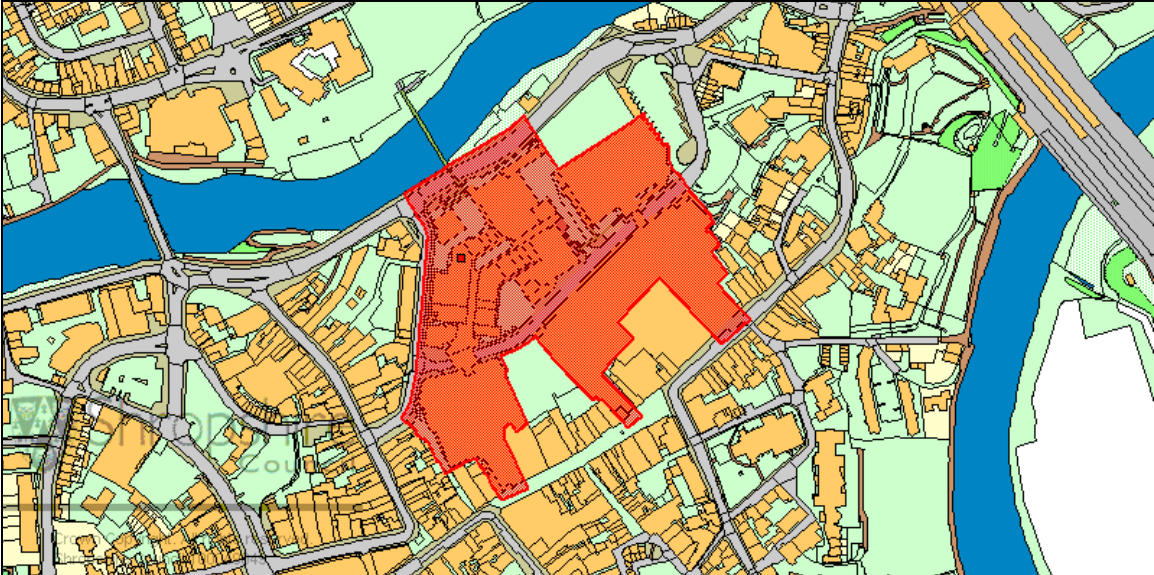


Development Management Report

Responsible Officer: Stuart Thomas
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Summary of Application

Application Number: 12/00409/EIA	Parish:	Shrewsbury Town Council
<p>Proposal: Re-development of Riverside Shopping Centre to include demolition of the Riverside Shopping Centre, Medical Practice, Nightclub, connecting structures to the Pride Hill Shopping Centre, connecting structures from Raven Meadows multi-storey car park to the Darwin Centre, removal of trees, part demolition and alterations to Raven Meadows multi-storey car park, construction of new shopping centre including department store and unit shops (Use Classes A1, A2, A3, A4 and A5), offices (Use Class B1), new bridging connections to Pride Hill and Darwin Centres, new undercroft car park, cycle parking, alterations to pedestrian entrance from bus station, partial alterations to the frontages of the Darwin and Pride Hill Centres, servicing arrangements, vehicular access and associated landscaping and engineering works</p>		
<p>Site Address: Redevelopment Of Riverside And Other Shopping Centres Smithfield Road Shrewsbury Shropshire</p>		
<p>Applicant: Riverside Mall Retail Unit Trust</p>		
<p>Case Officer: Steve Drury</p>		<p>email: planningdmc@shropshire.gov.uk</p>
<p>Grid Ref: 349111 - 312734</p>		
		
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Recommendation: Grant Permission subject to the conditions sets out in Appendix 1.**Recommended Reason for Approval**

The proposed development has been assessed in accordance with section 38(6) of the Planning and Compulsory Purchase Act 2004, namely to consider the proposed development in accordance with the development plan and all relevant material considerations. In particular, the proposed development has been assessed against locally adopted policies and up to date national planning policy guidance in relation to retail development.

The proposal is considered to comply with the requirements of the current development plan as a whole including the need to focus new economic growth and development in existing centres. This is with reference to policies CS1, CS2, CS6, CS13, CS15 and CS16 of the Core Strategy and Policy EC10 of PPS4 (Planning For Sustainable Economic Growth) and the overarching principles of the National Planning Policy Framework .

In more detail it is considered that: -

- i) Shrewsbury, as growth point within the County, is suitable for the form of development proposed (Policies CS1 and CS2),
- ii) The development will be sited in the town centre on land identified as a redevelopment priority (CS2),
- iii) The development will deliver overall positive benefits to the town centre and wider area.

It is considered that the proposal will be of a high quality design, which will respect the context of the site and will preserve the character of the conservation area and the setting of nearby heritage assets, in accordance with Policies CS6 and CS17. It is considered that the principles of sustainable development will be met with regard to transport measures and drainage and the proposal will not result in a greater flood risk as required by PPS25 and CS18 of the Core Strategy. The development will not have an unacceptable impact on the amenities of surrounding residents in accordance with the requirements of PPS23 and CS6 of the Shropshire Core Strategy and the landscaping and ecology impacts are also protected or mitigated in line with PPS9 and CS17 of the Shropshire Core Strategy.

REPORT**1.0 THE PROPOSAL**

1.1 This application seeks permission for the re-development of the Riverside Shopping Centre and surrounding land in Shrewsbury Town Centre. The works will consist of the following: -

- construction of a new shopping centre including department store and unit shops (Use Classes A1, A2, A3, A4 and A5), offices (Use Class B1),
- demolition of the existing Riverside Shopping Centre, Riverside Medical Practice, Onyx/Blue Nightclubs and connecting structures to the Pride Hill and Darwin Shopping Centres,
- part demolition and alterations to Raven Meadows multi-storey car park.
- provision of new bridging connections to the Pride Hill and Darwin Centres, a new undercroft car park, cycle parking, alterations to pedestrian entrance from bus station, partial alterations to the frontages of the Darwin and Pride Hill Centres, servicing arrangements, vehicular access and associated landscaping and engineering works

- 1.2 The development will provide a net increase of 25,204m² retail floorspace and 800m² of office space above that currently available in the existing shopping centres. It will be spread over 5 levels, incorporated within 3 blocks. The centre will be covered with a glazed, gridshell roof and will link into the existing Charles Darwin and Pride Hill Shopping Centres and the existing pedestrian footbridge across the River Severn into Frankwell Car Park. The proposed development will provide one single shopping centre covering a total floor area of 74,492m², comprising 65,535m² retail floorspace and 800m² office space.
- 1.3 A 300 space car park will be provided under the new shopping centre with access from Raven Meadows. Following alterations to the existing multi storey car park a net gain of 36 parking spaces will result.
- 1.4 The development falls within Category 10b of Schedule 2 within the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 concerning 'urban development projects' and is considered to require an Environmental Impact Assessment as the area of the development exceeds 0.5 hectares. Accordingly, the application contains an Environmental Statement, the scope of which has been agreed with Shropshire Council and statutory consultees such as English Heritage, Natural England and the Environment Agency.
- 1.5 The planning application also includes an application for Conservation Area Consent for the demolition of the structures listed above as the site is located within the Shrewsbury Town Centre Conservation Area.

SITE LOCATION/DESCRIPTION

- 2.1 The site comprises 3.77 hectares (9.32 acres) of land located within Shrewsbury Town Centre. It comprises the three existing shopping centres, Pride Hill Centre, Darwin centre and Riverside Centre, together with the Riverside Medical Practice, Onyx/Blue Nightclubs, the Raven Meadows multi-storey car park and Shrewsbury Bus Station. The site lies within the Shrewsbury Town Centre Conservation Area.
- 2.2 The site is bordered along its North West frontage by Smithfield Road which is a busy arterial route through the town centre and forms the main thoroughfare between the A458 to the West and A528 to the North. The River Severn runs alongside Smithfield Road and provides an attractive riverside backdrop to the site. Adjacent the North East of the site is a surface car park on which work has recently begun to construct a 136 bedroom hotel granted planning permission under reference 11/00695/FUL.
- 2.3 The site is bordered along its Western side by Roushill, which is busy vehicular thoroughfare linking Smithfield road with Mardol and Raven Meadows. Its serves as an access to the rear of the shopping centres and multi storey car park and is therefore well used by delivery vehicles and members of the public. Roushill also contains the only residential properties within the vicinity of the site, contained within the Nexus development. This is a part three, part four storey building containing 17 residential apartments and 2 businesses. Roushill also contains a number of commercial premises including 2 public houses, a chemists, a hardware store and Beach Spa facility.

- 2.4 Raven Meadows borders the South of the site and is also a relatively busy vehicular thoroughfare which connects Roushill with the Bus Station and Smithfield Road beyond. The rear facades of both Pride Hill and Darwin shopping centres back onto Raven Meadows and give the road an enclosed feel due to their substantial size. A parcel of land known as 'The Gap Site' separates the two centres and also has permission granted under reference SA/97/0235 for the erection of a five storey shopping centre. Whilst the permission has been implemented, the centre has yet to be constructed and the site currently contains an open air car park. Raven Meadows also contains the existing 857 space multi storey car park which is to be incorporated within the development.
- 2.5 The existing Riverside shopping centre was constructed in the 1960's and appears dated. It no longer reflects modern retailer requirements and fails to utilise its river frontage. The centre links into the Pride Hill Centre via an escalator link and contains the Onyx and Blue nightclubs at first floor level.
- 2.6 The site is extremely prominent within the town centre as a result of its location alongside Smithfield Road and the River Severn and is clearly visible on approach to the town centre from the North and West directions. It can also be viewed from vantage points across the river and along Smithfield Road where it is viewed in the context of the historic town centre skyline.

3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION

- 3.1 In accordance with Part 8 of the Shropshire Council Scheme of Delegation, the application is a major and complex scheme considered by the Development Manager to require consideration by planning committee. The development also involves land part owned by Shropshire Council.

4.0 COMMUNITY REPRESENTATIONS

4.1 Consultee Comments

- 4.1.1 SC Specialist Pollution Team - note that the desk based study has identified the site as potentially contaminated by past industrial uses and recommends further assessment following clearance of the site. Request conditions requiring a site investigation report to identify the nature and extent of any contamination, together with any remediation work necessary.
- 4.1.2 SC Public Protection Food Team - no objection.
- 4.1.3 West Mercia Constabulary - emphasise a neutral position but advise of significant policing implications as a result of the loss of the town centre police station (currently located in Riverside centre) and opportunities for crime and anti-social behaviour. Request further details of security arrangements and traffic implications.
- 4.1.4 English Heritage - The scheme is considered acceptable overall but recommend that the materials should be agreed as part of application and not reserved. Also request that details of improvements to Pride Hill entrances and public realm are submitted for consideration.
- 4.1.5 SC Archaeologist – The site lies within the historic core of Shrewsbury and has the potential to contain archaeological remains. It is expected that the remains of the town wall will survive under the Medical Centre. It is expected that the reduction in levels of land to the north of Raven Meadows by 2.5 – 3 metres will have a high

impact upon any archaeological remains, however, the impact the construction of the existing riverside centre had on any remains is unclear at present. The area to the North of the through road has the potential to contain archaeological structures, features and deposits. A condition has been agreed requiring the submission of an archaeological mitigation strategy prior to the commencement of works.

- 4.1.6 SC Rights of Way team - note that no Public Rights Of Way appear to be affected but request that Footpath UN2 is remains open and available at all times.
- 4.1.7 SC Drainage team - requests details of the Evacuation and Emergency Plan, together with evidence that the use of green roofs for the proposed development have been considered.
- 4.1.8 SC Conservation and Design – The proposed site is between the historic core of Shrewsbury, which has long been recognised as one of the most important historic towns in England, and Smithfield Road, which runs along the riverside to the north of the town. The area affected by the proposals was comprehensively redeveloped in the late 20th century is currently occupied by three shopping centres: Riverside; Darwin and Pride Hill, none of which is of any architectural merit. The site contains no listed buildings, but is within the Shrewsbury Conservation Area, and is visible in some key views along and across the river Severn, notably from Welsh Bridge and from the footbridge from Frankwell Car Park. These views currently afford distant views of the castle and the spires of the churches in the town centre. However, the steep change in level between the riverside and the town centre, coupled with the existing development of the Darwin Centre, means that there will be very limited views of the new development from the historic centre of the town.

The location of the site means that it is able to accommodate a development of the scale proposed, without significantly compromising the views into or out of the historic centre. The rooflines in key parts of the frontage onto Smithfield have been stepped back and the facades broken up to reduce their apparent scale. A limited palette of materials has been selected to complement those of the existing town, comprising mainly a red brick and a buff artificial stone with grey panel details.

The proposals will create opportunities for restaurants and viewpoints overlooking the river and create new views along the river and new opportunities to enjoy the river frontage. A new entrance will be created into the centre from the north side, providing an attractive route either via the footbridge into the complex from Frankwell Car Park or from Smithfield Road, which will lead via steps or lift into a central atrium from which it will be possible to access not only the new shops, but the existing Darwin and Pride Hill centres. Views of the church spire at the centre of Shrewsbury will be retained. This will not only improve the links between the shopping centres, but their links to the town as a whole. The links to Pride Hill and from there to High Street from the new development will be particularly good. A good new route will thus be created through the new development between the riverside and the heart of Shrewsbury.

The links between the new shopping centre and Roushill and Mardol; and with the bus station remain less satisfactory, although some improvements are proposed. The proposed entrance at the corner of Roushill and Raven Meadows will only be reached after crossing the busy access road and will not provide for disabled or pram access. The access from the bus station will provide some improvement over

the existing, but the design appears not to have been fully resolved. Further work is still required in these areas.

Overall, considers that the proposed development will have a positive impact on the character and appearance of the Conservation Area; will improve the appearance of the river frontage; provide new opportunities to enjoy important views along the river; and improve access between the riverside and the town centre and within the town centre itself. However, further work is required to the design of the entrances from Roushill/Raven Meadows and from the Bus Station.

- 4.1.9 SC Trees Officer - raises no objection to removal of 14 trees on site but recommends that the scheme is re-designed to provide a higher level of tree planting and landscaping.
- 4.1.10 SC Highways - the highway authority does not wish to raise a highway objection to the scheme. In addition, to the Section 106 Agreement the highway authority would wish to see some highways related conditions imposed upon any consent granted. Comments available in full on file.
- 4.1.11 Environment Agency have no objection in principle to the proposal but recommend that further information is submitted and discussions take place prior to approval of planning permission so that flood risk issues can be fully addressed particularly regarding the impacts on Emergency Planning. Also provide recommendations with regard to contaminated land and pollution prevention. (Comments available in full on file).
- 4.1.12 SC Planning Policy - it is considered that the proposed New Riverside scheme is supported, in retail policy terms, by the Local Development Plan, most notably policies CS2 and CS15 of the Core Strategy. The proposal is also supported by local evidence contained in the Shrewsbury Retail Study and is considered to offer significant opportunities to enhance the vitality and viability of Shrewsbury town centre. If approved, it is considered the scheme will complement and support the wider town centre retail facilities.

It is considered that the qualitative and regeneration benefits associated with the proposed Riverside scheme would complement the existing town centre shopping facilities, especially the town's strong independent retail provision. It is considered that the Riverside proposal offers wider qualitative benefits including supporting town centre regeneration. Indeed despite reduced expenditure forecasts, the Shrewsbury Retail Study Update 2011 continues to identify a significant need for Shrewsbury to accommodate an increased range of retail operators, including major department stores, to ensure the long-term health of the centre.

- 4.1.13 SC Ecology – request further clarification of works to provide a surface water drainage outlet into the River Severn under Smithfield Road. Such works may impact upon protected species found along the river wall. No other objections raised to the scheme subject to conditions requesting lighting details and provisions for bats and wild birds (comments available in full on file).
- 4.1.14 SC Public Protection (Pollution) – potential for significant disturbance or nuisance to occupiers of nearby properties during the demolition and construction phase of the works. There is also a potential for disturbance and nuisance (noise, odour)

from activities associated with the operation of the individual units that will make up the final development, both during the daytime and during the night-time economy.

Specifically, noise, vibration and dust are the most likely issues to impact on sensitive receptors during the demolition and construction phases. Sources will include demolition plant and equipment, pneumatic break-up of ground/concrete, earth moving machinery, the crushing of waste building materials, loading of tipper lorries, and the noise/dust associated with vehicular movements to and from the site. It will therefore be necessary to have specific controls in place to minimise the impact of such activities on sensitive receptors.

Similar regard will be necessary during the construction phase, with the additional importance of minimising the effects of foundation piling operations on sensitive receptors, and the arrival and unloading of lorries bringing the building materials (including structural steel and metal decking) for construction. Hours of demolition/construction will also need to be carefully considered and controlled.

With respect to the 'operational phase' of the finished development, it will be necessary to have controls in place with respect to noise/vibration (and odours) from plant and equipment (e.g. fume extraction systems, air handling/conditioning units, chiller units, compressors, etc.), people noise and noise associated with regulated entertainment at licensed premises. In addition, suitable controls are required with respect to external artificial lighting schemes to ensure there is no nuisance to the occupiers of sensitive properties.

It will also be necessary to consider (and control) the potential for noise disturbance associated with early morning deliveries and waste collections to/from premises within the new development (or at other unsociable hours).

The opening hours of units forming part of the new development may need to be restricted to minimise the potential for disturbance on sensitive receptors, this should be determined/agreed on an individual basis.

4.1.15 Shrewsbury Town Council not received at time of writing. Members will be updated in advance of committee.

4.2 Public Comments

4.2.1 At the time of writing 26 comments have been received from local residents, members of the public, businesses and residents associations. These can be separated into 3 groups comprising support, objections and representations.

4.2.2 Two letters of support have been received noting the potential benefits of the scheme to the town as a whole.

4.2.3 Eighteen letters of objection have been received citing concerns summarised as follows: -

- Development not necessary in current economic climate,
- Too many empty shop units in town already,
- Loss of existing local shops in Riverside centre,
- Could become an expensive white elephant,
- Overdevelopment of site,
- Provides too much new retail floorspace,

- Disappointing contemporary design which fails to relate to the rest of the town,
- Limited opportunities for landscaping,
- Impact of additional traffic generated on already saturated roads,
- Complex will be large and dominant on the site and out of proportion with other buildings in town centre,
- Riverside frontage too dominant,
- Potential diminished footfall and knock on effect on streets such as Mardol and other parts of town,
- Lack of justification for such a large development,

4.2.4 Included in the above objections are comments from 7 residents and one business in the Nexus building, who raise a number of concerns summarised as follows: -

Demolition and Construction Stage

- Impact from vibration, dust, noise, pollution, etc,

Operational Phase:

- Increased traffic levels, noise levels, delivery vehicles
- Noise from air conditioning units

General Impact:

- Light and Privacy
- Significant reduction in light levels will be experienced as a result of height of development and proximity to Nexus,
- Seriously overlooked by proposed offices along Roushill
- Increased Parking will lead to increased traffic movements
- Potential for anti-social behaviour around centre.

4.2.5 Six further comments have been submitted neither expressing support nor objection to the proposal.

5.0 THE MAIN ISSUES

It is considered that the main issues relevant to the determination of this application are as follows:-

- Policy Framework
- Socio Economic Issues
- Scale and Design
- Built Heritage and Archaeology
- Impact upon Residential Amenity
- Access and Highway Works
- Flood Risk and Water Resources
- Landscaping and Ecology
- Other Matters
- S106 Heads of Terms

6.0 OFFICER APPRAISAL

6.1 Policy Framework

6.1.1 The Shropshire Core Strategy was adopted in February 2011. Policies CS1 (Strategic Approach) and CS2 (Development Strategy for Shrewsbury) seek to enable the town to achieve a significant level of economic growth whilst protecting

and enhancing the town's role, character and the unique qualities of its historic built and natural environment. CS2 sets Shrewsbury as the primary retail, office and commercial centre and promotes, protects and enhances the vitality and viability of the town centre. It identifies the riverside and the west end as redevelopment priorities.

- 6.1.2 Policy CS13 aims to raise the profile of Shrewsbury by developing its role as a county town, growth point and main business, service and visitor centre.
- 6.1.3 Policy CS15 advises that town centres will be the preferred location for new retail, office and other town centre uses. Shrewsbury will be the preferred location for major comparison retail, large scale office and other uses attracting large numbers of people. Provision is to be made for 50,000m² retail and 20,000m² office floor space over the period 2006 – 2021 and in delivering these targets, priority will be given to identifying and delivering town centre sites such as the Riverside and West End areas.
- 6.1.4 Policy CS16 seeks to deliver high quality, sustainable tourism and cultural and leisure development which benefits the local economy and can attract visitors to the town.
- 6.1.5 At a regional level, Policy PA11 of the West Midlands Regional Spatial Strategy (RSS) identifies Shrewsbury as one of 25 town and city centres suitable for major retail development. RSS Policy UR3 advises that such centres should be enhanced to play a leading role in urban renaissance programmes in order to provide services for local communities and drive economic growth.
- 6.1.6 At the national level, PPS4 (Planning for Sustainable Economic Growth) sets out the national planning framework for determining planning applications for retail and other town centre uses. Paragraph 10 advises that to promote vitality and viability of town centres:
- new economic growth and development should be focussed in existing centres with the aim of offering a wide range of services in an attractive and safe environment,
 - competition should be achieved between retailers to provide innovative and efficient shopping,
 - historic, archaeological and architectural heritage of centres should be conserved and enhanced to provide a sense of place and focus for community activity.
- 6.1.7 Policy EC10 of PPS4 advises local planning authorities to adopt a positive approach towards planning applications for economic development and those that secure sustainable economic growth should be treated favourably.
- 6.1.8 In the case of the proposed application, the development consists of retail, commercial and leisure development to be provided on a town centre site thus meeting the advice provided within PPS4. Whilst PPS4 outlines the key planning 'tests' that some retail proposals need to meet, namely the 'sequential' and 'impact' tests, as the Riverside scheme is within the town centre the proposal does not have to meet these tests.

- 6.1.9 The application concerns a site in Shrewsbury which has been identified as a redevelopment priority within Core Strategy Policies CS2 and CS15. At present, the existing 3 shopping centres contain a combined total of 41,330m² of retail floorspace. The proposed development will provide one single shopping centre covering a total floor area of 74,492m², of which 65,535m² will be retail floorspace and 800m² will be office space. The development will therefore provide a net increase of 25,204m² retail floorspace and 800m² of office space above that currently available in the existing shopping centres. These figures fall within the requirements of Core Strategy Policy CS15 which makes provision for 50,000m² of retail floorspace between 2006-2021 and 20,000m² office space between 2006 and 2026. As a result it is considered that the proposal meets the broad principles of relevant national, regional and local policies identified above.
- 6.1.10 The proposed development is also considered to be broadly consistent with the forthcoming SAMDev document which is currently at the consultation stage. This document identifies land at the riverside site as a location for significant new retail investment including the provision of additional floorspace to help meet the targets for Shrewsbury set out in Core Strategy Policy CS15. This is the only site identified within the town centre which would be suitable for a development of this scale, and it is not therefore considered to be premature in the context of this document.
- 6.1.11 The Chancellor announced in the budget on 21st March 2012 that as from Tuesday 27th March the NPPF will replace all current planning policy statements and guidance notes. The NPPF will therefore be in force when the current application is determined. It provides a more concise policy framework emphasizing sustainable development and planning for prosperity. Sustainable is defined as ‘ensuring that better lives for ourselves don’t mean worse lives for future generations’. Sustainable development ‘is about positive growth – making economic, environmental and social progress for this and future generations’. ‘Development that is sustainable should go ahead, without delay - a presumption in favour of sustainable development that is the basis for every plan, and every decision’. The framework sets out clearly what could make a proposed plan or development unsustainable.
- 6.1.12 The NPPF represents a significant streamlining of policy guidance. However, the key principles in previous planning guidance are upheld, whilst the presumption in favour of sustainable development is further strengthened. The current application has been prepared and processed whilst ‘old style’ planning policy statements remain in force. However, as the NPPF upholds the key principles of relevant PPS’s and PPG’s it is considered that information submitted in support of the application which refers to old style PPSs and PPG’s remains relevant and robust in the context of the emerging NPPF. Members will be updated on any issues emerging as a result of the NPPF in advance of committee.
- 6.2 Socio Economic Issues
- 6.2.1 The Council’s Retail Study prepared by WYG Planning and Design in 2010 identifies that there is a qualitative deficiency within the town centre in relation to major national retailers and in particular department stores. This results in competing centres such as Telford, out-performing Shrewsbury. The retail evidence base which underpins the Core Strategy identifies a need in order to claw back market share, there will be a need to enhance future retail provision within Shrewsbury. The evidence base identifies that a failure to provide additional

floorspace would over time reduce Shrewsbury's market share and accordingly impacting upon the town's vitality and viability.

- 6.2.2 The proposed development will provide significant benefits to Shrewsbury in terms of the retail offer provided which should over time allow the town to compete with other centres nearby. It will provide modern facilities which will help to complement the wider town centre offer including the independent shops. The development should also significantly enhance the shopper experience, protecting the vitality and viability of the town centre and helping to defend against out of town development.
- 6.2.3 The scheme will provide an additional 25,204m² retail floorspace and 800m² of office space within the town centre, creating one single shopping centre containing a total of 65,535m² retail floorspace. These figures fall within the targets set out in Policy CS15 and provide the opportunity to develop one of the sites identified in Policies CS2 and CS15 as a priority for redevelopment. The proposal also accords with the requirements of PPS4 in that it will provide additional retail floorspace on a town centre site.
- 6.2.4 The development will provide significant economic benefits in terms of employment generation. The proposal will create 462 full time equivalent (FTE) jobs over the 2 year, 4 month construction period and would provide an additional 151 FTE retail jobs once complete. The developer predicts an additional 100 ancillary jobs are likely to be created in the local area. New office accommodation will also provide an opportunity for a new company to move into the town centre.
- 6.2.5 The seamless integration of the development with the existing 2 shopping centres, together with links to Smithfield Road and Frankwell car park will assist in driving increased footfall through the whole of Shrewsbury Town Centre thus helping to boost expenditure for existing retailers.
- 6.2.6 The proposed development should also assist the Shrewsbury Visitor Economy Strategy in raising the profile of Shrewsbury through a re-invigorated tourism strategy. The new centre, in conjunction with the existing offer from independent retailers, taken together with its high quality architectural form can act as a destination location for visitors and the creation of a distinct brand. The centre will also provide an opportunity to open up recreational opportunities alongside the river, making it more attractive to visitors.
- 6.2.7 The scheme will include Section 106 developer contributions towards improving visitor orientation within the town centre which will include enhancements to Pride Hill and Smithfield Road and a contribution towards a Destination Shrewsbury visitor project. These will also be of significant benefit to the town centre.
- 6.2.8 A significant number of public comments received in response to the development raise the issue that a development of this size is not necessary, particularly given the number of empty shops currently found in the town centre. The proposed development will, however, provide a more modern, fit for purpose centre which should make it easier to attract large national retailers which cannot currently locate in Shrewsbury due to the small size and configuration of shops within the historic core.

6.2.9 Comments received also raise concerns regarding the potential impact of the development upon the independent retailers within the town centre, who are vitally important to the town's economy. In this respect, the proposed development will provide a modern centre, design to attract national retailers to the town with the aim of boosting visitor numbers together with improving the overall vibrancy and vitality of the town centre. The scheme will also seek to regenerate a run-down part of the town centre, acting as an important gateway to the town, and providing a more pleasant environment in which to shop and socialise. The development is therefore intended to complement the existing independent retail offer and should not have an adverse impact upon existing independent retailers. Indeed by providing a more pleasant and vibrant town centre, it is hoped that the development will actually be of benefit to existing town centre retailers. Despite reduced expenditure forecasts, the Shrewsbury Retail Study Update 2011 continues to identify a significant need for Shrewsbury to accommodate an increased range of retail operators, including major department stores, to ensure the long-term health of the centre.

6.2.10 As identified in Section 2 of this report, the site adjoins the 'Gap Site' on which planning permission exists for the erection of a 5/6 storey shopping centre was granted under planning permission reference SA/97/0235. Although this permission is extant, the development has yet to be constructed and the site is currently used as a surface car park. The proposed development has been designed with careful consideration of its relationship with the gap site in order that future delivery of the extant development is not compromised. The design should ensure that the developments can sit side by side without compromising aesthetics or operational requirements. The issue of viability is a material planning consideration but should, in officers opinion, be given little weight in arriving at a decision. The "Gap Site" scheme could still be developed irrespective of this development for the reasons outlined above. This proposal would account for a significant proportion of the floorspace allocation set out in Policy CS15 but the continued development of the "Gap Site" would not exceed the 50,000m² gross comparison retail floorspace therefore both could be provided in accordance with local planning policy. Competition between schemes and/or retailers is not a material planning consideration particularly given that both schemes are within the town centre and accordingly the relevant "out of centre" or "edge of centre" tests set out in PPS4 are not applicable.

6.2.11 With regard to the loss of the Riverside Medical Practice, the applicant has been in liaison with the Shropshire Primary Care Trust about accommodating the practice within the development. At this stage it is unlikely that the PCT can commit to taking space within the development, however, the office space proposed would be suitable for such a use and could be made available for the Medical Practice.

6.3 Scale and Design

6.3.1 The proposed development will be separated into three blocks which are positioned around a Y shaped concourse, linking the pedestrian footbridge to Frankwell car park with the existing Darwin and Pride Hill Centres. The concourse will be covered by a glazed, gridshell roof which will form the highest part of the development.

6.3.2 Block One will front onto Smithfield Road and will extend from the hotel site to the existing public footbridge. It will be a five storey building incorporating a three storey department store with restaurants above and an underground car park below. The fascia of the building will be 19.5 metres high, containing two levels

faced in a dark sand coloured reconstituted stone and two levels of lighter stone above. Each will contain intermittently spaced full length opaque glazed panels.

The top level will be recessed back to provide a roof terrace. It will consist of a grey powder coated aluminium structure with glazed frontage, which will rise to a height of 24 metres above ground level. The lowest level will contain perforated public art to screen the car park level which seeks to provide a vibrant street level where cycle parking, public seating and tree planting is also to be provided.

6.3.3 Block Two stretches from the Smithfield Road and Roushill junction, alongside Roushill to its junction with Raven Meadows. It is a five storey building comprising three levels of the shopping centre with two levels of servicing and parking below. It also contains two levels of office accommodation along the Roushill frontage. The corner of the building adjacent the Smithfield Road and Roushill junction will contain a largely red brick frontage with large areas of clear glazing including reconstituted stone lintels. The upper floor will be stepped back and clad in a grey, metal cladding. This part of the building will rise to 24 metres at its highest point. As the building extends along Roushill, the red brick pilasters are separated by glazing and off white render panels. The upper levels of this part of the development have been stepped back to reduce the likely impact upon residents within the opposite Nexus building. As a result, the eaves are located at a height of approximately 11.6 metres, from which a sloping green copper roof rises up to the fifth floor, where a light grey powder coated aluminium structure will rise to a height of 23 metres. A 2 metre high plant screen will be provided above to shield air conditioning units and other plant from view and at this point, the fascia will be set 10 metres behind the lower levels.

6.3.4 Whilst still forming part of Block 2, the corner of the development adjacent the Roushill and Raven Meadows junction will comprise three levels with underground car parking at basement level. It will be different in scale and design to the rest of the Roushill elevation, rising to a height of 17.4 metres adjacent the highway, it will contain a curved frontage clad in light reconstituted stone in style in attempt to emulate St Chads Church on Town Walls. A 4 metre high, lightweight metal structure will sit on top, set back from the frontage to reduce its prominence. This corner also contains the two storey glazed link which will feed into the Pride Hill Centre.

6.3.5 Block Three will be constructed in between the Darwin Centre, the multi storey car park and will link into Blocks one and Two. It will be a five storey building including 3 storeys of retail constructed above raven Meadows with additional servicing and car parking levels alongside. As a result, only the narrow elevations directly above Raven Meadows will be visible.

6.3.6 Scale:

The proposed development will clearly be substantial in terms of its size and scale, however, as a result of the stepping back of rooflines, it can be accommodated by the site without having an overbearing impact upon those buildings surrounding it. The rooflines in key parts of the frontage onto Smithfield have been stepped back and the facades broken up to reduce their apparent scale. The impact will be a gradual rising of rooflines within the site, stepped back to meet the existing Pride Hill and Darwin Centres. Officers consider that the scheme will also relate sympathetically in terms of its size and scale to the hotel be constructed alongside the Smithfield Road frontage and the multi-storey car park behind it.

6.3.7 Design:

The design is considered to be of a high quality which has been achieved following pre-application discussions with the Council's Conservation Section and English Heritage. The proposals will create opportunities for restaurants and viewpoints overlooking the river and create new views along the river and new opportunities to enjoy the river frontage. A new entrance will be created into the centre from the north side, providing an attractive route either via the footbridge into the complex from Frankwell Car Park or from Smithfield Road, which will lead via steps or lift into a central atrium from which it will be possible to access not only the new shops, but the existing Darwin and Pride Hill centres. Views of the church spire at the centre of Shrewsbury will be retained. This will not only improve the links between the shopping centres, but their links to the town as a whole. The links to Pride Hill and from there to High Street from the new development will be particularly good. A good new route will thus be created through the new development between the riverside and the heart of Shrewsbury and is supported by officers.

6.3.8 Roof:

The development will be capped with a glass grid shell roof system which will span between and over the buildings. It has been designed as a transparent, lightweight structure which will enable visibility through the development to surrounding spires and landmarks. Examples of similar designs have been used in shopping centres in Bristol and Leeds. Such a design will help to provide a light, bright, modern, covered space with good natural ventilation. The roof will be the highest part of the building and will be clearly visible from surrounding vantage points where it will be viewed against the backdrop of the town's historic skyline. It is considered, however, that such an addition would be a sympathetic, modern addition to the town centre skyline as a result of its lightweight, shallow curved and largely transparent design and it is considered that this feature will have a positive impact upon the character of the conservation area.

6.3.9 Key Views:

An analysis of key views from in an around the town centre has been undertaken as part of the submission and officers are satisfied that the visual impacts of the scheme are appropriate given the high quality of the design.

6.3.10 Materials:

A limited palette of materials has been selected to complement those of the existing town, comprising mainly a red brick and a buff artificial stone with grey panel details. Parts of the design have attempted to emulate buildings within the town centre including the Sixth Form College Roof and St Chads Church. The development also includes an attempt to provide lighter materials along the Roushill elevation, on the part of the building which will face the Nexus building, in order to mitigate any potential impact upon the occupants of that building. The final materials to be used in the scheme will be approved by officers under a condition to be attached to any planning permission which is granted in accordance with the recommendations of English Heritage.

6.3.11 The scheme will also include proposals to upgrade the entrances to the existing Pride Hill and Darwin Centres as a means of providing one truly integrated scheme which will also help to link the proposed New Riverside Centre with the rest of the town centre.

- 6.3.12 The scheme provides an opportunity to replace a number of tired and uninspiring 1960's buildings in a prominent riverside location and will also conceal the unsightly rear facades of the Darwin and Pride Hill Shopping Centres. It is considered by officers that the proposed development will be appropriate in scale and design, taking into account the context of the site and will make a significant positive contribution to the character and appearance of this part of the town centre. In this respect, it is considered that the proposal complies with the requirements of Policies CS6, CS17 and PPS5.
- 6.3.13 Some concerns have been raised that links between the new shopping centre and Roushill/Mardol are less than satisfactory and require the crossing of a busy access road which makes no provision for disabled or pram access. It is felt that such concerns can be addressed through the addition of a condition requiring further details to be submitted during at a later stage. In addition as and when retail operators are identified, there is a likelihood that the proposal will provide for direct pedestrian access onto this junction.
- 6.4 Built Heritage and Archaeology
- 6.4.1 In addition to PPS5 which sets out the Governments objectives for planning and the historic environment, Policies CS6 and CS17 of the Core Strategy require that development protects and conserves the natural, built and historic environment and does not adversely affect heritage assets. A PPS5 Heritage Statement has been submitted by the developer which provides a consideration of the extent to which heritage assets are likely to be affected by the proposed development.
- 6.4.2 Officers note that the development will replace poor-quality existing development within the Raven Meadows area and no built heritage assets will be directly affected by the proposal. The location of the site alongside the existing Pride Hill and Darwin Centres, together with the steep change in levels of land to the South East, means that a development of the scale proposed can be accommodated without significantly compromising the views into or out of the historic centre. Similarly, the location of the existing centres means that there will be very limited views of the new development from the historic town centre town.
- 6.4.3 With regard to the likely archaeological impact of the proposal, whilst an initial study by the applicant failed to identify any designated archaeological assets, the site does have the potential to contain archaeological structures, features or deposits which could be disturbed by clearance and construction works including the lowering of levels by up to 3 metres.
- 6.4.4 A condition has therefore been agreed with the developer requiring the submission of an archaeological mitigation strategy prior to the commencement of works. This document will provide a detailed framework for the phased archaeological evaluation of the site, review and assessment of results, mitigation during demolition and construction, and analysis and publication following completion.
- 6.4.5 The developer also advises that demolition and construction works have been designed to provide significant opportunity to record archaeological assets in a manor relevant to their significance.

- 6.4.6 PPS5 does advise that where there is potential harm to a heritage asset, consideration should be given to the wider public benefits of the proposal. In this instance, it is considered that potential harm to archaeological assets can be mitigated through the implementation of an appropriate strategy, notwithstanding the significant wider benefits that are likely to result from the scheme. As such, the proposal is considered to comply with Policies CS6 and CS17 together with PPS5.
- 6.5 Impact Upon Residential Amenity
- 6.5.1 One of the key considerations of this application is the likely impact of the proposed development upon the residential amenity of the occupants of the apartments in the Nexus building whose windows face East towards the site. A total of 7 objections have been received from occupants of the Nexus building raising concerns over a variety of issues covering the demolition and construction phase, the operational phase and the scale and design of the building. Officers and the developer have met with a number of residents at their properties in order to gain an understanding of their concerns and to visualise the likely impact first hand. The issues raised will each be dealt with separately as follows: -
- 6.5.2 Demolition and Construction:
Concerns have been raised regarding the likely impact of the lengthy demolition and construction phase upon adjacent residents. In particular, residents are concerned about the crushing of materials on site, piling foundations, delivery of concrete for foundations, excavation of material for underground car park and steel deliveries, all of which will take place within close proximity to the Nexus building. They raise concerns that such works could lead to high levels of noise and disturbance, together with dust problems, release of hazardous ground gases, vibrations and damage to the Nexus building. These concerns have also been highlighted by the Council's Public Protection team.
- 6.5.3 The developer has been made aware of these issues and has met with a number of the neighbours affected in attempt to address their concerns. The developer has provided residents with an on-going point of contact to report any concerns should the development go ahead. A Construction Environmental Management Plan (CEMP) will be prepared and any contractors tendering for the project will be required to demonstrate that they can comply with the content of this plan. The applicant has also advised of a commitment to using leading contractors who are experienced in the delivery of complex town centre projects.
- 6.5.4 Officers note the concerns raised by residents and the efforts made by the developer in attempt to address these concerns. It is inevitable with a project of this size that adjacent land users will experience some disruption and inconvenience during the construction phases however it is possible to control and mitigate noise levels and air pollution through the use of conditions and controls can be placed upon hours of construction and demolition and emissions on site. It is recommended that such details are contained within in a Construction Method Statement to be submitted by the developer prior to commencement of works on site. With this mitigation to be controlled via conditions of any consent granted, it is considered that the development can be provided without causing unacceptable harm to the amenities of nearby residents and accordingly complies with the requirements of Policy CS6 in this regard.

6.5.5 Operational Phase:

With regard to issues raised concerning the operational phase of the development, the Council will retain responsibility for approval of plant and equipment to be installed on the roof of the development via condition and these will be “hidden” behind plant screens to reduce their potential impact upon nearby residents. The developer also advises that plant will be positioned as far away from the Nexus building as is possible to reduce any potential noise impacts.

6.5.6 Concerns raised by residents regarding the issue of early morning delivery traffic queuing outside the Nexus building have been noted and brought to the attention of the developer. The development will provide access to the service areas underneath the centre from Raven Meadows and if designed and operated sufficiently there should be no need for delivery lorries to park, queue or wait outside the Nexus building. In addition it should be noted that traffic restrictions do apply along both sides of Roushill including double yellow lines immediately in front of the Nexus building and restrictions preventing parking or waiting between 8am and 6.30pm Monday to Saturday alongside the Riverside centre. The site, is however, located within the town centre where delivery lorry traffic is a regular occurrence and where business deliveries could reasonably be expected to take place throughout the working day. Taking the above issues into account, it is not considered that the proposed development would cause unacceptable harm to the amenities of residents in this respect.

6.5.7 Loss of Light/Height of Building:

The existing Riverside Shopping Centre contains a blank two storey elevation which extends along Roushill and rises to a height of approximately 13 metres. The Nexus building contains a mixture of three and four storeys and rises to a maximum height of 18 metres. Apartments within the building contain east-facing windows looking straight onto the development site which is located a distance of 11 metres away.

6.5.8 The west elevation which faces the Nexus building is separated into two sections. The north end of the elevation contains upper levels which have been stepped back to reduce the likely impact upon residents opposite. The eaves are located at 11.6 metres high, from which a sloping green copper roof rises up to the fifth floor, where a light grey powder coated aluminium structure will rise to a height of 23 metres. A 2 metre high plant screen will be provided above to shield air conditioning units and other plant from view and at this point, the fascia will be set 10 metres behind the lower levels. The south end of the elevation contains a taller fascia adjacent the edge of the carriageway which will rise to a height of 18 metres with a further 5 metre high section stepped back above. The design incorporates soft, light reflective materials such as reconstituted stone in attempt to mitigate any potential loss of light which could be experienced.

6.5.9 Residents concerns over the height, scale and massing of the building are noted and are a material consideration of this application. The design does, however, demonstrate that attempts have been made by the developer to minimise the potential impacts upon the adjacent residents through techniques such as stepping of levels and setting back of upper parts of the building. The developer advises that the design has been provided with regard to existing site levels and following extensive pre-application discussions with Shropshire Council and English Heritage. They do, however, advise that the viability of the scheme requires a

certain amount of floorspace being made available together with the ability to seamlessly link with the existing Darwin and Pride Hill Centres.

- 6.5.10 As the Nexus building faces East, it is acknowledged that units on this side will experience some loss of morning sunlight, however, officers do note that light levels are already likely to be obstructed to a certain degree by the existing Riverside Centre and the substantial Pride Hill Centre building to the South East. It is therefore more likely to be the occupants of upper levels of the building which will experience the most significant impact. Officers acknowledge that the scheme will not meet BRE guidelines relating to a loss of light, however, these are guidelines only and no policies exist, either at a national or local level, with regard to this matter.
- 6.5.11 Officers are required to make a judgement on the current scheme and taking into account the issues raised above, feel that on balance, the harm caused to the amenities of residents is not sufficiently detrimental to warrant refusal of the scheme and such concerns do not outweigh the wider benefits of the scheme to the town and wider area. Whilst the viability of the scheme is noted this again should be given little weight in the decision. The key issue is that officer consider that the relationship between the new development and the existing Nexus building is appropriate in planning terms and would safeguard existing residential amenities in accordance with the requirements of Policy CS6.
- 6.5.12 Loss of Privacy:
Officers note concerns raised that the provision of two levels of office accommodation opposite the Nexus building will overlook their properties and harm the privacy currently enjoyed by residents. In a town centre location it is almost impossible to achieve complete privacy and it is unusual that at present, the West side of the existing Riverside centre contains a blank two storey elevation. Roushill is, however, a busy street which acts as an important vehicular and pedestrian link to Raven Meadows and Mardol and apartments fronting onto Roushill do not at present achieve complete privacy.
- 6.5.13 It is also noted that that the street currently contains a number of commercial premises, including the two office units in the Nexus building itself, and given the context of the site, the provision of office units on the east side of the street would seem an appropriate and compatible use which could provide benefits in terms of providing an active frontage, improving the vibrancy and vitality of the street and providing natural surveillance. They are, however, only likely to be occupied during weekdays and not during evenings or weekends.
- 6.5.14 The provision of an office use in the town centre is considered acceptable in policy terms and taking into account the above considerations, on balance, officers do not feel that this aspect of the proposal would lead to unacceptable harm to the privacy and amenities of residents in the Nexus building opposite.
- 6.5.15 Traffic Movements and Parking:
Issues regarding parking and increased traffic movements have been considered in the following section. The proposal has been assessed by Highways Officers who feel that the proposal can be delivered without resulting in a significant and unacceptable increase in vehicular traffic around the site. The scheme will result in a net increase in 36 parking spaces and will include contributions towards the

provision of an Urban Traffic Control system which will provide an electronic notification of car park availability within the town centre.

- 6.5.16 Officers have given consideration to the concerns raised by neighbours to the site and have made the developer aware of all issues raised. It is considered that concerns raised with regard to the construction and operational phase can be mitigated through the use of planning conditions requiring the submission of a Construction Method Statement and details of any external plant, equipment and air extraction systems to be installed, together with a condition controlling the hours of construction on site. It is felt that such issues should be sufficient to safeguard the amenities of adjacent residents during the demolition and construction phase.
- 6.5.17 Failure to comply with Localism Bill (2010):
With regard to residents claims that the proposal fails to comply with the Localism Bill (2010) due to a failure to consult with local residents. In this respect officers consider that the applicants have undertaken a robust community consultation exercise, which is summarised in the Statement of Community Involvement. This included an exhibition, meeting with residents and two meetings with the Shrewsbury Planning Liaison Group.
- 6.5.18 Compensation Claims:
Claims for compensation are not a planning consideration and are a civil matter to be agreed between the parties concerned. In response to an objectors request for compensation as a result of potential air and noise pollution, the developer advises that a range of mitigation measures have been proposed which will reduce noise disturbance during the construction phase. Any traffic noise during the operational phase is likely to be similar to that which exists at present.
- 6.5.19 Anti-social Behaviour:
In response to concerns regarding the potential for increased anti-social behaviour in the area, the developer argues that as the development will result in the loss of the Onyx/Blu nightclub, it may result in a reduction in the level of late night noise, disturbance and anti-social behaviour. It is intended that the restaurant units will be leased to good quality occupants which compliment the towns food and beverage offer. Whilst this is noted, the identity of the occupants is not a material planning consideration. The proposed leisure elements will seek to create a café culture which will be open during normal A3 hours. These matters can be controlled via conditions of any consent granted.
- 6.5.20 The applicant is continuing to liaise with West Mercia Police to ensure appropriate security arrangements will be provided and how these will be integrated with the policing of Shrewsbury Town Centre. Additional CCTV provision will be secured by condition. There will be on-site security and shopping centre management associated with the proposed scheme. Overlooked pedestrian thoroughfares and natural surveillance are integral to the development and will help reduce opportunities for crime.
- 6.5.21 In summary the objections from Nexus residents are material considerations which must be given weight by committee. It is the opinion of officers that the relationship between the new build and the existing residential properties is acceptable and a considerable number of the concerns can be adequately addressed via conditions of any consent granted. These objections must also be balanced with the wider

benefits of the scheme and officers consider that the benefits of the scheme outweigh any of the remaining concerns of Nexus residents. Accordingly we are satisfied that the proposal complies within the requirements of policy in this regard and in particular policies PPS23 and Policy CS6 of the Core Strategy.

6.6 Access and Highway works

6.6.1 Officers note that the scheme seeks to provide an additional 25,202 sq metre increase in retail floorspace within the town centre. This will involve the following highway related works: -

- Bridging over a section of Raven Meadows for a length of approximately 110 metres to link New Riverside to Pride Hill and Darwin Centres,
- Improvements to the bus station and its connection with the Darwin Centre,
- A single level car park under the new shopping centre to provide 300 parking spaces,
- Alterations and improvements to the Raven Meadows multi-storey car park,
- A new service area with access off Raven Meadows.

6.6.2 Whilst the development scheme provides 300 new single level car parking spaces located immediately below the development footprint, the alterations to the multi-storey car will result in a reduction in car parking from 857 to 736 spaces i.e. a reduction of 121 spaces. In addition the current Strand car park is to be replaced by cycle parking resulting in the loss of a further 143 parking spaces. The scheme therefore results in a modest increase to parking stock in the town centre of 36 spaces.

6.6.3 Traffic Impact:

A Traffic Assessment (TA) has been carried out by the developer to assess the likely traffic impact of the proposed development. It involved an assessment of key junctions within the town centre and acknowledges that there is limited scope to improve the existing junctions in the town centre.

6.6.4 The TA concludes that traffic likely to be generated by the development will not have a material impact upon the weekday morning peak periods but could lead to an increase in traffic levels during the weekday afternoon peak due to shoppers departing from the town centre. Saturday peak period traffic levels are anticipated to increase but not to a level that is likely to materially impact upon traffic in the town centre.

6.6.5 Whilst clearly any robust TA will assess the worst case traffic impact, by its very nature shopping is a flexible activity and therefore people can chose not to travel to the town during the peak background traffic periods. In reality it is very difficult to predict the extent to which traffic generation will increase, remain at a constant level or perhaps even reduce over time dependent upon a number of factors which would include fuel pricing, parking charges, congestion and public transport / sustainable options.

6.6.6 The TA acknowledges that the introduction Urban Traffic Control (UTC) into Shrewsbury would improve traffic movement through the town along the Smithfield Road corridor. The transport consultants have carried out some analysis of introducing UTC and there are likely to be positive benefits to both traffic movement through the key signalised junctions highlighted above and to link also with car

parking availability. This would be a particular benefit in highlighting the parking space availability via 'interactive signs' located to advise drivers of spaces at the New Riverside and multi-storey car parks. It is agreed that UTC initiatives can be introduced and would be funded by the Developer via a Section 106 Agreement. Any UTC system therefore would be developed and delivered by Shropshire Council.

- 6.6.7 Notwithstanding the introduction and potential further development of UTC in the town centre and extending this out in the future, the reality is that at peak times the sheer volume of traffic results in congestion through the town centre and along the Smithfield Road corridor.
- 6.6.8 Car Parking:
Car parking surveys have been undertaken by the applicant which reveal that there is spare capacity in all the car parks other than the Gap car park operated by Morris Property. It is not therefore considered that car parking is a fundamental issue. Whilst the Highway authority does not support any increase in town centre parking, as stipulated under saved Policy T13 of the Shrewsbury and Atcham Borough, the modest increase of 36 spaces discussed previously is not considered to be a key factor in determining this proposal.
- 6.6.9 Currently, the multi-storey and Frankwell car parks are operated by the Council and the pricing structure of these is controlled by the Council to balance short and long stay parking in the town centre. It is considered that the proposed underground car park should reflect the Council's overall parking strategy for the town centre and it is recommended that the be controlled within a Section 106 Agreement.
- 6.6.10 Pedestrian and Cycle Access:
The Riverside development has good pedestrian and cycle links from all directions and is significantly improved relative to the current pedestrian linkages. A significant increase in cycle parking in the town centre is proposed to be provided of which 149 stands (298 cycle spaces) are located within or adjacent to the Riverside development. An additional 50 stands (100 cycle spaces) located around the town centre are to be funded via a Section 106.
- 6.6.11 The footbridge between Frankwell car park and the development provides a direct pedestrian link into the development which avoids pedestrians having to cross the River via Welsh Bridge. Following discussions with the applicant and their agents' it is considered that the engineering works required to facilitate improved pedestrian access across the footbridge would be funded via a Section 106 Agreement.
- 6.6.12 A scheme has recently been completed to provide a raised table at Roushill to slow traffic speeds and to improve pedestrian crossing movements to the current Riverside shopping centre. Although pedestrian access into the current Riverside centre is not visually welcoming, surveys have revealed that there is a strong pedestrian crossing desire. It is considered that the new Riverside development proposals could significantly improve this entrance to the shopping centre. As a consequence it is likely that this will increase the pedestrian crossing desire at this point. It was anticipated that this would form part of the development proposal but no details have been shown other than within the Design & Access Statement. It is considered that this element should form an integral part of the scheme, rather than being funded and provided through a Section 106 contribution.

6.6.13 Bus Access:

As stated above the proposals include the refurbishment of the bus station and pedestrian access into the development site. This is likely to enhance the potential to encourage bus travel into the town centre. The current situation is that whilst the bus station is well located its general appearance and poor pedestrian access into the town is likely to dissuade bus patronage. The proposals therefore are considered to be a positive measure to promote sustainable bus travel and to improve pedestrian linkage into the town centre from this direction.

6.6.14 Layout Design:

The Premier Hotel development is to be serviced via the existing rear access off Raven Meadows adjacent to the multi-storey car park, however, the proposed development will result in this route being built on. An alternative access will therefore be provided onto Smithfield Road which would operate as a 'left in'/'left out' arrangement with a splitter island located in Smithfield Road to prevent right turn in off Smithfield Road. In effect therefore Raven Meadows would act as a 'gyratory' system dependent upon the direction in which service vehicles / taxis would be travelling in. This access would be subject to the usual safety scrutiny and delivery would be dependent upon the construction programme of the development.

6.6.15 Alterations to the existing multi storey will also be carried out which will result in the provision of two entry lanes rather than the current single entry lane system. Further internal alterations are proposed which include an increase in the 'Shopmobility parking area and segregating this area specifically for Shopmobility customers.

6.6.16 Service delivery to the development would be provided via a separate vehicle access to the ground level car parking area. Vehicle swept paths demonstrating the turning movements of hgv's and articulated vehicles internally within the site have been carried out and it is considered that the servicing access and internal arrangements are satisfactory.

6.6.17 The new 300 space car park constructed beneath the Riverside development has a two entry and two exit vehicle system which should provide efficient entry and exit of vehicles. Together therefore with the proposed changes to the multi-storey car park, entry into both these car parks should be far more efficient than is currently the case.

6.6.18 A major feature of the scheme is the inviting pedestrian entry into the new Riverside development via Smithfield Road. The Frankwell footbridge feeds directly into this elevation of the development. Restaurants are to be located within this part of the development and the area is likely to become significantly more vibrant with night time activity than is currently the case. The current layby on Smithfield Road is to be retained in this location which will provide taxi drop off / pick up.

6.6.19 Travel Plan:

The Highway authority recognises that applying a Travel Plan to a large retail shopping centre development is challenging. In reality the scheme would comprise a number of different operators who are unknown at this stage and would change

over time. Surveys carried out to assess the travel patterns of shoppers and workers in the town centre suggest that shoppers currently travelling by car are relatively low (The TA suggests a figure of 28 cars per 100 shoppers) and ideally this would continue to be the case in the future. The Travel Plan should be aimed to keep car use low whilst promoting sustainable alternative travel options such as walking, cycling, public transport and by train. In many ways the site is ideally located to allow this. Further sustainable transport measures will also be provided as part of the S106 agreement.

6.6.20 Whilst the travel plan is satisfactory at this stage, a condition should be imposed requiring the submission of a full Travel Plan, which should be fully implemented upon occupation of the scheme and maintained for the lifetime of the development.

6.6.21 Construction Phase:

The TA suggests that the construction programme is expected to span approximately 2 years and 4 months, with an expectation starting date in the Summer of 2013. It is clear therefore that the scale of the development construction will require a robust Construction Management Plan in order to minimise disruption to traffic flow and pedestrian / cycle movement in this area of the town centre.

6.6.22 The TA sets out the rationale of how the construction period would be managed although this will need to be developed in greater detail prior to the commencement of construction and particularly with regard to the phasing of the development over the build.

6.6.23 At this stage the highway authority request that a planning condition is imposed requiring the submission of a Construction Management Plan to be submitted and agreed prior to the commencement of construction and to be fully implemented during the period of construction.

6.6.24 Section 106 Agreement:

Having regard to discussions between the applicant company, their agents, a contribution towards transport / sustainable transport measures is to be provided under the terms of a Section 106 Agreement.

The highway authority has identified the following key items which should be funded by the 106 contribution namely:-

- Provide Urban Traffic Control (UTC) measures.
- Improve pedestrian accessibility between Frankwell footbridge and the car park.
- Bus service / Park & Ride improvements.
- Town Centre cycle parking.

6.6.25 Having regard to the above, it is considered that the proposal will comply with Policies CS6 and CS8 of the Core Strategy.

6.7 Flood Risk and Water Resources

6.7.1 The site is located immediately adjacent the River Severn on land shown to lie completely within Flood Zone 3 of the River Severn on the Environment Agency Flood Map which concerns land at the highest risk of flooding. Land in this zone is

assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) in any year. As a result, part of the site are known to flood frequently and to a considerable depth.

6.7.2 The proposed uses to be included within the development all fall within the 'Less Vulnerable' classification in Table D2 of PPS25 and Table D3 of PPS25 confirms that such uses are considered appropriate with Flood Zone 3 provided that it can be demonstrated that the development will be safe, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall by providing betterment post development. In this instance, the redevelopment of this site does offer the potential to reduce flooding impacts to this part of the town centre.

6.7.3 Sequential Test:

Annex D of PPS25 contains a sequential test aimed at steering development to areas with lowest probability of flooding. In applying the sequential test, it is acknowledged that the site is located in Flood Zone 3, however, the redevelopment is site specific, providing an opportunity for the redevelopment of a key town centre site, and as such, could not be located on an alternative site with a lower flood risk. As such, it is considered that the sequential tests contained in PPS25 have been met.

6.7.4 Basement Car Park:

The proposal includes a basement car park which will be provided at a level of 50.80m AOD but will be protected from flooding by a demountable or automatic barriers to be placed at both entrances until a flood level of 51.90m AOD is reached. The car park will be designed to flood but at the level concerned, this could be by 1 event per year. The use of the flood barrier will reduce this to between a 1 in 10 and 1 in 25 year flood event.

6.7.5 PPS25 does indicate that car parking may be appropriate in areas subject to flooding, if avoidance of the flood risk area is not possible, provided flood warning is available and signs are in place. The Environment Agency (EA) therefore request that such measures are adequately covered in the developers Flood Management Plan. It is, however, request that further information is submitted regarding the flood barriers, potential inundation rates, and how the barrier will be deployed.

6.7.6 The EA also request that further details of the applicants Flood Management Plan are submitted which should include details of trigger points for the warning service and the lead times required to do this. Members will be updated on these matters in advance of committee.

6.7.7 Finished Floor Levels / Flood Resilient Construction:

The finished floor level of the retail units are considered acceptable, however, the floor levels for the proposed office units may not have been raised high enough when allowing an 800mm increase for climate change. Office units are classed as a less vulnerable use in PPS25, and it is noted that flood resilient techniques have been proposed, therefore the EA raise no objection to the proposed finished floor levels provided that a suitable Flood Management Plan will be in place.

6.7.8 Flood Storage/Flow Routes:

The proposed development will incorporate potential gains of around 16500m³ of flood storage in the basement car park and 520m³ on Smithfield Road. This betterment is in accordance with PPS25.

6.7.9 Safe Access/Egress Route:

The proposed development will include dry access for all units and offices, above the 1% plus climate change and freeboard level of 53.71m AOD to the Darwin and Pride Hill shopping centres via Level 04 of the new Riverside Centre. This is in accord with current guidelines and practice.

6.7.10 Flood Management Plan:

A Flood Management Plan (FMP) will be essential given the proposed basement car park levels. The FMP will require the approval of Emergency Planners at Shropshire Council. The applicant is advised that the EA are not involved with emergency response during a flood and their involvement simply extends to the operation of the Flood Warning System.

6.7.11 Surface Water Drainage/SUDS:

The EA advocate the use of rainwater harvesting techniques and express disappointment that green roofs have not been incorporated. This key town centre regeneration scheme should be a landmark development setting an example of good practice in sustainable development consistent with its status.

6.7.12 Existing Surface Water Problems on Raven Meadows/Roushill:

The proposed development will direct surface water into a separate sewer discharging into the River Severn and this is supported by the EA. It is also noted that a pressurised sealed drainage system will be used which help to prevent surface water flooding even when levels are high. Further clarification is requested on the extent to which roads and drains around the site will be incorporated into the scheme.

6.7.13 Developer Contribution:

The development will rely on the use of the EA's Flood Warnings Service as the basis for the new centre's Flood Management and Evacuation Plan. This service will be used in order to keep the basement car park open for as long as possible during a flood event. Given the dependence of the development on the flood warning service, the EA are seeking a capital sum of £5000 towards maintaining and operating the flood warning service and this sum should be agreed and secured upfront, prior to any planning permission being granted.

6.7.14 At the time of writing, further details of the protection of the basement car park, details of trigger points for the flood management plan and clarification of any improvements to drains and roads around the site have been sought by the EA, prior to determination of the application. Confirmation has also been sought of the developers agreement to provide the £5,000 contribution towards the Floor Warning System. Members will be advised of the response to these issues prior to committee.

6.8 Landscaping and Biodiversity

6.8.1 As part of works to provide the development 14 trees will be lost from on and around the site. The Council's Trees Officer is satisfied that whilst some of the trees are of amenity value, they are not of such significance that a redesign of the scheme would be justified.

6.8.2 Whilst a landscaping plan has not been provided at this stage, the Design and Access Statement does provide an Illustrative Landscaping Strategy which provides details of the hard surfacing to be provided in the main public spaces within the development. The plans show a reliance on hard landscaping, with a small number of Ash trees planted along the Smithfield Road frontage. The strategy provides indicative details of the paving to be provided and also provides details of the timber seating and steel cycle racks to be provided as a means of softening the appearance of the paved areas.

6.8.3 The landscaping proposals are considered appropriate, and will use sympathetic materials which will complement the materials used in the main buildings. The lack of soft landscaping is not considered to be an issue, given the urban nature of the site, however, it is important that tree planting takes place along the Smithfield frontage where the development will be viewed in the context of the river corridor.

Due to the urban nature of the site, current biodiversity features are limited, as is the potential for habitat creation within the new development. The soft landscaping of the scheme in general is very sparse and such single species planting is unlikely to have any biodiversity value.

6.8.4 The County Ecologist has raised no objections with regard to the potential impact of the proposed works on bats or protected species on site. It is, however, requested that conditions are attached requiring the lifting of roof tiles by hand during demolition works and the provision of at least 12 bat boxes and 3 artificial nests or bird boxes on site during construction works. Informatives relating to bats and nesting birds are also requested.

6.8.5 With regard to the potential impact upon the designated County Wildlife Site along the River Severn, the County Ecologist has requested that a lighting plan be submitted for approval prior to occupation, in order to minimise potential disturbance to wildlife including bats and otters.

6.8.6 Concerns have been raised regarding the provision of a new drainage outlet under Smithfield Road which will discharge into the river and could impact upon protected species. The County Ecologist has requested further information is submitted with regard to this matter but has advised that the provision of a new outlet was not covered in the original protected species survey and will require a further survey to be carried out. Members will be advised further on this issue prior to the committee meeting.

6.9 Other Matters

6.9.1 Contaminated Land and Pollution:

The site has been identified as potentially contaminated because of past industrial uses following the carrying out of a Phase 1 Desk Study, however, further investigation cannot be carried out until the site has been cleared. It is therefore recommended that a condition is attached requiring no development to take place until a Site Investigation Report has been carried out to assess the extent and nature of any contamination on site. In the event that the report finds the site to be contaminated, a remediation strategy shall be submitted to and agreed in writing with the local planning authority.

6.9.2 Drainage:

Policy CS18 requires that developments integrate measures for sustainable water management to reduce flood risk and to avoid an adverse impact upon water quality and quantity in Shropshire. The scheme will incorporate separate foul and surface water drainage systems. The foul system will connect into public sewers at various locations around the site and Severn Trent have confirmed that their sewers can accommodate the increased flow. The Surface Water Drainage system is primarily located under Block One and will involve a discharge into the River Severn via a new outfall pipe below Smithfield Road. A rainwater harvesting tank will also be used to capture rainwater for reuse in the building. All drainage systems will incorporate one way valves to prevent backflow occurring during times of flood. Overall, it is considered that the drainage proposals are acceptable and meet the requirements of PPS25 and Core Strategy Policy CS18.

6.9.3 Crime and Disorder:

The issue of crime and disorder and anti-social behaviour has been raised by local residents and the Police following concerns that the design could lead to such problems, particularly given its town centre location. The developer advises that the design maximises natural surveillance and avoids inactive frontages. Attempts have been made to avoid obvious opportunities for crime, incorporating a mix of uses intended to extend activity within the centre throughout the day and evening. CCTV will be incorporated and provision for additional CCTV cameras has been included within the Heads of Terms S106 agreement.

6.9.3 Leisure Uses:

Whilst the scheme is predominately a retail offer it does also propose a range of leisure and business uses. Such uses are entirely consistent with the town centre location and would help assist the overall vibrancy of the town consistent with the objectives of Policy CS2 of the Core Strategy. It is recognised and accepted that the developer will want flexibility over potential use classes however careful consideration would need to be given to ensuring appropriate control on opening hours of these premises given the location and proximity with existing residential developments. These matters can be adequately controlled via conditions of any consent given and would be consistent with other leisure / food premises in the locality. These conditions do not form part of the current recommendation however Members will be updated in advance of committee on these matters

6.10 Heads of Terms Agreement

6.10.1 In addition to the provision of the New Riverside Centre, the developer has also agreed to provide a financial contribution to the following associated infrastructure projects: -

Highways Infrastructure

- Urban Traffic Control system
- Cycle and Pedestrian Network Contribution
- On-site Cycle Parking
- Upgrade of Frankwell Footbridge
- Subsidy for Bus Service Improvements
- Travel Plan

Public Realm Enhancements

- Smithfield Road Enhancements
- CCTV
- Bus Station Enhancements

- Town Centre Visitor Orientation
- Pride Hill Enhancements
- Contribution to Destination Shrewsbury

6.10.2 Section 122 of the Community Infrastructure Levy Regulations(2010) requires that planning obligations may only be used where they are a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development.

6.10.3 With any development of the size proposed, it is essential that an enhancement of highways infrastructure will be required. In this instance, the items concerned will help to improve accessibility and will promote sustainable transport measures as a means of easing pressure on town centre roads. The items proposed are therefore directly related to the development and are considered appropriate in scale and kind. In addition, without the proposed highway infrastructure the scheme would not be considered acceptable in planning terms.

6.10.4 The public realm enhancements requested are required to assist I the integration of the building within the town centre and include measures necessary to improve security and aid navigability around the town centre. As above, The items proposed will be directly related to the development and are considered appropriate in scale and kind. They are also necessary to make the scheme acceptable in planning terms.

6.10.5 Accordingly, it is considered that each of the above items satisfies the three tests set out in Section 122 of the Community Infrastructure Levy Regulations (2010).

7.0 CONCLUSION

7.1 The proposed development has been assessed in accordance with Section 38(6) of the Planning and Compulsory Purchase act 2004, namely to consider the proposed development in the light of the development plan and all relevant material considerations. In particular, the proposed development has been assessed against locally adopted policies and up to date national planning policy guidance in relation to retail development.

7.2 The proposal is considered to comply with the requirements of the current development plan as a whole including the need to focus new economic growth and development in existing centres. This is with reference to policies CS1, CS2, CS6, CS13, CS15 and CS16 of the Core Strategy and Policy EC10 of PPS4 (Planning For Sustainable Economic Growth).

7.3 In more detail it is considered that: -

- Shrewsbury, as growth point for the area, is suitable for the form of development proposed (Policies CS1 and CS2),
- The development will be sited in the town centre on land identified as a redevelopment priority (CS2),
- The development will deliver overall positive benefits to the town centre and wider area.

7.4 It is considered that the proposal will be of a high quality design, which will respect the sensitive nature of the site and will preserve the character of the conservation area and setting of nearby heritage assets, in accordance with Policies CS6 and

CS17. It is considered that the principles of sustainable development will be met with regard to transport measures and drainage and the proposal will not result in a greater flood risk as required by PPS25 and CS18 of the Core Strategy. The landscaping and ecology impacts are also protected or mitigated in line with PPS9 and CS17 of the Shropshire Core Strategy.

- 7.5 Whilst it is acknowledged that the amenities of a small number of residents in the adjacent Nexus building will be affected by the development, the design incorporates measures aimed at reducing this impact and the developer has advised that reducing the height of the building in this area would compromise the viability of the scheme. With this in mind it is considered that on balance, the potential harm to residents does not outweigh the potential wider benefits the scheme is likely to provide to Shrewsbury.
- 7.6 The proposed development will respond to a recognised need to enhance the retail provision within Shrewsbury Town Centre, achieving beneficial redevelopment of the site and maximising the River Severn as a key asset.

8.0 RISK ASSESSMENT AND OPPORTUNITIES APPRAISAL

8.1 Risk Management

There are two principal risks associated with this recommendation as follows:

As with any planning decision the applicant has a right of appeal if they disagree with the decision and/or the imposition of conditions. Costs can be awarded irrespective of the mechanism for hearing the appeal - written representations, a hearing or inquiry.

The decision is challenged by way of a Judicial Review by a third party. The courts become involved when there is a misinterpretation or misapplication of policy or some breach of the rules of procedure or the principles of natural justice. However their role is to review the way the authorities reach decisions, rather than to make a decision on the planning issues themselves, although they will interfere where the decision is so unreasonable as to be irrational or perverse. Therefore they are concerned with the legality of the decision, not its planning merits. A challenge by way of Judicial Review must be a) promptly and b) in any event not later than three months after the grounds to make the claim first arose.

Both of these risks need to be balanced against the risk of not proceeding to determine the application. In this scenario there is also a right of appeal against non-determination for application for which costs can also be awarded.

8.2 Human Rights

Article 8 give the right to respect for private and family life and First Protocol Article 1 allows for the peaceful enjoyment of possessions. These have to be balanced against the rights and freedoms of others and the orderly development of the County in the interests of the Community.

First Protocol Article 1 requires that the desires of landowners must be balanced against the impact on residents.

This legislation has been taken into account in arriving at the above recommendation.

8.3 Equalities

The concern of planning law is to regulate the use of land in the interests of the public at large, rather than those of any particular group. Equality will be one of a number of 'relevant considerations' that need to be weighed in planning committee members' minds under section 70(2) of the Town and Country Planning Act 1970.

9.0 FINANCIAL IMPLICATIONS

There are likely financial implications of the decision and/or imposition of conditions is challenged by a planning appeal or judicial review. The costs of defending any decision will be met by the authority and will vary dependant on the scale and nature of the proposal. The financial implications of any decision are not a material planning consideration and should not be "weighed" in planning committee members' mind when reaching a decision.

10. BACKGROUND

10.1 Relevant Planning Policies

Central Government Guidance:

PPS1: Delivering Sustainable Communities

PPS4: Planning for Sustainable Economic Growth

PPS5: Planning for the Historic Environment

PPS9: Biodiversity and Geological Conservation

PPG13: Transport

PPS23: Planning and Pollution Control

West Midlands Regional Spatial Strategy:

PA11: The Network of Town and City Centres

UR3: Enhancing the Role of Town, City and District Centres

Core Strategy and Saved Policies:

CS1: Strategic Approach

CS2: Shrewsbury Development Strategy

CS6: Sustainable Design and Development Principles

CS7: Communications and Transport

CS8: Facilities, Services and Infrastructure Provision

CS13: Economic Development, Enterprise and Employment

CS15: Town and Rural Centres

CS17: Environmental Networks

CS18: Sustainable Water Management

11. Additional Information

List of Background Papers:

See planning application file ref. 12/00409/EIA

Cabinet Member (Portfolio Holder): Cllr M. Price

Local Member: Cllr Andrew Bannerman

Appendices

APPENDIX 1 - Conditions

APPENDIX 2 – Relevant Planning History

APPENDIX 1

Conditions

STANDARD CONDITION(S)

1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act, 1990 (As amended).

2. The development shall be carried out strictly in accordance with the approved plans and drawings.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the approved plans and details.

CONDITION(S) THAT REQUIRE APPROVAL BEFORE THE DEVELOPMENT COMMENCES

3. Prior to the commencement of development, details of the proposed elevations as referenced on plan no. TP003 Revision 02 shall have been submitted to and approved in writing by the Local Planning Authority. Thereafter the works shall be carried out in accordance with the approved details.

Reason: In order to provide a satisfactory form of development in the Town Centre Conservation Area.

4. (a.) No development shall take place until a Site Investigation Report has been undertaken to assess the nature and extent of any contaminated on the site [sic]. The Site Investigation Report shall be undertaken by competent person and be conducted in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11. The Report is to be submitted to and approved in writing by the Local Planning Authority.
(b.) In the event of the Site Investigation Report finding the site to be contaminated a further report detailing a Remediation Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Remediation Strategy must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use for the land after remediation.
(c.) The works detailed as being necessary to make safe the contamination shall be carried out in accordance with the approved Remediation Strategy.
(d.) In the event that further contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of (a) above, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of (b) above, where is subject to the approval in writing by the Local Planning Authority.
(e.) Following completion of measures identified in the approved remediation scheme a Verification Report shall be submitted to and approved in writing by the Local Planning Authority that demonstrates the contamination identified has been made safe, and the

land no longer qualifies as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to human health and offsite receptors.

5. Prior to the commencement of any works at the site, the applicant (or their agent or successors in title) shall first have submitted to, and agreed in writing with, the Local Planning Authority an Archaeological Mitigation Strategy in accordance with the Heads of Terms described in document reference H_EDP1457_03b_AC_250112_Briefing Note. Once agreed, this document will provide a detailed framework for the phased archaeological evaluation of the site, review and assessment of results, mitigation during demolition and construction and analysis and publication following completion. Prior to commencement of each stage of the Archaeological Mitigation Strategy the applicant (or their agent or successors in title) shall first have submitted to, and agreed in writing with, the Local Planning Authority a Written Scheme of Investigation (WSI).

Reason: To ensure that any archaeological deposits are recorded and assessed prior to the development.

6. Prior to the commencement of development a Construction Method Statement shall have been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development
 - iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - v. wheel washing facilities
 - vi. measures to control the emission of dust and dirt during construction
 - vii. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: To ensure that construction works are carried out with minimum disruption to adjacent land users including nearby residents, and the town centre in general.

7. Prior to the commencement of development, details of a safe route into and out of the site, not adversely affecting the flood regime, to land outside the 1 in 100 year floodplain plus climate change extent/level, in accordance with the FRA ref. 1002131 dated 9 December 2011 have been submitted to and agreed in writing by the local planning authority.

Reason: To ensure safe access and egress from and to the site during flood events and reduce the reliance on the emergency services.

8. Prior to the commencement of development a scheme of floodproof construction including details of flood resilient and resistant building techniques for the basement car park, plant rooms and offices as outlined in Section 10 of the FRA ref:1002131 dated 9

December 2011 has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter maintained in accordance with the approved scheme.

Reason: To reduce the impact of flooding on the proposed development and future occupants.

9. Prior to the commencement of the development, full engineering details of any vehicular access proposal work, together with the phasing of those works shall be submitted to and approved in writing by the Local Planning Authority; the development hereby permitted shall not be brought into use/open to trading until the highway and access works have been fully implemented in accordance with the approved details and phasing of the development.

Reason: In the interest of highway safety and to minimise disruption to traffic, cycling and walking accessibility in the town centre.

10. Prior to the commencement of the development, full engineering details of a scheme to enhance and improve pedestrian accessibility to the site at the junction of Raven Meadows / Roushill shall be submitted to and approved in writing by the Local Planning Authority; the development hereby permitted shall not be first occupied / open to trading until the scheme has been fully implemented in accordance with the approved details.

Reason: In the interests of pedestrian safety.

CONDITION(S) THAT REQUIRE APPROVAL DURING THE CONSTRUCTION/PRIOR TO THE OCCUPATION OF THE DEVELOPMENT

11. Prior to commencement of piling works, a method for piling foundations shall be submitted to and approved in writing by the local planning authority. The piling thereafter shall be undertaken in accordance with the approved details unless the local planning authority agree in writing to the variation of any detail provided that such variation to the approved method shall not give rise to new or different impacts on any nearby receptors.

Reason: In order to minimise any potential impact upon adjacent land users and residents.

12. Prior to their use within the development, details and samples of the external materials (including hardstanding) to be used within the development shall be submitted to and agreed in writing by the Local Planning Authority. The works shall be carried out strictly in accordance with the agreed details. The palette of all external materials used on the development shall be in accordance with the principles of the Design and Access Statement.

Reason: In order to provide a development with a satisfactory appearance in the Town Centre Conservation Area.

13. Prior to use within the development, a freestanding sample panel of brickwork shall be provided on site and shall be sufficient to provide details of the brick bond, mortar mix, colour, texture and joint finish for brickwork. The material and sample panel shall be

agreed prior to the use of that material on the development and thereafter works carried out in accordance with the agreed details.

Reason: In order to provide a development with a satisfactory appearance in the Town Centre Conservation Area.

14. Prior to the first opening of the development, a tenants design guide detailing the design principles for shop unit frontages will have be submitted to and approved in writing by the local planning authority. All shop unit frontages shall be provided in accordance with the principles of the tenants design guide .

Reason: In the interests of the provision of a satisfactory form of development.

15. Prior to the first opening of the development, an emergency flood and evacuation plan shall have been submitted to, approved by the local planning authority and implemented in accordance with the approved details. The emergency flood and evacuation plan shall link to Shropshire Council's emergency flood and evacuation plan and be adhered to throughout operation of the approved development.

Reason: To minimise the flood related danger to people in the flood risk area.

16. Prior to the first opening of development, details of the proposed public realm improvements and works to the existing entrances to Pride Hill and Darwin Shopping Centres shall have been submitted to, approved by the local planning authority and implemented in accordance with the approved details.

Reason: In order to provide a satisfactory form of development.

17. Prior to the first opening of the development a landscaping scheme shall have been submitted to, approved by the local planning authority and implemented in accordance with the approved details. Thereafter the development shall be landscaped in accordance with the approved scheme which shall ensure:

- a) Substantial completion of the scheme during the planting season next following the completion of the building(s);
- b) The maintenance of the landscaped areas for a period of five years. Any trees or shrubs removed, or which in the opinion of the local planning authority are dying, being severely damaged or becoming seriously diseased within five years of planting, shall be replaced by trees or shrubs of similar size and species to those originally required.

Reason: In the interests of amenity and to ensure a satisfactory form of development.

18. Prior to the first opening of the development, details of the proposed method of foul and surface water drainage disposal shall have been submitted to, approved in writing by the local planning authority and implemented in accordance with the approved details.

Reason: To ensure the satisfactory drainage of the site.

19. BREEAM condition to be agreed

20. Prior to the first opening of the development, a Travel Plan shall have been submitted to and approved in writing by the Local Planning Authority: The agreed Travel Plan shall thereafter be fully implemented and shall be maintained and developed in perpetuity.

Reason: In the interests of highway safety.

21. Prior to the first opening of the development, a plan showing how 12 bat boxes and at least 3 artificial nests/boxes of woodcrete (or a material of equivalent durability) per bird species (starling, house sparrow, house martin and swift) shall be submitted to, approved in writing by the local planning authority and thereafter implemented in accordance with the approved details..

Reason: To ensure the provision of roosting opportunities for bats which are a European Protected Species and nesting opportunities for wild birds.

22. Prior to the first opening of the development, details of the cycle parking to be provided shall have been submitted to, approved in writing by the local planning authority and implemented in accordance with the approved details.. They shall thereafter be retained for the lifetime of the development.

Reason: To ensure provisions for sustainable transport methods are made within the development.

23. Prior to the first opening of the development, details of all external lighting shall be submitted to, approved in writing by the local planning authority and implemented in accordance with the approved details. .

Reason: In the interest of amenity and to minimise disturbance to the amenities of nearby residents and wildlife along the river corridor.

24. Prior to the first opening of the development, the 300 space underground car park shall have been completed, be fully operational and made available to the public.

Reason: To provide adequate parking within the town centre.

25. Prior to their installation, details of any proposed external plant, equipment or air extraction system shall be submitted to and approved by the local planning authority. The agreed details shall thereafter be retained.

Reason: In the interests of amenity and to preserve the amenities of nearby residents.

CONDITION(S) THAT ARE RELEVANT FOR THE LIFETIME OF THE DEVELOPMENT

26. Finished floor levels of the office units shall be set at a minimum of 52.90m AOD, with flood proofing measures incorporated to a level of 53.71m AOD in accordance with Appendix 17 of the Flood Risk Assessment (FRA) produced by Cundall dated 9 December 2011. All retail units shall have finished floor levels set at a minimum of 53.71m AOD as detailed in the FRA.

Reason: To protect the development from flooding

27. The development shall be carried out in accordance with the flood compensation drawing in the FRA by Cundall Ref 1002131 dated 09 December 2011. Thereafter the scheme shall be maintained for the lifetime of the development as flood storage.

Reason: To prevent flooding elsewhere by ensuring that storage of floodwater is provided. Floodwater must be able to enter this area throughout the lifetime of the development in order to ensure flood benefits remain.

28. If during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for a remediation strategy detailing how this unsuspected contamination shall be dealt with. A verification (validation) report demonstrating completion of the works as set out shall be submitted to and approved in writing by the LPA. The report shall include results of any sampling and monitoring. It shall also include any plan for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action and for reporting this to the LPA.

Reason: To protect groundwater that may provide importation base flow to the River Severn.

29. During the demolition of the Riverside Centre, ridge tiles on the roof structures shall be lifted by hand under the supervision of a licensed bat surveyor, prior to demolition.

Reason: To ensure the protection of bats which are European Protected Species.

30. The hours of work for all contractors for the duration of the development shall be limited to: Monday to Friday 07:00 – 19:00, Saturday 08:00 – 17:00 and at no times on Sundays and Bank Holidays.

Reason: To protect the amenities of nearby residents.

APPENDIX 2**RELEVANT PLANNING HISTORY:**

- 12/00409/EIA Re-development of Riverside Shopping Centre to include demolition of the Riverside Shopping Centre, Medical Practice, Nightclub, connecting structures to the Pride Hill Shopping Centre, connecting structures from Raven Meadows multi-storey car park to the Darwin Centre, removal of trees, part demolition and alterations to Raven Meadows multi-storey car park, construction of new shopping centre including department store and unit shops (Use Classes A1, A2, A3, A4 and A5), offices (Use Class B1), new bridging connections to Pride Hill and Darwin Centres, new undercroft car park, cycle parking, alterations to pedestrian entrance from bus station, partial alterations to the frontages of the Darwin and Pride Hill Centres, servicing arrangements, vehicular access and associated landscaping and engineering works
PDE
- SA/84/0765 Part demolition of Nos. 4, 6a and 7 Pride Hill, demolition of Charles Clark Garage. The Beaconsfield Club, MEB Sub station, Raven Meadows, part demolition of sections of Riverside Centre (comprising the Police Station and Allied Carpets). Demolition of Lloyds Bank Chambers, Roushill Bank. All in connection with redevelopment to provide major store and 35 no. shop units with ancillary services and office space and alterations to and formation of new vehicular and pedestrian accesses (Amended plans received dated 18/5/84). (Police Station part Riverside Centre Raven Meadows Shrewsbury).
WDN 31st August 1984
- SA/87/0977 Installation of a new shopfront. PERCON 29th October 1987
- SA/92/0381 Refurbishment and upgrading of existing centre including extension and alteration to Pride Hill link, new first floor pedestrian link to Frankwell footbridge, conversion of existing north mall to two storey unit and replacement of existing roof and canopy covering. For Royal Insurance Asset Management on behalf of Royal Life Insurance Ltd. PERCON 27th May 1992
- SA/88/0140 Installation of a new shopfront. PERCON 14th April 1988
- SA/88/0124 Installation of a new shop front for K Shoe Shops. PERCON 17th March 1988
- SA/88/0123 To erect and display 2 No. externally illuminated shop signs for K Shoe Shops. PERCON 17th March 1988
- SA/88/0114 Installation of a new shopfront for Olympus Sport International. PERCON 17th March 1988
- SA/88/0113 To erect and display an internally illuminated shop sign for Olympus Sport International. PERCON 17th March 1988
- SA/88/0069 Erect and display an internally illuminated shop sign for 'Tie Rack'. PERCON 17th March 1988
- SA/88/0004 Installation of new shop front. PERCON 18th February 1988
- SA/88/0003 To erect and display an illuminated advertisement displaying the word TORQ with illuminated letters, 200mm in height. PERCON 17th March 1988
- SA/87/1205 Installation of new shopfront and internal fittings. PERCON 21st January 1988
- SA/87/1204 To erect and display sign 1.5m by 0.6m green and grey with white lettering which will be illuminated displaying the word "Clarks". PERCON 21st January 1988
- SA/87/1160 Construction of new shopfront (as per amended plans received 6th December 1987). PERCON 21st January 1988
- SA/87/1029 Erect and display individually illuminated fascia letters (2 No. fascias) 2 No. illuminated signs fixed to column returns, plus lettering above doorway stating F. Hinds. PERCON 26th November 1987

- SA/87/1028 Installation of a shop front. PERCON 26th November 1987
- SA/87/0909 Erect and display an internally illuminated fascia sign stating "NEXT". PERCON 29th October 1987
- SA/87/0908 Installation of a new shop front with internal alterations. PERCON 29th October 1987
- SA/87/0907 Erect and display fascia signs - letters only internally illuminated stating "W H SMITH". PERCON 29th October 1987
- SA/87/0906 Installation of new shop front and internal fitting out. PERCON 29th October 1987
- SA/87/0587 Erect and display illuminated fascia lettering to Pride Hill and internal mall elevations stating "SAXONE". PERCON 30th July 1987
- SA/87/0586 Installation of a new shop front. PERCON 30th July 1987
- SA/87/0347 Erect and display an externally illuminated double sided projecting C & A vignette hanging sign. WDN 16th April 1987
- SA/87/0346 Erect and display an externally illuminated hanging C & A vignette sign. PERCON 4th June 1987
- SA/87/0345 Erect and display an externally illuminated surface mounted sign consisting of a C & A vignette. PERCON 26th November 1987
- SA/87/0344 Erect and display an externally spot lit surfaced fixed vignette sign. PERCON 4th June 1987
- SA/86/1096 Erect and display an internally illuminated double sided hanging vignette sign (1000mm x 735mm) stating C & A. REFUSE 15th January 1987
- SA/86/1095 Erect and display an internally illuminated single sided vignette sign (2280mm x 1680mm) stating C & A. REFUSE 15th January 1987
- SA/86/1094 Erect and display an internally illuminated projecting sign consisting of one number C & A vignette and five number rainbow units. REFUSE 15th January 1987
- SA/86/1093 Erect and display an internally illuminated surface mounted C & A vignette sign with five number rainbow units. REFUSE 15th January 1987
- SA/84/0832 Part demolition of nos. 4, 6A and 7 Pride Hill, demolition of Charles Clark Garage; the Beaconsfield Club, MEB sub station. Demolition of Lloyds Bank Chambers, Roushill Bank. All in connection with redeveloping to provide major retail store and 23 retail units with ancillary services, office space and alterations to and formation of new vehicular and pedestrian access. (Part Riverside Centre Raven Meadows Shrewsbury) PERCON 20th December 1985
- SA/84/0346 Car park to rear sites of Charles Clarke and Son Garage, Beaconsfield Club, Police Station, part Riverside Centre, Raven Meadows, Shrewsbury - Retail development to include part demolition to provide major store and 35 shop units with ancillary service and office space and alterations to and formation of new vehicular and pedestrian accesses. (Amended plans received 18/5/84). REFUSE 21st June 1984
- SA/84/0113 Retail development to include part demolition to provide major store and 35 shop units with ancillary services and office space and alterations to and formation of new vehicular and pedestrian accesses. For Bardanger Properties plc. (Police Station, Part Riverside Centre, Ravens Meadows Shrewsbury). WDN 20th March 1984
- SA/84/0300 Internal alterations to resite existing ground floor take-away shop with ancillary accommodation onto 1st floor and use ground floor as a new shop unit with the installation of 2 no. new shop windows and entrance doorways. PERCON 1st May 1984
- SA/82/0463 Erection of a glazed canopy to loading bay. PERCON 27th July 1982
- SA/78/1212 Erect and display an internally illuminated fascia sign stating 'QUAY FISHERIES' with motif each end. PERCON 19th December 1978
- SA/78/1203 Change of Use from take-away food shop to retail food shop. PERCON 19th December 1978
- SA/78/1202 Use of kitchen store as a take-away food shop and alterations to restaurant entrance. PERCON 19th December 1978

- SA/78/1201 Erect and display an internally illuminated fascia sign stating "CHANTICLEER CHINESE RESTAURANT". PERCON 19th December 1978
- SA/79/0075 Installation of a new shop front. PERCON 19th June 1979
- SA/79/0076 Erect and display an internally illuminated fascia sign. REFUSE 19th June 1979
- SA/82/0095 Installation of a new shop front and entrance door. PERCON 27th April 1982
- SA/82/0094 Erect and display a non-illuminated fascia and a double sided projecting box sign (750mm x 500mm) stating 'CHARLES CLARK' with logo and 'UNIPART' on box sign. PERCON 27th April 1982
- SA/81/0026 Replacement of side entrance door with stainless steel frame and doors. PERCON 10th February 1981
- SA/88/0067 Installation of a new shopfront. PERCON 17th March 1988
- SA/88/0066 To erect and display an internally illuminated suspended shop sign stating 'Gullivers' 160cm x 55cm. PERCON 17th March 1988
- SA/88/0065 Installation of a new shopfront. PERCON 17th March 1988
- SA/88/0021 To erect and display three illuminated suspended board signs 1.8m x 1m with logo "Pride Hill Centre" at Raven Meadows, Roushill Bank and Pride Hill. PERCON 18th February 1988
- SA/88/0018 Installation of a new shopfront. PERCON 18th February 1988
- SA/88/0017 To erect and display an illuminated board sign 140cm x 22.5cm showing the "Alexon" logo. PERCON 17th March 1988
- SA/92/0547 Provision of temporary male toilet prefabricated unit (to be located in existing vacant shop unit) to replace existing first floor male toilets during proposed refurbishment works to Riverside Centre. For Royal Insurance Asset. PERCON 8th July 1992
- SA/92/0744 Provision of glazed canopy and refurbishment to existing link bridge to provide covered access between Riverside Centre, the multi-storey car park and the Charles Darwin Centre. For Royal Insurance Asset Management. PERCON 16th September 1992
- SA/81/0567 Erect and display one set of internally illuminated individual letters mounted on a non illuminated background panel, letters to replace existing stating 'MIDLAND BANK'. PERCON 7th July 1981
- SA/86/1044 Erect and display illuminated letters on existing fascia to canopy stating 'Mercentile Credit'. PERCON 18th December 1986
- SA/88/1366 Erection of an externally illuminated name board over doorway stating "General Guarantee". PERCON 12th January 1989
- SA/76/0729 Construction of a footbridge across the River Severn from Frankwell Car Park to Riverside Shopping Centre. NOOBJC 20th October 1976
- SA/90/0728 Erect and display fascia signs. PERCON 1st August 1990
- SA/90/0729 Erection of ballustrade. PERCON 1st August 1990
- SA/84/0490 Alterations to existing entrance way to include the provision of new steps, canopy and doorway. PERCON 14th June 1984
- SA/84/0415 Erect and display an internally illuminated projecting box sign and an internally illuminated fascia sign stating "PARK LANE". PERCON 24th May 1984
- SA/75/0095 To erect and display two 1.5 tier trilateral non-illuminated advertisement stands incorporating litter bins in lower tier. REFUSE 25th March 1975
- SA/79/0260 Erect and display three internally illuminated fascia signs each stating .. "PACEMAKER SPORTS". PERCON 1st May 1979
- SA/81/0969 Erect and display internally illuminated signs 2 no. shop fascias and 1 no. projecting box sign (600mm x 600mm) stating 'PETER DOMINIC' with motif. PERCON 24th November 1981
- SA/84/0755 Use existing vacant shop as dry cleaners and shoe repair shop. PERCON 31st August 1984

- SA/86/1213 Erect and display an internally illuminated projecting sign stating 'Rayner Opticians' (approximately 800mm x 546mm). PERCON 12th February 1987
- SA/89/0029 Erect and display internally illuminated fascia sign stating 'Thoughts' (Retrospective). PERCON 13th April 1989
- SA/88/1065 Erect and display an illuminated shop fascia sign and projecting sign. PERCON 2nd November 1988
- SA/88/1064 Installation of a new shopfront. PERCON 28th October 1988
- SA/88/1016 Erect and display non illuminated fascia sign stating "Thoughts" and 2 No. logos. PERCON 6th October 1988
- SA/88/0729 New shop front entrance and display window. PERCON 28th July 1988
- SA/88/0728 Erect and display an illuminated shop fascia sign stating "Mark One". PERCON 28th July 1988
- SA/91/0271 Use as a childrens leisure centre and creche with integral toy, sweet shop and cafe. PERCON 24th April 1991
- SA/80/0543 Use of land for commercial purposes to include offices and/or retail use. PERCON 15th July 1980
- SA/82/1010 Erection of a 3 storey building to provide 20 no. shopping units with pedestrian access only off the Frankwell/Riverside shopping centre footbridge. PERCON 5th July 1983
- SA/84/0782 Erect and display various internally illuminated shop sign stating 'FOSTERS'. PERCON 20th September 1984
- SA/77/0882 Installation of a new shop front. PERCON 11th October 1977
- SA/77/0832 Use of existing shop as a bakery and shop for the sale of hot bakery products. PERCON 11th October 1977
- SA/77/1109 Erection of a kiosk to be used for the sale of ice-cream and sweets. PERCON 10th January 1978
- SA/78/0427 Erection of a kiosk for the sale of Ice Cream and Sweets. PERCON 23rd May 1978
- SA/88/0150 Erect and display an illuminated logo box sign stating "Principles for Men". PERCON 14th April 1988
- SA/88/0410 Erect and display four illuminated advertisement signs. PERCON 2nd June 1988
- SA/88/0393 Installation of shopfront. PERCON 2nd June 1988
- SA/88/0312 Installation of shopfront. PERCON 2nd June 1988
- SA/88/0310 Installation of shop front. PERCON 2nd June 1988
- SA/88/0309 Erect and display 2 No. internally illuminated fascia signs. PERCON 2nd June 1988
- SA/88/0158 Erect and display "Athena" sign on each side of projecting fascia and internally illuminated acrylic yellow squares. PERCON 14th April 1988
- SA/92/1167 Installation of a new shopfront. For Home 2000 Ltd. PERCON 30th December 1992
- SA/92/1030 Change of use of 3 shop units into a single retail catering unit (retrospective). For Royal Life Insurance Ltd. PERCON 27th October 1992
- SA/92/0173 Erect and display a non-illuminated fascia sign. For Coral Unit & Grange Business Park. PERCON 25th March 1992
- SA/91/1234 Erect and display non-illuminated fascia. For Coral Estates. PERCON 11th December 1991
- SA/91/1116 Installation of a new shopfront. For Coral Estates. PERCON 20th November 1991
- SA/91/0671 Installation of a satellite antenna on roof. PERCON 31st July 1991
- SA/88/0157 Proposed illuminated shop fascia sign stating "Our Price Music". PERCON 14th April 1988
- SA/88/0156 Proposed shopfront. PERCON 14th April 1988
- SA/88/0155 Erect and display rear illuminated "Oasis" logo box sign and two fret cut signs into timber fascia stating "Oasis". PERCON 14th April 1988

- SA/88/0154 Proposed shopfront. PERCON 14th April 1988
- SA/88/0153 Proposed shopfront and interior shopfitting. PERCON 14th April 1988
- SA/79/1171 Erect and display an internally illuminated shop sign (5' x 1'11" x 6.75") stating 'RAYNER OPTICIAN'. PERCON 18th December 1979
- SA/92/0380 Conversion of existing shop unit no. 29, adjacent corridor and disabled (male) toilet at ground floor and male public toilet at first floor to form ground floor bakery and first floor storage and staff facilities. For Royal Insurance Asset Management on behalf of Royal Life Insurance Ltd. PERCON 6th May 1992
- SA/80/1122 Erect and display an internally illuminated projecting box sign (2'6" x 1'6" x 6") stating 'CARPETS WARING & GILLOW'. PERCON 22nd December 1980
- SA/80/0811 Erect and display 4 internally illuminated fascia signs stating "ALLIED CARPETS"
a) 3.658m x 672mm b) 2.940m x 560mm c) 5.486m x 560mm d) 5.486m x 584mm all approximate sizes. PERCON 23rd September 1980
- SA/88/1161 Installation of satin anodised aluminium shutters. PERCON 28th October 1988
- SA/88/1160 Erect and display a fascia sign to be illuminated by floodlighting. PERCON 2nd November 1988
- SA/78/0507 Erect and display individually illuminated lettering stating "TRIDENT SUPERSTORE" and non-illuminated lettering stating "TRIDENT". PERCON 20th June 1978
- SA/91/0585 Change of use from retail unit to a licensed betting office. For Coral Racing. PERCON 10th July 1991
- SA/88/0246 Erect and display an illuminated fascia sign. PERCON 5th May 1988
- SA/88/0245 Erect and display an illuminated fascia sign. PERCON 5th May 1988
- SA/88/0212 Proposed new shopfront. PERCON 14th April 1988
- SA/88/0152 Erect and display an illuminated fascia sign stating "Curry's". PERCON 14th April 1988
- SA/88/0151 Proposed shopfront, new staff staircase and general refurbishment. PERCON 14th April 1988
- SA/85/0990 Erection of a building to be used as doctors surgery with the formation of new pedestrian access. REFUSE 13th February 1986
- SA/86/0215 Erection of a building to be used as doctors' surgery with the formation of new pedestrian access. PERCON 10th April 1986
- SA/92/1175 Formation of a new vehicular access onto Roushill to serve one existing car space. For Riverside Medical Practice. PERCON 30th December 1992
- SA/88/0255 Installation of shopfront and shopfitting works. PERCON 5th May 1988
- SA/88/0248 Proposed illuminated shop fascia sign. PERCON 5th May 1988
- SA/88/0247 Proposed new shopfront. PERCON 5th May 1988
- SA/88/0211 Proposed hanging room window signs with confetti logo sign written across proposed roller shutter door. PERCON 14th April 1988
- SA/88/0180 Erect and display two No. flagpoles to roof. PERCON 5th May 1988
- SA/88/0159 Proposed shopfront. PERCON 14th April 1988
- SA/98/0793 Change of use to insurance shop, A2. PERCON 15th September 1998
- SA/98/0177 Erect and display an internally illuminated sign. PERCON 29th April 1998
- SA/97/1052 Erect and display a non illuminated fascia sign. PERCON 3rd December 1997
- SA/96/1156 Erect and display one internally illuminated projecting sign. PERCON 29th January 1997
- SA/96/0736 Provision of additional retail space at first floor level in conjunction with existing ground floor areas; new fire escape tower and screen gates to service yard. PERCON 27th November 1996
- SA/96/0085 Erect and display an internally illuminated fascia sign. PERCON 21st February 1996
- SA/96/0084 Installation of a new shopfront. PERCON 13th March 1996

- SA/95/0984 Erect and display a projecting sign and fascia sign. PPNREQ 28th September 1995
- SA/95/0982 Erect and display 2 internally illuminated box signs. (Retrospective). SPLIT 4th January 1996
- SA/95/0681 Erect and display 2 non illuminated signs and a hanging sign. SPLIT 22nd August 1995
- SA/95/0690 Erect and display an externally illuminated sign and provision of illumination to existing sign. PERCON 23rd August 1995
- SA/95/0582 Installation of 4 new windows at first floor level. PERCON 26th July 1995
- SA/95/0439 Alterations to existing access from Frankwell footbridge. PERCON 14th June 1995
- SA/95/0258 Alterations to entrance including glazed canopy, retractable entrance doors, new surfacing, lighting and shopfront. PERCON 27th April 1995
- SA/95/0270 Erect and display various illuminated signs to entrance. SPLIT 27th April 1995
- SA/94/1354 Erect and display an internally illuminated entrance canopy sign. PERCON 11th September 1995
- SA/93/0949 Installation of a new shopfront. PERCON 5th November 1993
- SA/93/1030 Change of use to A3 use (food and drink). PPNREQ 9th November 1993
- SA/93/0954 Installation of a new shopfront. PERCON 5th November 1993
- SA/93/0951 Erect and display an internally illuminated fascia sign. PERCON 15th October 1993
- SA/93/0911 Installation of shopfront to internal mall frontage only. PERCON 5th November 1993
- SA/93/0910 Display of non illuminated fascia signs to Smithfield Road and Frankwell link bridge and internally illuminated fascia signs to mall frontage. PERCON 12th November 1993
- SA/93/0381 Erect and display various internally illuminated and non illuminated fascia, projecting and freestanding signs. PERCON 9th June 1993
- SA/01/0018 Erect and display 2 no. externally illuminated banners (each 2830 x 725 mm) with supports to Pride Hill elevation. REFUSE 27th February 2001
- SA/01/0050 Erect and display 4 no. flags in hanging basket brackets on the Pride Hill Centre. REFUSE 8th March 2001
- SA/00/0948 Erection of 4 no. freestanding non-illuminated Public Information Pillars (3.4m high x 1.3m wide), one each at Smithfield Road and Raven Meadows, and two at Roushill. SPLIT 23rd November 2000
- SA/02/1032/ADV Erect and display 13 non-illuminated banner signs; 2 illuminated fascia signs; 7 non-illuminated fascia signs and 5 information/direction signs (amended description) SPLIT 11th September 2002
- 11/01336/FUL Proposed alterations to pedestrian entrance GRANT 18th May 2011
- 12/00409/EIA Re-development of Riverside Shopping Centre to include demolition of the Riverside Shopping Centre, Medical Practice, Nightclub, connecting structures to the Pride Hill Shopping Centre, connecting structures from Raven Meadows multi-storey car park to the Darwin Centre, removal of trees, part demolition and alterations to Raven Meadows multi-storey car park, construction of new shopping centre including department store and unit shops (Use Classes A1, A2, A3, A4 and A5), offices (Use Class B1), new bridging connections to Pride Hill and Darwin Centres, new undercroft car park, cycle parking, alterations to pedestrian entrance from bus station, partial alterations to the frontages of the Darwin and Pride Hill Centres, servicing arrangements, vehicular access and associated landscaping and engineering works PDE
- SA/75/0270 To erect single storey flat roofed enquiry/left luggage office with waiting facilities and toilet. PERCON 13th May 1975
- SA/81/1000 To use part of land as a temporary car park. REFUSE 15th December 1981
- SA/77/0723 Use of existing building for storage purposes. PERCON 1st September 1977

- SA/78/0846 To continue the use of existing building for storage purposes. PERCON 19th September 1978
- SA/76/0005 To provide hatted accommodation for temporary l'nding library (5 years) with pedestrian access and vehicular access only for library vans. NOOBJC 12th February 1976
- SA/80/0813 Renewal of 76/5 dated 10/2/76 to continue to use site for temporary accommodation for Branch Library with pedestrian access and vehicular access for library vans only for a further period of 3 years. For Leisure Activities Committee. NOOBJC 30th September 1980
- SA/92/1159 Installation of a new shopfront. For Bookscene Ltd. PERCON 9th December 1992
- SA/92/1158 Erect and display an internally illuminated sign. For Bookscene Ltd. PERCON 9th December 1992
- SA/92/0826 Erect and display 1 no. logo sign externally illuminated by spotlights. For Shell Pensions Trust Ltd. PERCON 16th September 1992
- SA/91/1325 Installation of a new shopfront. For Mr M Frances. PERCON 20th December 1991
- SA/91/1302 Retention of roof top plant, together with erection of acoustic/visual screens. For John Laing Developments Ltd. REFUSE 29th January 1992
- SA/91/1098 Retention of roof-top plant together with erection of acoustic screens. For John Laing Developments Ltd. REFUSE 29th January 1992
- SA/91/0989 Installation of a new shopfront. For Shell Pensions Trust Ltd. PERCON 9th October 1991
- SA/91/0983 Installation of a new shop front. For Wilkinson Group of Companies. PERCON 9th October 1991
- SA/91/0935 Erect and display an internally illuminated fascia sign. For Burton Group PLC. PERCON 18th September 1991
- SA/91/0364 Change of use from A1 to A3. PERCON 22nd May 1991
- SA/91/0274 Erect and display a shopsign. PERCON 11th April 1991
- SA/91/0273 Installation of a new shopfront. PERCON 11th April 1991
- SA/90/1305 Proposed new shopfront. PERCON 30th January 1991
- SA/90/1114 Installation of a new shop front. PERCON 22nd October 1990
- SA/90/1113 Installation of a new shop front. PERCON 22nd October 1990
- SA/90/1112 Installation of a new shop front. PERCON 22nd October 1990
- SA/90/0902 Erect and display a non-illuminated sign stating Charles Darwin Centre. REFUSE 19th September 1990
- SA/90/0852 Installation of a new shop front. PERCON 24th August 1990
- SA/90/0365 Erect and display an illuminated shop fascia sign and internally mounted neon box sign. PERCON 12th April 1990
- SA/90/0017 Erect and display a shop sign. PERCON 22nd January 1990
- SA/90/0016 Installation of a new shop front. PERCON 22nd January 1990
- SA/90/0009 Installation of a new shopfront. PERCON 22nd January 1990
- SA/90/0008 Erect and display an internally illuminated shop sign. PERCON 22nd January 1990
- SA/89/1491 Illumination of fascia sign and hanging sign. REFUSE 17th January 1990
- SA/89/1209 Installation of a new shop front. PERCON 25th October 1989
- SA/89/1169 Installation of a new shopfront. PERCON 25th October 1989
- SA/89/1115 Erect and display an internally illuminated shop sign. PERCON 28th September 1989
- SA/89/1089 Erect and display an internally illuminated fascia sign. PERCON 28th September 1989
- SA/89/1088 Installation of a new shop front. PERCON 28th September 1989
- SA/89/1087 Installation of a new shop front. PERCON 28th September 1989
- SA/89/1086 Erect and display an internally illuminated fascia sign. PERCON 28th September 1989

- SA/89/0767 Installation of a new shopfront. PERCON 25th August 1989
- SA/89/0702 Installation of a new shopfront. PERCON 25th August 1989
- SA/89/0701 Erect and display an externally illuminated shop sign. PERCON 25th August 1989
- SA/89/0621 Erect and display an internally illuminated shop sign. PERCON 17th July 1989
- SA/89/0620 Installation of a new shopfront. PERCON 6th July 1989
- SA/89/0644 Erect and display an illuminated hanging sign and illuminated fascia signs.
PERCON 17th July 1989
- SA/89/0426 Installation of a new shopfront. PERCON 6th June 1989
- SA/89/0425 Erect and display a shop sign and projecting sign with internally illuminated individual letters. PERCON 8th June 1989
- SA/89/0141 Erect and display shop signage to be externally illuminated by projecting picture lights. PERCON 5th May 1989
- SA/89/0140 Installation of a new shopfront. PERCON 5th May 1989
- SA/89/0645 Installation of a new shopfront. PERCON 7th July 1989
- SA/89/0506 Erect and display an internally illuminated shop sign. PERCON 8th June 1989
- SA/89/0505 Installation of a new shop front. PERCON 6th June 1989
- SA/88/0756 Change of use from Class A1 retail to Class A3 licensed family restaurant with ancillary take-away facilities. PERCON 5th September 1988
- SA/87/0820 Erect and display lettings signboard non-illuminated. (A retrospective application).
PERCON 1st October 1987
- SA/87/0819 Erect and display lettings sign board non-illuminated. (A retrospective application).
PERCON 1st October 1987
- SA/87/0654 Erection of a contractors site signboard for the display of construction team details.
PERCON 4th September 1987
- SA/87/0653 Erection of a contractors site signboard for the display of construction team details.
PERCON 4th September 1987
- SA/86/1052 Land to be used for off loading material and as crane pick-up point. PERCON 18th December 1986
- SA/86/0577 Provision of covered walkways linking Riverside Shopping Centre with existing multi-storey car park and new shopping development, together with associated paving, landscaping works and highway modifications. PERCON 31st July 1986
- SA/86/0408 Relocation of office accommodation and siting of new items of plant. PERCON 3rd July 1986
- SA/86/0270 Formation of temporary "town walk" to be used during the construction of John Laing Developments Ltd Shopping Development until the permanent town walk is complete. PERCON 8th May 1986
- SA/85/0508 Development and redevelopment including demolition of 20/22 Pride Hill to provide retail shopping, storage and servicing, together with car parking and bus station, highway improvements to Raven Meadows to provide bus land together with related highway improvements to junction of Raven Meadows with Smithfield Road and formation of new vehicular and pedestrian accesses. PERCON 8th August 1986
- SA/92/0825 Erect and display 3 no logo signs externally illuminated by spotlights. For Shell Pensions Trust. PERCON 16th September 1992
- SA/92/0147 Retention of roof top plant together with erection of acoustic visual screens. For Shell Pensions Trust Ltd. PERCON 18th March 1992
- SA/92/0146 Retention of roof top plant together with erection of acoustic/visual screens.
PERCON 24th July 1992
- SA/92/0119 Installation of a new shopfront. For Shell Pensions Trust Ltd. PERCON 4th March 1992
- SA/92/0001 Installation of a new shopfront. For Finerose Ltd. PERCON 5th February 1992
- SA/91/1326 Erect and display an internally illuminated fascia sign. For Mr M Frances.
PERCON 20th December 1991

SA/89/1055 Erect and display an internally illuminated static shop sign. PERCON 28th

September 1989

SA/89/1054 Installation of a new shop front. PERCON 28th September 1989

SA/89/0944 Installation of a new shopfront. PERCON 29th September 1989

SA/89/0943 Erect and display an internally illuminated shop sign. PERCON 29th September 1989

SA/89/1116 Installation of a new shop front. PERCON 28th September 1989

SA/89/0930 Erect and display an internally illuminated fascia sign. PERCON 6th September 1989

SA/89/0929 Installation of a new shopfront. PERCON 6th September 1989

SA/89/0886 Installation of a new shopfront. PERCON 6th September 1989

SA/89/0887 Erect and display an illuminated fascia sign. PERCON 6th September 1989

SA/89/0875 Installation of a new shop front. PERCON 6th September 1989

SA/89/0874 Erect and display an internally illuminated static shop sign and projecting sign. PERCON 6th September 1989

SA/89/0846 Erect and display an internally illuminated fascia sign. PERCON 6th September 1989

SA/89/0845 Installation of a new shopfront. PERCON 6th September 1989

SA/89/0776 Erect and display an internally illuminated shop sign stating "Rumbelows". PERCON 25th August 1989

SA/89/0775 Installation of a new shopfront stating "Rumbleows". PERCON 25th August 1989

SA/89/0768 Erect and display an internally illuminated shop sign. PERCON 25th August 1989

SA/91/0827 Erect and display an internally illuminated fascia sign. For Zales Jewellers Ltd. PERCON 28th August 1991

SA/91/0826 Erect and display an illuminated fascia sign. For Applewoods. PERCON 28th August 1991

SA/91/0825 Installation of a new shop front. PERCON 28th August 1991

SA/91/0781 Retrospective application for retention of external fire escape stair and roof plant. PERCON 30th October 1991

SA/91/0670 Erect and display an internally illuminated fascia sign. For Master Glass Engraving Ltd. PERCON 31st July 1991

SA/91/0645 Installation of a new shopfront. For Masterglass Engraving Ltd. PERCON 17th July 1991

SA/89/1475 Erect and display fascia signs. PERCON 14th February 1990

SA/89/1474 Installation of a new shopfront. PERCON 14th February 1990

SA/89/1403 Erect and display an internally illuminated shop sign. PERCON 20th December 1989

SA/89/1402 Installation of a new shop front. PERCON 20th December 1989

SA/89/1438 Installation of a new shopfront. PERCON 20th December 1989

SA/89/1437 Erect and display internally illuminated box sign stating 'Principles' and 2 No. nine square logos. PERCON 20th December 1989

SA/89/1355 Installation of a new shop front. PERCON 8th December 1989

SA/89/1354 Erect and display internally illuminated fascia shop signs. PERCON 8th December 1989

SA/89/1308 Erect and display a shopsign. PERCON 9th November 1989

SA/89/1234 Erection of a shop sign stating 'Birthdays'. PERCON 25th October 1989

SA/89/1226 Erect and display shop signage. PERCON 25th October 1989

SA/89/1225 Erect and display a shop sign. PERCON 25th October 1989

SA/90/0851 Erect and display a back illuminated shop fascia sign and internally mounted neon box sign. PERCON 24th August 1990

SA/90/0640 Installation of a new shopfront. PERCON 11th July 1990

SA/90/0639 Erect and display an internally illuminated fascia sign. PERCON 11th July 1990

- SA/90/0563 Erect and display an internally illuminated fascia sign. PERCON 11th July 1990
- SA/90/0562 Installation of a new shop front. PERCON 11th July 1990
- SA/90/0387 Installation of a new shopfront. PERCON 24th May 1990
- SA/85/0458 Demolition and redevelopment of rear portion of building to suit new shopping development. For John Laing Developments Ltd. WDN 21st June 1985
- SA/85/0457 Demolition and redevelopment of rear portion of building to suit new shopping development. For John Laing Developments Ltd. WDN 21st June 1985
- SA/85/0433 Development and re-development including demolition of 20/22 Pride Hill to provide retail shopping, storage and servicing together with car parking and bus station. Highway improvements to Raven Meadows to provide bus lane together with related highway improvements to junction of Raven Meadows with Smithfield Road and formation of new vehicular and pedestrian accesses (Amendment to previously approved scheme to secure access alterations). WDN 21st June 1985
- SA/84/1014 Erect and display an internally illuminated neon sign 2250mm x 1700mm and a double sided non illuminated projecting sign 1400mm x 1600mm (to be illuminated by spotlights) stating 'TOP MAN'. REFUSE 10th January 1985
- SA/85/0417 Alterations to existing building to provide new shopfronts onto proposed shopping development entrance hall. For John Laing Developments Ltd. WDN 23rd May 1985
- SA/90/0246 Erect and display a shop fascia sign. REFUSE 25th April 1990
- SA/76/0897 Erect 12 element Yagi Aerial (30ft guyed mast). PERCON 16th December 1976
- SA/74/0892 Display of internally illuminated fascia sign. PERCON 14th January 1975
- SA/85/0068 Erect and display an internally illuminated fascia sign with solid returns and a non-illuminated projecting sign (1000 x 1200mm) stating 'TOP SHOP' in accordance with our drawing 2022/TS/002/Rev B. PERCON 21st March 1985
- SA/84/0823 Partial demolition of Repository and adjacent warehouse and erection of new gable end facades to replace existing. PERCON 16th November 1984
- SA/98/0121 Erect and display a non illuminated double sided sign. PERCON 18th March 1998
- SA/97/1188 Erect and display an internally illuminated sign. REFUSE 22nd January 1998
- SA/97/0254 Erect and display 2 externally illuminated hanging signs. REFUSE 16th April 1997
- SA/96/1047 Erect and display various illuminated and non illuminated signs on the Pride Hill elevation (entrance canopy), Raven Meadows elevation (various locations), Riverside elevation (various locations) and hanging banners. SPLIT 9th January 1997
- SA/94/1018 Installation of feature clock to highway outside entrance to Darwin Shopping Centre to Pride Hill, including alterations to paving material to highway and entrance to Darwin Shopping Centre and uplighting to elevations nos. 19 Pride Hill and SU22 Darwin Centre. REFUSE 17th November 1994
- SA/93/1254 Installation of a new louvre on elevation to Ravens Meadow car park to match existing louvres. PERCON 12th January 1994
- SA/93/0873 Erect and display an internally illuminated fascia sign. PPNREQ 22nd September 1993
- SA/93/0760 Change of use from A1 (retail) to coffee shop A3 (food and drink). PERCON 6th October 1993
- SA/93/0530 Alteration to entrance doors, erection of safety rails and alteration to glazed canopy. PERCON 15th December 1993
- SA/01/0053 Erect and display 18 no. flags in hanging basket brackets on the Darwin Shopping Centre. REFUSE 8th March 2001
- SA/00/0868 Erect and display 1 no. internally illuminated box sign. PPNREQ 26th July 2000
- 12/00409/EIA Re-development of Riverside Shopping Centre to include demolition of the Riverside Shopping Centre, Medical Practice, Nightclub, connecting structures to the Pride Hill Shopping Centre, connecting structures from Raven Meadows multi-storey car park to the Darwin Centre, removal of trees, part demolition and alterations to Raven Meadows multi-storey car park, construction of new shopping centre including

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REPLACEMENT REPORT

department store and unit shops (Use Classes A1, A2, A3, A4 and A5), offices (Use Class B1), new bridging connections to Pride Hill and Darwin Centres, new undercroft car park, cycle parking, alterations to pedestrian entrance from bus station, partial alterations to the frontages of the Darwin and Pride Hill Centres, servicing arrangements, vehicular access and associated landscaping and engineering works
PDE

Appeal

97/00543/REF Erect and display 2 externally illuminated hanging signs. DISMIS 24th October 1997