

TWC/2019/0216

Land rear of Merlin House, Halesfield 19, Halesfield, Telford, Shropshire
Erection of 2no. industrial buildings with associated parking

APPLICANT

Bespoke Construction Services Ltd

RECEIVED

15/03/2019

PARISH

Madeley

WARD

Madeley and Sutton Hill

**THIS APPLICATION HAS BEEN REFERRED TO PLANNING COMMITTEE AS IT
CONTAINS A S106 AGREEMENT RELATING TO FINANCIAL CONTRIBUTIONS**

1.0 SUMMARY RECOMMENDATION

- 1.1 It is recommended that DELEGATED AUTHORITY be granted to the Development Management Service Delivery Manager to GRANT FULL PLANNING PERMISSION subject to a S106, conditions and informatives.

2.0 SITE AND SURROUNDINGS

- 2.1 The application site measures 0.5 hectares, comprising a fairly flat parcel of largely vacant undeveloped land sitting at the rear of an existing office and warehouse unit. A section of the site at the southern end is laid to tarmac utilised for car parking and container storage. The site is located in a central position off Halesfield 19 towards the north western edge of the Halesfield industrial estate, a Strategic Employment Area as set out in policy EC1 of the Telford & Wrekin Local Plan (TWLP) and Employment Area as designated by Policy E1 of the Madeley Neighbourhood Plan. Halesfield 19 is positioned approximately four miles from Telford Town Centre and one mile from Madeley High Street.

- 2.2 The site is bordered along the western and southern boundaries by mature tree planting set behind palisade fencing, the former running to the A442 Brockton Way. The western planting area is designated as Green Network through the Local Plan. The northern and eastern boundaries are demarked by a mix of the neighbouring building, palisade and paladin fencing. A range of employment uses sit to the north, east and south of Halesfield 19, including solar PV, engineering, vehicle body manufacturing, flooring production, and printed label premises. The nearest residential development is set back from the western side of the A442 at approximately 160m from the edge of the site.

3.0 APPLICATION DETAILS

- 3.1 This application seeks full planning permission for the erection of two general industrial buildings (use class B2) collectively totalling 1,892sqm, fronted by parking and yard areas. An additional bank of parking is further proposed along the southern edge of the site. Each building (single storey) is proposed to be subdivided into four units sought for small to medium sized companies and start-up businesses. The existing access serving the neighbouring Bespoke Construction and Hartman (design and distribution of outdoor furniture) building is proposed to be utilised with a re-

profiled entrance. Drainage is proposed to be conveyed to mains for foul, and a SuDS (sustainable urban drainage system) approach to surface water. A total of 48 car parking spaces (10 of which would be disability spaces), and 3 articulated vehicle parking spaces would be provided.

- 3.2 The application is accompanied by the following supporting documents:
- Design and Access Statement
 - Drainage Strategy
 - Geo-environmental Report
 - Transport Statement and Travel Plan
 - Arboricultural Report
 - Ecological Assessment
- 3.3 Proposed materials comprise walls and roof (10% comprising flush rooflights) of profiled metal cladding, uPVC windows and doors, with metal shutter doors, existing palisade and paladin fencing arrangements would remain with existing gates to be relocated to suit, a tarmac finish is proposed to the parking and yard areas.
- 3.4 The application is subject to a Section 106 agreement securing financial contributions towards the following:-
- Highways £12,638.30 strategic highways contribution based upon additional PM peak trip generation onto the network, this would contribute towards the Telford Growth Point Package relating to the Naird, Randlay Interchange and / or the Brockton Loop.

4.0 RELEVANT HISTORY

- 4.1 W2002/0227 - Erection of 2.4 Metre High Steel Palisade Security Fencing and Gates. Full Granted 04/04/2002
- 4.2 W97/0971 - Refurbishment of Existing Accommodation and Erection of New Industrial Unit. Full Granted 27/02/1998
- 4.3 W97/0446 – Extension to Existing Warehouse. Full Granted 04/08/1997
- 4.4 Neighbouring unit - W2009/0006 Conversion of 1no. Office Block to form 3no. Smaller Office Units. Full Granted 02/03/2009

5.0 RELEVANT POLICY DOCUMENTS

- 5.1 National Guidance:
National Planning Policy Framework (NPPF)
- 5.2 Local Development Plan:
Telford & Wrekin Local Plan (TWLP)
Madeley Neighbourhood Development Plan (MNDP)

6.0 SUMMARY OF CONSULTATION RESPONSES

6.1 Local Member & Town Council Responses:

6.1.1 No representation made

6.2 Standard Consultation Responses

6.2.1 Ecology: Support subject to conditions
Requests condition requiring external lighting details.

6.2.2 Highways: Support subject to conditions
Requests conditions to provide visibility splays, the delivery of car parking arrangements prior to commencement of use, and details and delivery of footway works fronting the site.

6.2.3 Drainage: Support subject to conditions
Requests conditions for provision of a scheme for foul and surface water drainage, the inclusion of an oil interceptor, and the submission of a SuDS management plan.

6.2.4 Trees: No objection

6.2.5 Shropshire Fire Service: Comment
Requires consideration to be given to advice provided in Shropshire Fire and Rescue Service's 'Fire Safety Guidance for Commercial and Domestic Planning Applications'.

7.0 SUMMARY OF PUBLIC RESPONSE

7.1 No local representations have been received further to notification of the scheme.

8.0 PLANNING CONSIDERATIONS

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

- Principle of Development
- Design and Layout
- Highways and Access
- Drainage
- Trees and Ecology Issues
- Planning Obligations

8.2 Principle of Development

8.2.1 The site sits within the Strategic Employment Area of Halesfield as covered by policy EC1 of the Local Plan, where development is expected to deliver B Use Classes and seeking to make the borough a more prosperous place over the Local Plan period to 2031. Drawing down the significant weight to be placed on the need to support

economic growth identified through the NPPF, specific to this locality, the Madeley Neighbourhood Development Plan (MNDP) seeks to safeguard existing employment sites for the purpose of B2 uses, support the more effective use of existing employment land – particularly on the Halesfield Industrial Estate. The principle of economic development on the site has therefore been established in policy.

8.3 Design and Layout

8.3.1 The site sits in a fairly discreet position at the rear of the existing office and warehouse buildings; industrial units are then sited to the north and south, and a mature woodland area to the west. With the exception of an element of the parking to serve the site - here pockets of landscaping are proposed and will provide visual enhancement to this area; the development would largely go unnoticed in the streetscene.

8.3.2 The proposal would make use of a parcel of vacant land in a visual appearance in keeping with the setting of the site, the profile metal cladding is characteristic of the area, with features like roller shutter doors being typical of the locality and its industrial nature. The low pitched form of the units with a height of 6.45m to the eaves, and 7.75m to the ridge is not excessive or visually intrusive, particularly noting that the Bespoke Construction unit fronting the site is two storey. Further, the separation of the units and their siting delivers a density proportionate to the size of the site. The position of the units is such that fire escape doors only are proposed at the rear of the western block (units 1-4) with no openings on the western side elevation of the northern block (units 5-8), with a dense tree and vegetation belt together with the A442 separating the development from residential development. This provides a substantial buffer, and will ensure that the amenities of those properties to the west will not be adversely affected.

8.3.3 Officers are duly satisfied that the proposed layout, scale and design of the units respond to the surroundings of the site and will respect the character and appearance of the area, satisfying the requirements of TWLP Policy BE1.

8.4 Highways and Access

8.4.1 The utilisation of the existing access off Halesfield 19 is considered an acceptable approach by the Local Highways Officers subject to a re-profiled entrance. The proposal provides 48 car parking spaces, this is sufficient related to a B2 use, and has been duly amended to provide 3 articulated parking spaces as requested by the Local Highways Authority. The proposed layout demonstrates sufficient manoeuvrability for HGV movement within the site such that vehicles can depart in a forward gear.

8.4.2 The application has been accompanied by a Transport Assessment which considers the likely impact upon the local highway network. From this it is concluded that additional demand will be placed upon the strategic highway in the vicinity of Halesfield. Accordingly, a proportional contribution towards improvements at the Naird, Randlay Interchange and / or the Brockton Loop is being sought to help mitigate this impact. In this instance, the application meets the trigger for the

provision of £12,638.30 calculated based on PM peak trips, as identified within the transport assessment.

- 8.4.3 In summary, officers are satisfied that the proposal meets the requirements of local policies C3, C4 and C5.

8.5 Flood Risk and Drainage

- 8.5.1 The application submission guides that a mains sewer connection would be sought for foul drainage, and a SuDS scheme sought for surface water drainage; a drainage strategy is provided further detailing how this would be achieved.

- 8.5.2 The proposal has been assessed by the Council's Drainage Officer who raises no objection subject to appropriate conditions. As such, the proposal complies with Local Plan Policy ER12.

8.6 Trees and Ecology

- 8.6.1 Trees: The application has been accompanied by a Tree Survey which has categorised the neighbouring trees to the site in terms of their quality, condition and suitability for retention, with no trees present within the site boundaries that require works or removal. There are overhanging branches (G2 and W1) across the boundaries necessitating pruning to facilitate the construction of the proposed development and to minimise branch damage, these required works are identified as unlikely to have a significant impact upon the long-term health, or visual quality of the trees. The removal of one group of trees (G1) located outside, but adjacent to, the site boundary is recommended by the tree survey. Trees within this group were considered to be unsuitable for long-term retention during the Arboricultural Survey of the site. The removal of these trees would be required irrespective of the proposed development due to their poor condition.

- 8.6.2 The survey goes on to set out that the construction of the two new warehouse buildings will marginally extend within the Root Protection Area (RPA) of trees within woodland W1 at the western edge. The proposed works are therefore unlikely to affect the health of retained trees and their good physiological and structural condition will be maintained. Nonetheless, to minimise the risk of decline or failure of trees adjacent to the western boundary, it is recommended that specialist foundation methods are considered and ground protection is applied when constructing the buildings adjacent to the woodland.

- 8.6.3 In a southerly direction, the application of hardstanding will extend up to the periphery of group G2 and the edge of the RPA and therefore works in this area are unlikely to cause significant harm. However, towards the west of the site construction of car parking spaces and hardstanding footpaths will extend into the edge of the RPA's of trees within woodland W1. As such, a no-dig cellular confinement system may be required in these areas as identified on the Draft Tree Protection Plan, Drawing C129325-02-01. This methodology, as detailed in Section 4.3.3, will minimise the potential for damage to occur to root systems of trees situated beyond

the site boundaries during excavation works and provide a permeable surface layer to allow rainwater percolation through to underlying soils. Additionally, adoption of a no-dig construction methodology may also reduce the need for a full drainage network in this area of the site. No objection has been raised by the Council's Tree Officer, with conditions proposed to ensure the protection of the neighbouring trees during the construction phase, and the delivery of on-site parking.

8.6.4 **Ecology:** The application has been accompanied by a Preliminary Ecological Appraisal by Middlemarch Environmental (2018) which advises that there are three ponds within 500m of the proposed development site but all are separated from the site by significant roads or the railway line which are considered to be barriers to dispersal, no further consideration of great crested newts, or other amphibian species, is therefore required. The site is identified as having limited potential for reptiles, with no evidence of badgers, and the scheme is not likely to impact upon a number of Local Nature Reserves and Ancient Woodlands within 2km of the site. The woodland edge along the western boundary of the site has potential for foraging and commuting bats and will not be impacted by the proposed development, with a need for particular attention to be paid to lighting of the site. The proposal has been considered by the Council's Planning Ecologist who is satisfied that the proposal will not be harmful to protected species or wildlife habitats and raises no objection subject to condition requiring an external lighting plan.

8.6.5 Accordingly, it is considered that the proposal complies with local plan policies NE1 and NE2.

8.7 **Planning Obligations**

8.7.1 The proposed development meets the requirement to provide the following contribution:

8.7.2 **Highways:** As required by Policy C3, the Local Highways Officer has confirmed the application meets the trigger to provide a strategic highways contribution of £12,638.30.

8.7.3 The applicant has confirmed there are no viability issues and they are able to meet the contribution requirements set out above in full.

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

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

8.7.5 In addition account has to be taken of the changes to the CIL Regulations in April 2015 that now restrict the "pooling" of financial contributions to no more than five contributions to a single type of infrastructure. It is considered that the financial contributions required for this application meet the relevant tests. The above

obligations will be secured by a S106 agreement attached to the planning permission.

9.0 CONCLUSIONS

- 9.1 This proposal involves the development of a site forming part of a Strategic Employment Area and within the Development Plan. It has been designed to be in keeping with the setting of the site and an appropriate palette of materials, has been laid out satisfactorily and can be accommodated by the surrounding highways network. The proposal will not adversely affect European Protected Species or wildlife habitats and will involve the retention of the neighbouring trees. The proposal generates the requirement for financial contributions towards highways.
- 9.2 There are no technical issues that would prevent the development from proceeding and no issues that cannot be mitigated against through the use of conditions. Accordingly, it is considered that the proposal represents a sustainable form of development which complies with the National Planning Policy Framework, together with relevant policies within the Telford & Wrekin Local Plan and Madeley Neighbourhood Development Plan.

10.0 RECOMMENDATION

- 10.1 Based on the conclusions above, the recommendation to the Planning Committee on this application is that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to **GRANT PLANNING PERMISSION** subject to the following:
- A) The applicant/landowners entering into a Section 106 agreement with the Local Planning Authority (subject to indexation from the date of committee with terms to be agreed by the Development Management Service Delivery Manager) relating to:
- i) Highway contribution of £12,638.30 towards the Telford Growth Point Package relating to the Naird, Randlay Interchange and / or the Brockton Loop, payable upon the commencement of development, indexed and any unspent monies after 5 years refunded to the applicant.
- B) The following conditions (with authority to finalise conditions and reasons for approval to be delegated to Development Management Service Delivery Manager):
1. A04 Time limit – Full
 2. B049 Details of Footway Works
 3. B061 Foul and Surface Water Drainage
 4. B076 SUDS Management Plan
 5. B132 Trees – No Dig Method
 6. B139 Tree Protection
 7. B145 Lighting Strategy

8. C002 Materials
9. C012 Parking
10. C014 Visibility Splays
11. C035 Site Drainage Oil Interceptor
12. C38 Approved plans
13. D06 Restriction on use - B2 Use Class
14. D16a No outside storage.