way, Telford Town Centre. Officers are satisfied that the proposal does comply with the local development plan and NPPF and is therefore acceptable in principle. The site is located within a highly accessible position within close proximity to the town centre, bus and railway stations and will be well connected to pedestrian and cycle networks. The development can be accommodated by the local highway network and meets local parking standards.

7.2 The proposal follows lengthy pre-application advice which has led to a distinctive, high quality design to be constructed using a simple palette of materials and complemented by a sympathetic landscaping scheme comprising low level planting and shrubs. The development will not harm the adjacent woodland or the functions or aims of the Green Network and will not be detrimental to protected species or wildlife habitats. No objection in principle is raised by the Coal Authority subject to further intrusive investigation works being carried out and the development poses no risk to human health through soil contamination, ground gases or flood risk. Further drainage details can be provided through the discharge of condition process.

7.3 In summary, there are no technical issues that would prevent the development from proceeding and no issues that cannot be mitigated against through the use of conditions. Accordingly it is considered that the proposal represents a sustainable form of development which complies with the National Planning Policy Framework, together with relevant policies within the Telford & Wrekin Local Plan.

8.0 RECOMMENDATION

8.1 Based on the conclusions above, the recommendation to the Planning Committee on this application is that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to **GRANT PLANNING PERMISSION** subject to the following:

- A) The applicant satisfactorily addressing Highways England's concerns in relation to the construction and maintenance of the gabion retaining wall along the boundary with the M54 slip road;
- B) The applicant/landowners 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) Highways contribution of £77,093.63 towards the Town Centre Connectivity Package
 - ii) Travel Plan Monitoring contribution of £5,000
- C) The following conditions (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):-
 - 1. A04 Time limit - Full
 - 2. B010 Details of Materials
 - 3. B059 Intrusive Ground Investigation
 - 4. B061 Foul and Surface Water Drainage
 - 5. B076 SUDS Management Plan
 - 6. B087 Fume extraction details
 - 7. B149 Pre commencement Badger Survey
 - 8. B150 Site Environmental Management Plan
 - 9. B130 Tree Protection Measures
 - 10. C020 Roads, parking, turning - surface material
 - 11. C029 Previously unknown land contamination
 - 12. C089 Boundary Treatment
 - 13. C100 Artificial Nest/Roost Boxes
 - 14. C109 External Lighting Pan
 - 15. C38 In accordance with plans

Informatives

- I06 S106
- I08 Highways Licence
- I25m Nesting Birds
- I35 Advertisements
- I40 Conditions
- I41 Reasons
- RANPPF1 Approval - National Planning Policy Framework.