

PLANNING APPLICATION NUMBER: P22/0650

Type of approval sought	Full Planning Permission
Ward	Sedgley Ward
Agent	Mrs F. Lennon, Turley
Case Officer	Richard Stevenson
Location:	LAND SOUTH OF, BILSTON STREET, SEDGLEY, DUDLEY, WEST MIDLANDS
Proposal	DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES AND ERECTION OF A FOOD RETAIL STORE (CLASS E) WITH ASSOCIATED ACCESS, CAR PARKING, SERVICING AND LANDSCAPING
Recommendation Summary:	APPROVE SUBJECT TO CONDITIONS

SITE AND SURROUNDINGS

- 1 The application site (0.7 hectares) is located on the southern side of Bilston Street (A463) on the edge of Sedgley town centre. The eastern part of the site consists of a long stay pay and display car park with vehicular access from Bilston Street. The south-western part of the site is a part of the car park which serves the Red Lion public house with vehicular access from Mill Bank. The north-western part of the site consists of a vacant site which previously accommodated an area housing office, a vacant single storey shop unit and its associated car park to the side.
- 2 The eastern boundary of the site consists of public right of way with Gornal stone walling that links Bilston Street with Mill Bank to the south. The right of way in turn also adjoins the Queen Victoria Primary School (a non-designated heritage asset). To the southeast of the site is the Dormston Secondary School, and its associated theatre.
- 3 To the south of the site is Mill Bank that provides access to the aforementioned school and has small group of houses to its southern side which face onto the application site. The western boundary consists of the rear boundaries of shops and businesses which face onto the main Sedgley High Street (A459)

- 4 To northern side of Bilston Street are terraces of late 18th early 19th century shops, some which are Grade II listed. Also located on Bilston Street are bus stop which provide services to Bilston and Dudley.
- 5 The site is generally flat although the Red Lion car park is set below the adjoining parts of the site separated by a retaining structures. There are some trees along the boundaries between the existing land parcels as well as some existing features including some sections of Gornal stone walls.

PROPOSAL

- 6 This is a full application which seeks demolish the single storey shop unit and redevelop the site with a new 1839m² (gross) discount supermarket (Class E(a) and car park on the eastern part of the site, together with a reconfigured car park to serve the Red Lion public house.
- 7 Vehicular access to the retail store would be from Bilston Street with a pedestrian access to Mill Bank. The reconfigured car park access to the Red Lion public house would remain from Mill Bank.
- 8 The proposed store would follow typical discount supermarket configuration with a single building with a glazed elevation facing towards Bilston Street and a service area to the eastern side of the building. The store also includes a storage area, as well as staff accommodation and customer toilets.
- 9 The application is accompanied by a planning and retail statement, a transport assessment, an acoustic assessment, a flood risk assessment and an arboricultural assessment. In addition is supported by a travel plan, a statement of community involvement, an ecological assessment, a heritage statement and coal mining report. Additionally, during the course of the application a transport model was provided looking at vehicular flows on the wider road network.

- 10 During the course of the application, the Bilston Street access has been widened to provide a right turn lane into the store, together with a pedestrian refuge to Bilston Street, a widened footway to the south side of Bilston Street, the provision of a pedestrian refuge within the store access, the provision of tree planting to the frontage and a Gornal stone boundary wall to Bilston Street. This wall will recycle stone from existing walls within the site. Additionally, the footway to Mill Bank is to be widened to 2m.

HISTORY

APPLICATION No.	PROPOSAL	DECISION	DATE
SD/61/2365	Erection of Self-Service Food Hall with Store and Mess- Room Accommodation. (Outline)	Granted	8/9/1961
DB/69/6276	Alterations to Licensed Premises and Extension to Car Park.	Granted	13/3/1969
90/50053	For Deemed Consent Under Regulation 4 for Siting of Mobile for Estate Office Purposes.	Granted	1/3/1990
90/50109	Siting Of Bottle Bank - Application for Deemed Consent Under Regulation 4.	Granted	1/3/1990
93/50396	Renewal of Temporary Permission for Siting of Building (Regulation 3).	Granted	15/4/1993
98/50058	Retention of Mobile Buildings for Use as District Housing Office - Variation of Condition 2 of Planning Consent C/D/93/50396 (Regulation 3).	Granted	26/2/1998

PUBLIC CONSULTATION

- 11 One letter of objection received, following consultation with 51 adjoining neighbours, the posting of a site notice and the publication of an advert within a local newspaper. Main issues raised:
- Site unsuitable
 - Area suffers from congestion
 - Adjacent to school
 - Impact to air quality
 - Already two large food stores in the town centre
 - Operators already have stores in nearby centres
- 12 52 of support received. Main issues raised:
- Will regenerate brownfield site
 - New store will reduce travel time/distance to travel
 - Store provides value for money
 - Supported by local people
 - Will create jobs
 - Good modern design
 - Will benefit wider centre
 - Signalisation of Bilston Street junction should be considered.
- 13 One further letter of support was received but cannot be given any weight as it was not duly made.

OTHER CONSULTATION

- 14 Head of Planning (Highway Engineer): The proposed development is acceptable from a highway safety point of view. However, it is acknowledged that the operation of the store would add to existing traffic congestion in the area.
- 15 Head of Planning (Land Contamination Team): No objection subject to conditions.
- 16 Head of Projects and Placemaking (Urban Design): Concerns raised regarding the proposed development, including the blank elevation to Mill Bank.

- 17 Head of Projects and Placemaking (Landscape): Consider there should be more tree planting to replace what will be lost.
- 18 Environmental Safety and Health: No objection subject to conditions in relation to hours of operation, sound rating of plant and air quality.
- 19 Lead Local Flood Authority: Updated comments awaited and will be reported in pre committee notes
- 20 West Midlands Police: No objection. Consider design of store allows surveillance of cycle parking. Consider lighting to car park should be left on all night. Provides general crime reduction advice.
- 21 Wolverhampton City: None received
- 22 South Staffordshire DC: None received

RELEVANT PLANNING POLICY

- National Planning Guidance
National Planning Policy Framework (Revised 2021)
Planning Practice Guidance (2014)
Community Infrastructure Levy Regulations (as amended) (2014)
- Black Country Core Strategy (2011)
CSP1 The Growth Network
CSP3 Environmental Infrastructure
CSP4 Place Making
DEL1 Infrastructure Provision
CEN1 The Importance of the Black Country Centres for the Regeneration Strategy
CEN2 Hierarchy of Centres

CEN5 District Centres and Local Centres

CEN6 Meeting Local Needs for Shopping and Services

CEN8 Car Parking in Centres

TRAN2 Managing Transport Impacts of New Development

ENV 2 Historic Character and Local Distinctiveness

ENV 3 Design Quality

ENV 5 Flood Risk, Sustainable Drainage Systems and Urban Heat Island

ENV 7 Renewable Energy

ENV 8 Air Quality

- Dudley Borough Development Strategy (2017)

S1 Presumption in favour of Sustainable Development

S3 Renewable Energy

S4 Flood Risk

S5 Minimising Flood Risk and Sustainable Drainage Systems (SuDS)

S6 Urban Design

S7 Landscape Design

S8 Conservation and Enhancement of Local Character and Distinctiveness

S10 Listed Buildings

S11 Buildings of Local Historic or Architectural Importance

S17 Access & Impact of Development on the Transport Network

S22 Mature Trees, Woodland and Ancient Woodland

L11 Parking in Town Centres

L12 Shop Front Security

D2 Incompatible Land Uses

D3 Contaminated Land

D5 Noise Pollution

- Supplementary Planning Guidance/Documents

Access for All Supplementary Planning Document

CIL Charging Schedule (2015) (updated 2017)

Design for Community Safety Supplementary Planning Guidance (2002)

Historic Environment Supplementary Planning Document (2017)

ASSESSMENT

23 The main issues are

- Policy
- Design
- Neighbour Amenity
- Occupier Amenity
- Access and Parking
- Nature Conservation
- Trees
- Flood Risk
- Financial Material Considerations

Policy

- 24 The proposed retail store comprises of 1254m² net retail floorspace and 1839m² gross internal retail floorspace (Class E(a)), and is located within the Sedgley District Centre boundary, as designated in the Dudley Borough Development Strategy (DBDS).
- 25 The Black Country Core Strategy (BCCS) Policy CEN5 [District and Local Centres] requires retail proposals above the 500sqm threshold to satisfy local requirements and to be appropriate to the scale and function of that particular centre. Proposals above this threshold will only be considered favourably if the evidence demonstrates that they are of an appropriate scale to the function of the centre and would not undermine the vitality and viability of the centres.
- 26 Within the accompanying planning statement, the applicants have applied Policy CEN5 by seeking to evidence that the proposed store is of an appropriate scale for Sedgley District Centre and providing an impact test assessment to address

potential (if any) impact on nearby centres, including Parkfield Local Centre (Wolverhampton City Council) and Upper Gornal Local Centre.

- 27 Within regard to retail impact, the submitted Retail Impact Assessment addresses the impact on existing centres within a 0-5 minute drivetime, a Primary Catchment Area (PCA), which captures the following centres: Sedgley District Centre (containing the application site), Park Field Local Centre (WCC), Upper Gornal Local Centre. The applicants also summarise the impact upon centres outside of a 5 minute drivetime including Gornal Wood Local Centre and Bilston Town Centre. The applicants have made the assessment based upon existing or planned commitments in the catchment area. The cumulative impact of the proposed store has been examined alongside the proposed discount food store in Gornal Wood.
- 28 Also, as context to the retail impact assessment, as national planning guidance states that retail uses tend to compete with their most comparable competitive facilities (on a like for like basis), the applicants have evidenced that the proposal is likely to draw a high proportion of its convenience goods turnover from directly competing stores, including those which may be considered to be in out-of-centre location, such as the ALDI store in Priory Road, Dudley, which has been evidenced as having a -15.5% downturn in trade from the cumulative impact from both the proposed Sedgley and Gornal Wood Stores.
- 29 With regard to the likely impact on Sedgley District Centre, firstly in terms of the appropriateness of the scale of the proposal in relation to the function of this District Centre, the applicants state that it will enhance its vitality and viability. They anticipate that a proportion of customers making the trip to the new store, who formerly visited larger and discount food stores further away, will potentially visit other stores within the local centre to complete their food shopping. This is especially given that the proposed improvements to car parking safety, will purchase other convenience items and/or use other services (such as the Post Office, dry cleaners and pharmacy), and that, consequently, it is likely that the store will generate positive spin-off benefits for the centre, in addition to increasing the strength of its convenience goods offer.

- 30 As well as the positive benefits towards the enhancement of the centre's vitality and viability likely to result from this proposal, the assessment seeks acknowledgement that the proposed store is within the boundary of the defined District Centre and therefore helps to sustain a network of vibrant centres, offering an appropriate choice of facilities, further helping to meet BCCS Spatial Objective 5.
- 31 In terms of a quantitative assessment, it is considered reasonable to acknowledge that while the proposed store will derive a substantial proportion of its turnover from the existing convenience retail stores within Sedgley District Centre (27% within the cumulative impact scenario), the post impact convenience goods turnover of the centre will be +30.3% more than the turnover of the centre within a "no development" scenario as at 2024.
- 32 In addition, Sedgley District Centre performs relatively well in terms of vitality and viability, with the latest health check data (2021) revealing only 4% vacant units within the centre. It is therefore considered likely to be reasonably resilient to change and any diversion of trade away from it, especially on the basis of the relatively low impact levels which have been forecast.
- 33 With regard to Gornal Wood Local Centre, the proposed introduction of a new food store there has been evidenced by the applicants as resulting in a convenience retail turnover of +243% at that centre.
- 34 In terms of the estimated cumulative impacts on the convenience goods turnovers of other centres within the Primary Catchment Area, these have been evidenced as: -8.4% on Parkfield Local Centre; -4.4% on Upper Gornal; -3.2% on Bilston Town Centre. Potentially of most concern is the impact on Bilston Town Centre as a result of it having a vacancy rate of 14%, however, especially given that these figures relate to convenience goods only, rather than the turnover of the whole of each of these centres, the impact on other centres is considered to have been evidenced as reasonably low, and not significantly adverse.

- 35 Therefore, in summary on this issue, the assessment on retail impact provided by the applicants is largely concurred with and the proposed retail store being within the District Centre Boundary, is likely to have positive economic and social benefits for that centre, while not having a significant impact on the vitality and viability of nearby centres. It is therefore in accordance with provisions of BCCS Policy CEN5.
- 36 In conclusion, the proposed development seeks to provide a new retail store on a brownfield site within a defined district centre. The proposal reinstates former retail land use and therefore is supported in principle.

Design

- 37 The building is of a typical design associated with this budget supermarket operator, consisting of a single storey mono pitched roof with overhang and a mostly glazed frontage which partly wraps round to the western side elevation. The front elevation includes a canopy which also warps round partly on to the western side elevation. Clerestory windows to the western side are proposed with the rear (south) elevation to Mill Bank being left blank.
- 38 The service area would be to the eastern side of the building and would adjoin the existing public right of way which runs between distinct Gornal Stone walls, with the school beyond.
- 39 Overall the building whilst not particularly distinctive, is considered to be acceptable in that it is of modern clean design with some features such as the roof overhang and clerestory windows adding some interest to the building.
- 40 The building is also well set back from the frontage which means views of the locally listed school are maintained, as is a distance from the listed shops on the opposite (northern) side of Bilston Street.
- 41 Additionally, to provide some continuity with the existing site and also provide a nod to local vernacular, a Gornal stone wall is to be provided to the Bilston Street

boundary reusing stone from the site. A strong element of frontage tree planting is also proposed which will define the boundary and again reduce any visual impact upon the context of adjoining heritage assets.

Neighbour Amenity

- 42 The nearest sensitive uses are the two schools to the east and south-east and residential properties on the southern side of Mill Bank.
- 43 With regard to outlook and light there are no significant concerns in relation to the two schools, and in the case of the dwellings the closest are flats (Nos 9 and 11 Mill Bank) which face sideways onto the site with only two secondary windows affected. Therefore, no concerns are raised and other nearby dwellings are sufficiently distant as not to be affected. No adverse visual impacts are considered likely to arise upon the schools.
- 44 In respect of noise, the Head of Environmental Safety and Health notes that a noise assessment has been provided in support of the application, which considers the affects from fixed plant and deliveries upon residents living in the area, as well as the schools situated to the east and south east of the proposed store building.
- 45 The report concludes that there will be no adverse effect based on assessments made under BS4142:2014 and notes that the plans include the provision of a 2.4 metres continuous acoustic fence along part of the eastern boundary of the building to provide additional containment of noise from fixed refrigeration plant.
- 46 Therefore, the Head of Environmental Safety and Health raises no objections, subject the imposition of conditions in relation to hours of operation and noise emissions from fixed plant.

Access and Parking

- 47 Vehicular access to the proposed development would be from Bilston Street, in a similar position to the current access to the existing car which takes up the majority of the existing site.
- 48 During the course of the application the site access has been modified to provide a pedestrian refuge within the centre of the access. This was considered necessary due to the high footfall associated with the site and proximity of the two adjoining schools.
- 49 Other changes made during the course of the application have been the widening of the footway to Bilston Street, again this was considered necessary due to the existing footway being substandard for the high footfall associated with the two adjoining schools, but also allowed for more space for passengers waiting to board a bus, with the bus stop which is also being slightly repositioned accordingly.
- 50 Other works include the provision of a right turn lane into the store from Bilston Street, together with the provision of a pedestrian refuge within Bilston Street. The latter of these will benefit people walking to the adjoining school as well as users of the proposed store.
- 51 These changes to highway infrastructure have been assessed as part of independent Safety Audit and no adverse observations were highlighted.
- 52 Additionally, the store is considered to provide sufficient parking to meet the needs of the store with 91 spaces. However, as the store is replacing existing town centre provision and will also be used by parents and guardians picking up children from the adjoining schools, a car parking management plan condition is proposed to ensure that persons other than those visiting the store are still in part being catered for.

- 53 The car park also includes the provision of cycle parking, disabled parking, and electric vehicle charging, the latter which are located on the north-western part of the proposed car park.
- 54 There is an existing public right of way which runs between the site and the adjoining schools. This is to be retained in its current form including the Gornal stone walls.
- 55 Plans have also been submitted to demonstrate that delivery vehicles can enter and leave the site in forward gear which essential given the sites nature and location.
- 56 In terms of operation, however, discount stores are known to generate a high level of traffic movements, and there is evidence which indicates most vehicle trips are linked and shoppers are generally already travelling near to the store before they divert to the store entrance. The issue is not additional traffic trips but diverted and rerouted movements with traffic continuing on its previous route prior to visiting the store.
- 57 This is compounded by the Bilston Street/High Street (A459) junction being a constrained junction to drive through because of the very poor visibility to the right onto High Street, the right-hand turn is prohibited and this significantly reduces the capacity of the junction. This already results in some traffic diverting along Brick Street and Castle Street.
- 58 Given this issue, the applicants at the request of the highway officer undertook a VISSIM microsimulation traffic model to look into the impacts of the proposed development.
- 59 Two scenarios where run as part of the VISSIM microsimulation, one which retained the junction with Bilston Street and High Street as existing, and the other signalling the junction to allow right turn movements from Bilston Street onto High Street (i.e.

allowing traffic to turn directly towards Wolverhampton rather than having to U turn at the roundabout).

- 60 With regard to the do-nothing scenario, the model showed that Saturdays would stay the same, however, weekday PM peaks are affected and there would be longer queues on Bilston Street and existing traffic diversions through side streets would see a forecast potential increase in through Brick Steet and The Walk. There will be an increase in bus journey times on the Dudley to Bilston Route. The model indicates in this do nothing scenario that total delay across the study network will increase in the region of 40%. The model therefore raises concerns, however, the model assumes a fixed demand within the network, the model is not intelligent and in reality the queues predicted by the model may not appear as people will change their journey times or re-route to avoid the local area altogether to avoid congestion. However, it would be prudent for the Council to monitor flows to ensure there is no adverse impact.
- 61 With regard to the signalisation, the model showed again no changes to Saturdays. The model shows that Weekday PM Peaks with the signal junction are significantly affected but traffic diverting through the side streets would be solved and Bilston Street will flow better than currently.
- 62 The principle of the signal junction is generally seen as a good thing to do but, given the constraints of the junction it is forced into operating in separate stages and introduces more lost time. Any major improvements would need the acquisition of third-party land and probable demolition of buildings which is unacceptable given the impact this only have on historic buildings and the visual appearance of the wider town centre.
- 63 The do something model also indicated that total delay across the area would double and bus journey times increased across the study area, rather than just to Bilston Street with the do nothing scenario.

- 64 Additionally, a safety case for the signals is difficult to argue as there have been only two injury accidents in recent years, plus it is normally expected to get the same number of accidents at most signal junctions but of a different type. It would not be possible to implement an all red pedestrian phase in the signals because of a private access point.
- 65 In conclusion therefore, the do-nothing scenario is the better option given that it would cause generally less delay over the wider area, including no additional impact to the A459, which forms part of the Borough strategic road network and a trunk bus service. The proposed store according to the model will increase delays on Bilston Street and may lead to an increase in vehicle diversions, but this has to balance against the provision of a sustainably sited and policy compliant supermarket with the associated benefits of an anchor store in the town centre.

Nature Conservation

- 66 An updated ecological report has been submitted which confirms that surveyors did not observe any bats emerging from the former electrical retailer building or identify any roosting sites within the building. Therefore, there are no concerns from a nature conservation perspective. Recommendations in relation the nature conservation enhancements and mitigation will be conditioned.

Trees

- 67 Some trees will be removed in the site. These are mostly self-sett and heavily constrained immediately adjacent to walls. Whilst these trees offer some amenity value collectively, they are not worthy of retention. However, there are good specimens located just outside of the site, within the adjoining school grounds that are the subject of a Tree Preservation Order. Whilst the store should be sufficiently distant in relation to the trees as not to cause harm, the protection afforded will prevent any potentially inappropriate pruning works.

- 68 Substantial trees are to be provided to the Bilston Street frontage which will replace the trees lost within the wider site as well as screening and softening the site in relation to adjoining heritage assets.

Flood Risk

- 69 Due to the size of the proposal the application has been submitted with a Flood Risk Assessment and drainage strategy. In respect of the former there no identified flooding issues associated with the site.
- 70 An updated drainage strategy has been provided, and at the time of agenda preparation was still being considered by the Local Lead Flood Authority. Any update will be provided in pre-committee notes, however, the site provides an ample area within which to accommodate a sustainable drainage scheme and it is the detailed design on such which is to resolved.

Financial Material Considerations

- 71 Section (124) of the Localism Act states that: Local planning authorities are to have regard to material considerations in dealing with applications including any local finance considerations, so far as material to the application. A 'local finance consideration' may be taken to cover the payment of New Homes Bonus, or sums that a relevant authority has received, or will or could receive, in payment of the Community Infrastructure Levy (CIL).
- 72 The section does not change the law in any way. It is not a new basis for planning policy and it remains unlawful for planning permissions to be 'bought'.
- 73 The proposal is fully liable for CIL at a rate of £112.39 per square metre. Based on a CIL Liable floor space of 1855.32 m² the CIL Charge is calculated at: £208,519.41. No discount has been applied to the former housing office as this has been demolished, nor has a discounted been applied to the former electrical store given this has been vacant for more than three years.

- 74 This money could be earmarked to be spent on improving strategic infrastructure which is set out on the Regulation 123 list of infrastructure.
- 75 Whilst this is a significant sum of money the planning merits of the proposal are acceptable in any event and therefore this is not accorded significant weight.

CONCLUSION

- 76 The proposed development is considered to be acceptable in principle with careful consideration given to the impact the development would have on retail viability, plus the store would also act as anchor for the town centre. The proposed development is considered to be acceptable from a design and amenity point of view, with the setting of listed buildings softened by the setting back of the store and the provision of trees. The store provides sufficient parking and a safe access, however, there will be increased congestion to Bilston Street and vehicle diversions to side roads. It is not considered the proposal will necessarily result in an increase in accidents in the network and if anything, lower traffic speeds as a result of increased congestion may result in a lower accident rate. On balance, the development is considered to be acceptable given the regeneration benefits to the centre. Consideration has been given to policies within the Black Country Core Strategy (2013); and the Dudley Borough Development Strategy (2017).

RECOMMENDATION

It is recommended that the application be APPROVED subject to the following conditions:

Conditions and/or reasons:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To comply with Section 91(1) of the Town and Country Planning Act, 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. The development hereby permitted shall be carried out in accordance with the following approved plans:

10736-FPCR-XX-XX-DR-L-0001-P04- Landscape Strategy

ASL-1608-01-DS-001-P3 Drainage Strategy

10736 AA-D Tree Assessment

C15A19 - P003 Rev H COLOURED SITE PLAN

C15A19 - P003 Rev H PROPOSED SITE PLAN

C15A19 - P200 Rev A Proposed Floor Plan

C15A19 - P201 Rev A Proposed Elevations

C15A19 - P203 Proposed Roof Plan

C15A19 - P300 Proposed Site Sections

C15A19 Proposed Coloured Elevations

AD5308 Palisade Fencing & Gate Details

AD5305 Acoustic Timber Fence

17109 - 010-F Proposed Site Access

17109 - TR001-C Swept Path Analysis

except in insofar as required by other conditions attached to this permission.

REASON: For the avoidance of doubt and in the interests of proper planning.

3. No development excluding demolition shall commence until an assessment of the risks posed by any contamination has been submitted to and approved in writing by the Local Planning Authority. Such an assessment shall be carried out in accordance with authoritative UK guidance.

REASON: These details are required prior to the commencement of development to ensure that the risks associated with any contamination are reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land.

4. Where the approved risk assessment (required by condition 3 above) identifies contamination posing unacceptable risks, no development shall commence until a detailed remediation scheme to protect the development from the effects of such contamination has been submitted to and approved in writing by the Local Planning Authority. Following approval, such remediation scheme shall be implemented on site in complete accordance with approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON: These details are required prior to the commencement of development to ensure that the risks associated with any contamination are reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land.

5. Following implementation and completion of the approved remediation scheme (required by condition 4 above) and prior to the first occupation of the development, a verification report shall be submitted to and approved in writing by the Local Planning Authority to confirm completion of the remediation scheme in accordance with approved details.

REASON: To ensure that the risks associated with any contamination have been reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land and the NPPF.

6. No development excluding demolition shall commence until an assessment of the risks posed by any ground gases or vapours has been submitted to and

approved in writing by the Local Planning Authority. Such an assessment shall be carried out in accordance with authoritative UK guidance.

REASON: These details are required prior to the commencement of development to ensure that the risks associated with any contamination are reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land.

7. Where the approved risk assessment (required by condition 6 above) identifies ground gases or vapours posing unacceptable risks, no development shall commence until a detailed remediation scheme to protect the development from the effects of such ground gases or vapours has been submitted to and approved in writing by the Local Planning Authority. Following approval, such remediation scheme shall be implemented on site in complete accordance with approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON: These details are required prior to the commencement of development to ensure that the risks associated with any contamination are reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land.

8. Following implementation and completion of the approved remediation scheme (required by condition 7 above) and prior to the first occupation of the development, a verification report shall be submitted to and approved in writing by the Local Planning Authority to confirm completion of the remediation scheme in accordance with approved details.

REASON: To ensure that the risks associated with any ground gases or vapours have been reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land and the NPPF.

9. In the event that contamination is found at any time when carrying out the approved development which was not previously identified, development shall STOP on that part of the site affected by the unexpected contamination and it must be immediately reported in writing to the Local Planning Authority. An additional investigation and risk assessment must be undertaken and where remediation is necessary, a remediation scheme must be prepared, which shall be submitted to and approved in writing of the Local Planning Authority. Following approval, such remediation scheme shall be implemented on site in complete accordance with approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the risks associated with any contamination are reduced to acceptable levels and that the health and wellbeing of future occupiers are protected and to ensure that the development complies with Borough Development Strategy 2017 Policy D3 Contaminated Land and the NPPF.

10. The rating level of sound emitted from any fixed plant and/or machinery associated with the development and/or loading and unloading operations associated with the approved development shall not exceed background sound levels by more than 5dB(A) between the hours of 0630-2300 (taken as a 15

minute LA90 at the nearest /any sound sensitive premises) and shall not exceed the background sound level between 2300-0630 (taken as a 15 minute LA90 at the nearest sound sensitive premises). All measurements shall be made in accordance with the methodology of BS4142 (2014) (Methods for rating and assessing industrial and commercial sound) and/or its subsequent amendments. REASON: To protect the amenities of nearby residents and comply with DBDS Policy D5.

11. The premises shall not be open to the public before the hours of 08.00 nor after 22.00 Monday to Saturday, or before 10.00 or after 17.00 on Sundays and Public Holiday

REASON: To protect the amenities of nearby residents and comply with DBDS Policy D5.

12. The development hereby approved shall not be first used until the acoustic barrier to the delivery area has been provided in accordance with the approved details. The barrier shall thereafter be retained for the life of the development.

REASON: To protect the amenities of nearby residents and comply with DBDS Policy D5.

13. No above ground development shall commence until details of electric vehicle charging bays with a vehicle charging point, to be provided in accordance with the Council's standard (Parking Standards SPD) have been submitted and approved in writing by the Local Planning Authority. Such details shall include signs and bay markings indicating that bays will be used for parking of electric vehicles only whilst being charged. Prior to first occupation, the electric charging points and bays shall be installed in accordance with the approved details and shall thereafter be maintained for the life of the development.

REASON: In the interests of creating a sustainable form of development and to encourage the use of ultra low emission vehicles in accordance with Policies ENV8 (Air Quality) and DEL1 (Infrastructure Provision) of the Black Country Core Strategy.

14. No above ground development shall commence until a schedule of the types, colours and textures of the materials to be used on the external surfaces of the buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in complete accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of the visual amenities of the area and to comply with BCCS Policies CSP4 - Place-Making and ENV2 - Historic Character and Local Distinctiveness and Borough Development Strategy 2017 Policy S6 Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part)

15. No development shall commence (excluding demolition, site clearance and initial ground works) until full details of the soft landscaping scheme for the site have been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented in accordance with the approved details before the end of the first planting season following first occupation of the development. The details shall include design and specification for the tree planting pits, for the trees within the site..

Any trees or shrubs planted in pursuance of this permission including any planting in replacement for 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.

REASON: In order to make a positive contribution to place-making and provide a high quality landscaping in accordance with BCCS Policies CSP4 - Place-Making, ENV 2 Historic Character and Local Distinctiveness, ENV3 - Design Quality and DEL1 - Infrastructure Provision and Borough Development Strategy 2017 Policy S6 - Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings and Policy D2 Incompatible Land Uses (in part). This detail is required pre commencement (excluding demolition, site clearance and initial ground works) as landscaping is integral to providing a high quality and sustainable development.

16. The development shall not be first occupied until details of the future management and maintenance of the landscaped areas and trees have been submitted to and approved in writing by the Local Planning Authority. The open space and any communal areas shall thereafter be maintained and managed in accordance with the approved details for the life of the development.

REASON In order to make a positive contribution to place-making and provide a high quality open space is properly maintained in accordance with BCCS Policies CSP4 - Place-Making, ENV 2 Historic Character and Local Distinctiveness, ENV3 - Design Quality and DEL1 - Infrastructure Provision and Borough Development Strategy 2017 Policy S6 Urban Design and Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part) and LR1 - Open Space

17. The car park shall be finished in a permeable or porous surfacing which shall be retained for the life of the development.

REASON: In the interests of sustainable drainage and the long term wellbeing of the trees within the site and comply with BCCS Policy ENV5 and DBDS Policy S22.

18. The above ground development shall first commence until details of the design of the wall to the Bilston Street boundary have been submitted to and approved in writing by the Local Planning Authority. Details shall include the type of stone to be used and details of coping. Ideally the wall should consist of reclaimed 'Gornal stone' from within the site. The wall shall thereafter be provide in accordance with the approved details and shall be rained for the life of the development.

REASON: to provide a high quality boundary to the front of the site and to comply with BCCS Policy ENV2.

19. Prior to first occupation all redundant dropped kerbs should be replaced with matching full height kerbs and the adjacent Highway made good.

REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.

20. The development shall not be used until details of the management of the car park (including time limits, time for re-entry to the car park, details of any cameras etc) have been submitted to and approved in writing by the Local Planning Authority. The car park shall thereafter be managed in accordance with

the approved details.

REASON: To ensure the car park is available for shoppers using the rest of the town centre and parents and guardians picking up and setting children for the adjoining schools and to comply with BCCS Policy TRAN2.

21. The development hereby approved shall not be first used until the pedestrian refuge, right turn lane the widening of the footway to Bilston Street, the widening of the footway to Mill Bank, the provision of pedestrian refuge to the access to Bilston Street have been provided in accordance with the approved plans. The highway infrastructure shall, thereafter be retained for the life of the development.

REASON: In the interests of highway safety and to promote sustainable travel and to comply with BCCS Policy TRAN2.

22. No development shall commence (excluding demolition, site clearance and initial ground investigation works) until details of the access(es) into the site, together with parking and turning area(s) [including details of lines, widths, levels, gradients, cross sections, drainage and lighting] have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the access(es) into the site, together with parking and turning area(s) within the site have been laid out in accordance with the approved details. These area(s) shall thereafter be retained and not be used for any other purpose for the life of the development.

REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.

23. No part of the development shall be occupied until details of the loading area (including details of lines, widths, levels and gradients) have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the loading area has been laid out in accordance with the approved details and shall thereafter be maintained for the life of the development.

REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.

24. The development shall not be occupied/used until details of secure and covered cycle storage facilities have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be provided in accordance with the approved details prior to the first use/occupation of the development and shall thereafter be retained and maintained for no other purpose for the life of the development.

REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings Policy D2 Incompatible Land Uses (in part) and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.

25. No part of the development shall be occupied until visibility splays to the new access have been provided at the junction between the proposed means of access and the highway with an 'x' set back distance of 2.4 metres and a 'y' distance of 59 metres. No structure or vegetation exceeding 600mm in height above the adjoining highway shall be placed or allowed to grow within the visibility splay for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings
Policy D2 Incompatible Land Uses (in part)
and policies CSP5, DEL1, TRAN2, CEN8 and TRAN5.

26. Prior to first occupation details of a service vehicle management (Including details of a Banksman system) plan shall be submitted and approved in writing by the Local Planning Authority. Prior to first occupation the service vehicle delivery management plan will be implemented and operated in accordance with the approved details and maintained for the life of the development.

REASON: In the interests of highway safety and to comply with Borough Development Strategy 2017 Policy S6 Urban Design, Policy L1 Housing Development, extensions and alterations to existing dwellings



A	Red line boundary ammended	22.04.2022	SI	SB
Revision	Description	Date	Drawn	Checked

CLIENT ALDI STORES LIMITED

PROJECT BILSTON ROAD,
SEDGLEY

TITLE SITE LOCATION PLAN



STOAS
ARCHITECTS

THE LODGE - COLESHILL MANOR - BIRMINGHAM - B46 1DL - TEL 0121 747 1943
1 DUNSTON PLACE - DUNSTON ROAD - CHESTERFIELD - S41 8NL - TEL 01246 389 860

SCALE 1:1250 @ A4 DRAWN SPK

DATE 06-08-2021 CHECKED SB

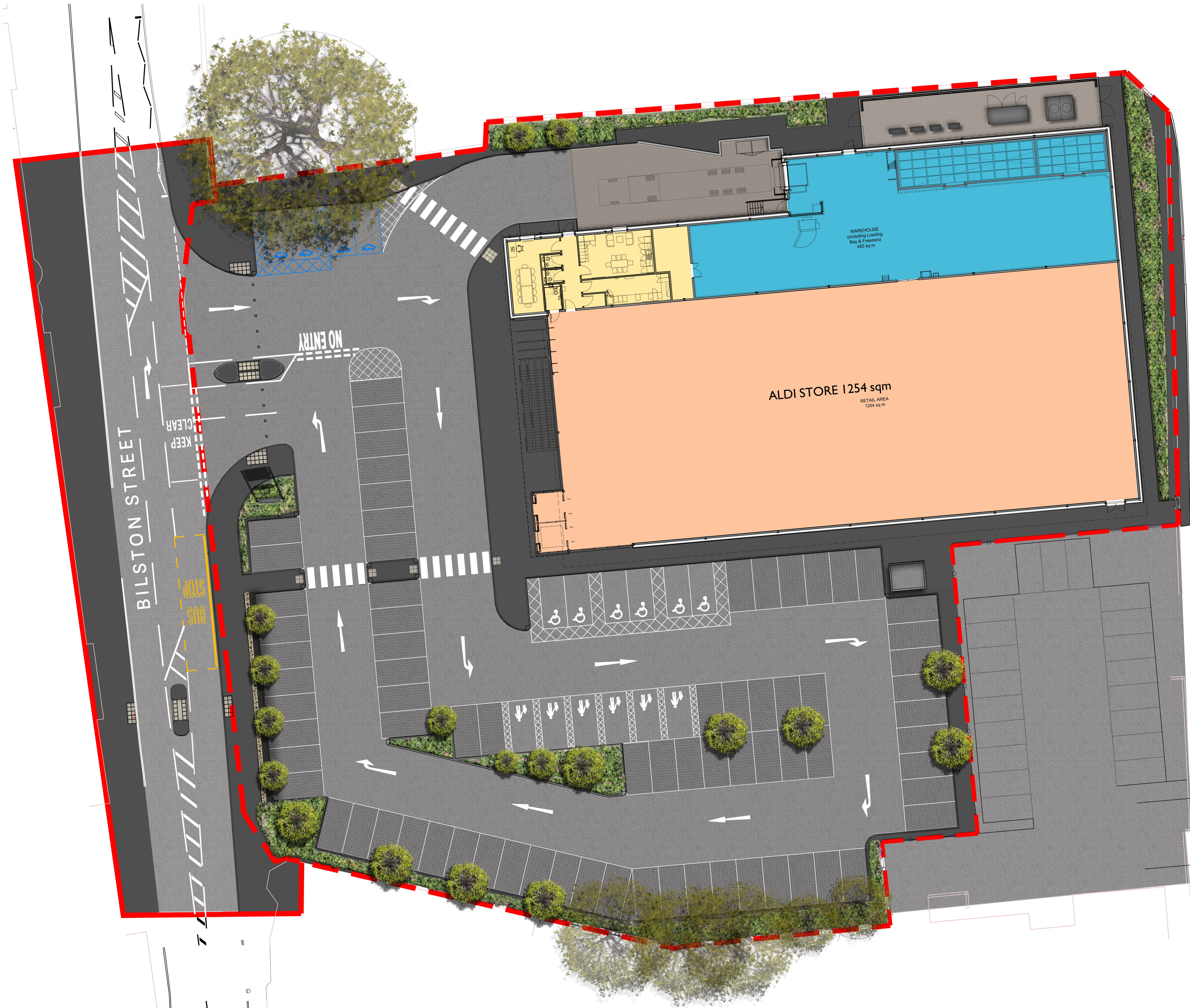
NORTH DWG No.

C15A19 - P001



REV

A



SITE AREA	6252 sq m (1.5 acres approx)	
CUSTOMER CAR SPACES	90 No Approx. (2.5 x 5m)	
ALDI BLADE ROOF STORE	200 SL	
GROSS EXTERNAL AREA (GEA)	1917 sq m	20,635 sq ft
GROSS INTERNAL AREA (GIA)	1839 sq m	19,795 sq ft
RETAIL AREA 55m (L) x 22.8m (W)	1254 sq m	13,500 sq ft
WELFARE BLOCK (including Plant Room)	122 sq m	1,313 sq ft
WAREHOUSE (including Loading Bay & Freezers)	455 sq m	4,898 sq ft

- KEY
- EXISTING TREES
 - NEW TREES
 - LOW LEVEL LANDSCAPING
 - SITE BOUNDARY LINE
 - SITE APPLICATION LINE
 - AREA OF LAND RETAINED BY PUBLIC HOUSE AND PREPARED BY ALDI

H	Pedestrian access footway created at the rear of the EV spaces, crossing markings added across loading bay ramp. Keep Clear added across vehicular exit	17-02-2023	SPK	SB
G	Existing boundary wall on southern boundary behind store, adjacent to Mill Bank, removed to allow for the foot path to be widened to 2m. Pedestrian island added to Bilston Street. Additional tree pits added fronting Bilston St.	03-02-2023	SPK	SB
E	Additional landscaping and, tree pits added. Existing stone wall within site to be rebuilt to a height of 1m fronting Bilston Street	16-01-2023	SPK	SB
D	Car parking modified	06-12-2022	HP	SB
C	Entrance into car park from highway revised. Pedestrian refuge added. Car park modified to suit	29-11-2022	SPK	SB
B	Notes regarding boundary treatments and pedestrian access added. Telescopic bollards added to vehicular entrance. Retained existing trees shown.	22-06-2022	SPK	SB
A	External plant reconfigured following information from K2 consultants. Acoustic fence added.	04-04-2022	SPK	SB
Revision	Description	Date	Drawn	Checked

Client
ALDI STORES LIMITED

Project Title



Project Address
BILSTON ROAD
SEDGLEY, DUDLEY

Drawing Title
PROPOSED COLOURED SITE PLAN

Job No. C15A19	Originator STO	Zone XX	Level XX	Type DR
Role A	Drawing No. P003	Suitability XX	Revision H	North North
Drawn HP	Checked SB	Date 04.01.2023	Scale 1:200	Size A1

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Coleshill Manor
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0121 747 1943

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Dunston Road
Chesterfield
S41 9NL
01246 389 860



STOAS Architects Ltd
PLANNING



www.STOASArchitects.com

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ABBREVIATIONS

AR	ASSUMED ROUTE	NFI	NO FURTHER INFORMATION
BD	BACKDROP	NTA	NO TRANSMITTER ACCESS
BTIC	BRITISH TELECOM CHAMBER	OSA	OUTSIDE SURVEY AREA
CI	CAST IRON	PE	POLYETHYLENE
CL	COVER LEVEL	PR	PIPE RISER
CO	CONCRETE	PVC	POLYVINYL CHLORIDE
CP	CABLE PIT	RE	RODDING EYE
CR	CABLE RISER	RWP	RAINWATER PIPE
d	DEPTH IN METRES	SV	STOP VALVE
EM	EARTH MAT	SVF	SOIL VENT PIPE
EP	ELECTRICITY POLE	TFR	TAKEN FROM RECORDS
EOT	END OF TRACE	TP	TELEGRAPH POLE
FE	FENCE EARTH POINT	UDI	UNRELIABLE DEPTH INFO
FH	FIRE HYDRANT	UTL	UNABLE TO LOCATE
G	GULLY	UTR	UNABLE TO RAISE
GPR	TRACED BY G.P.R.	UTS	UNABLE TO SURVEY
GV	GAS VALVE	UTT	UNABLE TO TRACE
GR	GAS RISER	WL	WATER LEVEL
IC	INSPECTION CHAMBER	WR	WATER RISER
IL	INVERT LEVEL	VP	VENT PIPE
LP	LAMP POST	VR	VAPOUR RECOVERY
MH	MANHOLE	WM	WATER METER
MCW	MAINS COLD WATER	WO	WASH OUT VALVE
ND	NO DEPTH (Unable to acquire depth)	WWP	WASTE WATER PIPE

LEGEND

	CABLE TELEVISION
	CLOSED CIRCUIT TELEVISION
	COMMUNICATIONS CABLE
	COMPRESSED AIR
	DUCTING
	ELECTRIC CABLE
	EARTH CABLE
	FOUL WATER SEWER
	COMBINED WATER SEWER
	SURFACE WATER SEWER
	FUEL PIPE
	GAS PIPE
	GAUGE LINE
	HEATING
	OFFSET FILL PIPE
	RADAR TRACE
	TELECOMS CABLE
	TRAFFIC LIGHT CABLE
	UNIDENTIFIED SERVICE
	VAPOUR RECOVERY
	VENT PIPE
	WATER PIPE
	SURVEY BOUNDARY
	END OF TRACE (Signal lost, unless stated otherwise)

HARD LANDSCAPING LEGEND

RK	RAISED KERB
EK	EDGING KERB
FK	FLUSH KERB
DK	DROP KERB
TK	TRANSITION KERB
TRK	TRIEF (SAFETY KERB) KERB
TTK	TRIEF (SAFETY KERB) TRANSITION KERB
TP	TACTILE PAVING
BC	BRUSHED CONCRETE
T	TARMAC
SSB	STAINLESS STEEL BOLLARD
PB	PERMEABLE BLOCK PAVING
HDB	HEAVY DUTY BOLLARD
TB	TELESCOPIC BOLLARDS AT SITE ENTRANCE
DC	DRAINAGE CHANNEL
G	NEW STORM WATER DRAINAGE GULLY

H	Pedestrian access footway created at the rear of the EV spaces, crossing markings added across loading bay ramp. Keep Clear added across vehicular exit	17-02-2023	SPK	SB
G	Existing boundary wall on southern boundary behind store, adjacent to Mill Bank, removed to allow for the foot path to be widened to 2m. Pedestrian island added to Bilston Street. Additional tree pits added fronting Bilston St	03-02-2023	SPK	SB
F	Permeable paving added to parking spaces	01-02-2023	SPK	SB
E	Additional landscaping and, tree pits added. Existing stone wall within site to be rebuilt to a height of 1m fronting Bilston Street	16-01-2023	SPK	SB
D	Car parking modified	06-12-2022	HP	SB
C	Entrance into car park from highway revised. Pedestrian refuge added. Car park modified to suit	29-11-2022	SPK	SB
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A	External plant reconfigured following information from K2 consultants. Acoustic fence added.	04-04-2022	SPK	SB
Revision	Description	Date	Drawn	Checked

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CLIENT **ALDI STORES LIMITED**

PROJECT **BILSTON RD SEDGLEY**

TITLE **PROPOSED SITE PLAN**

DATE **25.10.2021** SCALE **1:200 @ A1**

DRAWN **SI** CHECKED **SB**

NORTH

DWG No. **C15A19 - P003** REVISION **H**

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STOAS Architects Ltd PLANNING

SITE AREA	6252 sq m (1.5 acres approx)
CUSTOMER CAR SPACES	90 No Approx. (2.5 x 5m)
ALDI BLADE ROOF STORE	200 SL
GROSS EXTERNAL AREA (GEA)	1917 sq m 20,635 sq ft
GROSS INTERNAL AREA (GIA)	1839 sq m 19,795 sq ft
RETAIL AREA 55m (L) x 22.8m (W)	1254 sq m 13,500 sq ft
WELFARE BLOCK (including Plant Room)	122 sq m 1,313 sq ft
WAREHOUSE (including Loading Bay & Freezers)	455 sq m 4,898 sq ft

SITE BOUNDARY LINE
 SITE APPLICATION LINE

0 1 2 3 4 5 6 7 8 9 10m
LINEAR SCALE 1:200

	SINGLE LIGHT LIGHTING COLUMN
	DOUBLE LIGHT LIGHTING COLUMN
	EXISTING TREES
	NEW TREES
	LOW LEVEL LANDSCAPING
	Hornbeam hedge (carpinus betulus) in a double staggered row either side of post and strained wire fence
	Existing stone wall (right side of car park entrance) to be rebuilt facing Bilston Street 1m high
	PROPOSED LEVELS
	EXISTING LEVELS
	PERMEABLE PAVING CAR SPACES

ACCESS ARRANGEMENTS

This statement relates to the access arrangements for the Aldi Food Retail Store and details the arrangements for all modes of transport to and from the store. It also includes details of how level access arrangements are achieved and how the entrance to the store operates. This statement is to be read in conjunction with the separate Design and Access statement.

There are a total of 90 No. proposed car parking spaces including 6No. Disabled parking spaces, 6No. Parent and Child parking spaces, 4 no. Electric Vehicle charging spaces (2No Accessible) and 4No. cycle hoops (8No. cycle capacity under free standing shelter)

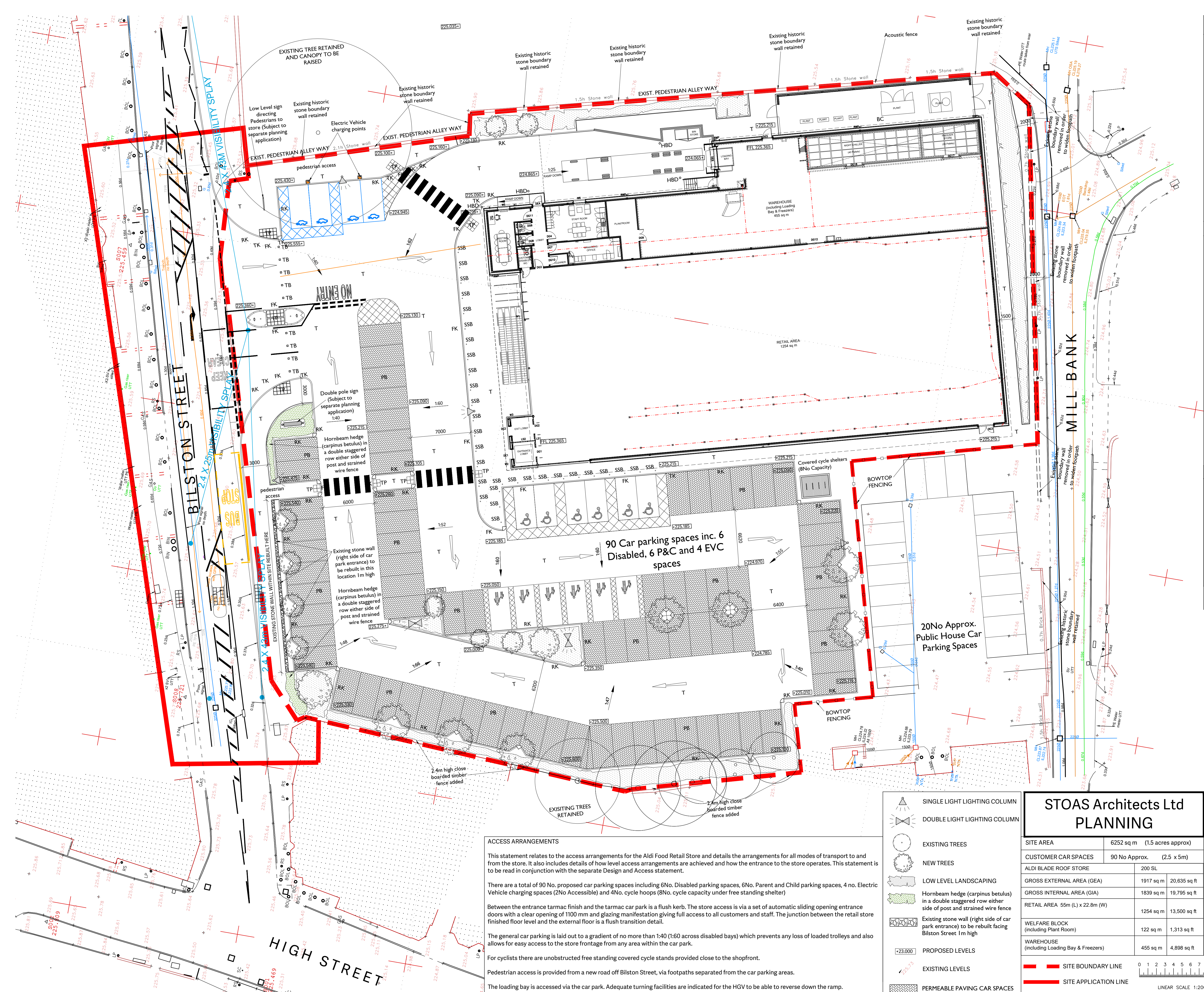
Between the entrance tarmac finish and the tarmac car park is a flush kerb. The store access is via a set of automatic sliding opening entrance doors with a clear opening of 1100 mm and glazing manifestation giving full access to all customers and staff. The junction between the retail store finished floor level and the external floor is a flush transition detail.

The general car parking is laid out to a gradient of no more than 1:40 (1:60 across disabled bays) which prevents any loss of loaded trolleys and also allows for easy access to the store frontage from any area within the car park.

For cyclists there are unobstructed free standing covered cycle stands provided close to the shopfront.

Pedestrian access is provided from a new road off Bilston Street, via footpaths separated from the car parking areas.

The loading bay is accessed via the car park. Adequate turning facilities are indicated for the HGV to be able to reverse down the ramp.





CAR PARK ELEVATION



BILSTON STREET ELEVATION

1	Rev Details.	00/00/00	ABC	ABC
Revision	Description	Date	Drawn	Checked

STOAS Architects Ltd
PLANNING

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DUNSTON PLACE - DUNSTON ROAD - CHESTERFIELD - S41 8NL - TEL 01246 389 860

CLIENT ALDI STORES LIMITED

PROJECT BILSTON STREET
SEDGLEY

TITLE COLOURED ELEVATIONS

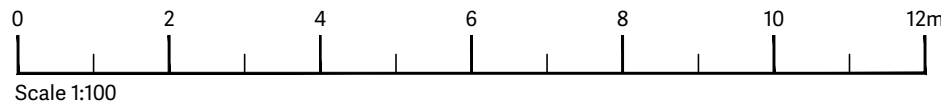
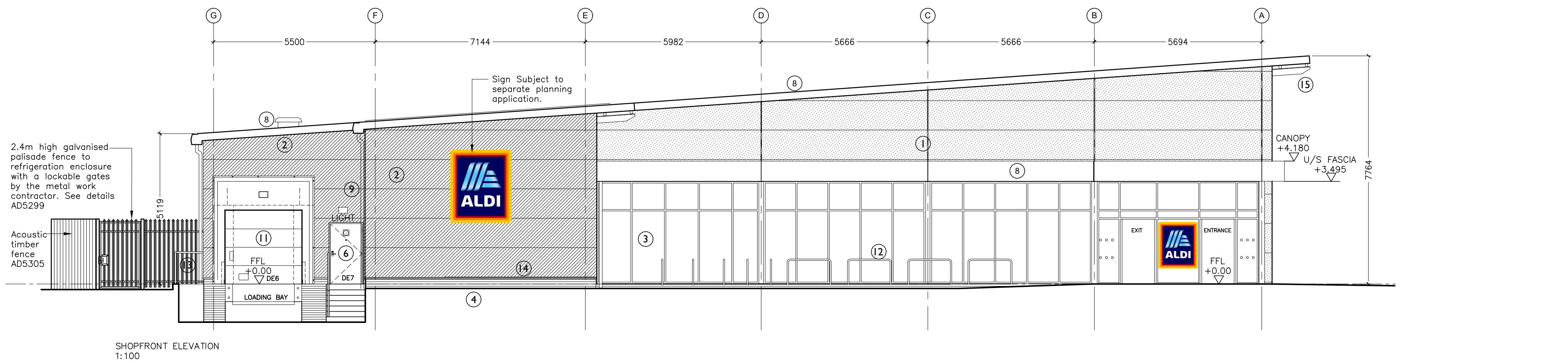
DATE 10.11.2021 SCALE NTS

DRAWN SJ CHECKED SB

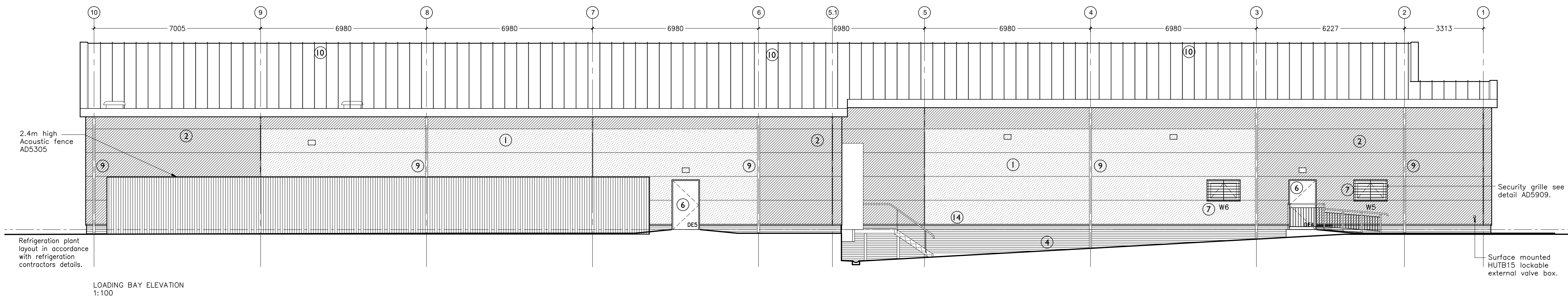
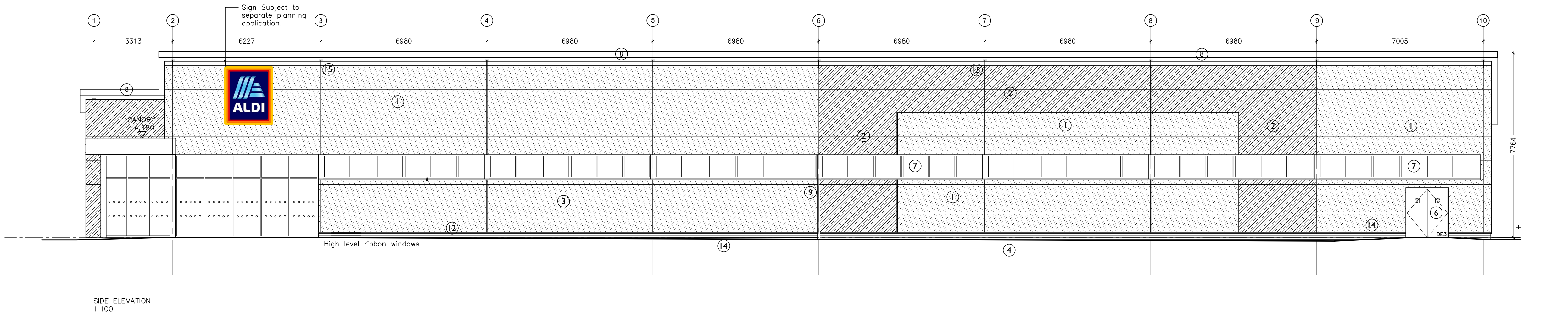
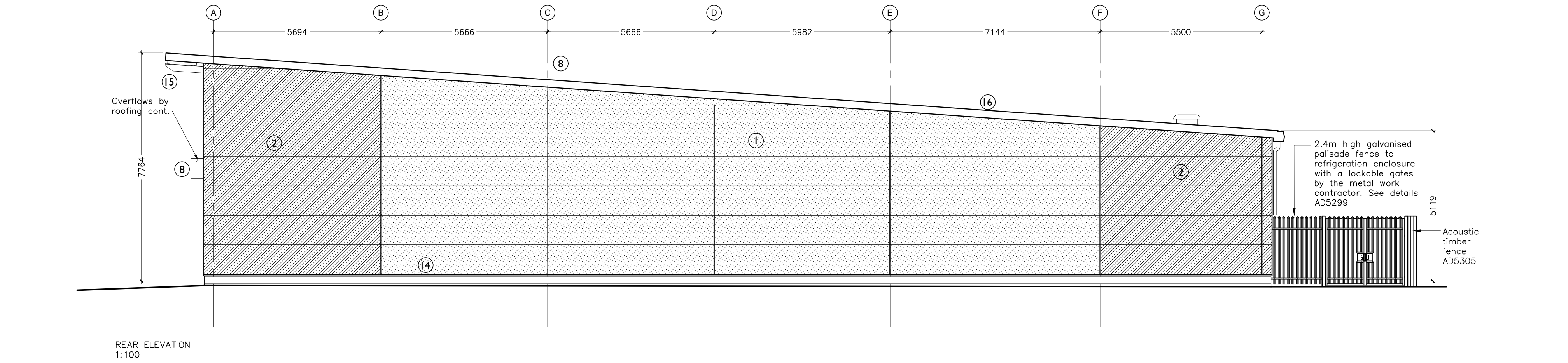
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DWG No. C15A19 - COLOUR ELEV 01 REVISION

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- EXTERNAL FINISHES
- 1 KINGSPAN KS100MR METALLIC SILVER CLADDING RAL 9006 (NOTE: ANY ELEVATIONS NOT VISIBLE TO THE PUBLIC ARE TO BE CLAD WITH KINGSPAN KS100RWW OR KINGSPAN KS100FC FINISHED RAL 9006)
 - 2 KINGSPAN KS100MR ANTHRACITE GREY CLADDING RAL 7016
 - 3 SHOPFRONTS - POLYESTER POWDER COATED ALUMINIUM (RAL 7016)
 - 4 BLOCKLEYS BRICK LTD 'SMOOTH BLACK' BRICKWORK WITH TARMAC Y14 (BLACK) COLOURED MORTAR
 - 5 ENTRANCE - POLYESTER POWDER COATED ALUMINIUM (RAL 7016 ANTHRACITE)
 - 6 STEEL ESCAPE DOORS - POLYESTER POWDER COATED COLOUR GREY (RAL 7016) (FRAME COLOUR RAL 7016)
 - 7 WINDOWS - POLYESTER POWDER COATED ALUMINIUM (RAL 7016)
 - 8 FASCIA'S - POWDER COATED ALUMINIUM TO BS6496 RAL 7016
 - 9 RAINWATER GOODS POLYESTER POWDER COATED ALUMINIUM (RAL 7016)
 - 10 KINGSPAN KS 1000 RW 80MM THICK TRAPEZOIDAL COMPOSITE ROOF PANELS ON PURLINS. ALL TO ACHIEVE MIN U-VALUE OF 0.25W/M²K. COLOUR TO BE ANTHRACITE GREY RAL 7016.
 - 11 SECTIONAL OVERHEAD DOOR - PVF COATED STEEL (RAL 7016)
 - 12 TROLLEY BAY RAILS - SATIN FINISH STAINLESS STEEL
 - 13 HANDRAILS - GALVANISED TUBULAR STEEL
 - 14 PVF2 COATED ALUMINIUM PRESSED DRIP FLASHING. COLOUR METALLIC SILVER RAL 9006.
 - 15 ALL EXPOSED STEELWORK TO BE PAINTED STEELGUARD Z44 FINISH COAT TO BE GLOSS FINISH RAL 7016 ANTHRACITE GREY.



A	Fencing amended around external refrigeration plant.	07-04-2022	SPK	SB
Revision	Description	Date	Drawn	Checked

STOAS Architects Ltd PLANNING



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CLIENT ALDI STORES LIMITED

PROJECT BILSTON STREET
SEDGLEY
DUDLEY

TITLE PROPOSED
ELEVATIONS

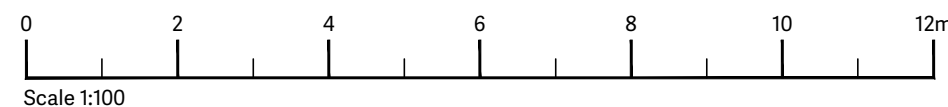
DATE 25.10.2021 SCALE 1:100 @ A1

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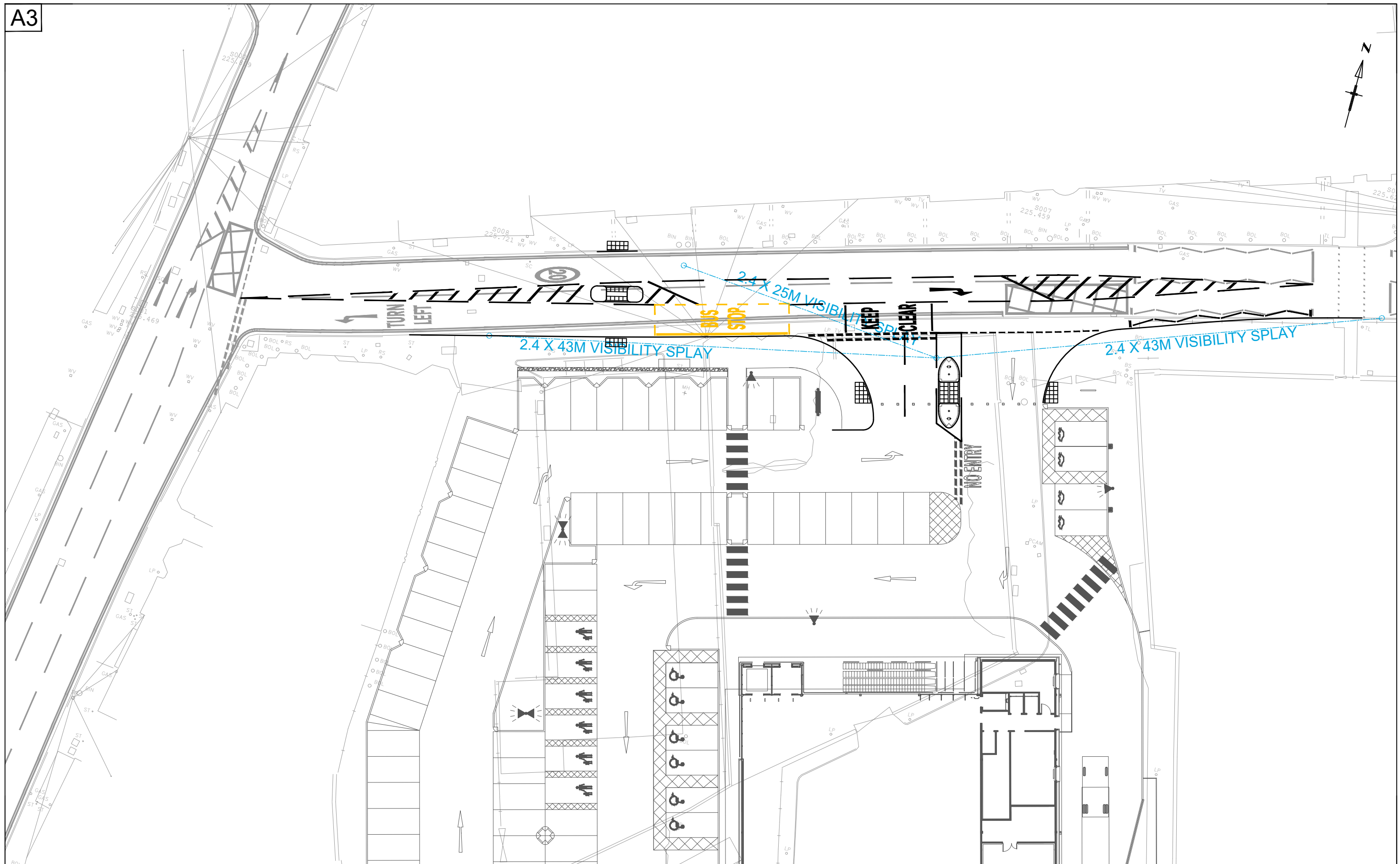
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DWG No. C15A19 - P201 REVISION A

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client
ALDI STORES LTD

project
PROPOSED DEVELOPMENT
BILSTON STREET
SEDGLEY

title
PROPOSED SITE ACCESS

date
FEBRUARY 2023

drawn by
T.A.S

checked by
C.B.W

scale
1:250

status
PLANNING

drawing number
17109 - 010

rev.
F

NOTES:

All planting to be undertaken within the first planting season following the completion of construction of the development. The landscape contractor will make himself aware of the service locations prior to commencing planting operations and no tree will be planted closer than 4.5m to any adoptable cable or 3m to any private cable.

TOPSOIL

At the time of starting work areas to be planted will be covered by either:

- Undisturbed topsoil prepared as necessary by the Main Contractor so that it is a suitable state for the cultivation operations as stated below.
- Topsoil to be 450mm for shrub planting.

IMPORTED TOPSOIL FOR PLANTED AREAS

- Provide as necessary to make up any deficiency of topsoil existing on site and to complete the work.
- To BS 3882, grade: General Purpose
- Source to be confirmed by the Contractor.
- Provide a declaration of analysis including information detailing each of the relevant parameters given in BS 3882, clause 6 and table 2 for the grade of topsoil specified.

CULTIVATION

- Break up any compacted topsoil to full depth.
- Within a few days before planting, but in suitably dry weather and ground conditions, cultivate top 300mm of all planting beds, using suitable plant to loosen, aerate and break up the soil into particles of 2-8mm.
- Spread well rotted organic material, subject to approval.
- Leave surface regular and even.
- Remove weeds, perennial weed roots and undesirable material brought to the surface including stones and clods larger than 25mm in any dimension, roots, tufts of grass and foreign matter.
- Do not dig or cultivate within the root spread of trees and shrubs to be retained.

MATERIALS AND WORKMANSHIP

- Materials and workmanship shall generally be in accordance with the following documents - BS3936 Nursery Stock and BS4428. Recommendations for General Landscape Operations.
- Plant material to be the sizes and dimensions as stated in the schedule and shall be healthy with good fibrous root systems.

HERBICIDES

- Allow for a pre-application of an approved translocated systemic herbicide to planting areas by suitable spraying apparatus to the manufacturer's instructions and in line with the 1997 Control of pesticides Regulations and 2003 COSHH.

EXISTING TREES

- Existing trees to be retained to be managed in accordance with the Arboricultural Assessment

TREES

- All trees in soft landscaping to be planted in tree pits @ 1000mm x 1000mm x 750mm or at suitable size to accommodate root/container size.
- All trees within hard surface to be planced using appropriate tree pit systems supplied with underground guying and irrigation.
- All trees to be back filled with top soil and suitable organic material (to be specified).
- All trees in soft surface should be staked or double staked using pointed softwood / peeled chestnut / lurch or oak stakes, free from projections and large or edge knots and tied above ground.
- All trees in shrub beds located within 3m of any services to have their roots directed downwards by the installation of Reroot 600 or Reroot 1000 dependant on ground conditions and service locations.
- Suitable rabbit guards, fencing, or shelters will be used to protect plants from damage until established. Existing trees adjacent to the feature will be left uncut and managed in a similar way to standard trees. Tree guards will be removed once the planting is established.

PLANTING

- All ornamental shrubs to be planted in pits 150mm wider and deeper than their root ball.
- Hedgerow to be double staggered, planted at 0.45m centres, supported by post and wire fence.
- Pits to be back filled with topsoil and slow release fertiliser at an appropriate rate.
- All planted areas are to be mulched with 50mm layer of well composted bark mulch.
- Geotextile membrane with minimum 200mm overlap and holes cut for planting between the topsoil and bark mulch. Sufficient pegs installed to prevent membrane from lifting.
- All shrubs to be well watered in at the time of planting and during dry spells.

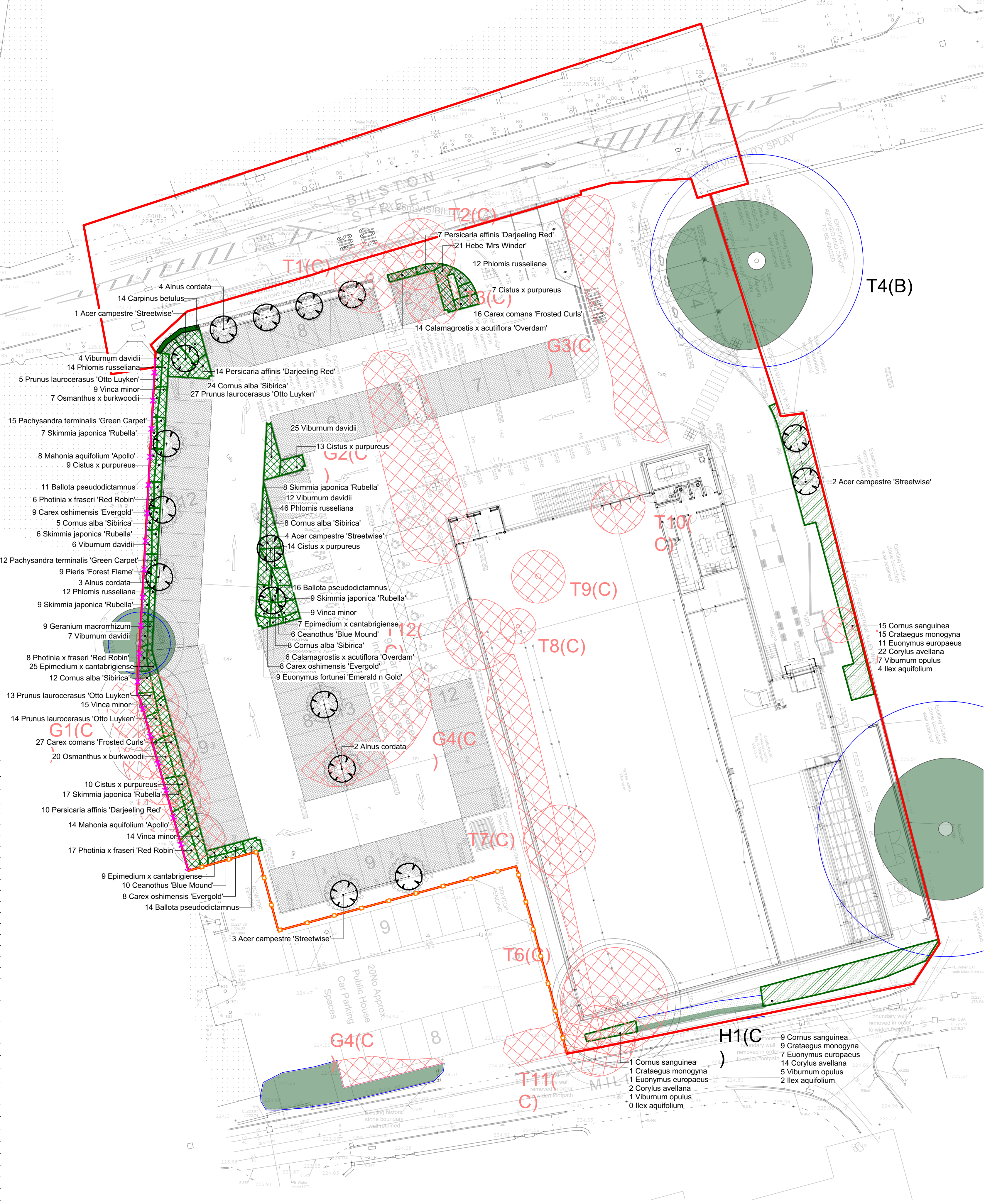
INITIAL 12 MONTH MAINTENANCE

- Regular maintenance visits shall be undertaken following planting to maintain all areas in a weed and litter free condition and to ensure the healthy establishment of all planting stock.
- For the first 12 months following practical completion the maintenance is the responsibility of the landscape contractor who undertook the implementation. Any failures to be replaced during the next planting season.
- During the maintenance period all areas of planting shall be watered, dependant on prevailing weather conditions, to ensure healthy establishment of all stock.
- All planting shall be maintained/ inspected a minimum of 4 times annually to aid establishment and appearance.
- Maintenance operations shall include; All areas to be kept weed free by spot treatment with contact herbicide or hand weeding/ forked out, dead wood to be pruned out, pruning of epicormic growth or suckers from stems shall be removed without exposing live tissue, all prunings to be removed from site. Stakes and ties should be checked and adjusted accordingly to prevent growth restriction. Pruning of shrubs will be minimum, but maintain a neat tidy appearance any species which needs cutting back will only be done at the correct time of year in line with good horticultural practice. Footpaths will be kept obstruction and waste free.
- On completion of the 12 month maintenance period a site inspection shall be undertaken by the landscape contractor, landscape architect/ client and a representative of the appointed management company as necessary, to ascertain that all areas of landscaping associated with the development are in a satisfactory condition for handover to the management company. Any necessary works shall then be carried out to the satisfaction of the landscape architect/ client to enable the works to be handed over to the appointed management company or Local Authority as appropriate.

ONGOING MAINTENANCE AND MANAGEMENT

- The appointed management company should continue to undertake all necessary operations in line with the above notes, to ensure that the grounds are maintained in a neat and tidy appearance in line with good horticultural practice.
- Long term management of soft landscape shall be based on the above notes, however these notes are not definitive and any other works required to maintain the areas in a healthy condition should be carried out on a regular basis throughout subsequent years.

Planting Schedule							
Shrubs and Herbaceous Perennials							
Qty	Latin Name	Common Name	Height	Scheduled Size	Rate/m2		
41	Ballota pseudodictamnus	False dittany	40-60cm	5L	5		
20	Calamagrostis x acutiflora 'Overdam'	Feather reed grass	40-60cm	3L	5		
43	Carex comans 'Frosted Curis'	Sedge 'Frosted Curis'	20-30cm	3L	5		
25	Carex oshimensis 'Evergold'	Oshima kan sugu	20-30cm	3L	5		
16	Ceanothus 'Blue Mound'	Californian lilac	40-60cm	5L	3		
53	Cistus x purpureus	Purple-flowered rock rose	30-40 cm	5L	3		
49	Cornus alba 'Sibirica'	Red barked dogwood	60-80cm	5L	3		
41	Epimedium x cantabrigiense	Bishop's hat	20-30cm	3L	5		
9	Euonymus fortunei 'Emerald n Gold'	Euonymus 'Emerald and Gold'	30-40cm	5L	3		
9	Geranium macrorrhizum	Cranesbill	20-30cm	3L	5		
21	Hebe 'Mrs Winder'		30-40cm	5L	3		
22	Mahonia aquifolium 'Apollo'	Oregon grape	40-60cm	5L	3		
27	Osmanthus x burkwoodii	Burkwood osmanthus	40-60cm	5L	3		
27	Pachysandra terminalis 'Green Carpet'		20-30cm	3L	5		
31	Persicaria affinis 'Darjeeling Red'	Knotweed 'Darjeeling Red'	20-30cm	3L	3		
84	Phlomis russelliana	Jerusalem sage	20-30cm	3L	5		
31	Photinia x fraseri 'Red Robin'	Christmas berry 'Red Robin'	60-80cm	5L	3		
9	Pieris 'Forest Flame'		40-60cm	5L	3		
59	Prunus laurocerasus 'Otto Luyken'	Cherry laurel var.	60-80cm	5L	3		
56	Skimmia japonica 'Rubella'		40-60cm	5L	3		
54	Viburnum davidii	David's viburnum	20-30cm	5L	3		
47	Vinca minor	Lesser periwinkle	30-40cm	3L	3		
Trees							
Qty	Latin Name	Common Name	Height	Form	Root Condition	Clear Stem	Girth
10	Acer campestre 'Streetwise'	Filed maple 'Streetwise'	400-450cm	Extra Heavy Standard	RB	Min. 200cm	14-16cm
9	Alnus cordata	Italian alder	400-450cm	Extra Heavy Standard	RB	Min. 200cm	14-16cm
Native Shrub Mix							
Qty	Latin Name	Common Name	Height	Root Condition	Rate/m2		
25	Cornus sanguinea	Common dogwood	60-80cm	BR	1		
38	Corylus avellana	Hazel, Cobnut	60-80cm	BR	1		
25	Crataegus monogyna	Common hawthorn	60-80cm	BR	1		
19	Euonymus europaeus	Spindle	60-80cm	BR	1		
6	Ilex aquifolium	Holly	60-80cm	BR	1		
13	Viburnum opulus	Guelder rose	80-100cm	BR	1		
Hornbeam Hedge							
Qty	Latin Name	Common Name	Height	Root Condition	Rate/centres in m		
14	Carpinus betulus	Hornbeam	80-100cm	B	0.45		



NOTES

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KEY

- Site Boundary
- Existing Vegetation to be Retained (with RPAs)
- Existing Vegetation to be Removed
- Proposed Trees
- Proposed Amenity Planting
- Proposed Native Shrub Planting
- Proposed Hedgerow
- Proposed 2.4m high close boarded timber fence (as per Sloas Proposed Site Plan C15A19-P003 rev G)
- Proposed bowtop fences (as per Sloas Proposed Site Plan C15A19-P003 rev G)

client
Turley

project
Bilston Street, Sedgley, Dudley

drawing title
Landscape Strategy

scale
1:250 @ A1

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IAM

chk
DH

date created
23 MARCH 2022

project number
10736

status
S03

issue
P04

document number
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Project Code
Originator
Zone
Level
Type
Risk
Drawing Number

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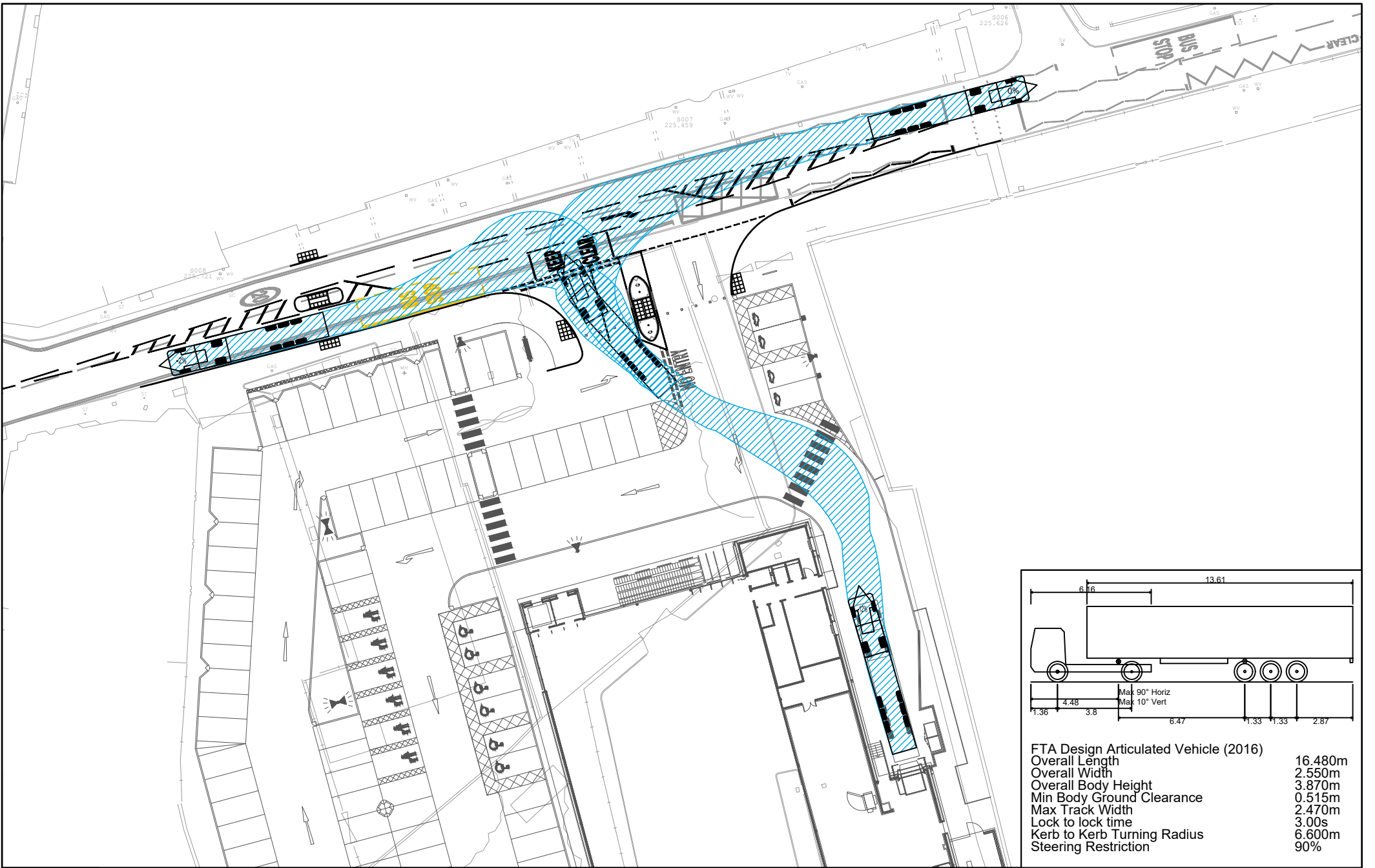
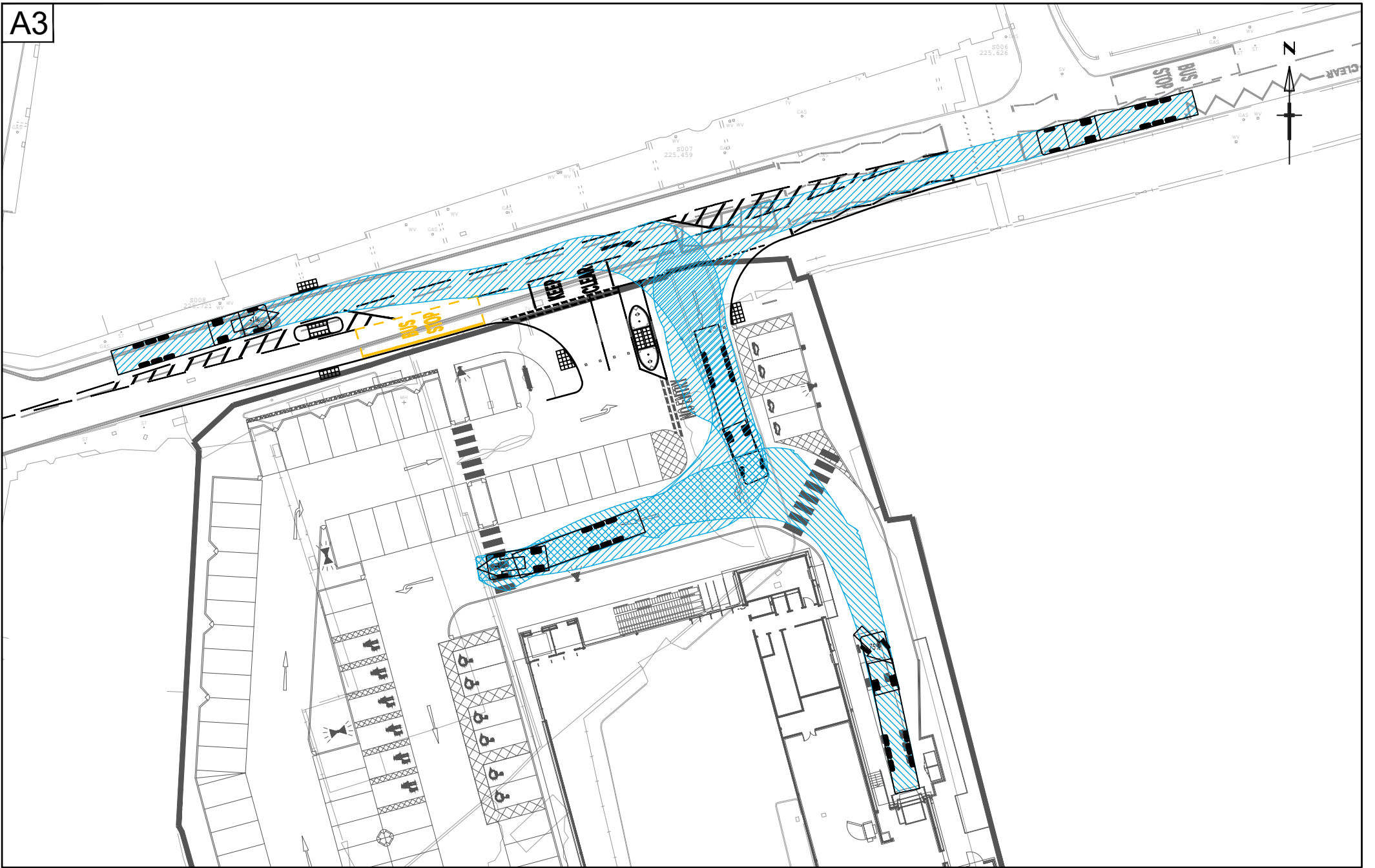
masterplanning
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P01 23.03.2022 First Issue IAM DH



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client
ALDI STORES LTD
project
PROPOSED DEVELOPMENT
SEDGLEY, BILSTON STREET

title
PROPOSED SITE LAYOUT
SWEEP PATH ANALYSIS
FTA DESIGN ARTICULATED VEHICLE

scale
1:500

drawn by
T.A.S

drawing number
17109 - TR001

status
PLANNING

date
FEBRUARY 2023

checked by
J.C

rev.
C