



Telford & Wrekin  
C O U N C I L

Addenbrooke House Ironmasters Way Telford TF3 4NT

## PLANNING COMMITTEE

Date	Wednesday, 12 October 2016	Time	6.00pm
Venue	Shropshire College Hotel School Ltd (The Telford Whitehouse) (Telford Suite), Watling Street, Wellington, Telford TF1 2NJ		

### Enquiries Regarding this Agenda:

Democratic Services	Stacey Worthington	(01952) 382067
Media Enquiries	Corporate Communications	(01952) 382406
Lead Officers	David Fletcher – Development Management Service Delivery Manager	(01952) 384133
	Katherine Kynaston – Assistant Director: Business, Development & Employment	(01952) 384012

Committee Membership: Councillors J C Minor (**Chairman**), C R Turley (**Vice Chairman**),  
N A Dugmore, I T W Fletcher, J Loveridge, N C Lowery, L A Murray  
and P Scott

Substitutes: Councillors G H Cook, J A Francis, E J Greenaway,  
R T Kiernan, S J Reynolds, C F Smith, M J Smith and W L Tomlinson

## AGENDA

1. **Apologies for Absence**
2. **Declarations of Interest**
3. **Minutes** Appendix A  
To confirm the minutes of the meeting of the Planning Committee held on  
21 September 2016.
4. **Deferred/Withdrawn Applications**
5. **Site Visits**
6. **Planning Applications for Determination** Appendix B  
Please note that the order in which applications are heard may be changed  
at the meeting. If Members have queries about any of the applications,  
they are requested to raise them with the relevant Planning Officer prior to  
the Committee meeting.

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## **PLANNING COMMITTEE**

# **A**

### **Minutes of a meeting of the Planning Committee held on Wednesday, 21 September 2016 at 6.00pm in the Telford Suite at Shropshire College Hotel School Ltd (The Telford Whitehouse Hotel), Watling Street, Wellington, Telford TF1 2NJ**

**Present:** Councillors J C Minor (Chair), N A Dugmore, I T W Fletcher, J Loveridge, N C Lowery, L A Murray, P Scott and C R Turley.

#### **PC-025      Apologies for Absence**

None.

#### **PC-026      Minutes**

**RESOLVED** – that the minutes of the meeting of the Planning Committee held on 10 August 2016 be confirmed and signed by the Chairman.

#### **PC-027      Declarations of Interest**

In respect of planning applications TWC/2016/0562 and TWC/2016/0563 Councillor C R Turley declared a non-pecuniary interest in that he had seen a presentation on these planning applications at an Ironbridge Gorge Museum Trust Steering Group Meeting.

In respect of planning application TWC/2016/0562 and TWC/2016/0563 Councillor N C Lowery advised that she was the Ward Member for Ironbridge Gorge and had passed comment on the application but had not contributed to any formal planning discussions and had not predetermined how she would be voting.

#### **PC-028      Deferred/Withdrawn Applications**

None.

#### **PC-029      Site Visits**

None.

#### **PC-030      Planning Applications for Determination**

Members had received a schedule of planning applications to be determined by the Committee and fully considered each and the supplementary information tabled at the meeting regarding TWC/2016/0562 and TWC/2016/0708.

- (a) TWC/2015/0454 – Land adjacent Egremont House, 4 High Street, Edgmond, Newport, Shropshire

This application was a full planning application for the erection of 22 houses on land adjacent to Egremont House with associated parking, access and landscaping.

Cllr R Higginson spoke on behalf of Edgmond Parish Council who raised concerns regarding the location of the site, effect on the Grade II Listed Building, inappropriate

design, the development was contrary to local and national policy, the Edgmond Rural Plan and Neighbourhood Plan. He also considered that no exceptional circumstances for development had been proven.

Cllr S Burrell, Ward Councillor for Edgmond and Ercall Magna spoke in favour of the officer decision to refuse the application. He raised concerns regarding the nature and scale of the proposed development, that it was contrary to Policy CS7 and felt the development was unnecessary due to the Council now having a 5 year housing land supply.

Mr M Turner spoke in favour of the officer recommendation on behalf of Protect Heritage Edgmond who raised concerns that the development was contrary to policy and went against the existing and emerging Local Plan, and it would cause significant and irreparable harm to the listed building and the character of the village.

The Planning Officer informed Members that this development was not within the three named settlement sites, was contrary to Policy CS7 and the council now had a 5 year housing land supply. It was within the Edgmond Conservation Area and would cause significant harm to the Grade II Listed building and had objections from Historic England and the Council's Conservation Officers. The emerging Telford and Wrekin Local Plan allowed for 'limited infill' but this development did not fit into this category.

During the ensuing debate Members raised concerns that the application went against local and national Policy and the emerging Local Plan, that it would cause considerable harm to the character of Edgmond and the Grade II Listed Building and there was a need to preserve and protect this conservation area.

Upon being put to the vote, it was unanimously:-

**RESOLVED** – that with respect to planning application TWC/2015/0454 planning permission be refused for the following reasons:

- 1. The site lies in the rural area outside the built up area of Telford, as defined on the Wrekin Local Plan Proposals Map, where new development is to be controlled. The site also lies outside the settlements of High Ercall, Tibberton and Waters Upton, where new development within the rural area is expected to be focused. There were no exceptional circumstances to justify the provision of new housing in this location. The development of this open field within the Edgmond Conservation Area would harm the character and appearance of the Conservation Area and the setting of the Grade II Listed Egremont House. As such the development proposal would be contrary to the NPPF, saved Wrekin Local Plan policies OL6, UD2 and HE3 and Core Strategy policies CS7, CS11, CS14 and CS15 and the NPPF.**

- (b) TWC/2015/1111 – Land adjacent 8 Walton Avenue and adjacent Ridgway, High Ercall, Telford, Shropshire

This was an outline application for up to 45no. dwellings with associated access, all other matters reserved.

Mr D Haston, Applicant's Agent, spoke in favour of the application which he considered was a suitable settlement and met policies and the emerging Local Plan. He considered that it would improve the northern approach, was a good design, included affordable housing and was comparable with other developments within the area. It was on farm land but there were no objections with regard to design, ecology, highways and drainage and there was support from Ercall Magna Parish Council.

The Planning Officer informed Members that this was an indicative layout which did give some concern as detailed in the report which would be addressed at the reserved matters stage if Members were minded to approve the application. There would be financial contributions towards the play space and towards adaptations at High Ercall primary school and transport to Charlton secondary school. Although the development was on farm land and includes Grade 2 Agricultural land, any scheme to be delivered within High Ercall would be on agricultural land.

During the ensuing debate some Members felt that the development would help to revitalise the village facilities and welcomed the contributions towards education. Members indicated that they would like this application to come back to the Committee at the reserved matters stage.

Upon being put to the vote, it was unanimously:-

**RESOLVED** – that with respect to planning application TWC/2015/1111 delegated authority be granted to the Development Management Service Delivery Manager to grant outline planning permission subject to the following:

- A) 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) Affordable housing – 40% provision**
  - (ii) Play space – contribution of £600 per 2 or more bed dwelling towards enhancement of the children's play and recreation on land adjacent to High Ercall Village Hall**
  - (iii) Education – contribution of a maximum up to £140,702.78 comprising £103,968 towards adaptations at High Ercall Primary School, and £36,734.99 towards transport to Charlton Secondary School.**
- B) The conditions and informatives set out in the report (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager)**

(c) TWC/2016/0521 – Land adjacent 3 Charlton, Telford, Shropshire

This application sought full planning consent for the erection of 1 no. dwelling to provide a two bedroom bungalow adjacent to no. 3 Charlton.

The Planning Officer explained that due to issues around the septic tank on the land that a different red line on the location plan was needed and as this could not be treated as a minor amendment a new application had been submitted.

Cllr J Seymour, Ward Councillor for Wrockwardine, spoke against the officer recommendation as she felt that a precedent for development had already been set. Issues had arisen with the siting of the bungalow on the plans on the previously granted permission which had been placed over a septic tank. There would be no opportunity at a later date for an infill plot as the septic tank could not be moved due to it serving 3, 5, 7 and 9 Charlton. She commented that a turning circle could be provided which would keep the open views.

The Planning Officer explained to Members that there was still a live planning permission which could be implemented up to 11 March 2017. The new proposals were 25m away from the existing dwelling, compared to 15m on the extant permission and only 1-2m from the rear boundary. A recent Planning Inspectorate decision had since confirmed that Charlton was not a suitable settlement for development.

During the ensuing debate some Members considered that this was a suitable site for development as there were other larger builds taking place within the area, it was within the village and was a small bungalow. The principle of development had already been established and the septic tank should have been picked up on the earlier permission. It was suggested that a condition to remove permitted development rights be added and the application be allowed subject to the previous permission being removed. A Member asked about the relationship between the old permission and a new permission if Members were minded to grant and the Legal Advisor informed Members that if they were minded to approve this application that the previously granted permission would lapse given that it overlapped with the proposed dwelling, so it was physically impossible to build both.

On being put to the vote the recommendation of refusal was defeated. Subsequently a recommendation of approval was made and seconded. Following a vote it was unanimously:

**RESOLVED** – that with respect to planning application TWC/20150521 delegated authority be granted to the Development Management Service Delivery Manager to grant outline planning permission for the following reasons:

**Whilst the proposal is contrary to Policy CS7, the principle of allowing a dwelling has already been established by the previous grant of planning permission and there would only be one dwelling built on site as it was physically impossible to implement both permissions so the original permission will lapse. Members considered that the difference in siting between these two dwellings was minor.**

(d) TWC/2016/0562 – Site of Lincoln Grange Nursing Home, Lincoln Hill, Ironbridge, Telford, Shropshire

This application was considered in conjunction with planning application TWC/2016/0563 but a separate vote took place.. An update report had been tabled at the meeting which gave an update on ecology and additional comments from Ironbridge Parish Council

This was an application for planning permission for 53no dwellings, conversion of the former Lincoln Grange Nursing Home into 36no dwellings and demolition of part of Lincoln Grange Nursing home and associated internal and external works, access road and landscaping.

A site visit had taken place in the afternoon prior to the meeting.

Mr H Thorn, Applicant, informed Members of key aspects of the development which were to preserve, restore and bring back to use the listed building whilst retaining its features. Limited alterations would be made although there would be extensions to the rear. The houses would be complementary to the vernacular of The Gorge and were less than the 106 dwellings originally proposed by the HCA. A traffic impact assessment had been undertaken and there was highway network capacity until 2026. Funding for signage to restrict usage of Lincoln Hill would be provided.

The Planning Officer informed Members that the proposal was a good mix of units and had a high quality design and although this was green network land, this allocation would come forward in the emerging Local Plan. There were environmental benefits from affordable housing and a contribution towards the Beeches Wildlife Site and Local Nature Reserve (LNR) including interpretation boards and litter bins. The transport assessment was acceptable and there was a contribution of £173,393 towards the remodelling of the John Fletcher Primary School. The application would be subject to a Section 106 agreement and a European Protected Species Licence for Great Crested Newts and Bats was required.

During the ensuing discussion some Members suggested that a smaller scale development would have been more sensitive to the site and that lower density, higher value dwellings would have been more suitable to the local vernacular. Concerns were raised regarding the traffic on Lincoln Hill, the size of the two bedroomed Belgrade design units and the sub-division of the communal garden as well as the length of the traffic survey undertaken. Some Members further suggested It needed to be emphasised that it was an access road only and a request for extra signage highlighting the weight and width restrictions was made. Other Members were in favour of the development which was of sympathetic design and sensitive to its surroundings and local wildlife.

Upon being put to the vote it was unanimously:-

**RESOLVED – that with respect to planning application TWC/2016/0562 delegated authority be granted to the Development Management Service Delivery Manager to grant planning permission subject to the following:**

- A) 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) **Affordable housing (4 units)**
- (ii) **Highways £7,500 towards new signage and improvement of existing signage on Beech Road to deter use of Access Only route.**
- (iii) **Outdoor recreation open space / Equipped Area for Play - On-site provision and maintenance of a “Local” Equipped Area for Play (LEAP), and Public Open Space sum to be agreed if adopted by the Council.**
- (iv) **Education - £173,393 for the remodelling of John Fletcher of Madeley Primary School**
- (v) **Ecology - £17,660 towards the mitigation of the impact of The Beeches Local Wildlife Site (and proposed Local Nature Reserve)**

**B) The conditions and informatives set out in the report (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager) and additional condition relating to European Protected Species Licence for Great Crested Newts and Bats**

(e) TWC/2016/0563 – Site of Lincoln Grange Nursing Home, Lincoln Hill, Ironbridge, Telford, Shropshire

This application was discussed in conjunction with planning application TWC/2016/0562 but a separate vote took place.

The Listed Building Application was for the erection of 53no. dwellings, conversion of former Lincoln Grange Nursing home into 36no. dwellings following demolition of parts of Lincoln Grange Nursing Home into associated internal and external works

Upon being put to the vote it was unanimously:-

**RESOLVED - that with respect to planning application number TWC/2016/0563 for Listed Building Consent that delegated authority be granted to the Development Management Service Delivery Manager to grant Listed Building Consent subject to the conditions and informatives set out in the report (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager).**

(f) TWC/2016/0708 – Telford Bus Station, Telford Town Centre, Telford, Shropshire

This was a hybrid planning application for: Part A – Full Application for the erection of a 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 with 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.

An update report had been tabled at the meeting which highlighted further comments from Highways Officers and comments regarding the S106.

Mr Guy Beaumont spoke on behalf of Mr T Binnington, Applicant. He gave a brief background to the application, which had been subject to public consultation. Phase 1 of the application needed to be prior to end March 2017 as a requirement of the LEP Funding. Phase 2 would involve the redevelopment of the shopping centre, gateway enforcement, flagship stores and new retailers which would grow the status of Telford and create further employment.

The Planning Officer explained to Members that the application included a replacement 12 bay bus station with glazed screens and a mono pitch roof and also incorporated seats for the public and information screens. It also included soft landscaping, ticket office, driver welfare services, and would be accessed by a temporary covered walkway. The second phase of the development would be to the side and rear of Northfield Street and included relocation of the pedestrian crossing and a walkway across Brown Elm car park, re-development to the Southern quarter and northern anchor and an amended red line boundary had been submitted which had meant a stand-alone application. It accorded with local and national planning policy, a transport assessment had been undertaken and there were no adverse highway safety issues. Highway contributions would be calculated upon the quantum of floor space and the figure would be a maximum of £108,273.02 and a formula calculating the figure would be included in the Section 106 agreement with a maximum figure of 7,100 square metres. Discussions were still ongoing in relation to the Phase 1 highway works and Members were advised that if they were minded to approve the application, there was flexibility in this regard.

During the ensuing discussion some Members raised concerns regarding the reduction in size of the bus station and the arrangements for holiday coaches, the proposed new crossing and the flow of traffic, the design, and contributions towards navigation ie signage and fingerposts. Other Members considered that Telford would have a new bus station and an expanding shopping centre which would create jobs. Questions were raised with regard to why the bus station capacity was being reduced, how the assessment for public art had been undertaken and if the arrangements for the holiday coaches could be re-visited if proven the public were being disadvantaged.

The Service Delivery Manager - Transport & Highways Development addressed Members' concerns that following consultation it had been agreed that there was too much capacity with regard to departures and arrivals and that the new arrangements would be more efficient and that there would be enough capacity for current and future growth. With regard to holiday coaches, unregistered services caused disruption with unscheduled pick up/drop offs and the Telford Central Station was a natural interchange. All companies had been written to notifying them of the change and the Council were willing to work with holiday companies in this regard.

The Planning Officer confirmed to Members that a maximum of £163,000 had been agreed for public art which would be in place prior to occupation but that there was some flexibility in this regard as it formed part of the Masterplan during Phase 3 of the development. No art had been provided at this stage and there was no set formula to allocate funding to each stage.

On being put to the vote it was, by a majority:-

**RESOLVED - that with respect to planning application TWC/2016/0708 delegated authority be granted to the Development Management Service Delivery Manager to grant hybrid planning permission subject to:**

**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) A financial contribution towards highway improvements/ town centre connectivity package relevant to the proposed development, to a maximum of £108,273.02**
- ii) Provision of public art to a value appropriate to the proposed development,**
- iii) Provision for the Council to undertake the proposed highway works, in return for a financial contribution, or a condition requiring the works be done by the developer.**
- iv) Agreement from the applicant to not implement the total floor space permitted in respect of the previous outline permission as well as the floor space permitted by this permission ie the floor space permitted by this development is not in addition to the previously permitted floor space**

**B) The conditions and informatives set out in the report and the update report (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):**

The meeting ended at 7.52pm

**Chairman:** .....

**Date:** .....

PLANNING COMMITTEE

12<sup>th</sup> October 2016.

Schedule 1 - Planning applications for determination by Planning Committee

**TWC/2016/0387 Former Madeley Court School, Land off Parkway, Madeley, Telford, Shropshire** Erection of a food retail unit (2268m<sup>2</sup>), non-food retail unit (697m<sup>2</sup>), food and drink store (93m<sup>2</sup>), and sui generis veterinary practice (168m<sup>2</sup>) together with a fifth retail unit (190m<sup>2</sup>) together with associated car parking, landscaping and engineering works including the infilling of the pedestrian underpass below Parkway (amended description) \*\*\*\*public reconsultation following receipt of amended plans showing amended design, lowering of ground levels at east side of site by up to 1m and infilling of underpass\*\*\*\* ..... 13

**TWC/2016/0641 Footbridge to Telford Central Railway Station, Telford, Shropshire** Erection of replacement footbridge following demolition and removal of existing bridge structure together with associated level alterations, provision of retaining structures and access alterations ..... 40

## PLANNING COMMITTEE LIST OF BACKGROUND PAPERS

The Background Papers taken into account when considering planning applications on this list include all or some of the following items. Items 1 to 4 are included on the file for each individual application.

1. Application: includes the application form, certificate under Section 65 of the Town and Country Planning Act, 1990, plans, and any further supporting information submitted with the application.
2. Further correspondence with applicant: includes any amendments to the application – including any letters to the applicant/agent with respect to the application and any further correspondence submitted by the applicant/agent, together with any revised details and/or plans.
3. Letters from Statutory Bodies: includes any relevant letters to and from the Parish Councils, Departments of Telford & Wrekin Council, Water Authorities and other public bodies and societies.
4. Letters from Private Individuals: includes any relevant letters to and from members of the public with respect to the application, unless the writers have asked that their views are not reported publicly.
5. Statutory Plans and Informal Policy Documents: some or all of the following documents will comprise general background papers taken into account in considering planning applications in the administrative area of Telford and Wrekin (“Telford and Wrekin”)
  - (a) The Telford and Wrekin LDF Core Strategy (adopted December 2007)
  - (b) Saved policies of Wrekin Local Plan (adopted February 2000)
  - (c) Saved policies of Shropshire and Telford and Wrekin Joint Structure Plan (adopted November 2002)
  - (d) Saved policies of Shropshire, Telford and Wrekin Minerals Local Plan (adopted April 2000)
  - (e) Government Planning Guidance – National Planning Policy Framework and Circulars
  - (f) Town and Country Planning legislation, case law and other planning decisions and articles
  - (g) Telford and Wrekin Supplementary Planning Documents: Design for Community Safety SPD (adopted June 2008) and Telecommunications Development SPD (adopted May 2009)
  - (h) LDF Central Telford Area Action Plan (adopted March 2011 )
6. Past decision notices and reports referred to in specific reports.
7. The following additional documents (if appropriate):-

TWC/2016/0387

Former Madeley Court School, Land off Parkway, Madeley, Telford, Shropshire  
Erection of a food retail unit (2268m<sup>2</sup>), non-food retail unit (697m<sup>2</sup>), food and drink store (93m<sup>2</sup>), and sui generis veterinary practice (168m<sup>2</sup>) together with a fifth retail unit (190m<sup>2</sup>) together with associated car parking, landscaping and engineering works including the infilling of the pedestrian underpass below Parkway (amended description) \*\*\*\*public reconsultation following receipt of amended plans showing amended design, lowering of ground levels at east side of site by up to 1m and infilling of underpass\*\*\*\*

**APPLICANT**

Telford and Wrekin Council

**RECEIVED**

28/04/2016

**PARISH**

Madeley

**WARD**

Madeley and Sutton Hill

**OFFICER** Steven Drury

**1.0 PROPOSAL**

- 1.1 This application seeks full planning permission for the erection of 5 units together with associated car parking, landscaping and engineering works on the site of the former Madeley Court School, Court Street, Madeley.
- 1.2 The application will involve the provision of the following: -
- A 2268 sq metre (gross internal area) (GIA), food retail (A1 use class) unit to be occupied by LIDL,
  - A 697 sq metre (GIA), non-food retail (A1) unit to be occupied by Poundworld,
  - A 93 sq metre (GIA), food retail (A1) unit – Subway
  - A 168 sq metre (GIA), Veterinary Practice (Sui Generis) – Vets4Pets
  - A 190 sq metre (GIA), retail (A1) unit – unknown occupier
- 1.3 The application will also involve the infilling of the existing underpass under Parkway linking the application site with Victoria Road and Madeley district centre to the south.
- 1.4 The proposal will involve the lowering of ground levels along the eastern edge of the application site by up to 1 metre in order to reduce the overall height of built development along the eastern boundary. Soil removed in this exercise will be used to infill the underpass and approaches on either side.
- 1.5 The application has been accompanied by the following documents: -
- Application forms,
  - Full plans and elevational drawings
  - Design, Access and Heritage Statement
  - Air Quality Assessment
  - Noise Impact Assessment
  - Drainage Strategy
  - Transport Assessment

- Site Investigation report
- Retail and Planning Statement

## **2.0 SITE AND SURROUNDINGS**

- 2.1 The application site is located in the Madeley area of Telford and comprises 1.93 hectares of land which previously contained the Madeley Court School and Sports Centre. Both have now been demolished and the site cleared to hardcore base level. The site is located immediately to the north of Madeley district centre and approximately 4.5 kilometres south of Telford Town Centre.
- 2.2 The area is characterised by a mixture of uses including residential properties to the east along Court Street and south beyond Parkway, commercial premises to the west (ALDI and KFC) and land to the north has recently received permission for the erection of 53 residential properties under TWC/2016/0165. The recently erected Madeley Medical Centre is located to the north east of the site.
- 2.3 The site is rectangular in shape and whilst levels on site are relatively flat, surrounding land levels are higher to the south west and fall away steeply to the north and east. As a result, the site is approximately 3 metres higher than the properties along Court Street and significantly higher than the permitted residential site to the north. A tree lined hedgerow forms the boundary with Parkway to the south and a row of mature trees forms the boundary to the north. Boundaries to the east and west are open.
- 2.4 The site is located in close proximity to the northern extremity of the Severn Gorge Conservation Area and Ironbridge Gorge World Heritage Site. Land to the north and west of the site has also been registered as a local wildlife site.

## **3.0 RELEVANT PLANNING HISTORY**

- 3.1 There are no relevant planning permissions on the site although an application (ref. TWC/2012/0657) for the provision of a mixed use scheme which also included the land to the south was withdrawn in October 2014 following changes in the commercial market and uncertainty surrounding the design and layout of the commercial element. The scheme sought permission for up to 140 dwellings
- 3.2 The site previously contained the Madeley Academy School and Sports Centre which have now been replaced by facilities at the Abraham Darby Sports Centre to the West (approved under W2009/1005) and the Madeley Academy to the north (reference W2007/0753). Additional education and sports provision has also been delivered at the new Phoenix Academy in nearby Dawley (planning application reference TWC/2010/0036).
- 3.3 Permissions have recently been granted for the erection of a medical centre to the south east of the site (TWC/2014/0395), a food store (now ALDI) (TWC/2013/0102) and a mixed use development (including KFC) (TWC/2012/0498) to the south west of the site.

## **4.0 PLANNING POLICY CONTEXT**

### **4.1 National Guidance:**

National Planning Policy Framework (NPPF)

### **4.2 Madeley Neighbourhood Plan:**

R1: Madeley Town Centre

LC5: Local Distinctiveness

TR1: Enhancing Accessibility

### **4.3 Wrekin Local Plan:**

EH7: Contaminated Land

UD2: Design Criteria

UD4: Landscape Design

OL4: Development in the Green Network

OL11: Woodland and Trees

OL13: Maintenance of Open Space

### **4.4 Telford & Wrekin Core Strategy:**

CS3: Telford

CS5: District and Local Centres

CS9: Accessibility and Social Inclusion

CS12: Natural Environment

CS13: Environmental Resources

CS14: Cultural, Historic and Built Environment

CS15: Urban Design

### **4.5 Telford & Wrekin Local Plan (Publication Version) 2011-2031**

SP1: Telford

SP4: Presumption in Favour of Sustainable Development

NE1: Biodiversity and Geodiversity

C3: Impact of development on Highways

C5: Design of parking

BE1: Design Criteria

BE3: Ironbridge Gorge World Heritage Site

BE5: Conservation Area

## **5.0 SUMMARY OF CONSULTATION RESPONSES**

### **5.1 Parish/Town Council responses:**

#### **5.1.1 Madeley Town Council: Comment**

Raise concerns regarding the suitability of the Maddocks/Parkway junction to accommodate the proposed development. Members had hoped that the new development presented an opportunity to revisit the traffic arrangements and effect some improvements. Little has been done to improve pedestrian routes between this commercial site and surrounding areas. The developer should be asked to implement a highway signage programme that promotes both this site and the existing town centre. Suggest that conditions should be applied that restrict storage and installation of utility equipment (ventilation/heating

plant) at rear/side of premises and that require noise suppression where units are adjacent to the residential boundary.

## **5.2 Technical Consultation Responses:**

### 5.2.1 Arboricultural: Support

### 5.2.2 Ecology: Comment

No objection subject to a condition requiring an external lighting plan and informatives concerning nesting birds, site clearance of disturbance of debris/rubble.

### 5.2.3 Drainage: Support subject to conditions

Raises no objection subject to a condition requiring detailed design for surface water drainage (including microdrainage modelling, ownership and maintenance details) to be submitted.

### 5.2.4 Environmental Health (Pollution Control): Support subject to conditions

Requests conditions are imposed on the proposed uses to restrict noise emissions from mechanical plant, deliveries, opening hours, also requests restrictions on hours of car park use, provision of acoustic fencing,

### 5.2.5 Environmental Health (Contaminated Land): Comment

Notes the lowering of land on site and potential use of soil to infill the underpass. Requests further supplementary ground investigations are carried out as a condition. Also requests a contaminated land discovery plan and a dust management plan.

### 5.2.6 Parks and Open Spaces: Comment

Requests that a landscaping strategy is submitted for consideration which includes details of landscape management and how this is to be financed.

### 5.2.7 Urban Design: Objection

Requests for improvements to LIDL have been ignored. The design of the façade for the LIDL store needs to be broken up visually. A trolley park has been sited in the middle of the car park which would be better sited along the side elevation and would release more space for disabled parking. An area of concern is the siting of plant on the roof which would be better suited behind the building at ground floor level. Requests clarification of how level alterations would work in relation to infilling of underpass. With regard to the retail units and vets, is supportive of revisions. The revised roof form is considered to be an improvement as it mirrors Lidl's roofscape and also potentially sites the ridge behind adjacent trees to the east. The squared rendered archways help to break up the massing quite successfully as well as emphasising the entrances to the individual units.

### 5.2.8 Highways: Awaited

#### 5.2.9 The Coal Authority: Comment

The application site does not fall with the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted. However, it is requested that the Coal Authority standing advice is included within the decision notice as an informative.

#### 5.2.10 Sport England: No objection

Given the above assessment, Sport England does not wish to raise an objection to this application as it is considered to broadly meet exception E4 of the above policy.

#### 5.2.11 Shropshire Fire and Rescue Service: Comment

Request consideration is given to information contained within Shropshire Fire and Rescue Service's "Fire Safety Guidance for Commercial and Domestic Planning Applications.

#### 5.2.12 West Mercia Police (Crime Prevention): Comment

Provide recommendations and suggestions to design out crime or the fear of crime and community safety.

#### 5.2.13 West Mercia Police: Comment

Raise concerns that local police officers already have issues at KFC and Aldi with anti-social behaviour and shoplifting. Request that development incorporates CCTV both inside and outside premises.

### **5.3 Neighbour consultation responses**

5.3.1 Comments received from local residents, together with the Madeley Medical Centre, comprising 8 objections and 3 in support. The comments are available in full on the planning file but key points have been summarised as follows: -

#### 5.3.2 Objections

- Potential impact upon Madeley centre
- Will take away the community feel in Madeley
- Why is development of site not planned as a whole with residential accessed off Parkway?
- Will development be invasive in terms of visual blight and noise?
- Very close to rear boundaries of properties
- Risk of crime to residential properties is a concern.
- Consideration needs to be given to Court Street residents
- Will block out light to rear gardens along Court Street
- Proposed scheme is not what residents were consulted on
- Concerns for anti-social behaviour
- Requests that security is provided on site and appropriate lighting and CCTV
- Why is there a need to fill in the underpass?

### 5.3.3 Support

- Development will increase footfall in the region.
- Ask that the development is well lit, well maintained, surfaced properly, covered by CCTV and clearly visible.
- Ask that a row of screen planting is provided along the boundary with Court Street
- Suggest a one-way system as a means of access the retail and residential development

### 5.3.4 Objection from GL Hearn on behalf of Telford Trustees No. 1 Ltd and Telford Trustees No. 2 Ltd as the owners of the Telford Shopping Centre and car parks within Box Road and other land within the town centre including the area known as Central Southwater: -

- Site located in edge of centre location
- Requires sequential test and retail impact assessment
- Will attract motorised shoppers drawing footfall from Telford Town Centre, having a harmful impact on the vitality and vibrancy of this Principal Town Centre
- Wary that the previous permissions at Madeley Court have established the principle of extending the retail core of the Primary Shopping Area northwards
- Request careful restrictions are imposed through conditions to ensure the harmful impact on the wider area is limited as much as possible.
- Seek conditions controlling/restricting the quantum and mix of retail proposed comprising: -
  - personal consent
  - quantum of non-food floorspace within the Lidl unit,
  - restriction on the use class of the veterinary practice unit,
  - restriction on future amalgamation of units
  - restriction on the sale of clothing goods (including both fashion and “non-fashion” clothing), shoes, sports goods, toys and small electrical items

## **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 and Layout:
- Highways and Access
- Ground Conditions and Contamination
- Noise and Amenity
- Other Matters
- Sustainability

## **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. In this instance, the development plan for Telford and Wrekin comprises the Telford & Wrekin Core Strategy, saved policies within the Wrekin Local Plan, and the Madeley Neighbourhood Plan. The emerging Telford & Wrekin Local Plan (TWLP) has now been submitted for independent examination in accordance with Section 22 of The Town and Country Planning (Local Planning) (England) Regulations 2012 with hearings starting on 15<sup>th</sup> November 2016 and can now also be given weight in the determination process. The National Planning Policy Framework (NPPF) is also a material consideration in planning decisions.
- 6.2.2 Where conflicting advice is provided within adopted development plans, Section 38 (5) of the Planning and Compulsory Purchase Act 2004 requires that greater weight is given to the more recent of the two to be adopted, approved or published. In this instance, officers consider that greater weight should be given to the Madeley Neighbourhood Plan with less weight given to the saved Wrekin Local Plan and Core Strategy as the older plan document. In addition, weight should also be given to the emerging Telford & Wrekin Local Plan, given its proximity to examination, the absence of any unresolved objections and consistency with the NPPF.
- 6.2.3 The NPPF and relevant local development plan documents apply a hierarchical approach to town centre development with Telford Town Centre at the top of the hierarchy, followed by the market towns of Wellington and Newport, then seven district centres which includes Madeley. Within both the emerging T&WLP and the Madeley Neighbourhood Plan, the site is shown to sit within Madeley District Centre.
- 6.2.4 The Madeley Neighbourhood Plan is adopted and includes the development site within the Madeley Town Centre Boundary (as shown in the Madeley Neighbourhood Development Plan Policies Map). A neighbourhood plan attains the same legal status as the Local Plan once it has been agreed at a referendum and is made (brought into legal force) by the local planning authority. At this point it becomes part of the statutory development plan.
- 6.2.5 Whilst the emerging Telford & Wrekin Local Plan (T&WLP) has not yet been adopted, paragraph 216 of the NPPF advises that from the day of publication, decision-takers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given); the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given). In this instance, officers are satisfied that there are no unresolved

objections in respect of the continued inclusion of Madeley as a district centre or the revised position of the district centre boundaries and the policy approach is considered consistent with the NPPF given that the location of the site on previously developed land, in an easily accessible location served by public transport and in an appropriate location for further town centre development. Therefore whilst not yet adopted, weight can be given to the T&WLP which includes the development site within Madeley District Centre.

- 6.2.6 Whilst the saved Wrekin Local Plan and Core Strategy both show the site located outside Madeley District Centre, these are now considered to be aging plans which are currently in the process of being superseded by the emerging Telford & Wrekin Local Plan (T&WLP).
- 6.2.7 Accordingly, officers are of the opinion that the site can be considered to fall within Madeley District Centre.
- 6.2.8 Sequential Test. The NPPF applies a sequential approach to the provision of town centre uses with applications for main town centre uses first located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. LPA's should therefore apply a sequential test to planning applications for main town centre uses that are not in an existing centre and not in accordance with an up-to-date local plan. The definitions in Annex 2 of the NPPF confirm that 'Town Centres' can include 'district and local centres'.
- 6.2.9 Given the view that the site sits within the district centre, officers are satisfied that a sequential test is not required and the site is considered suitable in principle for 'town centre' development. Furthermore, under the criteria set out within the NPPF (Paragraph 26), following the acceptance that the site is located within Madeley District Centre, it is also considered that a retail impact assessment does not to be submitted.
- 6.2.10 An objection has been received from the GL Hearn on behalf of Telford Trustees No. 1 Ltd and Telford Trustees No. 2 Ltd as the owners of the Telford Shopping Centre, who consider that the site should be considered an 'edge of centre' location in policy terms and as such, require both a sequential test and a retail impact assessment to be submitted. In response, the applicant's consultants, DPP Planning, have submitted a rebuttal which disputes this view, but for the avoidance of doubt does include both a consideration of any potentially sequentially suitable and available sites within and around the original Madeley district centre together with an assessment of the potential retail impact the development may have upon the surrounding area.
- 6.2.11 The submitted rebuttal notes the local community decision, through the neighbourhood plan, to extend the district centre boundary to include the subject site and in consideration of alternative sites in the district centre, concludes that there are no suitable and sequentially superior vacant units capable of accommodating the proposal nor are there any potential redevelopment opportunities. It suggests that for this reason, the local

community have identified the site as representing a unique opportunity in the context of Madeley to accommodate a sustainable economic development that would provide new jobs and facilities at a widely accessible location.

6.2.12 In consideration of the potential retail impact, both Madeley Primary Shopping Area and Telford Shopping Centre are taken into account. Focussing on Telford Town Centre, the report concludes that ‘the proposal will have an imperceptible effect on the centre’s vitality and viability and, importantly, would not exert a “significant adverse effect” on the centre – the relevant NPPF impact test’. With regard to impact on the centre of Madeley, ‘this is very much restricted to trade diversion from the existing Tesco superstore that is over-trading relative to the Tesco benchmark turnover’. The report also notes that as the site is located within Madeley District Centre, ‘the centre’s overall turnover will actually increase as a result of the proposed development. Importantly, therefore, the centre’s overall role and attraction will be reinforced and enhanced, in line with the local community’s aspirations for Madeley’. The proposal is therefore considered to comply with the aims of the NPPF, delivering a wide range of planning benefits. Officers would agree with this conclusion.

6.2.13 Notwithstanding the above, there would naturally be a requirement to restrict any approved development on site to ensure the amount and mix of floorspace continues to accord with the manner suggested and assessed in the application. Any change would require fresh consideration in terms of their potential retail impact. As such, officers intend to impose conditions controlling the amount of food/non-food floorspace in LIDL, restricting further increases in floorspace, mezzanine floors or sub-division or amalgamation of units and restricting the sui generis use to a Veterinary practice. GL Hearn have also requested that a restriction is placed on the sale of clothing goods (including both fashion and “non-fashion” clothing), shoes, sports goods, toys and small electrical items although officers do not consider this to be reasonable or necessary given that the site is located in a district centre and has been demonstrated to have no retail impact upon the town centre shopping centre.

6.2.14 Accessibility: NPPF Paragraph 24 requires that when considering edge of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Again, whilst officers do not accept the site is ‘edge of centre’, nevertheless, it is considered that the site benefits from good connectivity to the Madeley centre and primary shopping area and Telford Town Centre to the north. The site is well connected to Madeley centre via pedestrian and cycle routes which are being enhanced as part of this application. The site is also well served by public transport which provides regular links to both Madeley centre and Telford Town Centre. Further consideration of accessibility issues is carried out in Section 6.4 of this report.

6.2.15 Local Policy: The Madeley Neighbourhood Plan Policy R1 supports a variety of residential, commercial, cafes/bars/restaurants, leisure and cultural uses provided there is no adverse impact on residential amenity in terms of noise, vibrations, odours, traffic, disturbance, litter or hours of operation. Further consideration of amenity issues takes place in Sections 6.3 and 6.6 of this

report. The emerging T&WLP adopts a hierarchical approach to the provision of retail, office, leisure developments, community facilities, etc, with development focussed initially on Telford Town Centre, then the market towns of Wellington and Newport, then seven district centres which includes Madeley. Policy EC6 concerns Market Towns and District Centres which advises that retail uses will be supported outside primary shopping areas subject to the provisions of Policy EC10 which concerns Shopfront and Advertisement Design.

6.2.16 Core Strategy Policy CS5 also confirms that district centres will be the focus for new development serving the needs of their respective communities and should contain core services, be well served by public transport and contain a mix of retail, recreation, leisure, culture and employment uses. It is considered that the proposed development meets these criteria.

6.2.17 Green Network: An additional issue to note is the designation of the site as Green Network within the saved Wrekin Local Plan, although the site will not be included as Green Network within the emerging T&WLP which needs to be given weight in the determination process. This designation as Green Network is linked to the former use of the site as playing fields and sports pitches for Madeley Court School and Sports Centre. This application is the last in a wider masterplan proposal for the former Madeley Court site, with approvals for ALDI, KFC, a housing development and Doctors Surgery already approved. Through the granting of these permissions, it is considered that the principle of development on this part of the green network has already been established. Furthermore, the masterplan includes a strategy for the re-provision of sports facilities on alternative sites (see next paragraph) and it is therefore considered that collectively, these replacement facilities and the improvement of existing nearby open space will meet the requirements of policies CS11 and OL4 whereby community benefits are to be delivered as an integral part of development proposals. This also helps the proposal to meet the requirements of NPPF paragraph 74.

6.2.18 Loss of Playing Fields: The site previously contained playing fields and sports facilities associated with the former Madeley Academy School and Sports Centre. It is a requirement of the NPPF (Para 74) and Sport England's Policy to protect playing fields 'A Sporting Future for the Playing Fields of England' that development which leads to the loss of, or prejudice the use of, all or any part of a playing field should be opposed unless one or more of 5 stated exceptions apply. In this instance, the playing fields and other sporting facilities which were lost as part of the school and leisure centre demolition have already been replaced at various sites, including Madeley Academy and Telford Langley School. The Council will be re-providing the changing and parking facilities lost at the Madeley Ski Centre site. These facilities will service both the Ski Centre and the pitches in that location. Sport England have been involved in this process, have been consulted and raise no objection as they are satisfied that the sports facilities have been re-provided. As such, the proposals subject of this current application are considered to be consistent with Sport England and National Planning policies which require

that any loss of sporting facilities are replaced by new provision that is at least equivalent in terms of quantity, quality and accessibility.

### **6.3 Design and Layout:**

- 6.3.1 The proposed development comprises the provision of 4 retail units and one veterinary centre, to be housed within 3 detached buildings on site, together with car parking with 208 spaces and associated landscaping and servicing areas. The application follows pre-application advice and detailed discussions during the determination period and aspects of the design have evolved considerably in order to overcome concerns raised in respect of the appearance and the impact upon the nearest residential properties along Court Street to the east of the site.
- 6.3.2 The largest of the three buildings, which will contain LIDL, will cover a gross internal area of 2268 sq metres and will be located in the south west corner of the site, alongside the boundary with Parkway. It will be a rectangular building with a mono-pitched roof rising away from Parkway to a maximum height of 8.5 along the front (north facing) elevation and 6.1m along the rear. The west facing elevation will contain glazed panels set within a power coated aluminium frame which will wrap around the north west corner and extend partly along the north facing elevation. The remainder of the building contains a mixture of white render and smooth grey cladding panels above a narrow band of grey render and a dark brick plinth above ground level. An aluminium standing seam roof will be provided in a grey colour to match the cladding panels. The customer entrance will be provided in the north west corner set within a recessed area and loading bay provided at the eastern side of the building and accessed from the front. Officers have raised concerns that the principal (north facing elevation) is too plain and needs features or detail adding to break it up, giving it more interest and emphasis as the principal elevation, particularly at ground floor level. Unfortunately, the applicants have not been willing to amend the design and the Council's Urban Design Officer has raised concerns over this aspect of the proposal. Officers have, however, succeeded in repositioning the air conditioning units from the loading bay roof to the rear (south facing) elevation at ground level which is a far less conspicuous position. Notwithstanding the above concerns, the proposed building does provide a light, modern design solution which is appropriate in scale and materials palette which will complement the existing retail units to the west. The fully glazed west facing elevation will be the most visible aspect from Parkway and this elevation is considered to be acceptable. The building will also sit below the level of Parkway and will be well screened from Parkway by existing trees and vegetation which is to remain. It is not considered that a refusal on design grounds could be sustained and therefore, on balance, officers are prepared to support this aspect of the proposal insofar as design is concerned.
- 6.3.3 The remaining four units will be provided in two buildings positioned along the eastern side of the site. Deliveries and servicing will be provided to the rear, accessed from the north east corner of the site. The larger of the two buildings, which will contain Poundworld, Subway and Vets4pets, has been

the subject of extensive redesign in order to address concerns over its appearance and the impact upon properties to the rear which are located approximately 3 metres below ground levels on site. The resulting design solution sees a brick and rendered building provided with grey panels above to match those in the LIDL building. The design has been complicated by the requirement to incorporate a mezzanine floor within the Poundworld unit which needs to be positioned specifically to suit the operator. In attempt to minimise any potential impact upon residents, a mono-pitched roof has been provided which peaks in the centre of the building at a point where properties to the rear (east) tend to be well screened from the site by a number of well-established trees in rear gardens. The resulting building will therefore rise from a minimum height of 5 metres, up to a maximum of 7.8 metres in the centre of the rear elevation. However, in attempt to further reduce any impact upon nearby residents, the agent has confirmed that ground levels along this part of the site will also be lowered by up to 1 metre. Sectional plans have been provided to show this.

- 6.3.4 Whilst it is accepted that the proposed development will be visible from the rear of properties along Court Street, it should be taken into consideration that their rear gardens are generous in length and the proposed buildings will be positioned between 50 and 60 metres from the rear of the properties. At such a distance, it would be difficult to argue that any loss of light would result in a significant adverse impact upon residential amenity, as required in NPPF Paragraph 123. With regard to any visual or overbearing impact, it is proposed to plant trees along the site embankment which would soften and eventually screen views of the proposed development. Taking all factors into consideration, officers therefore consider that on balance, the proposal would not result in significant adverse harm to the living conditions of residents whose properties back onto the development site.
- 6.3.5 The design of the remaining retail unit in the north east corner of the site has been revised to reflect the changes made to the adjacent three units. The Council's Urban Design Officer is supportive of the changes made which reflect the roof form in the LIDL building and include squared rendered archways which help to break up the massing of the units as well as emphasising the entrances. Officers are also mindful that the site is located in close proximity to the Severn Gorge Conservation Area and Ironbridge Gorge World Heritage Site which reaches the south side of Parkway to the south east of the site. As such, the south facing side elevation of the Poundworld unit will be visible from Parkway, but is considered an appropriate addition to the streetscene incorporating a sympathetic mix of brickwork, glazing and cladding with a small area for fascia signage enclosed within the rendered archway. Following the revisions, officers now raise no objections to the design of this part of the proposal.
- 6.3.6 Landscaping: The proposal includes a detailed landscaping scheme which shows the generous provision of landscape planting throughout and surrounding the site. The appearance of the car park will be enhanced through the planting of trees at the ends of and along the centre of parking blocks and the access road will also benefit from tree planting along both

sides. Further tree and wildflower parking will be provided along the embankment to the south of LIDL and the eastern boundary will be boosted by the planting of a new hedgerow and trees to help screen the development from nearby residents. The proposed landscaping scheme is considered appropriate and will complement the proposed development, helping to incorporate it into the surrounding landscape.

- 6.3.7 Having regard to the above considerations, officers are satisfied that the proposal will accord with saved Wrekin Local Plan Policies UD2 and UD4, Core Strategy Policies CS14 and CS15, Policy LC5 of the Madeley Neighbourhood Plan together with Policies BE1, BE3 and BE5 of the emerging Telford & Wrekin Local Plan.

## **6.4 Highways and Access**

- 6.4.1 The application has been accompanied by a Transport Assessment which considers the ability of the highway network to accommodate the potential trips generated by proposed development and the likely potential impact upon highway safety.
- 6.4.2 Vehicular access to the site will be obtained from Parkway via the existing signalised junction which will need to be upgraded to accommodate the proposal. Pedestrian access will be obtained via a footway alongside the vehicular access, together with footpath connections to Court Street in the north east corner and a link to Parkway in the south east corner.
- 6.4.3 Servicing of the proposed units will be provided to the east of the LIDL building and the rear of the units along the east boundary. Swept path analysis has been undertaken to confirm that service vehicles are able to be adequately accommodated by the proposed layout.
- 6.4.4 The site includes 208 parking spaces which includes disabled and parent and child spaces and will also provide secure and convenient cycle parking adjacent to three of the unit entrances. The site is considered to be easily accessible to pedestrians, cyclists and public transport users with good links to Madeley Town Centre and in this respect is considered to constitute a sustainable form of development.
- 6.4.5 The development will also incorporate the infilling of the underpass under Parkway which currently links the existing footpath to the rear of Court Street to Victoria Road and Russell Road to the south of Parkway and Madeley Centre beyond. This work is being carried out for safety reasons as there are concerns that the underpass is a location for crime and anti-social behaviour. To enable the infilling works to be carried out, pedestrian and cycleway routes either side of Parkway have already been extended to link with traffic light junctions and pedestrian crossing points at the Court Street and Maddocks junctions. Whilst this will involve a slightly longer route for pedestrians and cyclists to cross Parkway, such an increase is considered necessary in order to bring considerable benefits in terms of the quality of the access to Madeley Centre and improvements to public safety.

- 6.4.6 Junction capacity assessments were carried out at 4 key junctions; Woodside Roundabout, Parkway/Maddocks signalised junction, Parkway/Court Street signalised junction, Madeley Roundabout, which found that there was generally capacity to accommodate the number of trips likely to be generated by the proposal, with the exception of the Parkway/Maddocks junction which would require alterations. A scheme has therefore been proposed which will involve the widening of the development site exit to allow for an additional lane to be installed, together with amended junction and signal staging and improvements to pedestrian crossing facilities. Whilst the principle of the alterations has been agreed by the Councils Highways team, precise details of the junction alterations is currently the subject of discussions with Jacobs and has not been agreed at the time of writing. It is proposed that this information can be secured as a condition of the planning permission.
- 6.4.7 Taking the above into account, officers are satisfied that following proposed junction alterations, the proposed development can be accommodated by the existing highways network without detriment to highway safety. The site is also easily accessible by a range of sustainable transport measures and as such, complies with Core Strategy Policy CS9 and Madeley Neighbourhood Plan Policy TR1 together with emerging Telford & Wrekin Local Plan Policies C3 and C5 and the guidance contained in Paragraphs 32 and 34 of the NPPF in respect of sustainable transport measures. A framework travel plan has also been submitted which further aims to reduce the number of staff and visitors travelling to and from the development by car. This will also be controlled as a condition of the planning permission.
- 6.4.8 It is understood that the highways improvement works being carried out will be done so by the Council and no separate legal agreement under S.278 Highways Act 1980 shall be required.

## **6.5 Ground Conditions and Contamination:**

- 6.5.1 A Site Investigation Report has been submitted which identifies the ground conditions and any potential sources of contamination within the site. The study identifies some ashy deposits and ground colliery spoil materials found within made ground on site, however, any risk to human health is considered to be low given that exposure would only relate to small areas of proposed landscaping. The report does not therefore make any recommendation for remedial works and officers are satisfied that the site would not present any significant pollution risk to future users. The proposal therefore satisfies the requirements of Policy EH7.
- 6.5.2 The submitted report also includes an assessment of the mining, quarrying and overall ground stability within the site. The report found that the proposed development should not be constrained by issues of potential poor ground stability associated with coal mining and mitigation measures in this regard should not be required. The Coal Authority have confirmed that the site falls within a low risk development area and does not require a coal mining risk assessment.

- 6.5.3 The proposed development will involve a considerable cut and fill exercise in order to provide a solid, level site and as part of the works to lower levels along the eastern boundary and to infill the underpass. Some of the fill material is likely to be sourced from excavations on site and the Council's Public Protection Officer has requested that a condition is added requiring further assessment of any fill material to be carried out prior to its use. Sectional plans through the site have been submitted which confirm the areas either side of the underpass which will also be infilled.
- 6.5.4 On the basis of the submitted supporting information, officers are satisfied that the requirements of Wrekin Local Plan Saved Policy EH14 have been met and the proposal will not be affected by or impact upon ground instability.

## **6.6 Noise and Amenity Issues:**

- 6.6.1 Air Conditioning Units, Plant and Machinery: The proposed units will each require the installation of associated plant and machinery, however, details are not available at this stage and will therefore need to be requested as a condition of the planning permission. Details will need to include the position on the building and the specification of the plant to be installed, including noise levels together with any acoustic screening considered necessary by officers.
- 6.6.2 It is proposed to site plant serving Poundworld along the rear elevation and officers have therefore requested that this is enclosed within a brick structure, to act as an acoustic barrier, to minimise any impact upon nearby residents. This has now been included on the plans. The plant serving LIDL has also been repositioned at ground level in the south facing elevation where it will be less visible and less audible than its original elevated position. The position of plant for other units has yet to be established and will need to be conditioned.
- 6.6.3 A submitted noise impact assessment suggests that plant serving each of the proposed units can be provided which complies with National Planning Policy to ensure that the plant operation has no observed adverse effect on nearby receptors, taking into account recorded background noise levels. Provided that the plant installed complies with the recommendations of the report, noise emitted will be below the No Observed Effect Level (NOEL) with respect to the NPPF paragraph 123, will not result in a significant adverse impact upon residential amenity. The Council's Public Protection Officer has assessed the proposal and raises no objection subject to conditions being imposed.
- 6.6.4 Deliveries: Deliveries taking place at the site have the potential to emit noise and disturb nearby residents and have also been considered as part of the noise assessment. Deliveries to LIDL will take place at the east side of the building where noise emissions will be largely confined to within the building and centre of the site. Deliveries to the four units will take place to the rear but will require HGV's to unload in the north east site corner, with goods transported by trolley across the rear of the service yard. A 1.8m high acoustic fence will be erected along the rear of the yard which will achieve a 6dB reduction in noise emanating from the service yard and it is proposed to use a

resilient, smooth tarmac surface to achieve the best practicable reduction to surface-wheel noise.

6.6.5 The submitted report concludes that as background noise in the area is dominated by traffic noise, deliveries occurring during daytime and evenings would not be expected to significantly affect the character of noise present. It concludes that deliveries at the site would have at worst, a slight to moderate impact at the closest affected residential dwellings when assessed against the significance scale based on the Guidelines for Noise Impact Assessment. Nevertheless, officers would suggest imposing restrictions on deliveries at LIDL from between 0800-2200 hours and deliveries to the four units restricted to the hours of 0800-2000, given the proximity to neighbouring properties. The Council's Public Protection Officer supports these recommendations.

6.6.4 Opening Hours: In addition to plant and deliveries, noise will also be emitted from the general use of the development site and having regard to the proximity of residential properties, it is considered necessary to restrict opening hours at the premises, in addition to the restrictions of hours for deliveries. Officers have therefore agreed with the agent that opening hours will be restricted as follows:-

- Monday to Saturday – 07:00 to 22:00
- Sundays and Bank Holidays – 10:00 to 16:00

## **6.7 Other Matters:**

6.7.1 Drainage: The application has been accompanied by a Drainage Strategy which encompasses both the proposed commercial development and the adjacent residential scheme approved under TWC/2016/0165. The strategy indicates that surface water from the commercial phase will be restricted on site in below ground attenuation to cater for the 1 in 100-year storm event + 30% climate change before reaching the phase 1 detention basin or existing ditch course and flowing into the existing pool before discharging to the existing surface water network to the north of the site. Foul water from both the residential development and commercial phases will discharge to the existing Severn Trent Water public sewer network

6.7.2 The proposal has been inspected by the Council's Flood Risk Officer who raises no objection in principle subject to a detailed surface water scheme (including microdrainage modelling, ownership and maintenance details) being submitted prior to commencement.

6.7.3 Landscape Management: Whilst the submitted landscaping scheme has been considered acceptable, the Council's Parks and Open Space Officer has requested a Landscape Management Plan is submitted confirming how the landscaped areas are to be managed, maintained and financed. It is reasonable to request this information as a condition of the planning permission.

6.7.4 Loss of Trees: The site is largely clear of any significant trees and the majority of trees are situated on boundaries or adjoining land. Whilst those on

boundaries are not affected, two trees in the south east corner of the site will be removed to accommodate the proposed Poundworld unit. Whilst the trees are of some amenity value, there are numerous mature trees along the Parkway boundary and rear gardens along Court Street which will continue to maintain the green character of the area. Furthermore, a landscaping scheme has been submitted which indicates additional soft landscaping including trees to be provided throughout the site. On this basis, officers raise no objection to the loss of trees and are satisfied with the indicated landscaping scheme.

6.7.5 The proposal has also been assessed with regard to the infilling of the underpass and the recessed areas located to either side which contain a number of trees. The infilling and raising of ground levels will largely avoid the root zones of key trees in this location and no objection is raised by the Councils Trees Officer in respect of the proposed works.

6.7.6 Ecology Issues: An Ecology Update Report has been submitted with the application which considers the potential impact upon wildlife habitats and European Protect Species. The report notes that the site has now been cleared and whilst it does contain amenity grassland which has not been managed since the school was demolished, it is not of any ecological interest. The report also concludes there is negligible risk of an impact upon great crested newts should these be present in a pool 130m to the north, given the separation distance and the sub-optimal nature of the development site.

## **6.8 Sustainability**

6.8.1 In addition to good accessibility and connectivity, the proposal will bring about economic and social benefits in the form of job creation both during the construction period and operational phase generating approximately 80 jobs in an accessible location, and will improve the range and choice of retail units within Madeley District Centre. The development may also enhance the existing primary shopping area through the creation of linked trips to existing businesses in the area.

6.8.2 The site concerned is previously developed land and therefore presents the opportunity for significant visual enhancements within the area whilst boosting the retail offer. The proposal has been accompanied by ecological surveys which demonstrate that there would be no detrimental impact to existing habitats and will incorporate additional landscaping within the scheme. The site has remained vacant for a number of years and has become something of an eyesore within the local area. The development therefore presents the opportunity for significant visual enhancements within the area.

6.8.3 There are therefore a number of factors which lead officers to consider the proposed development would constitute a sustainable form of development, as required by emerging T&WLP Policy SP4 and guidance provided in the NPPF.

## 7.0 CONCLUSIONS

- 7.1 This proposal involves the redevelopment of previously developed land within the Telford urban area. The site is located in a highly sustainable location, within walking distance of Madeley district centre with good connectivity to local footpath and cycleway networks. The site previously contained playing fields associated with Madeley Court School and Sports Centre, however, Sport England have confirmed their satisfaction that sufficient replacement playing fields and facilities have been provided at Madeley and Phoenix Academies. Whilst not meeting the trigger for requiring a sequential or retail impact assessment, the applicant has submitted an accompanying report which concludes that no sequentially preferable sites are available and the proposed development will not have a significant adverse impact upon the vitality and viability of Telford and Madeley town centres.
- 7.2 The proposed development will be of design which is appropriate in scale and respects the context of the site and its surroundings and will include highways junction improvements to ensure it can be accessed without detriment to highway safety. Design amendments, mitigation measures and controls placed upon operational requirements, deliveries and installation of plant and machinery will ensure that the development will not have an unacceptable adverse impact upon the residential or visual amenity. The proposal will deliver a wide range of planning benefits and will result in a sustainable form of development where the benefits outweigh any harm identified.
- 7.3 The proposal has been assessed against and is considered to comply with policies contained within the local development plan and national planning guidance and is recommended for approval.

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

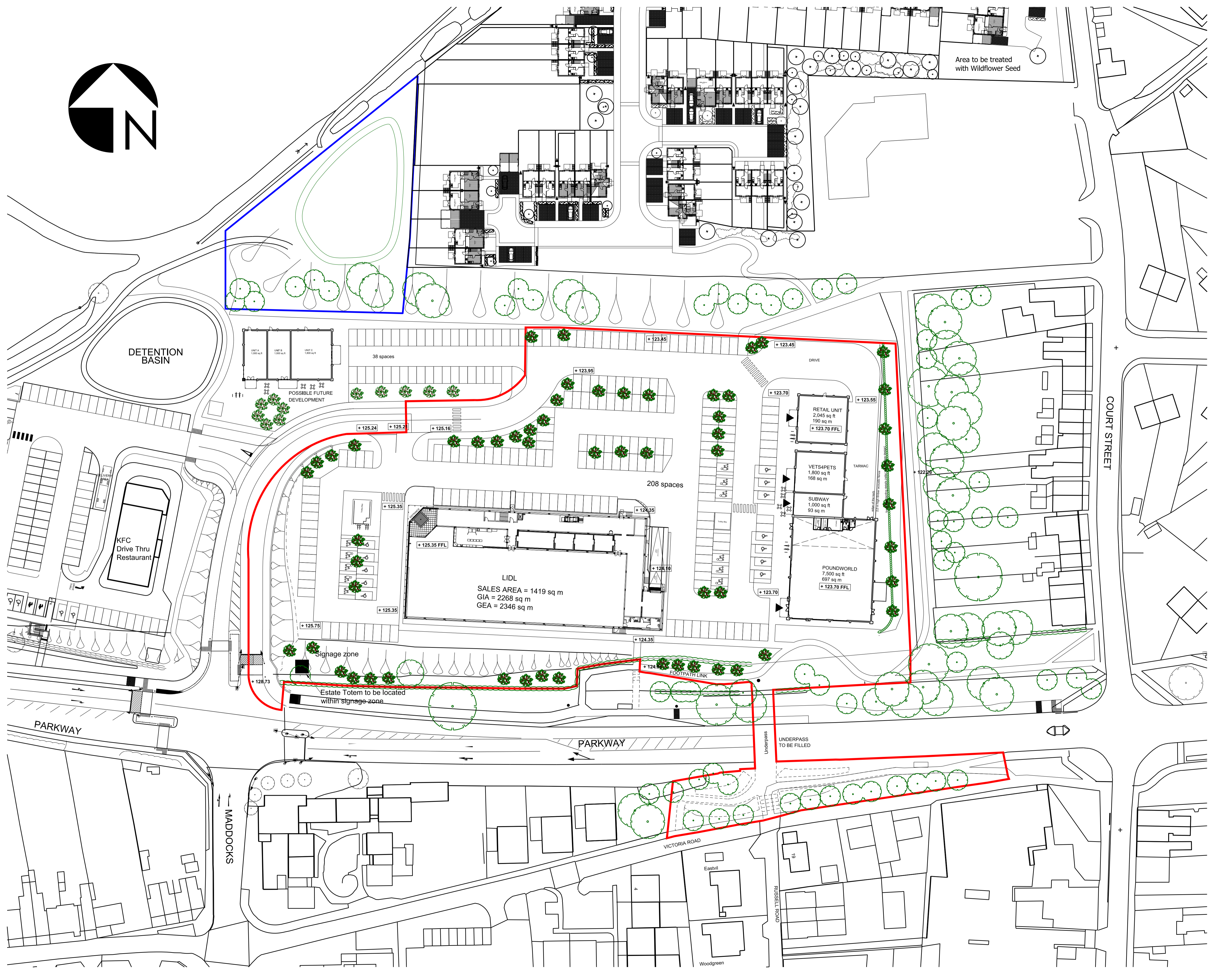
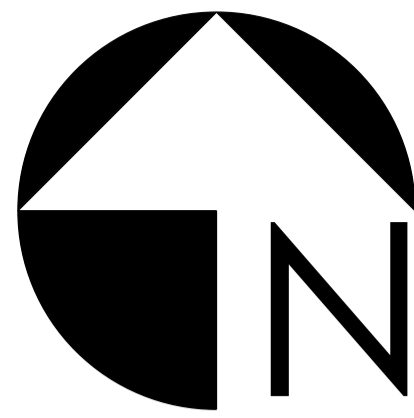
### Conditions

1. A04 Time Limit – 3 years
2. B150 Site Environmental Management Plan
3. B010 Details of Materials
4. B062 Surface Water Design
5. B076 SUDS Management Plan
6. B126 Landscape Management Plan
7. B057 Land Contamination
8. B049 Subway Infill
9. B058 Slope Stability
10. B145 External Lighting Strategy
11. B082 Details of Plant and machinery

- 12. B086 Details of extraction equipment
- 13. B089 Acoustic Fence detail
- 14. B045 Travel Plan
- 15. B049 Installation of Car Park Barrier
- 16. Bcust Rear Service Yard Surface
- 17. C020 Highways Junction Improvement
- 18. C074 Tree Protection
- 19. C013 Parking, Loading, Unloading and Turning
- 20. C38 Approved Plans
- 21. Dcust Delivery hours
- 22. Dcust Opening Hours
- 23. Dcust Floor area restriction
- 24. Dcust No subdivision of units
- 25. Dcust Restriction on Veterinary use

#### Informatives

- I05 Advertisement Consent
- I17b Coal Authority Standing Advice
- I25m Nesting Wild Birds
- I35 Ecology
- I35 Ecology
- I40 Conditions
- I41 Reasons for Approval
- RANPPF1 Approval NPPF



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- Tender
- Legal
- Comment
- Construction
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- Record

Drawing Revisions

Rev	Description	Date
A	Lidl car park revised, Trolley bay relocated, white lining amended	27/05/2016
B	Planning Red Line Boundary and footpath amended. Plant area relocated. Acoustic fence and hedge planting indicated	16/06/2016
C	Site levels added	20/06/2016
D	Poundworld entrance revised Footpaths amended	11/07/2016
E	Revised residential layout and footpath link indicated	18/07/2016
F	Levels revised	08/08/2016

**SCHEDULE OF ACCOMMODATION**

Lidl	24,400 sq ft	2,268 sq m
Poundworld	7,500 sq ft	697 sq m
Vets 4 Pets	1,800 sq ft	168 sq m
Subway	1,000 sq ft	93 sq m
Retail Unit	2,045 sq ft	190 sq m
<b>202 parking spaces</b>		

CLIENT Telford & Wrekin COUNCIL

PROJECT **PHASE 2 MADELEY COURT MADELEY TELFORD**

TITLE **Planning Application Proposed site Block Plan**

SCALE @ A1 **1:500** DATE **30 03 2016**

DRAWING **165 - 54** REV **F**

DRAWN BY **KR** CHECKED BY **DW**



A: Reims House, 8 The Croft, Buntford Drive, Bromsgrove, B60 4JE  
 T: 01527 571 765  
 F: 01527 578 207  
 E: mail@ddpdesign.co.uk  
 W: www.hintongroup.co.uk



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CLIENT Telford & Wrekin COUNCIL

PROJECT **PHASE 2 MADELEY COURT MADELEY TELFORD**

TITLE **Planning Application Proposed site Block Plan**

SCALE @ A1 **1:500** DATE **30 03 2016**

DRAWING **165 - 54** REV **F**

DRAWN BY **KR** CHECKED BY **DW**

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A: Reims House, 8 The Croft, Buntford Drive, Bromsgrove, B60 4JE  
 T: 01527 571 765  
 F: 01527 578 207  
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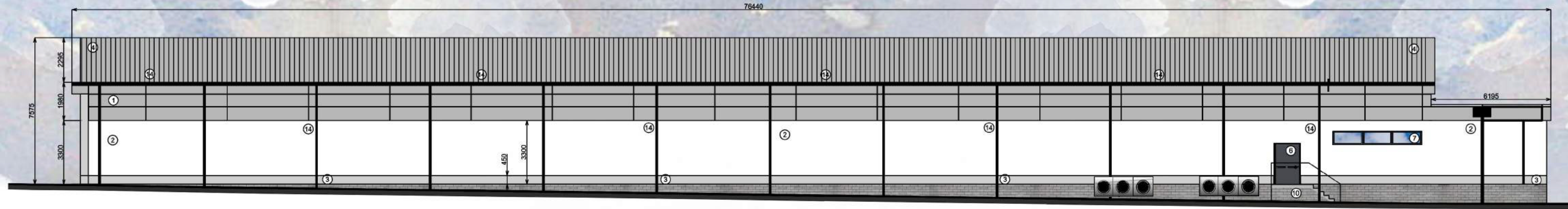
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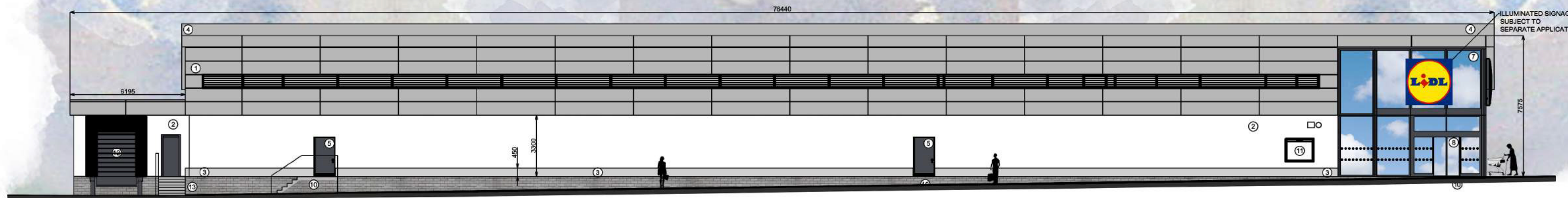
- Preliminary       Comment       Planning
- Tender             Construction     Record
- Legal

Drawing Revisi

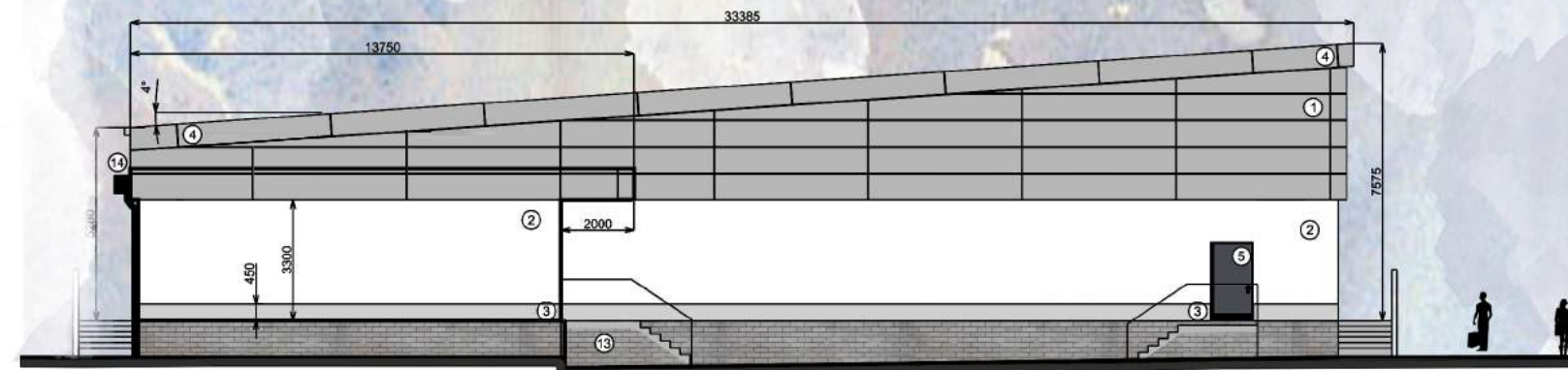
Rev	Description	Date
A	Gkazing to door RAL colour changed to 7024 Transome increased to 350mm Signage indicated (subject to separate app) Details of drivers stair included Details of guttering included Louver continued on north elevation	20/07/2015
B	Plant relocated to flat roof above delivery Bund wall on drivers stair extended Fire exit on south elevation altered to glazed door and opening made larger	30/07/2015
C	External steps added when site levels revised	11/08/2016
D	Plant relocated to ground level	02/09/2016



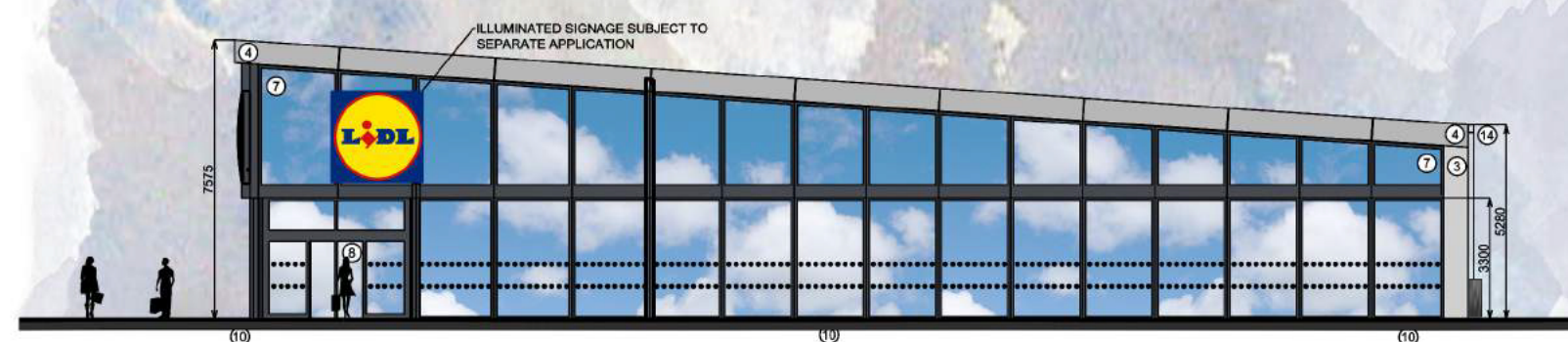
SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION

- EXTERNAL FINISHES**
- ① ALUCOBOND PANEL CLADDING RAL 9006
  - ② WHITE RENDER RAL 9010
  - ③ AGATE GREY RENDER RAL 7038
  - ④ ALUMINIUM STANDING SEAM ROOF RAL 9006
  - ⑤ STEEL ESCAPE DOORS - POWDER COATED COLOUR GRAPHITE GREY (RAL 7024).
  - ⑥ GLAZED FIRE DOOR - FRAME POWDER COATED COLOUR GRAPHITE GREY (RAL 7024).
  - ⑦ WINDOWS - POLYESTER POWDER COATED ALUMINIUM (GRAPHITE GREY RAL 7024).
  - ⑧ ENTRANCE - POWDER COATED ALUMINIUM (GRAPHITE GREY RAL 7024).
  - ⑨ WRAP AROUND ALUMINIUM CHEQUER PLATE PROTECTION
  - ⑩ STAINLESS STEEL RAM RAID BOLLARDS 100MM Ø
  - ⑪ ILLUMINATED POSTER DISPLAY CASE
  - ⑫ SECTIONAL OVER HEAD DOOR (GRAPHITE GREY RAL 7024)
  - ⑬ 150MM THICK INSITU CONCRETE STAIR
  - ⑭ GUTTERS & DOWNPIPES TO BE COLOUR CODED TO MATCH ALUCOBOND CLADDING
- NOTE: MATERIALS USED WILL BE AS ABOVE OR SIMILAR APPROVED

CLIENT  Telford & Wrekin COUNCIL

PROJECT **Lidl Madeley Court Madeley, Telford**

TITLE **Proposed Elevations**

SCALE @ A2 **1:200** DATE **17/06/15**

DRAWING **165 - 30** REV **D**

DRAWN BY **LT** CHECKED BY **DW**

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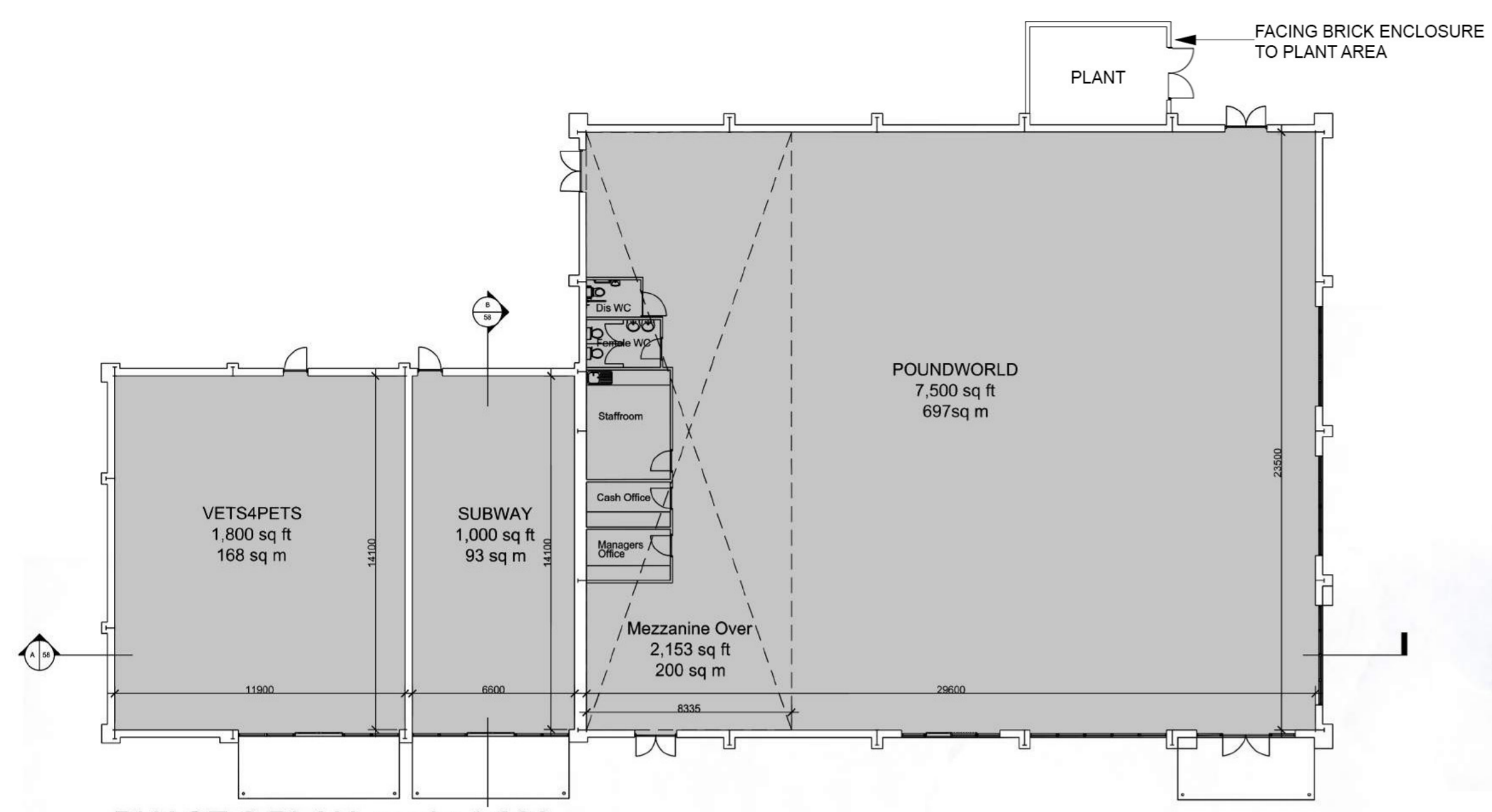
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REVISIONS			
REV	DATE	DESCRIPTION	CHECKED BY
A	18/02/2016	BUILDING SECTIONS ADDED	DW
B	26/02/2016	SUBWAY SHOP FRONT AMENDED	DW
C	03/03/2016	SUBWAY & VETS4PETS SHOPFRONT AMENDED	DW
D	05/05/2016	POUNDWORLD AMENDED	DW
E	11/08/2016	SECTION AA RENAMED AND NEW BUILDING SECTION ADDED, PLANNING DESIGN REVISIONS, SITE LEVELS AMENDED	DW
F	30/08/2016	RENDER PANELS ADDED TO WEST ELEVATION	DW
G	09/09/2016	BRICK PLANT ENCLOSURE ADDED	DW



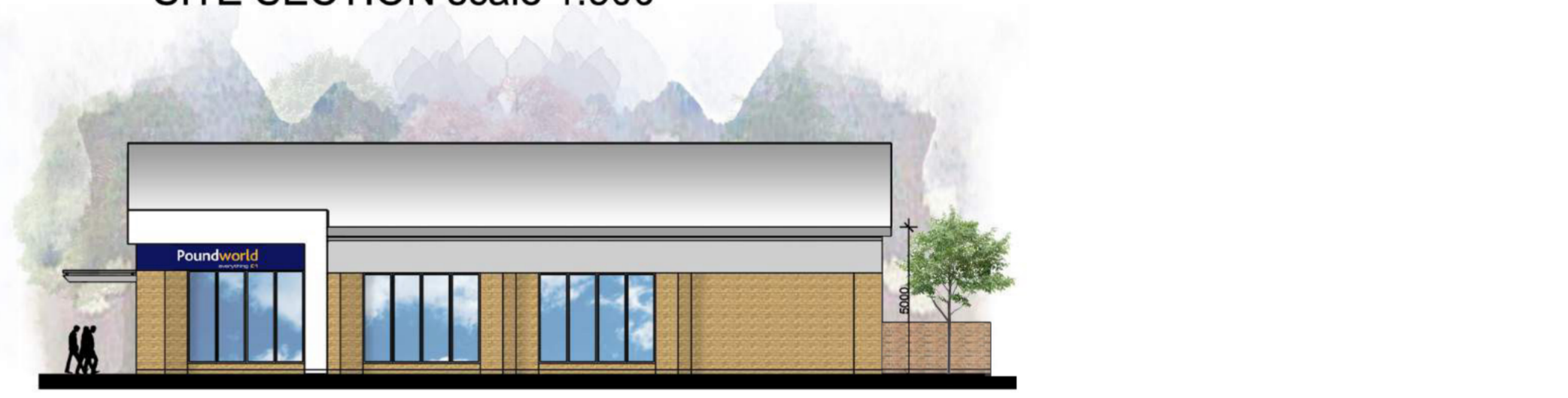
PHASE 2 PLAN scale 1:200



SITE SECTION scale 1:500



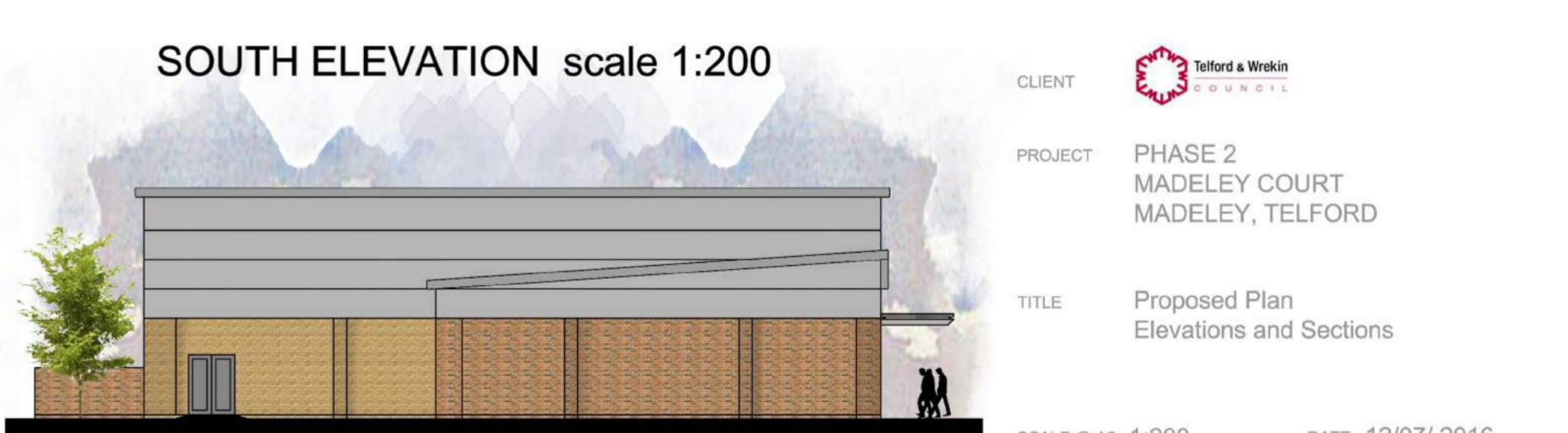
WEST ELEVATION scale 1:200



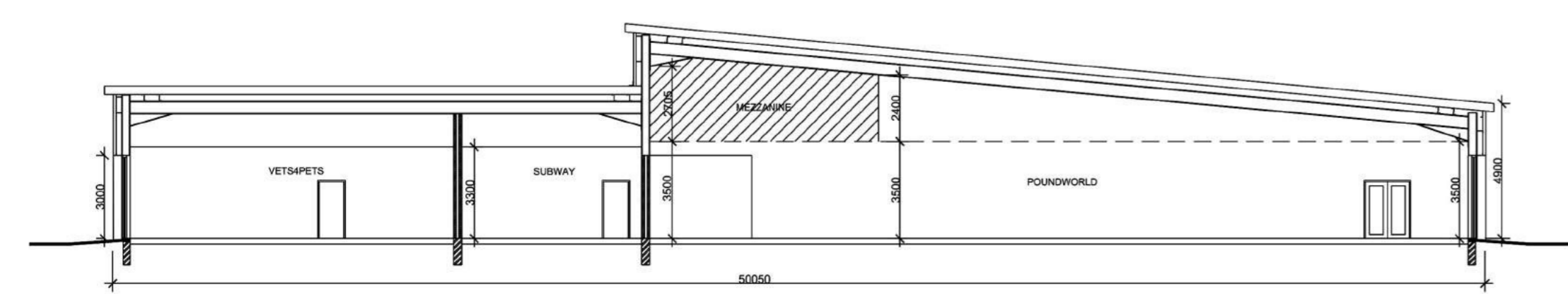
SOUTH ELEVATION scale 1:200



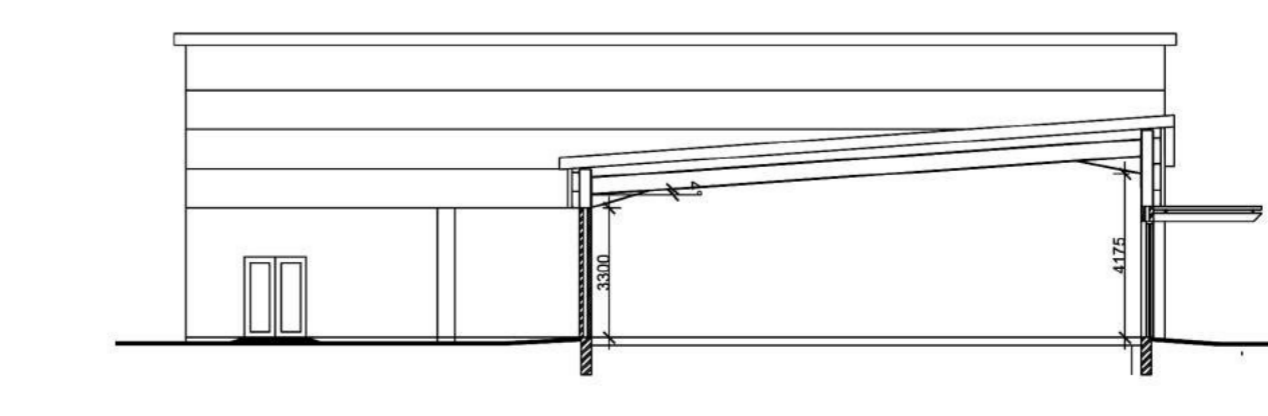
EAST ELEVATION scale 1:200



NORTH ELEVATION scale 1:200



SECTION AA scale 1:200



SECTION BB scale 1:200

CLIENT Telford & Wrekin COUNCIL

PROJECT PHASE 2 MADELEY COURT MADELEY, TELFORD

TITLE Proposed Plan Elevations and Sections

SCALE @ A2 1:200 DATE 12/07/ 2016

DRAWING 165 - 48 REV G

DRAWN BY KR CHECKED BY DW

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A: Reims House, 8 The Croft, Buntsford Drive, Bromsgrove, B60 4JE  
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 F: 01527 878 207  
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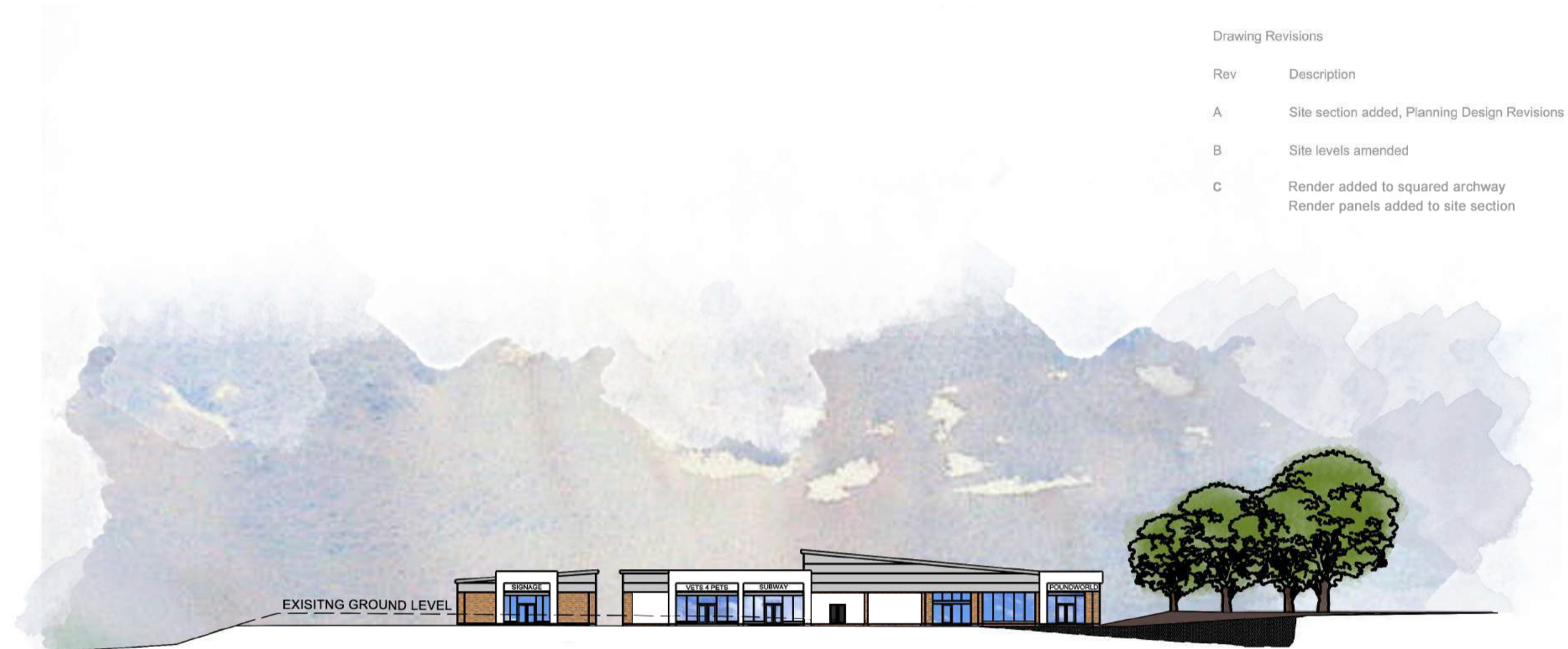
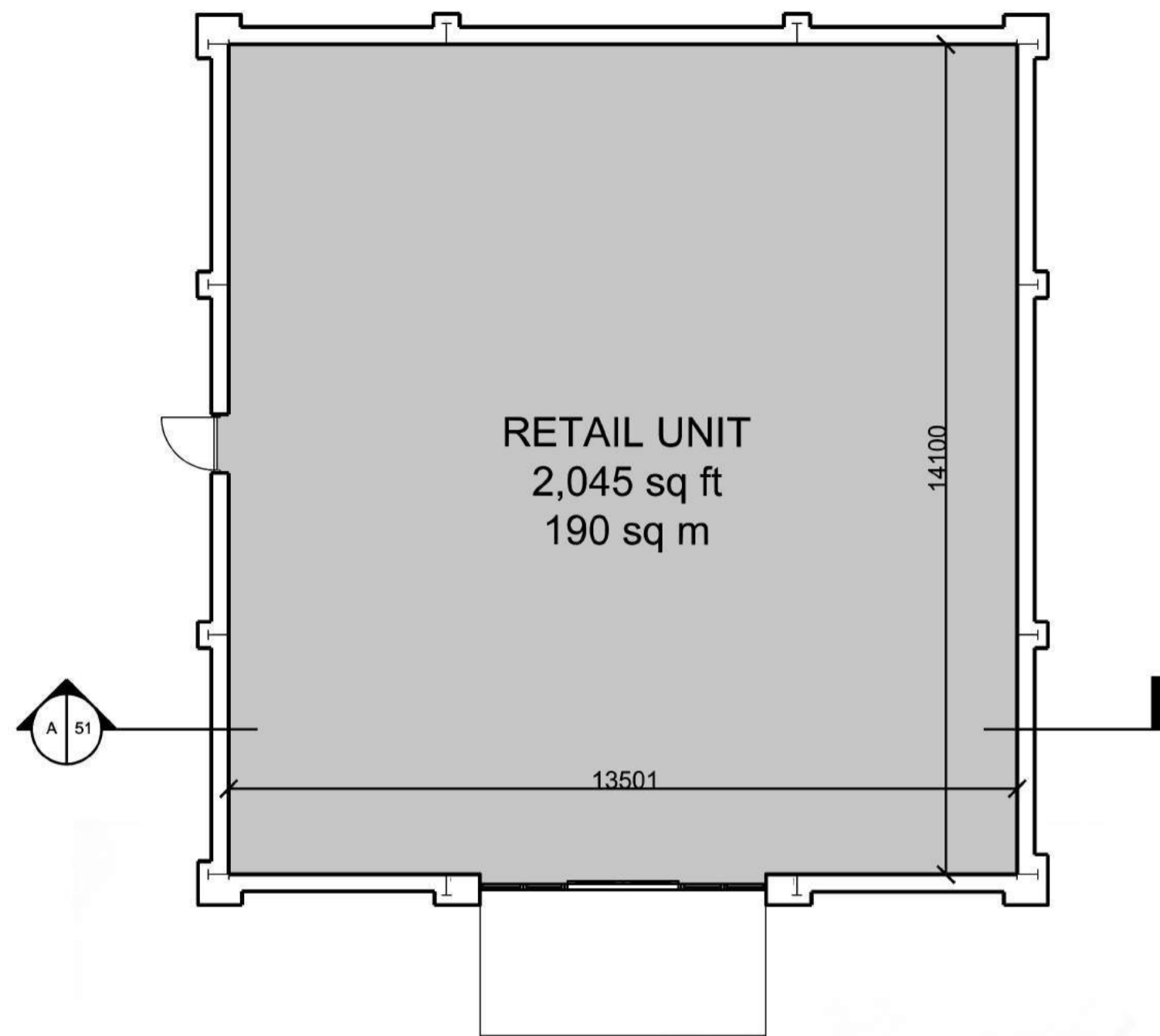
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Figured dimensions only are to be taken from this drawing

- Preliminary     Comment     Planning
- Tender     Construction     Record
- Legal

Drawing Revisions

Rev	Description	Date
A	Site section added, Planning Design Revisions	28/07/2016
B	Site levels amended	11/08/2015
C	Render added to squared archway Render panels added to site section	30/08/2016



SITE SECTION scale 1:500

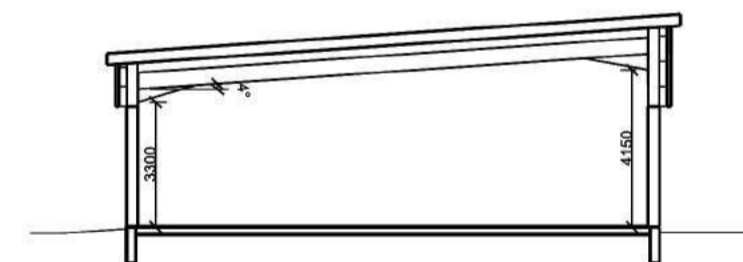
PHASE 2 PLAN scale 1:100



WEST ELEVATION scale 1:200



NORTH ELEVATION scale 1:200



SECTION AA scale 1:200



EAST ELEVATION scale 1:200



SOUTH ELEVATION scale 1:200

CLIENT Telford & Wrekin COUNCIL

PROJECT **Phase 2  
Madeley Court  
Madeley, Telford**

TITLE **Proposed Plan  
Elevations and Sections**

SCALE @ A2 **1:100**    DATE **19/02/2016**  
**1:200**

DRAWING **165 - 51**    REV **C**

DRAWN BY **KR**    CHECKED BY **DW**

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- Tender
- Construction
- Record
- Legal

Drawing Revisions

Rev	Description	Date

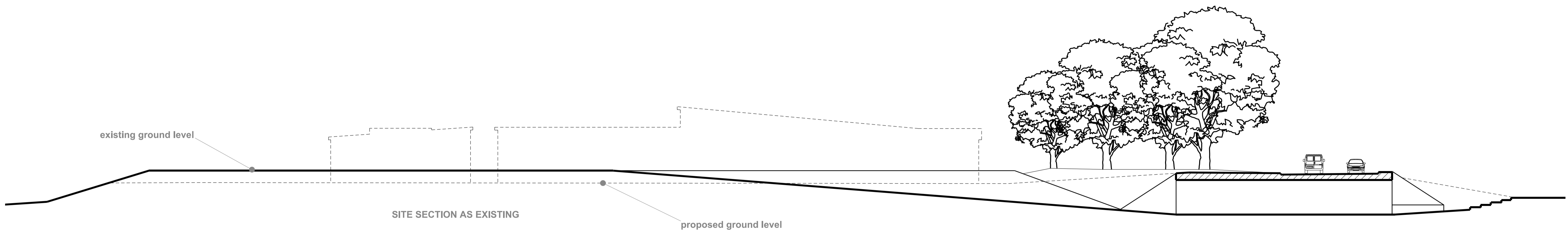
**SCHEDULE OF ACCOMMODATION**

Lidl	24,400 sq ft 2,268 sq m
Poundworld	7,500 sq ft 697 sq m
Vets 4 Pets	1,800 sq ft 168 sq m
Subway	1,000 sq ft 93 sq m
<b>Retail Unit</b>	<b>2,045 sq ft 190 sq m</b>

202 parking spaces



SITE SECTION AS PROPOSED



SITE SECTION AS EXISTING

CLIENT Telford & Wrekin COUNCIL

PROJECT **PHASE 2  
MADELEY COURT  
MADELEY TELFORD**

TITLE **Planning Application  
Proposed site section  
Underpass**

SCALE @ A1 **1:200** DATE **26 09 2016**

DRAWING **165 - 60** REV **-**

DRAWN BY **DW** CHECKED BY

**DESIGN  
DEVELOPMENT  
PARTNERSHIP**

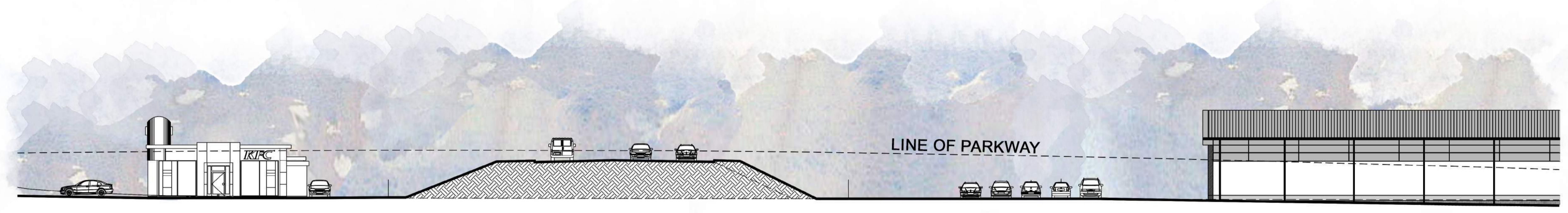
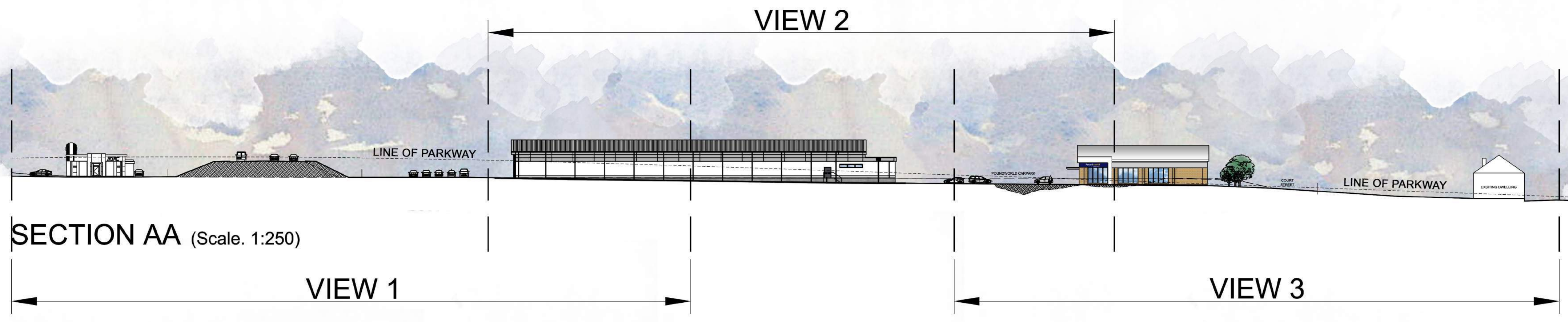
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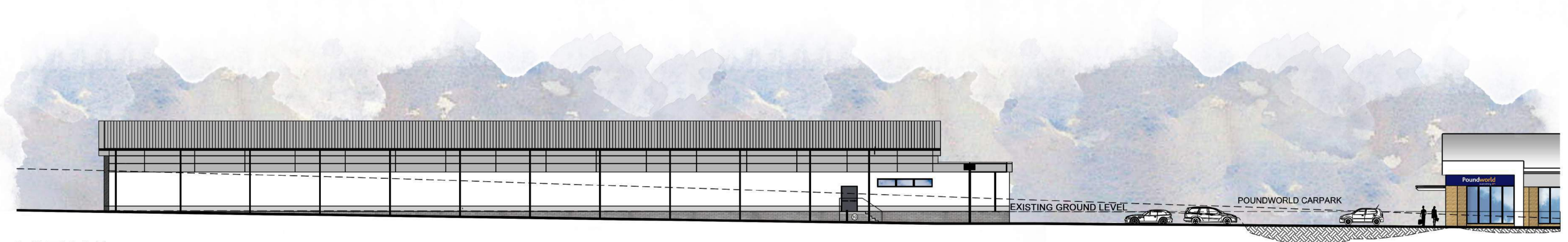
Figured dimensions only are to be taken from this drawing

- Preliminary     Comment     Planning
- Tender     Construction     Record
- Legal

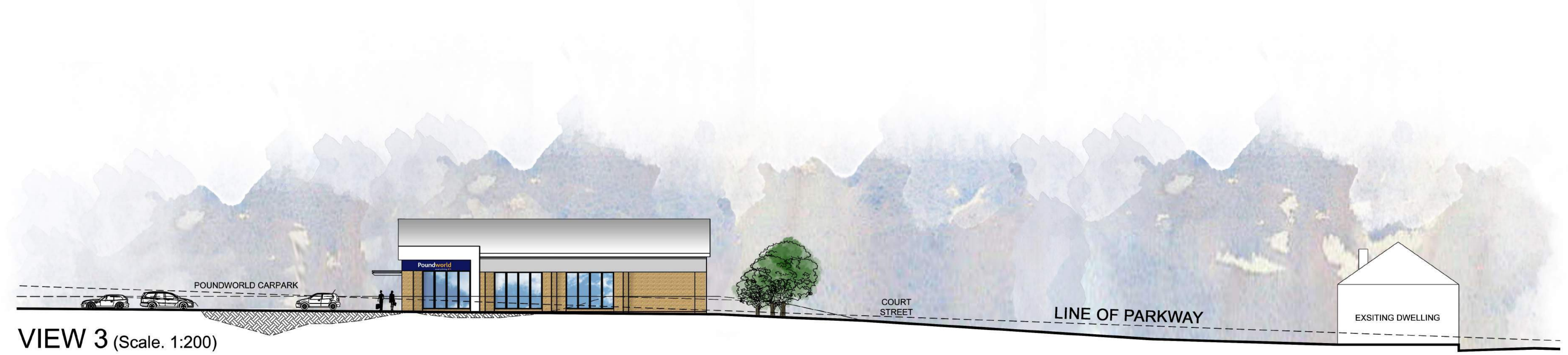
REVISIONS			
REV	DATE	DESCRIPTION	CHECKED BY
A	28/07/2016	PLANNING REVISIONS TO RETAIL UNITS	DW
B	11/08/2016	SITE LEVELS AMENDED	DW



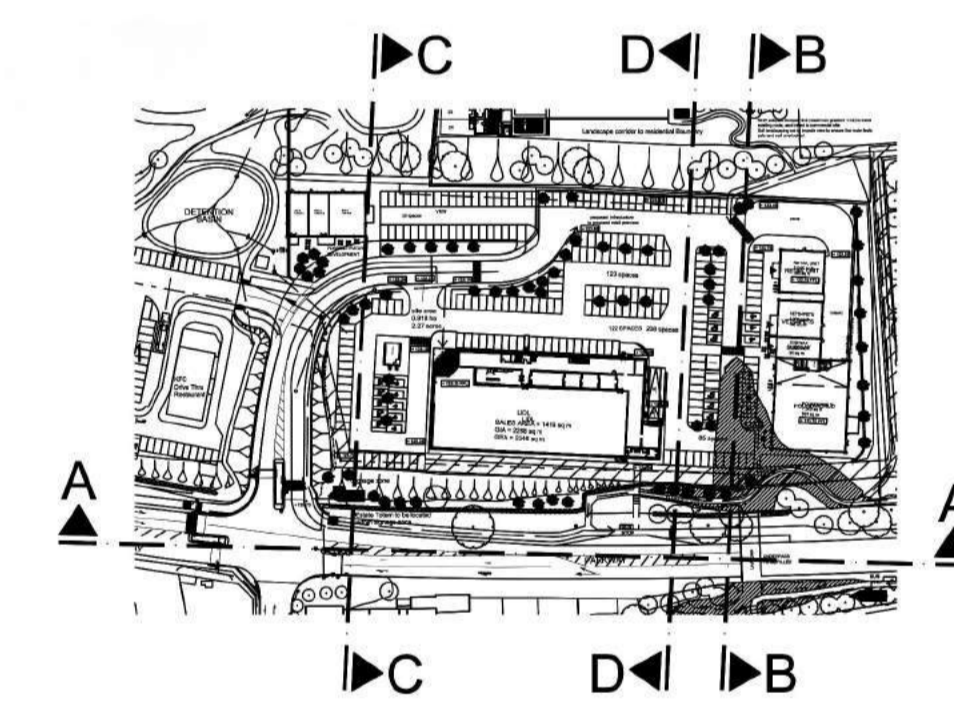
VIEW 1 (Scale: 1:200)



VIEW 2 (Scale: 1:200)



VIEW 3 (Scale: 1:200)



CLIENT  Telford & Wrokin

PROJECT PHASE 2  
MADELEY COURT  
MADELEY, TELFORD

TITLE PROPOSED SITE SECTIONS  
(SHEET 1 OF 2)

SCALE @ A1 1:250, 1:200    DATE 23/02/2016

DRAWING 165 - 52    REV B

DRAWN BY KR    CHECKED BY DW



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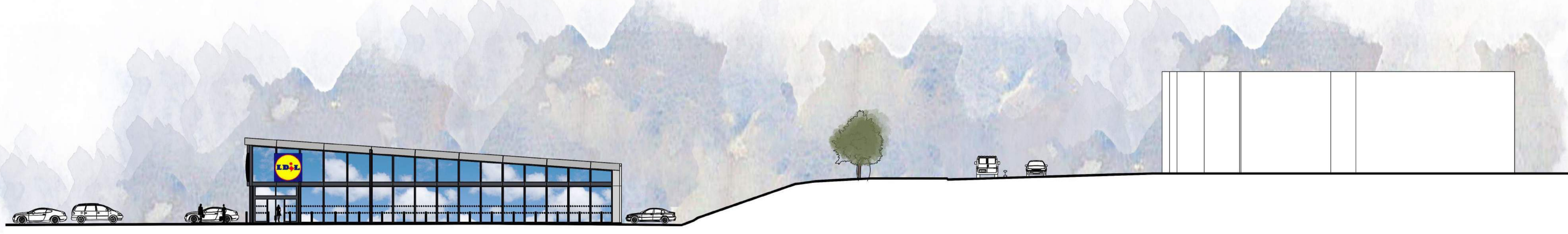
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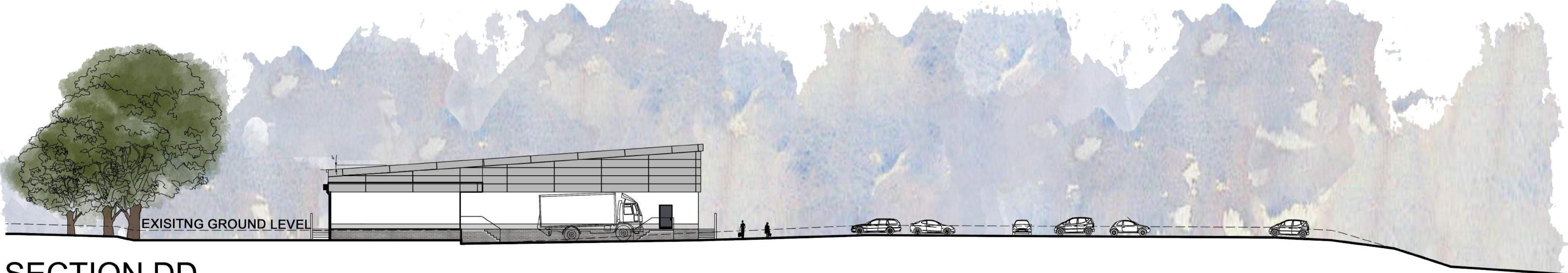
REVISIONS			
REV	DATE	DESCRIPTION	CHECKED BY
A	28/07/2016	PLANNING REVISIONS TO RETAIL UNITS	DW
B	11/08/2016	SITE LEVELS AMENDED	DW
C	22/08/2016	SECTION E-E ADDED	DW
D	01/09/2016	RENDER ADDED TO SQUARED ARCHWAY. RENDER PANELS ADDED. LIDL PLANT RELOCATED.	DW



SECTION BB



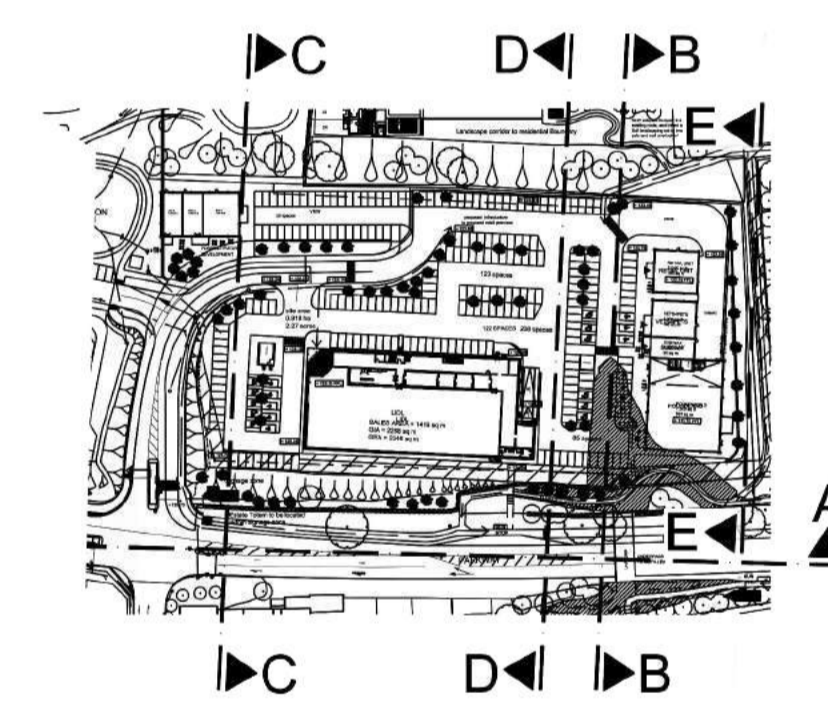
SECTION CC



SECTION DD



SECTION EE



CLIENT Telford & Wrekin COUNCIL

PROJECT PHASE 2  
MADELEY COURT  
MADELEY, TELFORD

TITLE PROPOSED SITE SECTIONS  
(SHEET 2 OF 2)

SCALE @ A1 1:200    DATE 23/02/2016

DRAWING 165 - 53    REV C

DRAWN BY KR    CHECKED BY DW

## INFORMATION RECEIVED SINCE PREPARATION OF REPORT

Application number	TWC/2016/0387
Site address	Former Madeley Court School, Land off Parkway, Madeley, Telford, Shropshire
Proposal	Erection of a food retail unit (2268m <sup>2</sup> ), non food retail unit (697m <sup>2</sup> ), food and drink store (93m <sup>2</sup> ), and sui generis veterinary practice (168m <sup>2</sup> ) together with a fifth retail unit (190m <sup>2</sup> ) together with associated car parking, landscaping and engineering works including the infilling of the pedestrian underpass below Parkway (amended description) ****public reconsultation following receipt of amended plans showing amended design, lowering of ground levels at east side of site by up to 1m and infilling of underpass****

### 1.0 FURTHER REPRESENTATIONS

1.1 In response to a reconsultation following a red line boundary change to incorporate the infilling of the underpass and associated engineering works, the following additional comments have been received: -

#### 1.2 Technical Comments:

Sport England: No comments

Ecology: No comment

Trees: Support subject to conditions

As per discussions with officers on site, regarding trees to be retained, removed and protected.

Drainage: Support subject to conditions

As per original comments

#### 1.3 Public Representations:

Three further comments received comprising two objections and one in support. Comments summarised as follows: -

- Sizeable commercial development will be a blight on a pleasant residential area
- 1 metre drop in levels is not sufficient to screen the development from view
- Risk of littering, vermin, noise, pollution and anti-social behaviour
- Properties have been the subject of a burglary so the benefit of CCTV, adequate lighting and parking permits would be advantageous
- Why is the retail park food orientated
- No consideration given to existing residents
- Littering is becoming a problem in the area
- Existing landscaping has been vandalised.

- 1.4 Further representation has been received from GL Hearn on behalf of clients Telford Trustees Ltd, owners of the Telford Shopping Centre. The latest representation raised further concerns regarding the impact upon the Telford Shopping Centre and requesting that further restrictions are imposed on the operation of the site in the form of conditions preventing retailers selling clothing.
- 1.5 However, a subsequent representation has now been received from GL Hearn confirming their clients' wish to withdraw the previous objections to the proposed development submitted on 26th May 2016 and 5th October 2016 respectively.
- 1.6 As a result, it is still officers intention to impose standard restrictions upon the site in terms of the amount of retail floorspace available, the split of food and non-food retail and preventing further expansion to units and the insertion of mezzanine floors. Officers will not, however, be seeking to impose the personal consent or restriction on clothing sales originally sought by the Telford Trustees.
- 1.7 Whilst the above representations are noted, they do not raise any additional issues which have not already been covered within the original officer's report.

## **2.0 GROUND STABILITY**

- 2.1 The initial committee report refers in paragraph 6.5.3 to the considerable cut and fill exercise to be carried out on site. In circumstances where the development involves made up ground, Saved Wrekin Local Plan Policy EH14 requires the application to demonstrate that the proposed buildings will not compromise and will not be compromised by ground instability, the development can tolerate ground conditions and that there is long term stability of structures located on built up ground. This is demonstrated through the submission of a Slope Stability Declaration Form, completed and signed by a suitably qualified ground engineer, who is happy to certify that the proposal will not be compromised by land instability on site.
- 2.2 At the time of writing the committee report, the applicant was not in a position to submit the declaration form as all the necessary information including ground condition reports, foundation design and structural calculations were not available. However, a completed version of the Slope Stability Declaration Form, signed by the applicants Geotechnical Consultant has now been submitted, which confirms that the development will not be affected by, nor will it impact upon ground stability in the area. On this basis, officers are satisfied that the proposal satisfies the requirements of Policy EH14.

## **3.0 CONCLUSION**

- 3.1 On the basis of the above updated information, there is no change to the recommendation which remains that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to **GRANT**

**PLANNING PERMISSION** subject to the following conditions and informatives (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):

Conditions

1. A04 Time Limit – 3 years
2. B150 Site Environmental Management Plan
3. B010 Details of Materials
4. B062 Surface Water Design
5. B076 SUDS Management Plan
6. B126 Landscape Management Plan
7. B057 Land Contamination
8. B049 Subway Infill
9. B058 Slope Stability
10. B145 External Lighting Strategy
11. B082 Details of Plant and machinery
12. B086 Details of extraction equipment
13. B089 Acoustic Fence detail
14. B045 Travel Plan
15. B049 Installation of Car Park Barrier
16. Bcust Rear Service Yard Surface
17. C020 Highways Junction Improvement
18. C074 Tree Protection
19. C013 Parking, Loading, Unloading and Turning
20. C38 Approved Plans
21. Dcust Delivery hours
22. Dcust Opening Hours
23. Dcust Floor area restriction
24. Dcust No subdivision of units
25. Dcust Restriction on Veterinary use

Informatives

- |         |                                |
|---------|--------------------------------|
| I05     | Advertisement Consent          |
| I17b    | Coal Authority Standing Advice |
| I25m    | Nesting Wild Birds             |
| I35     | Ecology                        |
| I35     | Ecology                        |
| I40     | Conditions                     |
| I41     | Reasons for Approval           |
| RANPPF1 | Approval NPPF                  |

TWC/2016/0641

Footbridge to Telford Central Railway Station, Telford, Shropshire  
Erection of replacement footbridge following demolition and removal of existing bridge structure together with associated level alterations, provision of retaining structures and access alterations

**APPLICANT**

Telford and Wrekin Council, Dominic Proud

**RECEIVED**

16/08/2016

**PARISH**

Lawley and Overdale

**WARD**

Ketley and Overdale

**OFFICER** Steven Drury

**1.0 PROPOSAL**

- 1.1 This is a full application seeking permission for the erection of a replacement footbridge, retaining structures, ramps, walkways and associated infrastructure, following the demolition and removal of the existing footbridge.
- 1.2 The proposed footbridge will replace the existing pedestrian footbridge linking Telford Central Railway Station with Ironmasters Way and the Town Centre to the west. The bridge will cross the existing railway line, the A442 and Rampart Way.
- 1.3 The proposed replacement bridge would be erected alongside the existing footbridge which would remain in operation until the new bridge is completed and brought into use.
- 1.4 The proposals seek to replace the existing footbridge which is in poor condition and thereby reduce future maintenance costs and liabilities while enhancing the structure as a gateway to Telford and contribute to the overall regeneration of the town centre. The project is part of the Telford Town Centre Connectivity Package which also seeks to maintain and upgrade Rampart Way (which the bridge crosses) and Hall Park Way.

**2.0 SITE AND SURROUNDINGS**

- 2.1 The site is located on the north eastern edge of Telford Town Centre immediately to the south of the M54 and to the north east of a zone of office and commercial development to the north of the town centre. The existing bridge currently provides a pedestrian link from Telford Central Railway Station to the town centre via Ironmasters Way and Lawn Central. The bridge spans the two track railway line, the A442 Queensway and A5 Rampart Way.
- 2.2 Land immediately to the north is woodland which forms a green buffer alongside the M54 motorway. Land to the east comprises Telford Central Station, station car parking, Euston Way pub and Premier Inn hotel. To the west of Rampart Way is commercial development and Staples retail unit to the south.

2.3 Despite being well enclosed on both side by rising levels and well treed areas, the bridge is highly visible on approach from the north and south and is visible in passing from the M54. The bridge is also well used as the pedestrian link to the town centre for people arriving at Telford Central Station by train and is also part of National Cycle Route (NCN) 55.

### **3.0 RELEVANT PLANNING HISTORY**

3.1 None

### **4.0 PLANNING POLICY CONTEXT**

#### **4.1 Local Development Plan:**

##### 4.1.1 Core Strategy:

CS3: Telford

CS4: Central Telford

CS9: Accessibility and Social Inclusion

CS12: Natural Environment

CS13: Environmental Resources

CS14: Cultural, Historic and Built Environment

CS15: Urban Design

##### 4.1.2 Wrekin Local Plan:

UD2: Design Criteria

UD3: Urban Design Assessments

UD4: Landscape Design

TC1: Town Centre

TC14: Town Centre Design

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

TC7: Telford Gateway

CT13: Pedestrian and Cycle Network

CT15: Design

CT17: Public Realm

CT19: Biodiversity

CT20: Landscape

##### 4.1.4 Telford & Wrekin Local Plan (Submission Version June 2016)

EC5: Telford Town Centre

BE1: Design Criteria

#### **4.2 National Guidance:**

##### 4.2.1 National Planning Policy Framework (NPPF)

### **5.0 SUMMARY OF CONSULTATION RESPONSES**

5.1 Lawley & Overdale Parish Council: No comment

## 5.2 **Standard consultation responses**

### 5.2.1 Arboricultural: Support subject to conditions

Raises no objection but requests that removed trees are harvested into 4m lengths and delivered to TWC wood yard for future sale by TWC.

### 5.2.2 Highways: No objection

Advises that the footway/cycleway crossing the bridge as well as the approaches to the bridge (including steps and ramps) appear to be adopted. As such any adopted routes that are to be removed as a result of these proposals will require Stopping Up under S247 Planning Act (1990). Consequently any new bridge and footway/cycleway connections will need to be adopted under appropriate provisions of the Highway Act (1980). New (or temporary) connections will need to be available prior to any Stopping Up. The Applicant should liaise with the Council's Legal Services for advice and assistance in this regard.

### 5.2.3 Environmental Health (Pollution Control): No comment

### 5.2.4 Drainage: Support subject to conditions

Requests details of surface water drainage to be requested as a condition.

### 5.2.5 Ecology: Support subject to conditions

Raises no objection subject to conditions and informatives

### 5.2.6 Highways England: No objection

### 5.2.7 Network Rail: Comment

Makes comments in respect of bridge ownership (Two Party Over Bridge Ownership Agreement), over spanning rail sections to be subject to Network Rail Asset Protection and London Midland review and agreement, new lifts being subject to Network Rail and London Midland review, future ownership and maintenance responsibilities of new lifts to be discussed and agreed with Network Rail, London Midland and Telford Council, and all Network Rail associated cost will be fully recoverable from Telford Council subject to signature of appropriate Network Rail Agreement including Asset Protection Agreement.

### 5.2.8 Shropshire Wildlife Trust: No comment

## 5.3 **Neighbour consultation responses**

5.3.1 Two comments received from members of the public, one in support, one in objection.

5.3.2 One letter of support from a member of the public welcoming the principle of the development but raising concerns that the loss of the central ramp will require people to cross Rampart Way. Suggests a crossing is installed.

5.3.3 An objection has also been submitted by Pegasus Planning Group on behalf of Sheet Anchor Evolve, owners of Units 1 and 2, Rampart Way, raising the following concerns: -

- island site currently accessed via ramps from the footbridge
- noted that the new pedestrian bridge will no longer provide access to the east side of Rampart Way
- The supporting documents suggest the ramp is not regularly used, however, this is because Unit 1 (former Blockbuster) is currently vacant
- Client has secured a gym operator to occupy the unit (subject of TWC/2016/0617)
- Therefore request that the new bridge incorporates a ramped access to clients site. This will significantly enhance the offer of uses at the site and is expected to result in more people accessing the site on foot
- Paragraph 35 of the NPPF and Policy CS4 of the Telford Core Strategy (Dec 2007) priority should be given to pedestrian and cycle movements, and the removal of the existing link to the east of Rampart Way will discourage people from walking to the site

## **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 and Visual Impact
- Access and Highways Issues
- Flood Risk and Drainage
- Trees and Ecology
- 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. In this instance, the development plan consists of the Telford & Wrekin Core Strategy and the Central Telford Area Action Plan (CTAAP) together with saved policies within the Wrekin Local Plan. The National Planning Policy Framework (NPPF) is a material planning consideration but is not development plan policy. The Telford & Wrekin Local Plan (Submission Version) is the emerging local plan and whilst not yet adopted, it has been submitted for examination which is scheduled to take place late 2016 and advice contained in the NPPF states that weight may be given to relevant policies as a material planning consideration.

6.2.2 Whilst the Core Strategy, saved Wrekin Local Plan and emerging Local provide more general borough-wide policies, CTAAP relates specifically to Telford Town Centre. Policy TC7 requires that development proposals in the Telford Gateway area (where the site is located) contribute towards improving

pedestrian and cycle links between the railway station and existing shopping area and from Central Park to the Town Centre. The development will help to meet these aims through the provision of a new, enhanced footbridge facility together with improved access points, ramps and lifts which link the railway station with Ironmasters Way, thus meeting the aims of that policy. More specific policies within CTAAP require a consideration of the impacts upon the pedestrian and cycle network (CT13), design issues (CT15), public realm (CT17), biodiversity (CT19) and landscape (CT20) and these issues will be considered later in the report.

- 6.2.3 Whilst no other planning policies relate specifically to the footbridge concerned, in more general policy terms, Core Strategy Policy CS3 confirms Telford will be the focus for spatial development within the borough and CS4 identifies the Central Telford area as the focus for major housing, employment, retail, recreation, leisure, service and mixed-use development serving the needs of the borough and sub-region. CS4 also confirms the role of Central Telford will be consolidated and enhanced by, amongst other things, making Central Telford an easier, safer and more pleasant place in which to walk by reducing the need for and impact of car use and providing more public transport links. Similarly, Policy EC5 of the emerging Telford and Wrekin Local Plan also concerns development within Telford Town Centre, again confirming development will be supported which reinforces Telford Town Centre's role as a sub-regional shopping centre. It advises that the Council will work with partners to improve the connectivity to and from Telford Town Centre.
- 6.2.4 Given that the proposal seeks to improve connectivity to and from the town centre from the railway station, it is considered the principal of the development is acceptable, subject to consideration of more detailed technical issues such as design and visual impact, access, trees and ecology which will take place in the following sections.

### **6.3 Design and Visual Impact**

- 6.3.1 The proposals seek to replace the existing footbridge which is in poor condition and thereby reduce future maintenance costs and liabilities while enhancing the structure as a gateway to Telford and contribute to the overall regeneration of the town centre. In reaching the proposed design, a number of bridge types, positions and alignments have been considered and discounted for a variety of reasons including cost, practicality and design.
- 6.3.2 The proposed bridge has essentially been separated into two parts, comprising a shorter bridge spanning the railway line and a longer bridge spanning the A442 and widened Rampart Way. Both bridges will adjoin a central landing area. Access at the north east (station) side will be enhanced in the form of lifts from both platforms, fully DDA compliant ramps and steps and as at present, the south west side will connect seamlessly to the existing footpath linking with Ironmasters Way. Both bridges will have curved roofs comprising welded steel tubes covered with a stretched fabric/PVC membrane of a colour to be determined. The sides will be enclosed with 3

metre high glass panels and the soffit of the roof truss will be finished with white Glass Reinforced Plastic (GRP) panels. Abutments at each end of the bridge will be faced in coloured concrete blocks to match the retaining walls supporting the access ramps either side of the railway line. The central landing area and access ramps will be provided on raised ground between the railway land and the A442. The lift shafts will primarily be of glass construction, comprising a glass lift within an external glass box, framed with steel for structural stability.

- 6.3.3 The colour of the tensioned material roof covering the bridge has yet to be agreed although the architect recommends a silvery grey as a white colour is likely to show up dirt and algae staining. This matter can be dealt with via a condition of any planning approval.
- 6.3.4 The proposed bridge has been detailed to provide a unique design concept as something to be remembered by visitors to the town. By introducing two shorter spans coming off a shared new central mound area, the otherwise long single 130 m journey has been split down into two shorter spans, with the span over the railway now promoted as being part of the railway and not necessarily part of the bridge journey. This gives a better sense of arrival at the station and helps integrate the railway bridge and its lifts with the station area, as opposed to being a separate part of the bridge.
- 6.3.5 The design is envisaged as a transparent, open and safe route between the station and the centre of Telford. The bridge decks will be provided in a non-slip waterproof coating to be applied onto the concrete deck, in a colour to be agreed. The proposed design allows good natural light onto the footbridge during daylight hours so, and will not therefore require lighting during daylight hours, however, a photocell will be added (triggered at a specific lux level) so that illumination could be provided on dull dark winter days when light levels are poor.
- 6.3.6 A key requirement of the brief is to reduce the maintenance burden of the bridge structures. It is proposed, therefore, to enclose the main steel bridge trusses in a PVC tensile fabric covering that will protect the steel from the elements and reduce the requirement for repainting. An internal walkway, or possibly an access grid, will enable the structure to be inspected from within the shelter of the tensile covering. The painted steel truss roof will then be protected in this enclosure thereby extending its life and minimising the required maintenance frequency.
- 6.3.6 External Lighting: A key element of the scheme is to incorporate an external lighting scheme which will enhance the design, creating a landmark feature within the local area. The curving tensile-clad canopies, and the light GRP soffit, create the opportunity for a variety of creative lighting effects such as lighting the entire canopy, spotlighting key features or introducing changes in the colour of light. In this way, the entire redevelopment - the bridges, the ramps and landscaped mounds, can become a unique, exciting and significant local landmark. Indeed this formed part of the pre-application

discussions and the opportunities for external lighting were one of the reasons for selecting this particular bridge design.

- 6.3.7 An external lighting scheme has been submitted with the application which indicates that the canopy of the bridge will be washed with compact red/green/blue (RGB) changing lights, for a dynamic warm to cool colour effect. The material and colour of the canopy will determine which colour is most appropriate. The canopy lighting has been designed to light from the outside with fittings mounted to the external structure. Consideration needs to be given to maintenance and minimisation of upward light pollution, however, the Underscore InOut product proposed does not project light, and in this sense will describe the line of architecture without the upward loss of light.
- 6.3.8 Internally, the bridge walkway will be illuminated at floor and ceiling level and the entrance will have wall mounted up-lighting fittings installed. Low level lighting of the approach ramps, stairways and footpaths is proposed together with LED handrails which provide good uniform light onto the stairways. Approach ramps and footpaths will be lit with low level lighting within the knee rails or walls.
- 6.3.9 Whilst the indicated lighting scheme is considered appropriate, this will be subject to a condition which will require agreement of a detailed lighting scheme.
- 6.3.10 Security and Surveillance: The bridge has been designed to be safe, welcoming and to avoid unlit or poorly visible 'hiding' places' where anti-social behaviour could occur. Good visibility will be maintained along the route which will be open and well-lit and CCTV is not currently proposed but could be retro-fitted if recurring problems arise.
- 6.3.11 Landscaping: Appropriate landscaping of the development will help to integrate the proposed bridge structure into the existing urban environment and will assist in making the route more legible for users and the aim of achieving a gateway to Telford Town Centre. Landscaping mitigation proposals have been provided within the Landscape and Visual Impact Assessment (LVIA) which propose the provision of landscaped earthworks alongside ramps and supports to soften the appearance of what would otherwise be significant, elevated structures, public realm enhancement works will be carried out around the bridge and a replacement woodland planted where trees need to be lost to accommodate the new ramp and walkway at the north east side of the bridge. Given the requirement to provide a gateway feature, it is proposed to maintain a generally more open aspect, avoiding screen planting, however, grouped tree planting and perennial wildflower planting is proposed in areas where filtered views are required. A detailed landscaping plan has not been submitted with the application and can be requested as a condition of the planning permission.
- 6.3.12 Having regard to the above considerations, officers are of the opinion that the proposed design will be of the quality required in this key, gateway location and arrival point into the town centre. The proposal will respond positively to

context and will be appropriate in terms of scale, massing, form orientation and layout and will incorporate landscaping and external lighting schemes which will complement and enhance the structure, creating an iconic feature within the town centre. As such, the proposal is considered to comply with design based policies UD2, UD3 in the Saved Wrekin Local Plan, Core Strategy Policy CS15, CTAAP Policy CT15 and emerging T&WLP Policy BE1, together with landscape based policies UD4 in the Wrekin Local Plan, CS12 in the Core Strategy and CTAAP Policy CT20.

## **6.4 Access Issues**

- 6.4.1 A primary aim of the proposal is to improve the quality of the footpath connection between Telford Central Railway Station and Telford Town Centre. The previous section has considered how the design aims to enhance the journey in a visual sense, however, the development also seeks to improve the physical journey pedestrians must undertake.
- 6.4.2 From Ironmasters Way, the bridge will involve level access from a new enlarged landing area which will contain enhanced public realm and landscaping to improve the quality of the space. On the railway station side, the bridge will be accessed via lifts, DDA compliant ramps or steps from platforms either side of the railway line. The bridge deck on the railway station side has been raised by 2.3m in order to allow clearance required for the future electrification of the railway line. Ramps will now be DDA compliant at a gradient of 1:20, to provide access for disabled people, wheelchair users, pushchairs, cyclists etc. However, it is anticipated that the new 16 person capacity lifts will normally be utilised to access the bridge for the less mobile.
- 6.4.3 The bridge also forms part of the National Cycle Route 55 and therefore needs to continue to provide good access to cyclists using this route. The gentle ramp at the Railway Station side will link in with the cycle route which extends along the side and rear of the station car park, although cyclists will be required to dismount before travelling across the bridge.
- 6.4.4 The bridge deck has been designed to provide a light but sheltered journey whereby pedestrians will be protected from the elements by toughened laminated glass along the sides. This will also help to improve the experience of the journey across the bridge which at present is considered to be poor.

## **6.5 Flood Risk and Drainage**

In order to address any surface water drainage issues, the proposal will need to incorporate an integrated drainage system to capture and convey runoff from the ramps, roof and the entrances of the lifts to existing surface water infrastructure. Detailed design would be undertaken in line with Sustainable Urban Drainage System (SuDs) principles. Opportunities would be sought to attenuate flows in order to provide a degree of betterment over the existing situation by reducing peak flows from the site by 50%. The system would need to be provided in a manner that does not detract from the high quality design. A detailed surface water drainage scheme has not been provided to

date and will need to be requested as a condition of any planning permission granted.

## **6.6 Trees and Ecology**

6.6.1 The proposed development will require the loss of a substantial number of trees currently located in the woodland area to the north west of the station. The loss of the trees is required to accommodate the access ramp at the north eastern side of the bridge which requires additional space due to the increased height of the bridge and the requirement to provide a DDA compliant ramp. Whilst the trees in this area are not protected, they are considered to be of amenity value and do provide an important function in providing a visual and acoustic barrier from the M54. However, not all trees are to be removed and a replacement planting scheme is proposed which will offset some of this loss. The Council's Trees Officer raises no objection to the proposed development and on this basis, the proposal is considered acceptable, subject to a condition requiring the submission of a landscaping plan.

6.6.2 The application has been accompanied by an extended Phase 1 habitat Survey which includes assessments of bat and badger potential and the likely impact of external lighting concept plans. The report found that the area surrounding the site including the existing bridge structure had negligible potential for roosting bats, Great Crested Newts and reptiles. Further checks for Badgers will be required prior to commencement of the development and it is recommended that site clearance takes place outside the bird nesting season. No objections are raised by the Councils Planning Ecologist subject to the attachment of conditions requiring an Ecological Method Statement, landscaping plan, external lighting plan and Badger inspection prior to commencement.

## **6.7 Construction Issues**

6.7.1 The proposed development is significantly constrained by the fact that it crosses a busy railway line, the A442 and the soon to be dual-carriageway Rampart Way, therefore construction needs to ensure the minimum of disruption to both road and rail networks. In addition, it is a core objective of the proposal that the existing bridge remains in use to carry pedestrians whilst the proposed bridge is under construction to ensure connection is maintained between the town centre and the station.

6.7.2 The proposed bridge will be constructed alongside the existing which will therefore remain in use until the new bridge has been completed. This will ensure that full pedestrian links between the town centre and railway station remain.

6.7.3 The erection of the main bridge will be a major piece of construction work and will require extensive coordination of traffic management involving lane width reductions and road closures. The bridge will arrive on-site in sections and will require pre-assembly and welding before being lifted into place by crane. It is

likely that a 2 week closure of the northbound A442 will be required at this stage and the application includes a traffic management drawing showing how this would be dealt with in terms of alternative routes.

- 6.7.4 The erection of the bridge over the railway line needs to be co-ordinated with Network Rail and would normally take place at weekend nights. It is anticipated that the railway bridge lift could take place within one of these time slots to avoid exceptional closure which would disrupt rail operations and would require prior booking which could hold up the delivery framework.
- 6.7.5 Demolition of the existing bridge will also be done by crane and would require road closures on both sides of the A442 and on Rampart Way. These are anticipated to be night-time closures, and are likely to take place at the end of the construction period in February or March 2018. The submitted traffic management plan also shows how alternative routes will be provided and will be controlled by condition.
- 6.7.6 Whilst the construction process may result in some disruption to the highway network, this is likely to be short term and temporary in nature and will occur on a local scale. The submitted traffic management plan indicates satisfactory alternative routes, however, this will be dealt with in more detail by the Highways Network Management team who have been involved at the pre-application stage and are ultimately responsible for traffic management, road closures and diversions.

## 6.8 **Other Matters**

- 6.8.1 Management and Maintenance: It is anticipated that ownership and maintenance of the bridge will remain with the Council, however, the lifts and motors will be transferred to Network Rail who will then operate and maintain them in accordance with their agreements with the station operator (currently London Midland).
- 6.8.2 Public Art: The opportunity exists for the provision of public art at several points along the bridge structure including the landing areas at the Ironmasters Way end in the centre between the two bridges. Such public art could highlight Telford's history and development. Such artwork could be requested and controlled as a condition of the planning permission with content and delivery to be agreed with the Councils Arts and Culture Manager.
- 6.8.3 Public Comments: Concerns have been raised by the owner of the Units 1 and 2, Rampart Way (Staples and former Blockbuster units) that it will become difficult for customers arriving at the train station to access as the proposed replacement bridge no longer contains an access ramp or staircase providing access to the land in between the A442 and Rampart Way. This is of particular concern given that a new tenant is due to occupy Unit 1, subject to planning approval for a change of use to a gym being obtained (currently under consideration). Whilst officers note these concerns, the scheme has been designed to allow access to the island site, albeit via a new footpath link to be provided from the landing area at the Ironmasters Way end of the

bridge. A pedestrian crossing will then be made available across the newly-provided dual carriageway on Rampart Way and this route would only involve a marginally longer walk/cycle than currently exists. The difference being that the proposed route would be DDA compliant which the current ramp is not. It is therefore considered that the proposal would satisfy requirements in terms of the NPPF and local development plan and officers do not feel that a refusal could be substantiated on these grounds.

## **7.0 CONCLUSIONS**

- 7.1 The proposed development seeks to provide a replacement footbridge between Telford Central Railway Station and Ironmasters Way, replacing the existing footbridge and providing an enhanced pedestrian route to Telford Town Centre. The development also seeks to reduce future maintenance costs and liabilities while enhancing the structure as a gateway to Telford and contributing to the overall regeneration of the town centre. The replacement bridge is also required to eliminate the risk of a vehicle collision with the central pier within the A442 and to reduce existing maintenance liabilities
- 7.2 The proposed replacement footbridge complies with local planning policy which seeks to enhance the quality of pedestrian and cycle links from the Town Centre to Telford Central Station. The design is considered to be of high quality and will provide an iconic feature in a key gateway site and arrival point into the town centre. The proposal will respond positively to context and will be enhanced through a dynamic external lighting scheme which will illuminate the bridge at night. A sensitive landscaping scheme will be provided to soften its impact within the surrounding environment.
- 7.3 The existing bridge will remain open until the new bridge is brought into use and access from the station will be obtained by lift, ramp or staircase. Seamless links to the National Cycle Route 55 will also be provided. The bridge has been designed to provide an open and safe pedestrian route allowing good natural light to enter and avoiding unlit or poorly visible spots for anti-social behaviour.
- 7.4 Some disruption to the highways network is likely to occur during the construction period, however, a transport management strategy has been submitted which provides alternative routes and is considered acceptable in principle subject to finalisation with the Councils Network Management Team. The proposal raises no technical highways objections and would not result in any severe adverse impacts upon highway or pedestrian safety.
- 7.6 The proposal raises no flood risk, drainage or ecology issues. There is the potential to provide public art at various points along the bridge, details of which could be requested and controlled through a condition attached to the planning permission.
- 7.7 The proposal has been assessed against and is considered to comply with policies contained within the local development plan and national planning guidance and is recommended for approval.

## 8.0 RECOMMENDATION

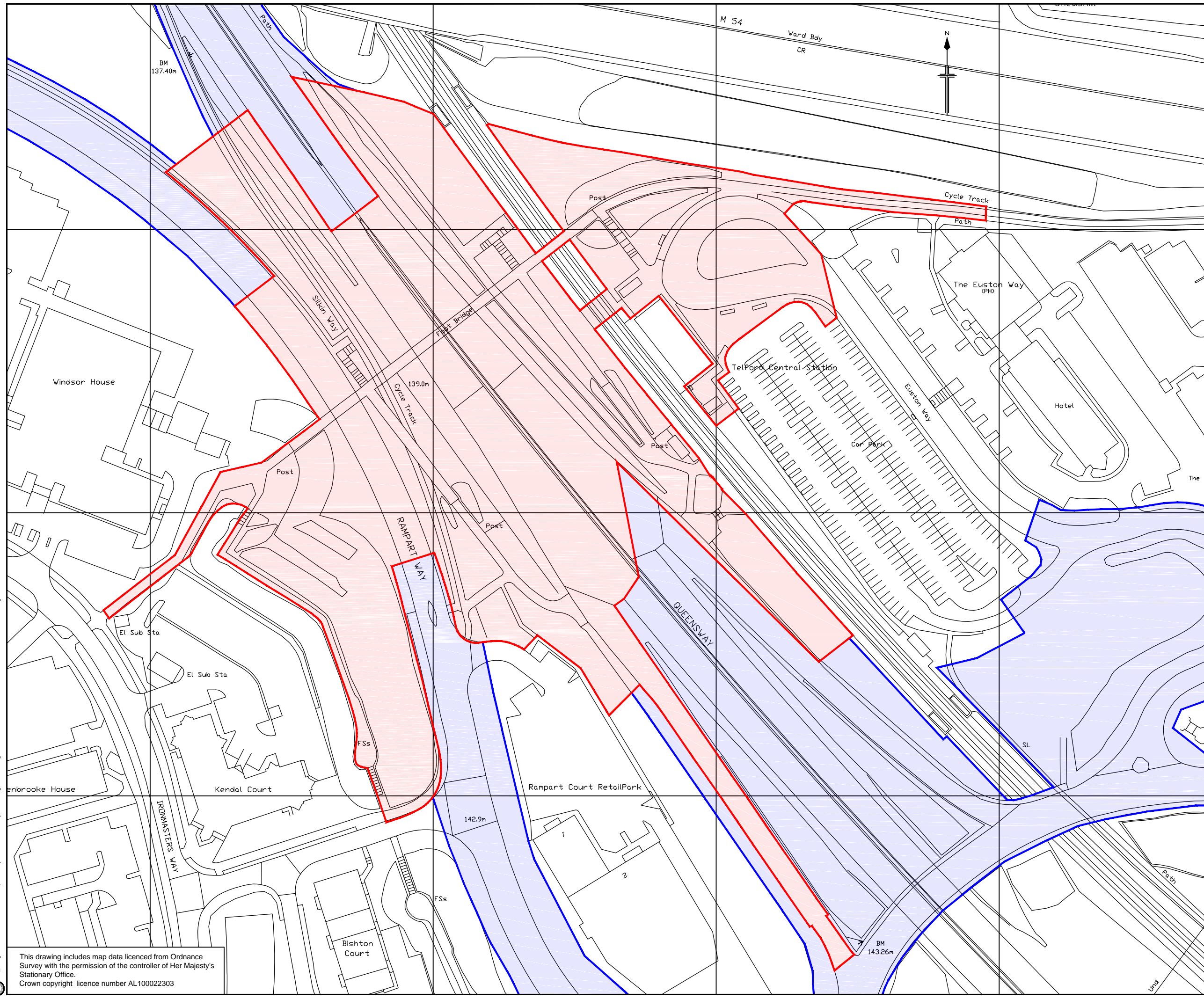
- 8.1 Based on the conclusions above, the recommendation to the Planning Committee on this application is that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to **GRANT PLANNING PERMISSION** subject to the following conditions and informatives (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):

### Conditions

1. A04 Time limit
2. B149c Pre-commencement Badger Inspection
3. B010 Details of Materials
4. B061 Foul and Surface Water
5. B121 Landscaping Design
6. B049c Traffic Management Plan
7. B150 S.E.M.P
8. B141 Ecological Method Statement
9. B145 External Lighting Strategy
10. C38 Approved Plans

### Informatives

- I11 Highways
- I25b Nesting Birds
- I40 Conditions
- I41 Reason for Grant
- RANPPF1 Approval - National Planning Policy Framework.



**Key**  
— Application Boundary  
— Telford and Wrekin Council Land Ownership Boundary

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0	29/06/2016	FOR PLANNING	DJ	D.J.L	SE	D.J.L
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd
<b>JACOBS</b> <small>Jacobs House, Shrewsbury Business Park, Silka Drive, Shrewsbury SY2 6LG        Tel +44(0)1743 284800        www.jacobs.com</small>						
Client						
Project						
<b>TELFORD TOWN CENTRE PROJECT        FOOTBRIDGE REPLACEMENT</b>						
Drawing title						
<b>SITE LOCATION PLAN</b>						
Drawing status						
<b>FOR PLANNING</b>						
Scale			1:1250 @ A3		DO NOT SCALE	
Jacobs No.			B224TW19			
Client no.			-			
Drawing number						Rev
B224TW19/PA/100/01						0
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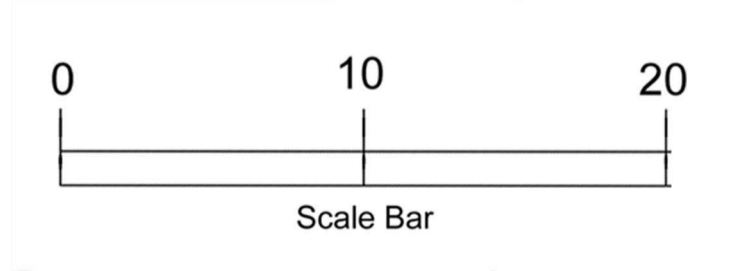
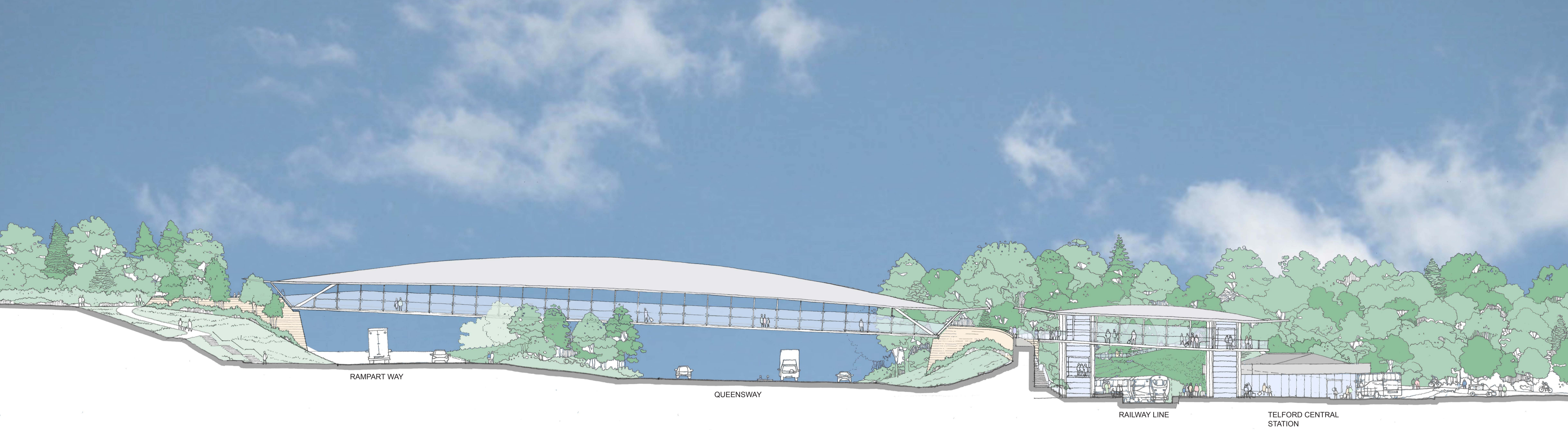


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1:250@A1 or 1:500@A3

PROPOSED BRIDGE PLANS. DRAWING: B224TW19/PA/NRS/03  
 TELFORD TOWN CENTRE PROJECT, FOOTBRIDGE REPLACEMENT.





1:250@A1 or 1:500@A3

SITE SECTION WITH ELEVATION IN CONTEXT. DRAWING: B224TW19/PA/NRS/04  
 TELFORD TOWN CENTRE PROJECT, FOOTBRIDGE REPLACEMENT.

