

PLANNING APPLICATION NUMBER:P08/1441

Type of approval sought	Full Planning Permission
Ward	CASTLE & PRIORY
Applicant	Mr Roger Welchman
Location:	TESCO SUPERSTORE, TOWN GATE RETAIL PARK, BIRMINGHAM ROAD, DUDLEY, DUDLEY, DY1 4RP
Proposal	REDEVELOPMENT OF TOWN GATE RETAIL PARK AND REPLACEMENT WITH NEW TESCO FOODSTORE (A1) RELOCATED PETROL FILLING STATION. NEW ACCESS ARRANGEMENTS AND ACCESS FROM BIRMINGHAM NEW ROAD WITH ASSOCIATED PARKING AND LANDSCAPING
Recommendation Summary:	APPROVE SUBJECT TO A 106 AGREEMENT

SITE AND SURROUNDINGS

- 1 The application site is known as Town Gate Retail Park and is located to the Birmingham Road and Birmingham New Road (A4123) immediately to the west of Burnt Tree island, approx 1km from Dudley town centre. Vehicular access is from two free flow junctions located on Birmingham Road and Birmingham New Road.
- 2 The application site consists of a 6282m² (gross) TESCO supermarket, which is constructed in brick with a tiled roof, often referred to as an 'Essex Barn' design. Adjoining the store is a large car park and a petrol filling station. To the rear of the supermarket is an extensive servicing and home delivery base for TESCO.com. Within the store which is principally open-plan, is a café, toilets for shoppers, a bakery, a pharmacy, stock storage and staff accommodation. Also within the site are a number of steel uprights which are part of an unfinished mezzanine.
- 3 Adjoining the TESCO site is a retail park consisting of two retail units, one presently used as a DIY store and garden centre, the other being vacant. The combined floor space of these buildings is 4645m² (gross). These buildings were built in the 1990's and are finished in colour treated profiled sheeting. Adjoining these buildings is a further car park.
- 4 In addition to these units is a smaller unit located near to Birmingham Road. This was formerly used as a Blockbuster video rental shop and has an adjacent car park. The building, which is now vacant has a floor area of 680m² (gross).

- 5 The application site has an extensive network of private roads which link the various parts of the Town Gate Retail Park.
- 6 The application site which includes all the aforementioned buildings is roughly triangular and is bounded on two sides by busy dual carriageways. On the south side of Birmingham Road is a mixture of residential and commercial uses including a hotel and a laminate flooring store. On the eastern side of Birmingham New Road is a varied mix of commercial uses including a family orientated public house, a 1970s office building and factories. On the north side of the site is a further hotel, an area of vacant land and a factory.
- 7 The site has no significant landscape features with a limited amount of planting around the periphery, some of which has been poorly maintained.
- 8 The site is well served by public transport with three frequent services passing the store on route to Birmingham, together with a couple of less frequent services. The site presently has circuitous pedestrian links with the adjoining footways.

PROPOSAL

- 9 The application seeks to demolish all of the buildings on the site and construct one large TESCO store which runs to approximately 13004m². The store would be two-storey with car parking on the lower level with access to the upper level by travellators, a lift and stairs.
- 10 The proposed building would be finished in glass and timber to the front elevation with glass and other panelling to the sides. The roof would be curved and would be topped with 'wind catchers' which as well as being a design feature would also provide a level of natural ventilation for the store.
- 11 A service yard would be located at the rear of the shop. The service yard would be elevated and would be accessed by a ramp on the Birmingham Road side of the proposed store. Car parking would be located below the service area. The applicants are indicating that the plant would be sited in this location as well.
- 12 On the site of the former video rental store would be a replacement petrol station which would include a small retail shop, a car wash and a jet wash. The petrol filling station would operate on a one-way basis.
- 13 The vehicular access to the site from Birmingham New Road would be relocated to the northern part of the site and would be signal controlled. The junction would be designed to allow right movements into and out of the store which is not presently possible. The existing access onto Birmingham Road would be modified and a new access road provided to allow access to the car park. These measures would form part of the proposed replacement of Burnt Tree Island.
- 14 The application was submitted with a transport assessment, a design and access statement, an air quality assessment, a noise assessment, a flood risk assessment,

a design and access statement, a landscape assessment and planning statement which incorporates the retail impact assessment.

- 15 Amendments have been made to the application which includes changes to the disabled parking, pedestrian routes to the site and some indicative public realm details. In addition details have been provided of the combined heat and power plant.

HISTORY

APPLICATION No.	PROPOSAL	DECISION	DATE
88/50092	Outline - Retail Development To Include Food Superstore Non-Food store Garden Centre Restaurant Car park	Refused – Allowed on Appeal	28/04/88
91/50565	Erection Of A Tesco Superstore And Petrol Filling Station (Approval Of Reserved Matters)	Granted	
91/51040	Erection Of Non-Food Retail Store With Garden Centre And Associated Car Park (Approval Of Reserved Matters)	Granted	15/08/91
91/51931	Erection Of Refrigeration Condensers Air Handling Unit And Associated Acoustic Screen.	Granted	16/01/92
92/50295	Erection Of Two Non-Food Retail Units And Garden Centre With Associated Car Park.	Granted	19/03/92
93/51313	Erection Of Two Non-Food Retail Units Garden Centre Service Yard And Associated Car Parking.	Granted	17/08/93
95/50516	Construction Of Room To House Cash Dispensing Machines	Granted	12/04/95
98/50385	Removal Of Large Revolving Door And Substitution With Glazed Screen.	Granted	16/03/98
99/51016	Extension To Existing Retail Store	Granted	

	Revisions To Car Park & Petrol Filling Station Layout & Revised Access Arrangements.		
P03/0772	Lawful Development Certificate For Creation Of Mezzanine Floor.	Granted	09/06/03
P03/1300	Alterations And Extensions To Service Storage And Distribution Area.	Granted	09/10/03
P04/2474	Erection of marquee in car park area for the display and retailing of horticultural products	Granted	24/01/2005
P05/0387	Installation of external ATM machine and creation of associated customer car parking space.	Refused	15/04/2005
P05/2221	Alterations and extension to existing service yard to provide facilities for home delivery service	Granted	25/11/05
P06/0154	Erection of marquee in car park area for the display and retailing of horticultural products	Granted	24/03/2006
P06/0483	Installation of hand car valeting operation and siting of temporary office (retrospective). New canopy roof (proposed)	Granted	02/05/2006
P07/0172	Lawful Development Certificate (Existing Use) to continue construction of a mezzanine floor.	Granted	15/03/2007
P07/0320	Replacement of existing recycling units with a single Tomra recycling unit together with associated enabling works.	Granted	05/04/2007
P07/0895	Alterations and extension to existing home delivery service area including canopy fencing and	Granted	02/07/2007

	gate.		
P07/0897	Alterations and extension to existing home delivery service area including canopy fencing and gate	Granted	02/07/2007
P07/1156	Change of use of car parking spaces to hand car washing/valeting facility with canopy and siting of a cabin to house fuel	Granted	15/02/2008
P07/1565	Re-site existing recycling area including replacement of existing recycling units with a single Tomra recycling unit to	Refused	05/10/2007
P07/1681	Erection of two 10.6m high micro wind turbines	Granted	23/10/2007
P07/0961	Installation of an external ATM pod & anti ram raid bollards	Refused	10/07/2007
P07/2205	Erection of two 10.6 m high wind turbines (resubmission of approved application P07/1681)	Granted	16/01/2008

PUBLIC CONSULTATION

16 2 letters of objection received from Access in Dudley and the Blue Badge Network, main issues raised:

- Disabled spaces will be more than 50m away from the store entrance
- Wheelchair users could be accessing onto moving traffic
- No disabled parking for larger vehicles

17 1 other letter of objection received, main issues raised:

- The applicant has not demonstrated a need for the size and scale of the proposed development, as the catchment area used is unrealistic and too extensive
- The scale of the proposed development is inappropriate

- There are sequentially preferable development sites that could accommodate the development
- The impact of the proposal could have an adverse effect on the vitality and viability of Dudley town centre, which has a high vacancy rate and two proposed/planned retail developments
- Consider proposal to be contrary to UDP policy CR9, the Regional Spatial Strategy and Planning Policy Statement 6 – Town Centres

OTHER CONSULTATION

- 18 Group Engineer (Development): Comments in respect of amended plans awaited.
- 19 Head of Environmental Health and Trading Standards: No objection subject to conditions.
- 20 Environment Agency: Object – Lack of sustainable drainage techniques. Also some gaps in the ground investigation survey, although recommend conditions.
- 21 Severn Trent Water: No objection subject to conditions.
- 22 Highways Agency: No objection, A4123 due to be de-trunked.
- 23 Government Office for the West Midlands: No representations received.
- 24 Advantage West Midlands: Offers opportunity to improve the gateway to Dudley town centre.
- 25 West Midlands Fire Service: No objection
- 26 CENTRO: Concern about delays to bus services. Request contribution towards Route 87 bus showcase scheme.

- 27 Sandwell MBC: No written representations received, although verbally advise that they have no objection

RELEVANT PLANNING POLICY

Unitary Development Plan

DD1 Urban Design
DD3 Design of Retail Development
DD4 Development in Residential Areas
DD5 Development in Industrial Areas
DD6 Access and Transport Infrastructure
DD7 Planning Obligations
DD9 Public Art
UR9 Contaminated Land
CR1 Hierarchy of Centres
CR3 Local Shopping Areas
CR8 New Retail Development - Large Foodstores
CR9 Edge-of-Centre and Out-of-Centre Development
CR10 Conditions on Major Retail Development
AM1 An Integrated, Safe, Sustainable and Accessible Transport Strategy
AM11 Cycling
AM12 Pedestrians
AM15 Personal Mobility
AM16 Travel Plans
NC1 Biodiversity
EP5 Air Quality
EP6 Light Pollution
EP7 Noise Pollution
EP10 Renewable Energy

Supplementary Planning Guidance/Documents

Parking Standards and Travel Plans Supplementary Planning Document
Planning Obligations Supplementary Planning Document

National Planning Guidance

PPS1 - Delivering Sustainable Development
PPS6 – Town Centres
PPG13 – Transport
PPS22 - Renewable Energy
PPS23 - Planning and Pollution Control
PPG24 - Planning and Noise
PPS25 – Development and Flood Risk

ASSESSMENT

- 28 The main issues are
- Principle
 - Design
 - Neighbour Amenity
 - Occupier Amenity
 - Access and Parking
 - Nature Conservation
 - Planning Obligations
 - Other Issues

Principle, Policy and Background

- 29 The application site is classed as an out-of-centre site in PPS6: 'Planning for Town Centres' terms as it is more than 300 m from the primary shopping area ie Dudley. The site is an established Retail Park which contains the existing TESCO store with a gross floor area of 6,282 sq metres A1 retail floor space, a vacant video store (Blockbuster) with a gross floor area of 680 sq m, a DIY store (Wickes) with a gross floor area of 3,530 sq metres retail floor space, a vacant unit (formerly Currys) with a gross floor area of 1,115 sq metres retail floor space and a trading petrol filling station.
- 30 TESCO own all the buildings on the application site, which all benefit from planning permissions which allow the sale of an unrestricted range of retail goods, including the sale of food and drink. A Certificate of Lawfulness (P03/0772) was issued for the installation of a mezzanine floor with a gross floor area of 2,167 sq metres and a further certificate of Lawfulness was issued (P07/0172) in respect of the existing mezzanine floor, works on which had commenced prior to the amendments to the Town and Country Planning Act which came into force in August 2006 bringing mezzanines under planning control. The certificate therefore confirms that the completion of a mezzanine in the store would be lawful. None of the planning permissions described above imposed restrictions on the range of goods which could be sold from the units. In respect of the former Curry's and Wickes units this has recently been confirmed by a Certificate of Lawfulness (P07/2025). This means that TESCO have approval for 13,774 sq m unrestricted retail floor space.
- 31 The proposed store would have a total gross floor space of 13,004 m², including a total sales floor space of 9,388 m². The proposed store would be effectively twice the size of the existing TESCO store on the site. However, taking account of the quantum of unrestricted retail floor space on the site within the applicants control, the proposed store would represent a net reduction in the overall unrestricted retail floor space which is lawful at the site.
- 32 The Dudley Unitary Development Plan sets out a clear allocation of anticipated comparison retail development between the Borough's principal centres. Policy CR6

'New Retail Development – Comparison Goods' states 'that proposals for additional retail development beyond the allocations of the plan will only be supported where it can be demonstrated that there is a proven need for the development and that it will not adversely impact upon the vitality and viability or potential investment in town centres within or beyond the Borough boundary.'

- 33 With respect of food stores, Policy CR8 'New Retail Development – Large Food Stores' states that *'In addition to locations immediately adjacent to Brierley Hill High Street or within the primary retail core areas of Dudley, Halesowen and Stourbridge town centres, the following major opportunity sites are specifically identified on the Proposals Map for the development of large food stores subject to their development being fully integrated into the pattern of movement, economic activity and character of the town centre:-*
- *King Street/Flood Street, Dudley.*
 - *St. John's Ring Road/Birmingham Street, Stourbridge.'*
- 34 The Dudley Retail Study (1999) and subsequent update (2002) identified the need to encourage the development of a large modern food store in Dudley to act as both a catalyst for regeneration and to anchor the overall shopping function.
- 35 In accordance with the requirements of PPS6; 'Policy CR9 of the UDP (Edge-of-Centre and Out-of-Centre Development) asserts that (A1) retail development should be located in the Borough's centres and that exceptions to the policy presumption should only be permitted subject to special circumstances. The applicant has taken the above retail issues into account and has submitted a Planning and Retail Statement which considers need, the sequential test and trade diversion impacts.
- 36 PPS6 sets out the considerations which should be taken into account by planning authorities in determining planning applications for proposals relating to main town centre uses which should be considered favourably (paragraphs 3.4 and 3.5 refer). These are;
- There is a need;
 - The development is of an appropriate scale
 - There are no more central sites for development;
 - There are no unacceptable impacts on existing centres; and
 - Locations are accessible.

These criteria are considered individually below;

(i) Quantitative Need

- 37 The retail assessment has established a catchment area based on a ten minute 'drive time' distance from the application site. The study focuses on 17 zones and is well related to the size and function of the proposed development. The population data is based upon the 2001 census data and demonstrates that between 2008 and 2013 (5 years ahead) population in the catchment area is projected to increase. The expenditure per capita have been supplied for convenience and non-bulky

comparison goods. Deductions have been made to account for internet shopping although no reference has been made to the current economic downturn and its likely impact on current and future retail expenditure patterns. The respective population and expenditure figures have been multiplied together to produce a total for expenditure available in each of the defined zones. This analysis demonstrates a quantitative need for the convenience and comparison retail proposal.

(ii) Qualitative Need

- 38 The quantitative need assessment indicates that the existing store is currently 'overtrading'. The proposed new store would provide customers access to a modern, more efficient retail development and expand the range of goods, therefore increasing choice. It would alleviate overtrading conditions by providing an increase in the number of checkouts, wider aisles and more circulation space.

(iii) Scale

- 39 The scale of a development is usually defined in terms of its gross floor space. It is important that the existing planning status of the buildings is treated as a material consideration when examining the retail statement and applying Policy CR9 requirements. The existing unrestricted retail floor space on the site in addition to the mezzanine floor space within the existing TESCO store offers a gross floor area which is 770 m² greater than that proposed by the new store.

(iv) Sequential Test

- 40 In respect of whether there are alternative sites capable of meeting the need, the applicant has identified six opportunity/development sites in and around Dudley town centre where retail uses would be acceptable as part of mixed use developments.
- 41 Opportunity Site H within the Kings Street/Flood Street Development Block (Policy DTC2 Xii) is available and has been allocated for retail development within Dudley's Adopted UDP, The Roger Tym Study 1999 concluded that there is an identified need for 15,000 sq.m of comparison retail on the site as well as a large food store.
- 42 The applicant argues, given that the site is of mixed ownership and had been allocated for retail development for in excess of 15 years that the site is not suitable, viable or available under the terms of PPS6 to meet identified need for additional retail floor space. This assertion is not supported by any actual evidence and therefore is not accepted by the Council. However, a material consideration which has been taken into account is that the applicant controls all the unrestricted retail floor space which exists at the application site and the amount of floor space proposed could be accommodated within the existing buildings without the need for any further planning permission. TESCO are proposing to use the existing quantum of unrestricted floor space at Burnt Tree in one larger store. It is also acknowledged by the Council that apart from King Street/Flood Street there are relatively few opportunities identified to reconfigure space within Dudley Town Centre without

large scale clearance and redevelopment which would have a negative impact on Dudley's historic character and distinctiveness.

(v) Impact

- 43 The Retail Assessment includes a comparison of the proposed scheme against two fall back scenarios. The first fallback scenario assumes completion of the TESCO mezzanine and that it trades in comparison goods, and the occupation of all other units on the site by non-food retailers. The total turnover of scenario one is made up of a greater amount of non-food turnover than the replacement store. The assessment, shows that there would be insufficient non-food retail capacity to support this scenario.
- 44 Fallback scenario 2 assumes that the TESCO mezzanine is traded as food floor space, that the Blockbuster unit becomes a convenience unit, whilst the larger units are occupied by 'High Street' retailers such as Next, WH Smith or Boots. This scenario shows higher convenience and comparison turnovers than the replacement Store. As such there would be less residual capacity in convenience goods terms and a deficit in comparison goods capacity. Both fallback scenarios would have greater impacts on Dudley and other centres in the catchment area, particularly in terms of comparison goods trade diversion. The replacement store represents a more acceptable scenario in capacity and impact terms than either of the two fallback positions tested. However, it could be argued that a large single TESCO store would have a higher turnover per sq m than either of the two fall back scenarios?
- 45 In assessing the impact effects of the proposed redevelopment of the TESCO store and adjacent retail units, it is a significant material consideration that TESCO is able to complete the lawful mezzanine within the existing store and, through its ownership of the Wickes, Curry's and Blockbuster units, also trade those units on an unrestricted retail basis (food or non-food).

(vi) Accessibility

- 46 A Transport Statement has been prepared in support of the application. The proposal site encompasses part of the Birmingham New Road and Birmingham Road Strategic Highway Network which is one of the main arterial routes into Dudley and carries a number of frequent bus routes. Therefore, it is considered to be relatively accessible.

(vii) Conclusion

- 47 Taking the above comments into account it is considered that the applicant has demonstrated the need for the retail floor space as there is sufficient expenditure capacity within the study area to accommodate the proposed scheme. Furthermore the impact associated with the scheme would be less than that which could be delivered in accordance with the lawful planning position. Given the material consideration that TESCO is able to complete the lawful mezzanine within the existing store and, through its ownership of the Wickes, Curry's and Blockbuster

units, also trade those units on an unrestricted retail basis (food or non-food) approval of this application offers the opportunity to comprehensively redevelop the site and control the retail floor space in the future.

Design

- 48 The existing store on the site is typical of its time of construction and is often referred to as an 'Essex barn'. The adjoining retail park buildings are of typical retail par design and are finished in painted or powder coated profiled sheeting. All buildings only have one floor of trading and storage space.
- 49 The proposed store design is a departure from the existing buildings on site. The proposed store would be about twice as large as the existing store and will be two-storey with parking on the ground floor and the retail and servicing space at first floor level. The two levels would be linked by stairs, lifts and travellators from within a two storey high atrium.
- 50 The building which would be contemporary in appearance would have its principal elevation facing onto the main car parking area and would be finished in a mixture of glass and timber. The main doorways to the store have been designed to project out from the main building with a welcome border around the door which improves the legibility of the proposed large building, as well as adding visual interest to the building. The window area to the proposed first floor café has been turned into a feature which wraps around the south east corner and allows users of the café to have a view out.
- 51 The side elevation shows the provision of a shallow curved roof with cladding, although the south elevation includes more glazing than the north. External projections are also incorporated to the side elevations which conceal emergency stair cases which have been designed as features which also break-up the mass of the elevations.
- 52 Overall the proposed building is considered to be a significant improvement over the existing building and would make a positive contribution to one of the key gateways into the Borough and town centre.

Public Realm

- 53 The existing public realm experience on the site is considered to be of poor quality and does not reflect the importance of the site as a gateway to the town centre and the Borough.
- 54 The applicant is proposing a number of improvements including a larger area of planting and a 'landscape feature Area' near to the proposed Burnt Tree road junction. In addition relocation of the recycling facilities to a less prominent location adjacent to the proposed petrol filling station is proposed which is considered to be an improvement.

Neighbour Amenity

- 55 The nearest residential properties to the site are to the south on the opposite side of Birmingham Road. These properties would be 90 to 100m away from the main store which is considered to be sufficiently distant as not to cause material harm. Whilst the proposed petrol filling station would be closer to the same houses the siting of the proposed filling station below the level of Birmingham Road would significantly reduce its impact. However, conditions are required which have been agreed with the applicant which limit the hours of operation for the proposed car and jet washes which would form part of the petrol filling station.
- 56 To the north of the application site and on the opposite side of Birmingham New Road the principal land uses are office and industrial and therefore no conflict would arise.
- 57 Immediately to the west of the application site is the Village Hotel. Whilst not a purely residential use its quasi residential use still needs to be afforded a reasonable level of amenity. In this case the proposed servicing area would be closer to the hotel than the present store as the servicing area would be constructed on the site of the existing rear service road which provides a narrow but adequate gap. In addition the proposed service area would be elevated above its current location with car parking below.
- 58 The applicants have provided a noise assessment with the application which concludes that the provision of a 3.5m acoustic fence would reduce the likely impact to guests within the hotel. In addition no formal objection has been received from the hotel. Therefore the Head of Environmental Health and Trading Standards is satisfied that there would be no detrimental impact the hotel.
- 59 The applicant has also provided details of the proposed plant which would be located to the rear of the store. The Head of Environmental Health and Trading Standards considers the details provided to be satisfactory subject to a condition imposed to protect amenity.
- 60 The planning permission for the site did not include an hours of opening condition and as such the superstore and the filling station are open 24 hours. Due to this fall back position it is not possible or reasonable to impose any opening hours condition.

Access and parking

- 61 Vehicular access to the site would be from Birmingham Road and Birmingham New Road. The former would reutilise the existing access, whilst the access from Birmingham New Road would be located further north. Both the accesses would be signal controlled, with a right turn facility from Birmingham New Road to allow southbound traffic to access the store.

- 62 The access from Birmingham Road would be modified to allow traffic to U turn back along the Birmingham Road, as the facility at the Burnt Tree Island will soon become unavailable once the junction is reconfigured.
- 63 The present pedestrian access to the site is considered to be inadequate and a number of desire lines have been formed from both Birmingham Road and Birmingham new Road. Initially the present application retained these failings. However, following negotiations these facilities have been improved to reduce the amount of vehicular and pedestrian conflict, as well as making the site more attractive to those arriving on foot or by public transport.
- 64 The applicant is proposing 970 parking spaces within the site. These are located in the open in front of the store, as well as under the proposed store. The number proposed is considered to be in accordance with the Councils adopted Supplementary Planning Document.
- 65 Concerns were initially raised by Access in Dudley (AID) and the Blue Badge Network (BBN). AID and BBN were concerned that a significant part of the proposed disabled parking would be more than the advisory 50m distance. This matter has been resolved by the applicant with an amended plan.
- 66 The applicant is proposing the provision of cycle parking for shoppers and staff. The former would be located close to the store entrance.
- 67 The applicant has submitted a Transport Assessment with the application. The assessment concludes that, once the proposed Burnt Tree Island works are complete, the proposed store would not have an adverse impact on the local road network. The conclusions of the assessment are supported by the Group Engineer.
- 68 The site is well accessed by public transport with three frequent services passing the store with two less frequent services passing close by. Route 87 is presently being upgraded to showcase standard within Sandwell and TESCO have agreed to finance the provision of two showcase standard shelters and associated work on Birmingham Road to dovetail with the project.

Air Quality

- 69 The applicant has submitted an air quality assessment with the application which suggests the proposed development would not have any adverse impact on air quality within the locality.
- 70 However, the applicant has noted that the Borough has been designated an Air Quality Management Area and has agreed to power a proportion of its TESCO.com (home delivery) vehicles and store delivery vehicles with alternative fuels. In addition the applicant has made a commitment to review this over time including the provision of alternative fuel from the petrol filling station. These matters would be controlled by a legal agreement and are currently subject to negotiation.

- 71 In addition the applicant has agreed to fund air quality monitoring programme within the vicinity of the site for a period of 3 years to cover the construction and initial operational phase of the development. This would be controlled through a legal agreement.

Renewable Energy

- 72 The applicants are proposing a number of sustainable design features and technologies including the use of natural day lighting to the trading floor and entrance atrium, and what appears to be a means of naturally ventilating the building (wind catchers) and wind turbines to generate electricity. In addition the applicant has indicated that the existing wind turbines within the car park would be relocated to the hatched areas shown on the car park plan.
- 73 A site for a combined heating and power plant is also shown. The Head of Environmental Health and Trading Standards was initially concerned that the proposal could have an adverse impact on air quality but is now satisfied that this will not be the case following the submission of further information by the applicant. All these measures should be welcomed and encouraged.

Ground Conditions

- 74 A ground condition survey was submitted with the application. The Environment Agency and the Head of Environmental Health and Trading Standards are both satisfied with the submission and are requesting the imposition of conditions.

Drainage

- 75 The Environment Agency (EA) initially raised objection to the proposal due to the lack of sustainable urban drainage systems (SUDS) within the site. The applicant has argued that a balancing pond, the most usual form of SUDS, would be inappropriate at the site. The applicant has put forward an alternative proposal to the EA and a response is awaited.

Employment and Regeneration

- 76 The applicants argue the proposed development would assist in the regeneration of the area. The comprehensive redevelopment of the site would improve the accessibility and movement to and across the site. In addition the store proposals would create a further 180 job opportunities.

Ecology Issues

- 77 There are no known ecological designations within or close to the site and therefore no concerns are raised.

Planning Obligations

- 78 The proposed development has a requirement to provide planning obligations to mitigate against the consequential planning loss to the existing community. Should permission be granted a S106 Agreement would be required in respect of the following contributions. The proposal attracts a requirement for a commuted sum to be paid towards the following infrastructure:
- New showcase bus shelters £25,000
 - Air Quality Monitoring £59,540
 - Management and Monitoring Charge £2,906.50
 - Total Offsite Contribution equates to £87,446.50
- 79 A contribution for transport infrastructure improvement is not required as the proposed floor space would be no greater than the existing and the authorised floor space combined. The applicant has agreed to the payment of these planning obligations.
- 80 Other matters to be controlled by legal agreement include a local employment compact where construction and operational jobs would be advertised locally together with a number of air quality related matters relating to delivery vehicles and fuel to be sold from the petrol filling station.
- 81 In addition the applicant has expressed a willingness to provide high quality on site public realm works in lieu of making a payment. They have also expressed an interest in providing on site public art. The full details of these are yet to be agreed and therefore will be conditioned.

CONCLUSION

- 82 The proposed development is considered to be acceptable in principle as the existing unrestricted floor space is in situ or is authorised, that the proposal would not have a severe impact on competing centres, would not have an adverse impact on the local highway network, would not have an adverse impact on neighbour amenity. Similarly the design of the proposal is considered to be acceptable. Consideration has been given to policies DD1 DD3 DD4 DD5 DD6 DD7 DD9 UR9 CR1 CR3 CR8 CR9 CR10 AM1 AM11 AM12 AM15 AM16 NC1 EP5 EP6 EP7 EP10 of the Dudley Unitary Development Plan.

RECOMMENDATION

It is recommended that the application be approved subject to:

- a) The applicant entering into a Section 106 Legal Agreement for a contribution to 2 New showcase standard bus shelters, Air Quality Monitoring, Management and

Monitoring Charge, an employment compact to advertise any construction and operational vacancies, together with air quality improvement commitments.

- b) The Scheme shall include the method, timing and arrangements including a means to guarantee a financial payment, increased through index linking from the first April each subsequent year, in accordance with the Council's planning obligations policies.
- c) The following conditions, with delegated powers to the Director of the Urban Environment to make amendments to these as necessary
- d) That the Secretary of State raises no objection to the proposal and/or does not request the application to be 'called in' for her determination.

Reason for approval

The proposed development is considered to be acceptable in principle as the existing unrestricted floor space is in situ or is authorised, that the proposal would not have a severe impact on competing centres, would not have an adverse impact on the local highway network, would not have an adverse impact on neighbour amenity. Similarly the design of the proposal is considered to be acceptable. Consideration has been given to policies DD1 DD3 DD4 DD5 DD6 DD7 DD9 UR9 CR1 CR3 CR8 CR9 CR10 AM1 AM11 AM12 AM15 AM16 NC1 EP5 EP6 EP7 EP10 of the Dudley Unitary Development Plan.

The decision to grant planning permission has been taken with regard to the policies and proposals in the adopted Dudley UDP (2005) and to all other relevant material considerations.

The above is intended as a summary of the reasons for the grant of planning permission. For further detail on the decision please see the application report.

The development hereby permitted shall be built in accordance with the approved plans numbered F/EXT/714/P103A, 104A, 106A, 108 109, 110A and 111 unless otherwise agreed in writing by the Local Planning Authority.

Buildings are frequently used as roosting and nesting sites by bats. Bats and their roost sites are protected under the 1981 Wildlife and Countryside Act. In the event of bats being present, Natural England must be contacted on 01453 764450 immediately for advice on the best way to proceed.

It should be ensured that work (including site clearance work) does not disturb nesting birds. Birds can nest in many places including buildings, hedgerows, trees and open

grassland. Nesting birds are protected under the 1981 Wildlife and Countryside Act. The main nesting season lasts approximately from March to September, so any work to the site should take place outside these dates if at all possible. N.B. birds can nest at any time, and the site should ideally be checked for their presence immediately before work starts.

There is a public sewer which crosses the site. No buildings shall be erected or trees planted within 2.5m (150 255 FWS) and 5m (700 675x2 SWS) either side of this sewer. The applicant may wish to apply to Severn Trent Water to divert the sewer in accordance with Section 185 of the Water Industry Act 1991.

The Environment Agency would recommend that petrol filling stations and other fuel dispensing facilities should be decommissioned in accordance with the advice and current good practice detailed within the following publications - DEFRA (2002updated) 'Groundwater Protection Code - Petrol Stations and other Fuel Dispensing Facilities Involving Underground Storage Tanks' (Chapter 5) and the guidance within - Energy Institute APEA/IP 1999, 'Guidance for the Design, Construction, Modification and Maintenance of Petrol Filling Stations'. Section 5.4 of the DEFRA (2002) 'Groundwater Protection Code - Petrol Stations and other Fuel Dispensing Facilities Involving Underground Storage Tanks', states:

'It would be preferable to remove all redundant tanks and pipe work. If tanks are left in-situ, a risk could arise if any residual product remains in the tanks. As the integrity of the equipment would no longer be maintained or monitored, the potential risk posed might be greater than during the operational lifetime of the site'.

Section 5.9 of the DEFRA Guidance states:

'It is normal good practice to remove tanks, pipe works and dispensers. If tanks are to be left in-situ, they must be made safe. Following bottoming and making safe, tanks should be filled with either: a sand and cement slurry, hydrophobic foam, or foamed concrete'

There may be some implications for the use of underground storage tanks at the new petrol filling station. This is based on current policy guidelines. There is a need to see the level of protection being offered to protect the underlying Minor Aquifer. We would like to point out though that a site specific risk approach would be used but we would always like to see the most protective measures used subject to cost effectiveness and reasonableness.

The Environment Agency recommends that developers should:

- 1) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- 2) Refer to the Environment Agency Guidance on Requirements for Land Contamination Reports for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, e.g. human health.
- 3) Refer to the website at www.environment-agency.gov.uk for more information.

PPS23: Developer/Landowner Responsibility - Government Policy detailed in Planning Policy Statement 23: Planning and Pollution Control (2004), it remains the responsibility of

the landowner and developer to identify land affected by contamination and to ensure that remediation is undertaken to secure a safe development. Additionally, this Policy requires the need to ensure that land, after development, is not capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990 and that all unacceptable risks have been addressed.

When preparing the method statement as required by condition 24 reference shall be made to the Building Research Establishment Guidance 'Controlling Dust From Construction and Demolition Activities' and the London Councils' Best Practice Guidance 'The Control Of Dust And Emissions From Construction And Demolition'.

Conditions and/or reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. No part of the development hereby permitted shall be commenced until detailed plans and sections showing existing site levels and finished floor levels of the store have been submitted to and approved in writing by the District Planning Authority and the development thereafter shall only be carried out as approved.
3. No part of the development hereby permitted shall be commenced until a schedule of all materials to be used on the external surfaces of the buildings has been submitted to and approved in writing by the Local Planning Authority and thereafter the development shall only be constructed in accordance with these details.
4. No part of the development hereby permitted shall be commenced until full details of soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details must include, where appropriate, planting plans, written specifications including cultivation and other operations associated with plant and grass establishment, a schedule of plants including species, plant sizes and proposed numbers/densities and a programme of implementation. Plans must also include accurate plotting of all existing landscape features such as trees, hedges and ponds and any scheme should also include proposals for managing these features. The works approved as part of this condition shall be completed in accordance with a timetable which has been agreed by the Local Planning Authority

Any trees or shrubs planted in pursuance of this permission including any planting in replacement for it which is removed, uprooted, severely damaged, destroyed or dies within a period of five years from the date of planting shall be replaced by trees or shrubs of the same size and species and in the same place unless otherwise agreed in writing by the Local Planning Authority.

5. No part of the development hereby permitted shall be commenced until full details of hard landscape works have been submitted to and approved in writing by the District Planning Authority. The details must include existing and proposed finished levels or contours; the position, design and materials of all site enclosures, car parking layout and other vehicular and pedestrian areas; hard surfacing materials, minor artefacts and structures (e.g. street furniture, play equipment, refuse areas, lighting etc;) and any retained historic features and proposals for restoration. The

- works approved as part of this condition shall be completed in accordance with a timetable which has been agreed by the Local Planning Authority.
6. No part of the development hereby permitted shall be commenced until a schedule of landscape maintenance, including details of its implementation for a minimum period of five years from first planting has been submitted to and approved in writing by the Local Planning Authority.
 7. No part of the development hereby permitted shall be commenced until details of the positions, design, materials and type of boundary treatment or means of enclosure have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until these works have been carried out in accordance with the approved details.
 8. No part of the development hereby permitted shall be commenced until details of the 'proposed landscaped feature area' as shown on plan F/ECXT/714/P100A has been submitted to and approved in writing by the Local Planning Authority. The proposed landscaped feature area shall thereafter be provided in accordance with the approved details which shall thereafter be retained for the life of the development.
 9. No part of the development hereby permitted shall be commenced until details of public art features within the site has been submitted to and approved in writing by the Local Planning Authority. The public art shall thereafter be provided in accordance with the approved details and shall be retained for the life of the development.
 10. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - (i) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
 - (ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - (iii) The site investigation results and the detailed risk assessment (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.
 11. 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, an

amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

12. A) No development approved by this permission shall be commenced until a scheme to deal with contamination of land has been submitted to and approved by the LPA and until the measures approved in that scheme have been fully implemented. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically in writing:
- i) A desk-top study to formulate a conceptual model of the site. The requirements of the LPA shall be fully established before the desk-study is commenced;
 - ii) Once the desk study has been approved by the LPA, a site investigation shall be carried out to identify and evaluate all potential sources and impacts of identified contamination in accordance with the conceptual model. The findings of site investigation shall be presented in report format for approval by the LPA and shall include a risk-based interpretation of any identified contaminants inline with UK guidance;
 - iii) Following the approval of desk study and site investigation reports, a written remediation scheme and method statement shall be agreed in writing with the LPA prior to commencement. No deviation shall be made from this scheme without the express written permission of the LPA. Such a scheme shall include provisions for validation monitoring and sampling and be retained throughout the lifetime of the development.
 - iv) No development approved by this permission shall be commenced until a validation scheme and validation criteria for the use of imported material and reuse of site-won materials is submitted to and approved by the LPA. No deviation shall be made from this scheme without the express written permission of the LPA. Such a scheme shall include provisions for validation monitoring and sampling and be retained throughout the lifetime of the development.
- B)
- i) If during development works any contamination should be encountered which was not previously identified or is derived from a different source and/or of a different type to those considered under contamination proposals (if applicable) then the LPA should be notified and remediation proposals formulated/amended for consideration.
 - ii) If during development work, contaminants are found in areas previously expected to be clean, then the LPA should be notified and remediation proposals formulated/amended for consideration.
13. Development shall not begin until a comprehensive written site investigation strategy (in a form to be agreed with the local planning authority), has been submitted to and approved by the local planning authority. Such a strategy shall facilitate the identification of methane and/or carbon dioxide gases. Where the investigations identify the presence of carbon dioxide and/or methane the development shall not begin until a scheme to protect the development from the effects of such gases has been submitted to and approved by the local planning authority. Such a scheme shall: include provisions for validation monitoring & sampling; be implemented in accordance with the approved details before the development is first occupied; and be retained throughout the lifetime of the development.

14. Development shall not begin until drainage details, incorporating sustainable principles and an assessment of the hydrological and hydro geological context of the development have been submitted to and approved in writing by the Local Planning Authority, and the scheme shall subsequently be implemented in accordance with the approved details before development is first occupied.
15. No part of the development hereby permitted shall be commenced until details of any shopping trolley storage structures within the car park area have been submitted to and approved in writing by the local planning authority. The structures shall thereafter be provided in accordance with the approved details.
16. Prior to commencement of development a shopping trolley management plan will be submitted to and approved in writing by the lpa. Prior to first use the shopping trolley management plan will be implemented and maintained for the life of the development.
17. None of the development hereby approved shall be first commenced until details of shower facilities for staff cycling to work has been submitted to and approved in writing by the local planning authority. The showers for staff shall thereafter be provided in accordance with the approved details and shall be retained for the life of the development.
18. The development hereby approved shall not be occupied until a travel plan has been submitted to and approved in writing by the local planning authority, including details of a travel plan co-ordinator, staff travel survey, car parking management, walking and cycling initiatives, publicity and marketing, set targets and monitoring and to join company travel wise in dudley together with a timetable for the implementation of each such element. The travel plan shall be implemented in accordance with the details approved by the local planning authority.
19. Prior to the commencement of development plans shall be submitted showing the precise location of the proposed ATM (automatic teller machines). The ATMs shall thereafter be provided in accordance with the approved loaction.
20. Prior to the commencement of development details of any external CCTV equipment shall be submitted to and approved in writing by the Local Planning Authority. The CCTV equipment shall thereafter be provided in accordance with the approved details.
21. Prior to the commencement of development detail plans and specification of the proposed wind turbines to the roof of the store shall be submitted to and approved in writing by the Local Planning Authority. The wind turbines shall thereafter be provided in accordfance with the approved details.
22. Notwithstanding the provsions of the Town and County Planning Act 1990 (as amended by Section 49 of the Planning and Compusory Purchase Act 2004 and the Town and Country Planning (General Procedural) Order 1995 (as amended) no mezzanene floor(s) shall be provided within the store without the express grant of planning permsion.
23. None of the development hereby permitted shall be first commenced until the applicant has entered into a Section 61 agreement under the Control of Pollution Act 1974 controlling noise levels and the hours of operation at the site which shall be submitted to and approved in writing by the Local Planning Authority. The demolition and building works shall thereafter be carried out in accordance with the approved scheme.
24. Work shall not begin until a method statement for the control of dust and emissions from the demolition and construction phase of the development has been submitted

to and approved by the local planning authority. All works which form part of the scheme shall be implemented throughout the construction and demolition phase of the development

25. The Combined Heat and Power Plant (CHP) shall be of the type outlined received in the electronic mail communication of 27 November 2008 from Waterman Group and the separately received CHP air quality assessment document. There shall be no change to the type of fuel or rating of the CHP plant specified in supporting document EN8016/R/2.1/DP unless otherwise agreed in writing by the Local Planning Authority.
26. The jet wash hereby permitted shall not be operated before 0800 hours or after 2000 hours on Mondays to Saturdays inclusive. The jet wash shall not be operated before 1000 hours or after 1700 hours on Sundays.
27. The car wash hereby permitted shall not be operated before 0800 hours or after 2000 hours on Mondays to Saturdays inclusive. The car wash shall not be operated before 1000 hours or after 1700 hours on Sundays.
28. Development shall not commence until details of the fixed plant serving the development hereby permitted, and any mitigation measures to achieve this condition are submitted to and approved in writing by DMBC. Fixed mechanical and refrigeration plant and necessary the mitigation measures shall be installed in accordance with the approved scheme and requirements of this condition shall apply for the life of the development.

For the period 0700 to 2300 hours the Rating Level of noise emitted from the fixed mechanical and refrigeration units associated with the site shall not exceed the minimum background noise level of 54dB(A) by greater than 5dB(A) at any time when assessed as a 60 minute LAeq.

For the period 2300 to 0700 hours the Rating Level of noise emitted from the fixed mechanical and refrigeration units associated with the site shall not exceed the minimum background noise level of 40dB(A) by greater than 5dB(A) at any time when assessed as a 5 minute LAeq .

The noise level shall be determined by measurement or calculation at the closest point of the boundary with the nearest noise sensitive premises. The measurements and assessments shall be made in accordance with BS4142:1997 'Method of rating industrial noise affecting mixed residential and industrial areas'. The requirements of this condition shall be maintained for the life of the development.

29. A continuous acoustic barrier of minimum height 3.5 metres (as measured from the floor level of the TESCO service yard) and a minimum density of 10kg/m² shall be constructed along the boundary with the Village Hotel. The barrier shall extend along the entire length of the service yard along this boundary. The barrier shall be retained and appropriately maintained for the life of the development.
30. No demolition of any of the buildings on site shall be commenced until wheel wash facilities have been installed on the site in accordance with details which have been submitted to and approved in writing by the Local Planning Authority and the facilities installed as part of this condition shall be maintained and available on site until the development has been completed.

31. Notwithstanding the provisions of Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order with or without modification) no buildings, compounds, structures enclosures or the contractors parking area which are required temporarily in connection with the development hereby permitted shall be placed or erected on the site or adjacent land until details have been submitted to and approved in writing by the Local Planning Authority. Any matters covered by this condition shall thereafter only be sited in accordance with these approved details.
32. The store shall not be fully occupied until the car park has been laid out in accordance with the details shown on the approved plans. The car parking area shall thereafter be made available at all times when the store is open and shall thereafter be retained for the life of the development.
33. The store shall not be fully occupied until the access roads has been laid out in accordance with the details shown on the approved plans. The access roads shall thereafter be made available at all times when the store is open and shall thereafter be retained for the life of the development.

Location Plan.
R08/14/41



NOTES

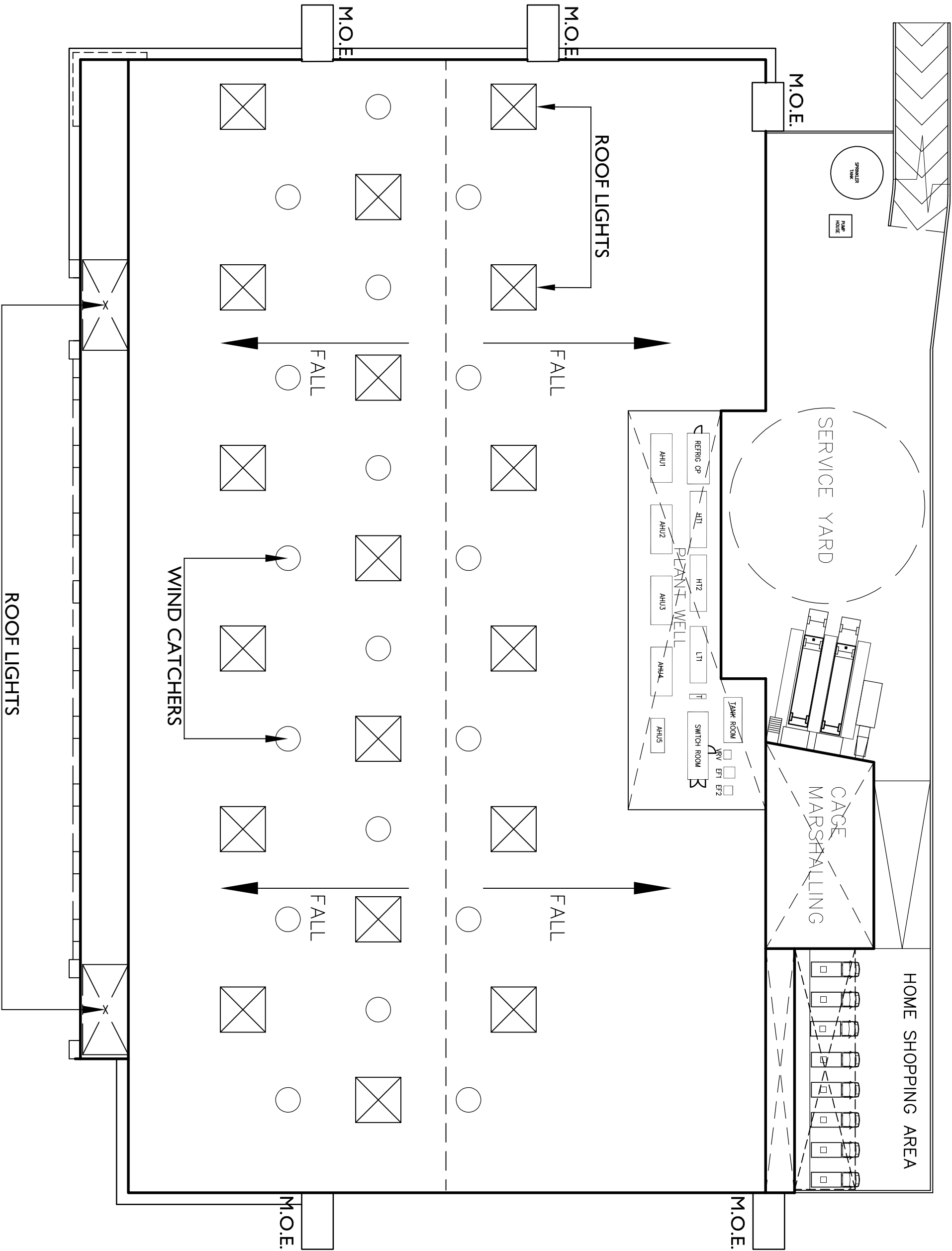
This drawing to be read in accordance with the specification Bill of Materials and related drawings. No Dimensions to be scaled from this drawing. All stated dimensions to be verified on site and the Architect notified of any discrepancies.

0 70

Scale bar: 70mm at 1:1

SCHEMATIC ONLY

SCHEDULE OF NEW PLANT						
REF	AREA AND PURPOSE	TYPE	LENGTH (mm)	WIDTH (mm)	HEIGHT (mm)	WEIGHT (KG)
AHJ 1	SALES AREA C.A.B.	HEAT/VENT	6800	2850	2100	2800
AHJ 2	SALES AREA ZONE 3	HEAT/VENT	6800	2850	2800	4500
AHJ 3	SALES AREA ZONE 4	HEAT/VENT	6800	2850	2800	4500
AHJ 4	SALES AREA ZONE 2	HEAT/VENT	6800	2850	2800	4500
AHJ 5	OFFICE CUSTOMERS	HEAT/VENT	4575	1940	1538	2000
LTV/2	SALES COOKING LT	SPACE COOLING	7938	2201	1255	1800
H1	SPACE COOLING HT	SPACE COOLING	7938	2201	1255	1800
H11	SPACE COOLING HT	SPACE COOLING	7938	2201	1255	1700
H12	SPACE COOLING HT	SPACE COOLING	7938	2201	1255	1700
TANK ROOM	PACKAGED TANK	H2S	6800	2450	2500	7000
WHV	WHV SYSTEM	DRAIN	1000	1000	1800	1000
REFRIG CP	CONDENSER PACK	SPACE COOLING	6750	2950	2510	11500
ET2	STAFF EXTRACT	HEAT/VENT	1500	1500	1500	1500
TRANS	TRANSFORMER	HEAT/VENT	1000	1000	1500	1500
TEMPERATURE SWITCH	TEMPERATURE SWITCH	ECZ/VENT	600	2201	1500	4500
		ECZ/VENT	9000	2790	2700	8500



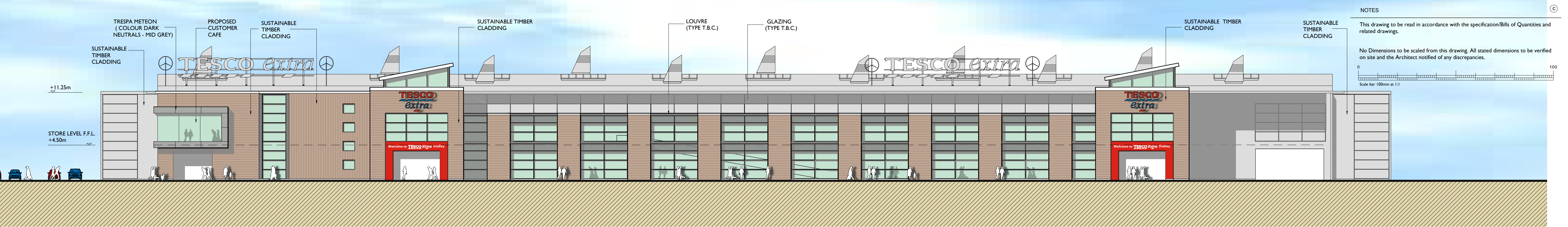
FOR PLANNING

A	27/11/08	INDICATIVE PLANT EQUIPMENT ADDED TO PLANT WELL.	TP
REV	DATE	NOTE	IN

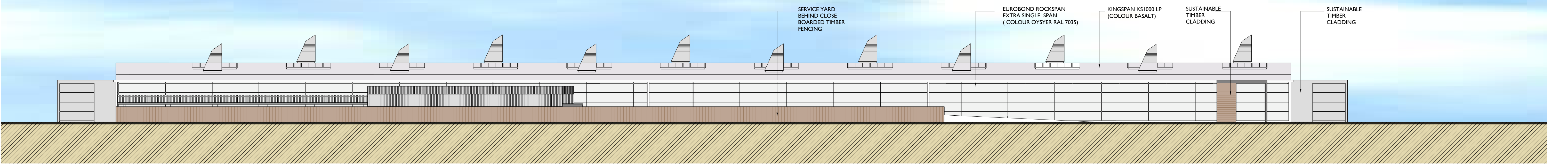
PROPOSED REPLACEMENT
TESCO STORE
TOWNSGATE, DUDLEY

PROPOSED SCHEMATIC
ROOF PLAN

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Drawn	TP	Checked		
Drawing Number	F/EXT/714/P104	Revision	A	
Saunders Partnership Architects				
Saunders Partnership Architects				
37 Walsley Road				
Walsley Garden City				
Hertfordshire AL7 3AX				
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www.saunderspartnership.com				
Walsley Garden City Bristol Manchester				
SAUNDERS				



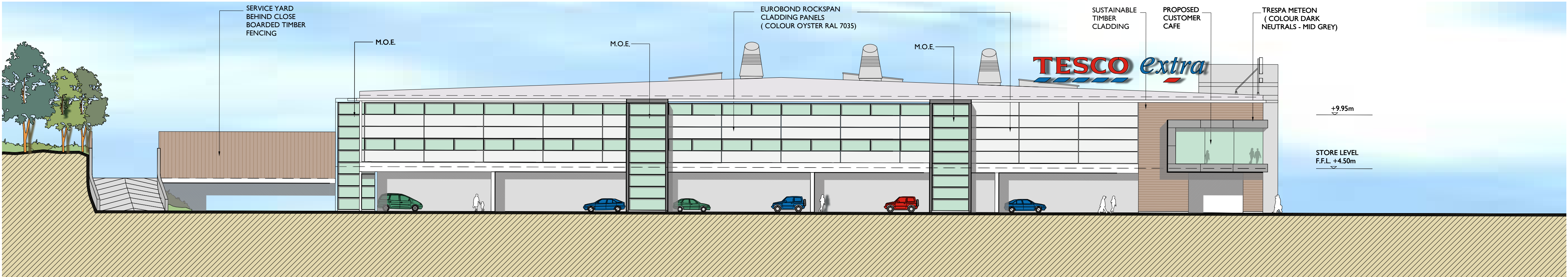
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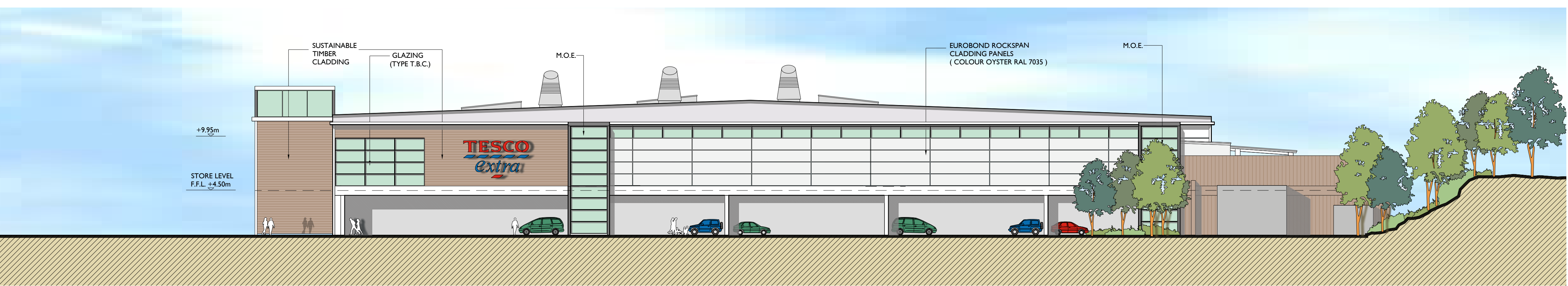
WEST ELEVATION-VIEW 2



WEST ELEVATION- VIEW 2 WITH LANDSCAPING



SOUTH ELEVATION-VIEW 3



NORTH ELEVATION-VIEW 4

FOR PLANNING

REV	DATE	NOTE	TP
A	02.12.08	ELEVATIONS AMENDED FURTHER TO COMMENTS FROM PLANNING AUTHORITY & UPDATED TO MATCH LATEST PROPOSALS.	IN

Project
**PROPOSED REPLACEMENT
TESCO STORE
TOWNSGATE, DUDLEY**

SID No. 2427

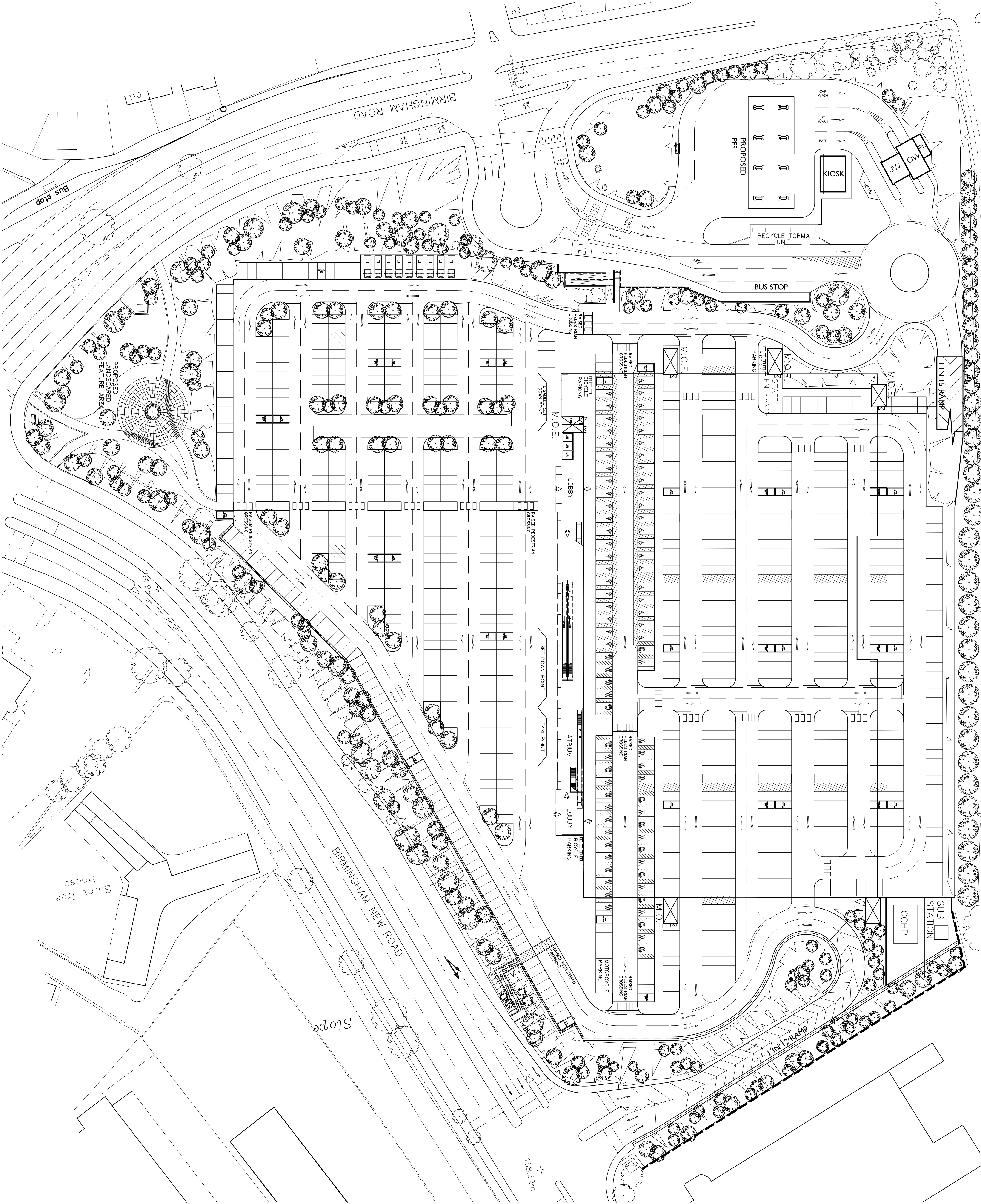
Title
PROPOSED ELEVATIONS

Scale	Date
1:250 @ A1	JULY 2008
Drawn	Checked
EP/LC	PKM
Drawing Number	Revision
F/EXT/714/PI06	A

Saunders Partnership Architects
Studio Four
37 Broadwater Road
Welwyn Garden City
Hertfordshire, AL7 3AX

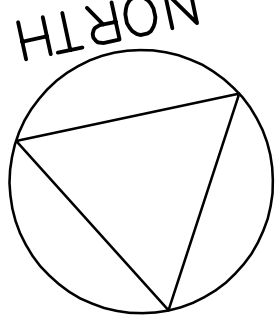
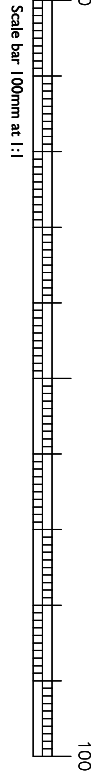
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NOTES

This drawing to be read in accordance with the specification/Bills of Materials and related drawings.
No Dimensions to be scaled from this drawing. All stated dimensions to be verified on site and the Architect notified of any discrepancies.



FOR PLANNING

A 06.12.08 FOOTPATHS & CROSSINGS LEADING INTO SITE AMENDED TO PLANNERS TP SPACES RELOCATED. ONE WAY ROAD ADDED. RAISED CROSSING ADDED. A NEW 'REALM' AREA AMENDED TO SHOW PROPOSED

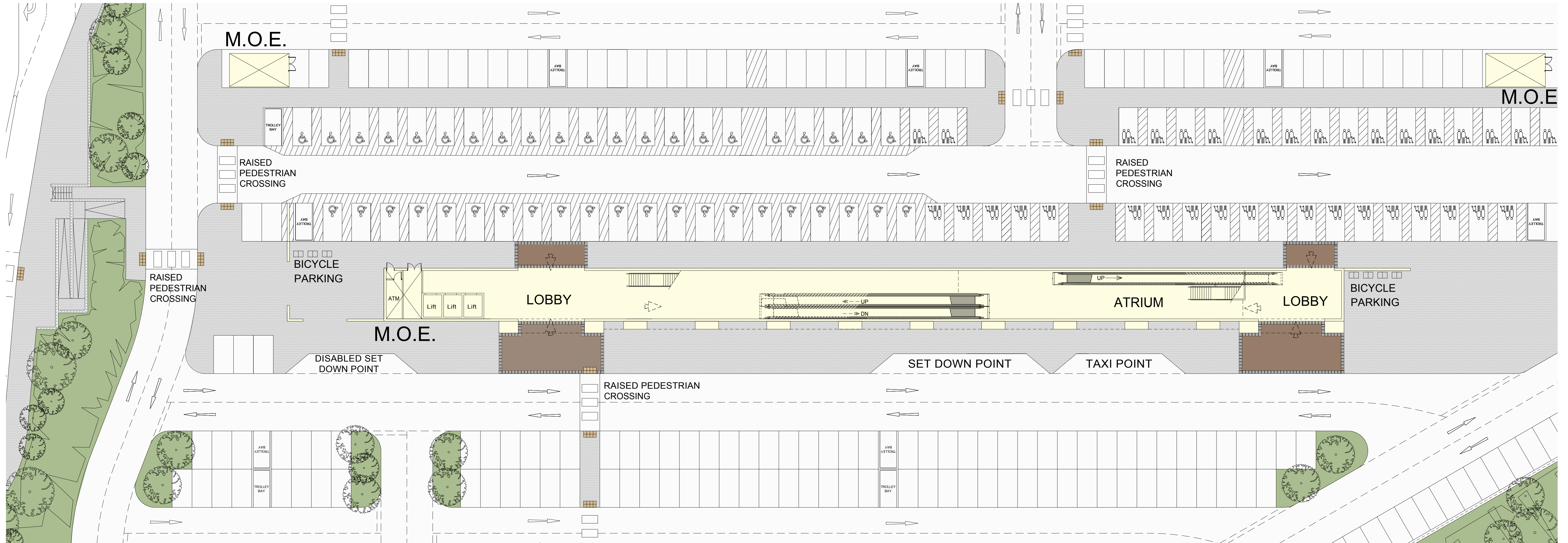
REV. DATE NOTE

PROPOSED REPLACEMENT TESCO STORE TOWNSGATE, DUDLEY

PROPOSED SITE LAYOUT CAR PARK LEVEL

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Drawn	Checked
TP	
Drawing Number	Revision
F/EXT/714/P110	A

Scale bar 100mm at 1:1

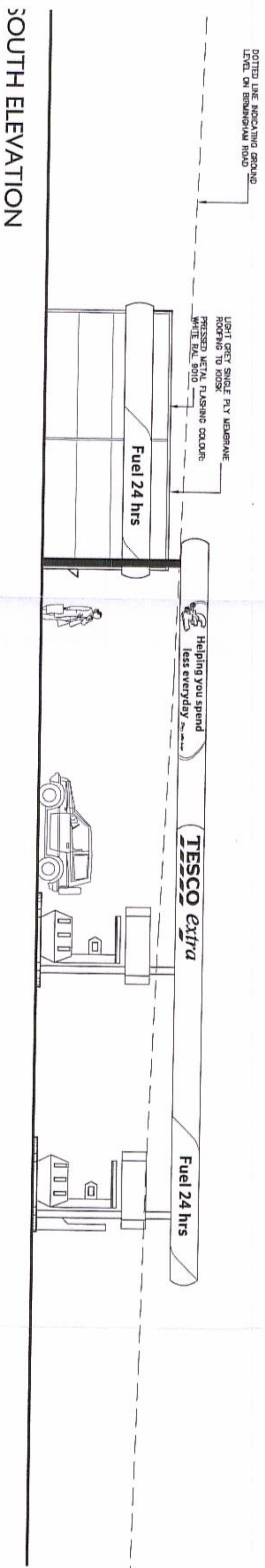


LEGEND

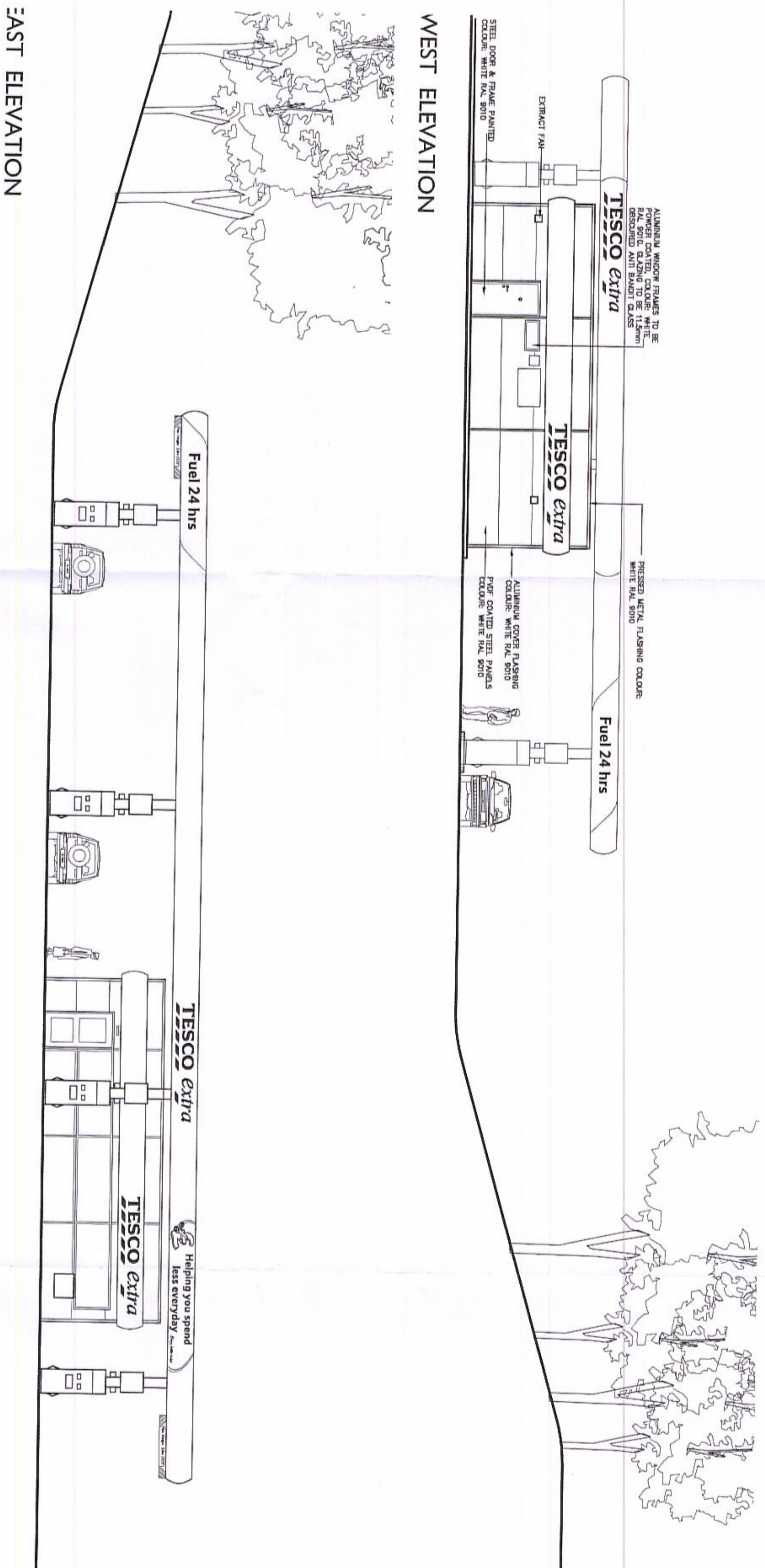
BITMAC SURFACE TO PEDESTRIAN PATHS TO
STRUCT. ENG. DETAILS

SAUNDERS

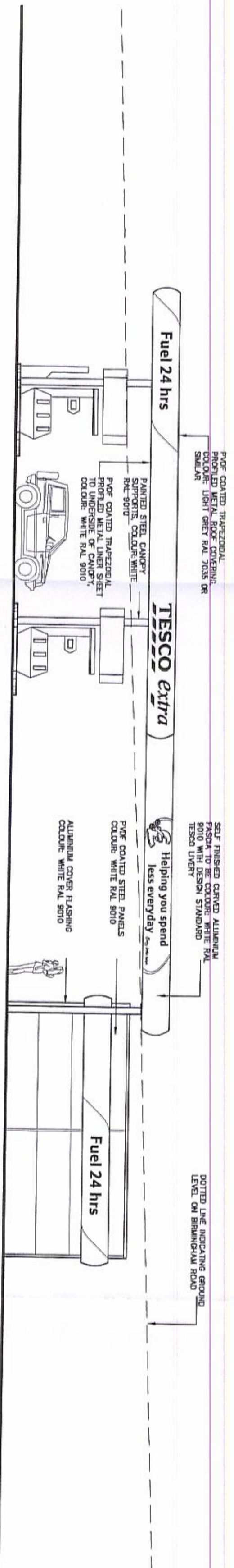
PROPOSED PETROL FILLING STATION ELEVATIONS



SOUTH ELEVATION



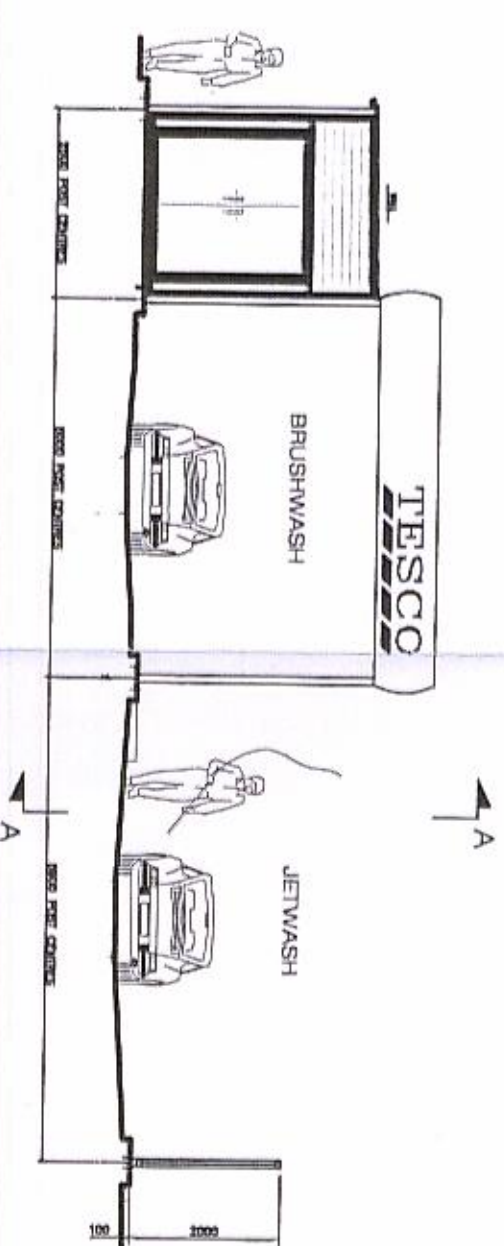
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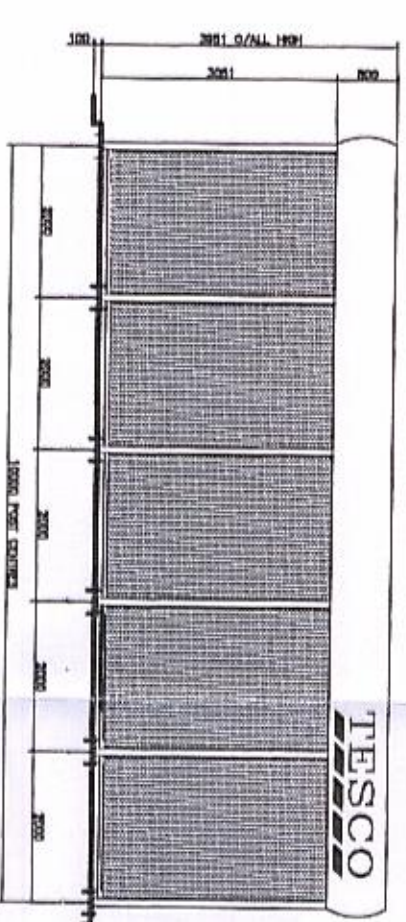
EAST ELEVATION

NORTH ELEVATION

PROPOSED CARWASH / JET WASH ELEVATIONS



FRONT ELEVATION



ELEVATION A-A

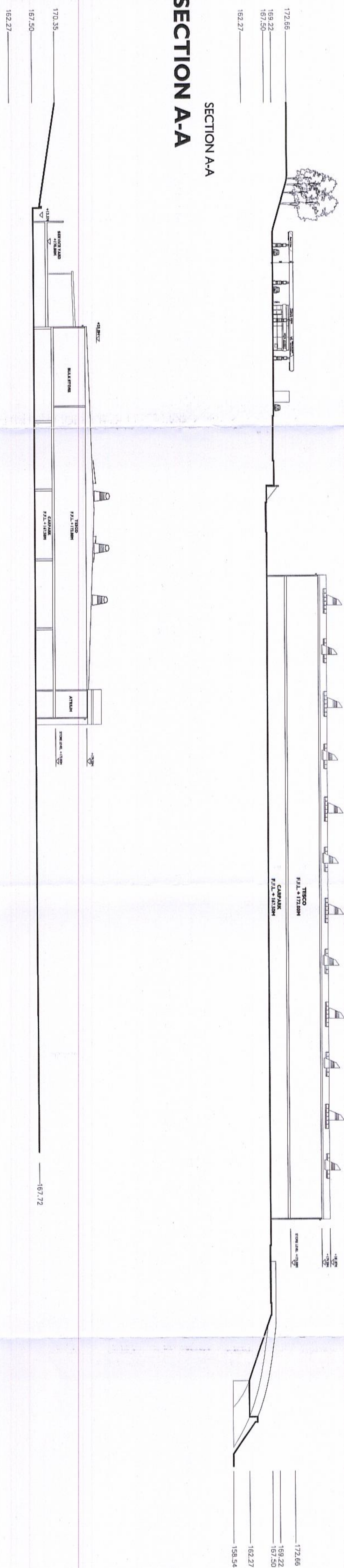
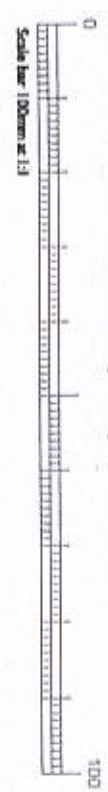
FOR PLANNING

Project	Tide
PROPOSED REPLACEMENT TESCO STORE TOWNSGATE, DUDLEY	SID No. 2427
PROPOSED P.F.S. CAR WASH/ JET WASH ELEVATIONS	

NOTES

This drawing to be read in accordance with the specification/Bills of Materials and related drawings.

No Dimensions to be scaled from this drawing. All sizes on site and the Architect notified of any discrepancies.

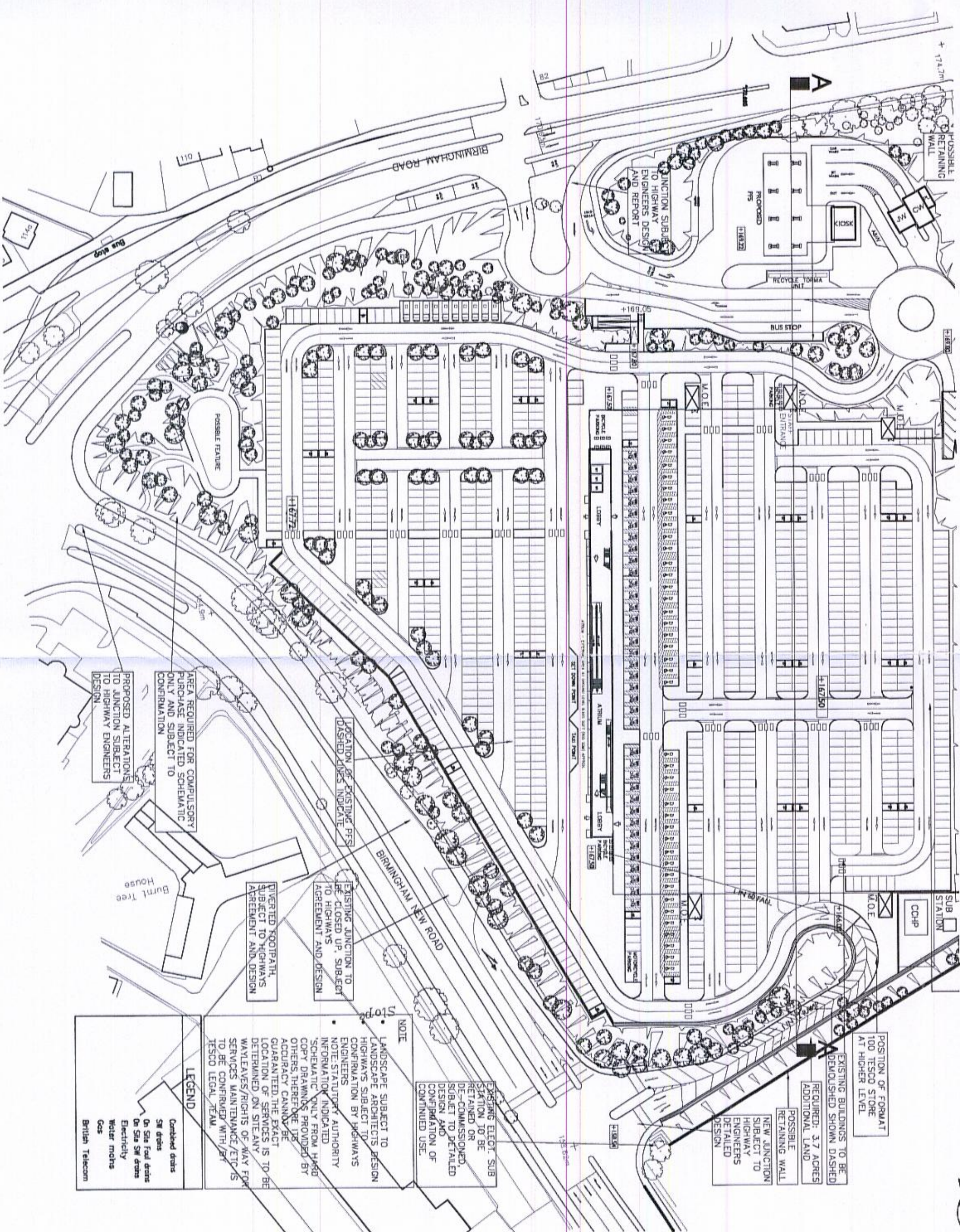


SECTION A-A

SECTION A-A

SECTION B-B

PLAN 1:1000



FOR PLANNING

Project

**PROPOSED REPLACEMENT
TESCO STORE
TOWNSGATE, DUDLEY**

SID No. 2427

Tide

PROPOSED SECTIONS


Scale	Date
1:500	@ A1 AUGUST 2008
Drawn	Checked
LC	

F/EXT/714/P108

Saunders Partnership Architects

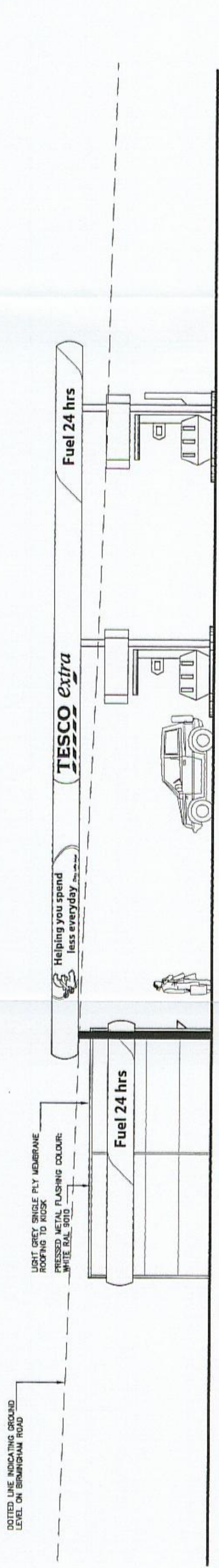
37 Broadwater Road
Welwyn Garden City
Hertfordshire, AL7 3AX

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F 0870 6222135
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offices at: Weylyn Garden City | Bristol | Manchester

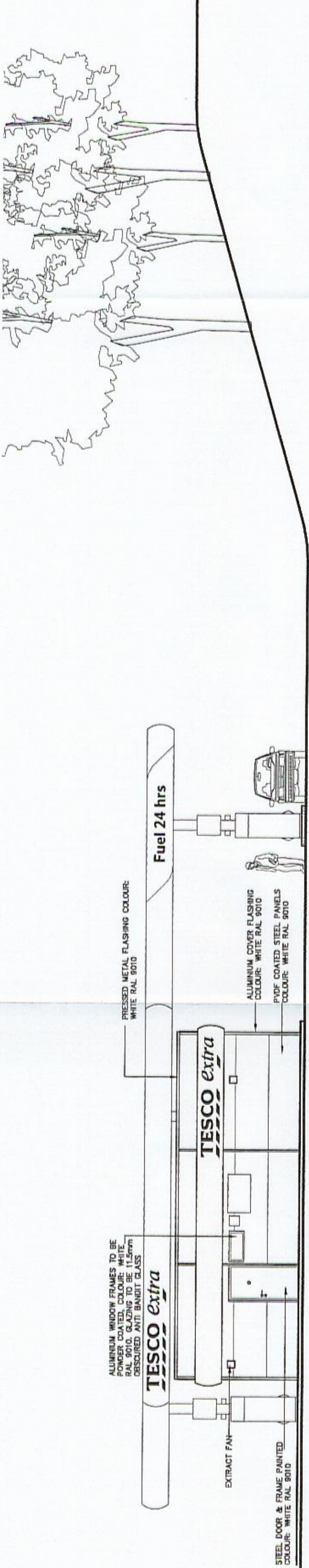


SAUNDERS

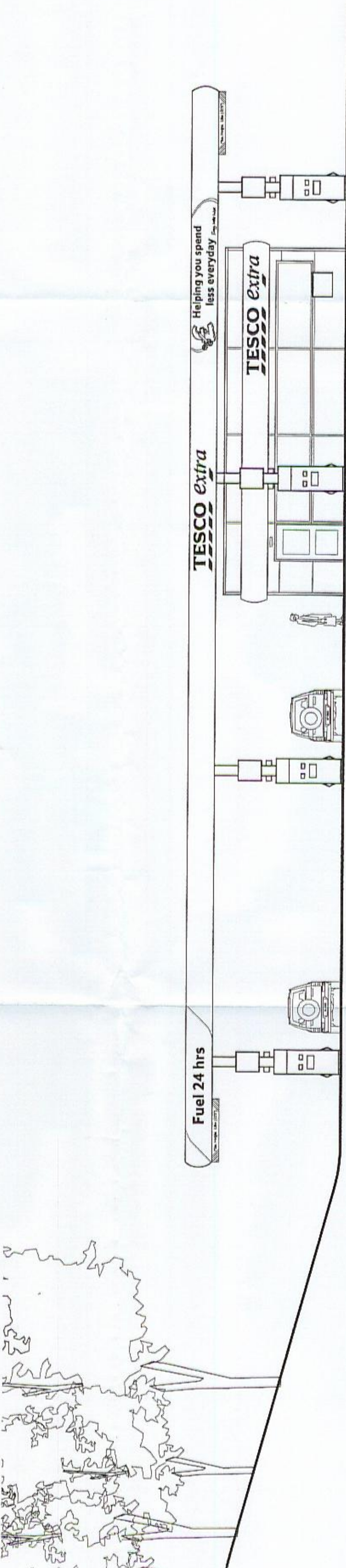
PROPOSED PETROL FILLING STATION ELEVATIONS



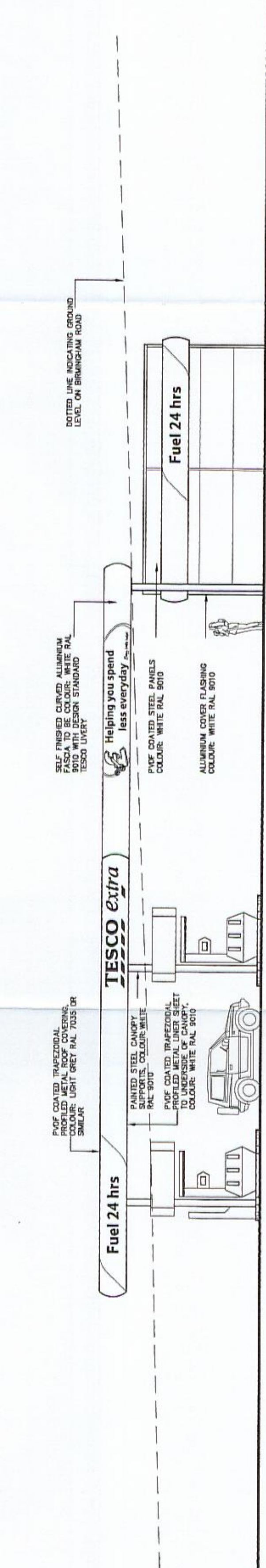
SOUTH ELEVATION



WEST ELEVATION

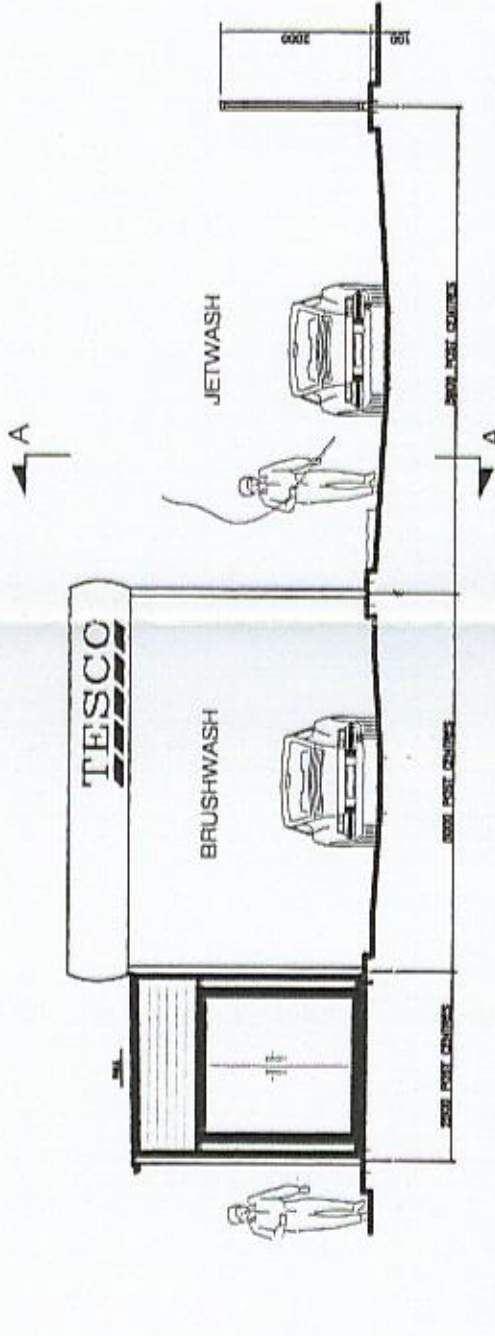


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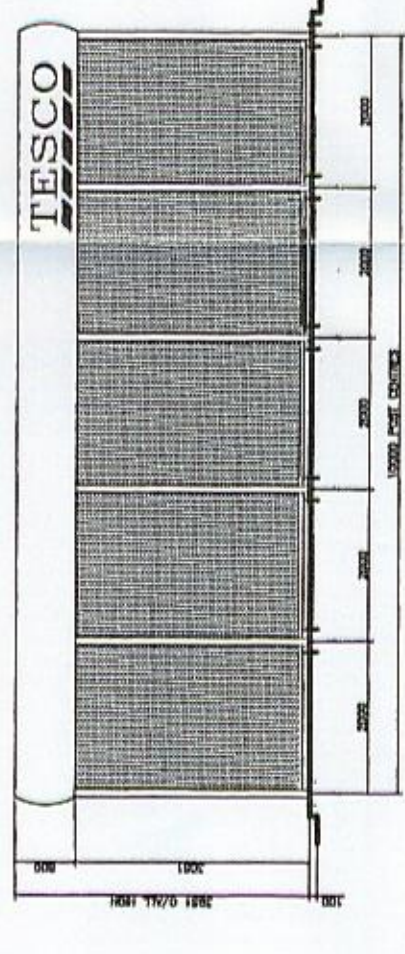


NORTH ELEVATION

PROPOSED CARWASH / JET WASH ELEVATIONS



FRONT ELEVATION



ELEVATION A-A

FOR PLANNING

Project
PROPOSED REPLACEMENT
TESCO STORE
TOWNSGATE, DUDLEY

SID No. 2427

Title
PROPOSED P.F.S, CAR WASH/
JET WASH ELEVATIONS

Scale 1:100 @ A1
Date SEPTEMBER 2008
Drawn LC
Checked

Drawing Number
F/EXT/714/P109

Revision

Saunders Partnership Architects
Saunders Partnership
Whitby Road
Widely Garden City
Hertfordshire AL7 3AX

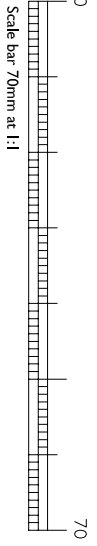
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F 0900 8222135
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offices at Widely Garden City | Belsol | Manchester

SAUNDERS

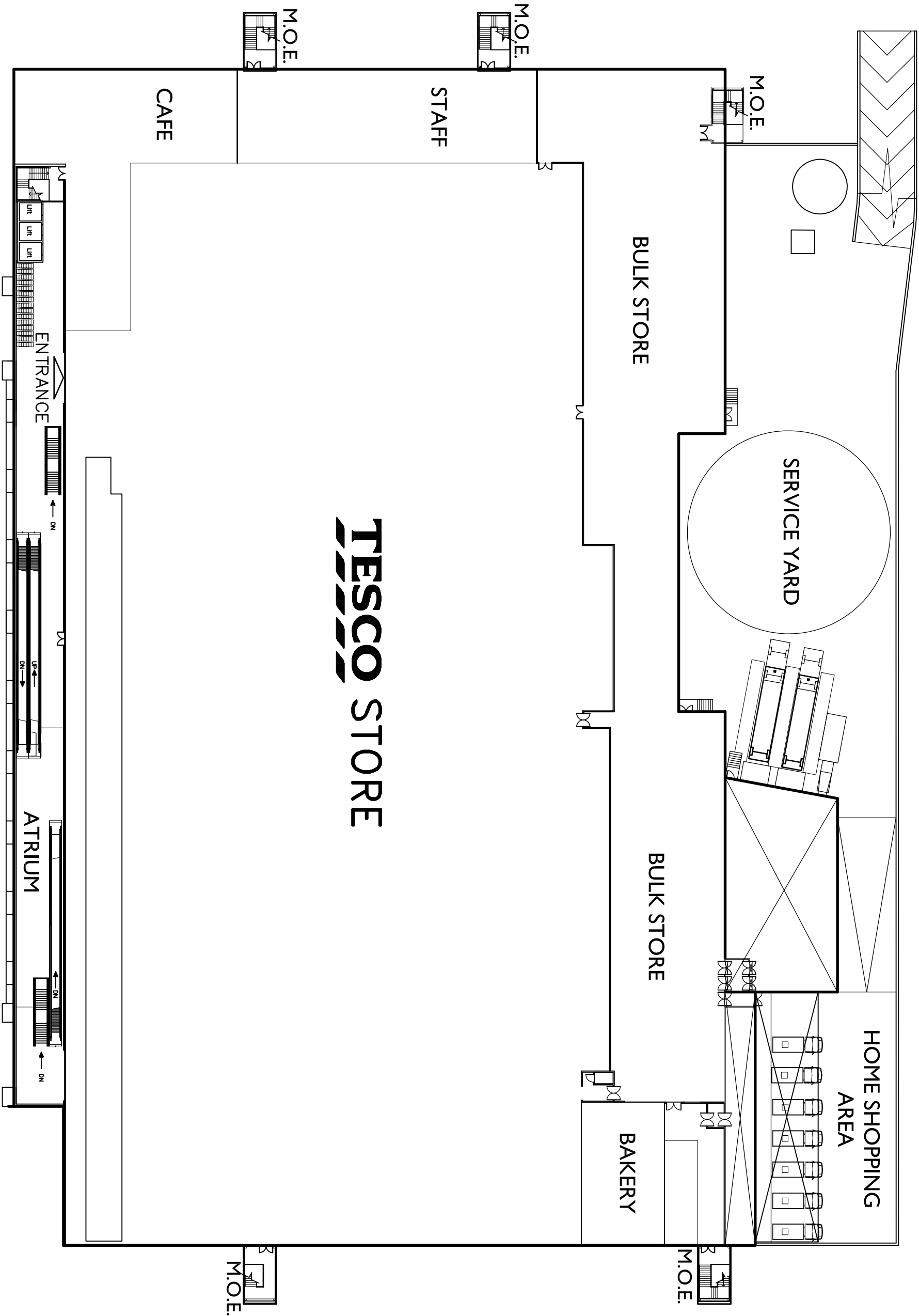
Proposed P.F.S car wash /
JET WASH ELEVATIONS
08/11/14

NOTES
This drawing to be read in accordance with the specifications of Quantities and
related drawings.
No Dimensions to be taken from this drawing. All noted dimensions to be verified
on site and the Architect notified of any discrepancies.
Scale bar (shown at 1:1)

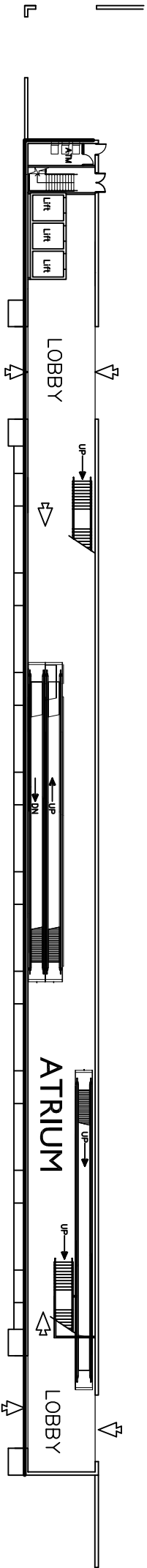
This drawing to be read in accordance with the specification/Bills of Materials and Method of Construction. No Dimensions to be scaled from this drawing. All stated dimensions to be verified on site and the Architect notified of any discrepancies.



SCHEMATIC ONLY
SUBJECT TO DETAILED
RETAIL LAYOUT



STORE LEVEL



CAR PARK LEVEL

FOR PLANNING

REV	DATE	NOTE	IN
1	27/11/08	CAR PARK LEVEL PLAN TO ATRIUM ADDED, ALL INDICATED, M.O.E. STAINS REMOVED.	IP

PROPOSED REPLACEMENT
TESCO STORE
TOWNSGATE, DUDLEY

SID No. _____

Title
PROPOSED SCHEMATIC
FLOOR PLAN

Scale	Date
1:250 @A1	AUGUST 2008
Drawn	Checked
HD	

Drawing Number
F/EXT/714/P103

Revision
A

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