

TWC/2021/0968

Land West of Household Recycling Centre, Hortonwood 60, Hortonwood, Telford, Shropshire

Erection of 3no industrial units for general industrial and storage/distribution units with associated parking, attenuation pond and hard standings\*\*\*Amended plans and documents received\*\*\*

**APPLICANT**

Antony Barrett

**RECEIVED**

23/03/2022

**PARISH**

Hadley and Leegomery

**WARD**

Hadley and Leegomery

**AS THIS APPLICATION IS A MAJOR APPLICATION AND REQUIRES A SECTION 106 AGREEMENT, THIS APPLICATION IS TO BE DETERMINED BY MEMBERS OF THE PLANNING COMMITTEE**

Online planning file:

<https://secure.telford.gov.uk/planning/pa-applicationssummary.aspx?ApplicationNumber=TWC/2021/0968>

**1. SUMMARY RECOMMENDATIONS**

1.1 It is recommended that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to **GRANT FULL PLANNING PERMISSION** subject to receipt of amended planting specification, Condition(s), Informative(s) and the applicant entering into a Section 106 Agreement in respect of Strategic Highways, footway/cycleway linkages, Tree Replacement, Biodiversity Net Gain, Strategic Newt Licencing and Monitoring.

**2. APPLICATION SITE**

2.1 The site is approximately square in shape and is located within Hortonwood, Donnington and Hadley Park Strategic Employment Area (SEA), as identified by E9 on the Policy Map whilst its western edge comprises white land. The site extends to 2.5 hectares.

2.2 Currently the site remains undeveloped, being relatively flat open ground containing a number of trees and hedges.

2.3 The site is surrounded by a number of existing employment uses with Furniture Link located to the north beyond Hortonwood 60, Abara Food Group to the northeast, TWC Recycling and Waste directly to the east, whilst an industrial unit is currently under construction to the west. Green Network land is located to the south and residential properties are located to the northwest of the site, along Horton Lane.

### **3. APPLICATION DETAILS**

- 3.1 This is a Full Planning application for the erection of 3no. industrial units for general industrial and storage/distribution (Use Class B2 and B8) with ancillary office space in each unit and associated parking, ponds and hard standing. The proposed access for this site is taken off Hortonwood 60 to the north. The total proposed floor space amounts to 8,240 sq. metres with each unit having its own demise, whilst the access road is shared.
- 3.2 The 3no. proposed buildings total 8,240 sq. metres and would be delivered in the following form:
- Unit 1: 4,262 sq. metres;
  - Unit 2: 2,116 sq. metres;
  - Unit 3: 1,862 sq. metres.
- 3.3 Unit 1 is proposed to be occupied by the Applicant, Omega Lighting and Electronics Ltd. (currently known and identified as Eden Horticulture) who rent a unit in Telford. Units 2 and 3 are speculative developments which would be built to shell and core by the applicant and adapted to future tenants to fit-out.
- 3.4 The Applicant is proposing to deliver the development in a phased approach, with Unit 1 and all site infrastructure, including mitigation, being delivered at the outset whilst Phase 2 (Units 2 and 3) would be delivered at a later date once occupiers are secured. As such, some Condition(s) in respect to the detail and delivery of the demise of Units 2 and 3 have been worded to enable a phased approach.

### **4. PLANNING HISTORY**

- 4.1 The below is a summary of the planning history:

T91/0024 - Erection of A Cold Store (91/T/17) - Authorisation Under New Towns Acct, 24 July 1991

T91/0028 - Proposed Cold Store - Authorisation Under New Towns Act, 13 August 1991

TWC/2018/0162 - Erection of 1no. industrial unit (Use Class B1(c), B2 and B8) - Granted 03 December 2018

### **5. RELEVANT POLICY DOCUMENTS**

- 5.1 National Planning Policy Framework (NPPF)

## 5.2 Telford and Wrekin Local Plan (2011-2031):

- SP1: Telford
- SP4: Presumption in Favour of Sustainable Development
- EC1: Strategic Employment Areas
- NE1: Biodiversity & Geodiversity
- NE2: Trees, Hedgerows & Woodlands
- NE6: Green Network
- C1: Promoting Alternatives to the Car
- C3: Impact of Development on Highways
- C4: Design of Roads and Streets
- C5: Design of Parking
- BE1: Design Criteria
- ER1: Renewable Energy
- ER9: Waste Planning for Commercial, Industrial and Retail Developments
- ER11: Sewerage Systems and Water Quality
- ER12: Flood Risk Management

## 6. NEIGHBOUR REPRESENTATIONS

- 6.1 The application has been publicised through direct neighbour notifications. A re-consultation was undertaken on revised plans and additional information in February 2022 following a revised Layout Plan, Phasing Plan and a Noise Impact Assessment.
- 6.2 Three letters of Objection have been received by a pair of neighbours over the course of the pair of consultations. Both Objections acknowledged the changes in the site layout of Plot 2 were an improvement. However, concerns were still raised on the following grounds:
- High volume of HGV and vibration near to residential properties;
  - HGV routing (suggesting vehicles should be routed right out of the site);
  - Noise from service yards of Units 2 and 3;
  - Noise during construction;
  - Impact of noise, lighting and vibrations from the loading bay of Unit 3;
  - Lack of air flow from the cumulative impact of all the buildings if built;
  - Impact of lighting - developers' lighting not according with the plans and penetrating habitable windows of the nearby residential properties.

## 7. STATUTORY REPRESENTATIONS

### 7.1 Cllr. Gemma Offland: **Support subject to Condition(s)**:

- To restrict the way HGV traffic comes into the site;
- Include time restrictions due to noise e.g., no operations early on Saturdays.

### 7.2 Hadley and Leegomery Parish Council: Note that No Objections was initially provided, however following reconsultation, **Object**:

- Lack of public transport and bus services to Hortonwood. Over-reliance on private car use;
- Concerns with scale, massing, form and layout of the proposed development;
- Inappropriate location adjacent to numerous residential dwellings;
- B8 Use is a relatively uncommon usage on Hortonwood;
- Concern regarding Hours of Use;
- Previous Planning Permissions been subject to restrictions on hours of operation and routing of HGVs to protect residential amenity - the Parish Council contends that the proposed use and hours of operation are not consistent with previous planning decisions intended to protect the residential and other amenities of the area;
- Impact on Local Road Network (A442 Hadley Park and A518 Hortonwood roundabouts);
- Request for studies to model traffic flow around Hortonwood SEA and local road network to assess cumulative impact of the development(s).

### 7.3 Highways: **Support subject to Condition(s) and Financial Contributions** of £87,487.57 towards the Strategic Highway Network and £19,914.23 towards footway/cycleway linkages.

### 7.4 Environmental Health: **Support, subject to Condition(s)**.

### 7.5 Ecology: **Support, subject to Condition(s) and a financial contributions** of £176,360 towards Biodiversity Net Gain, £73,295.65 towards Strategic Newt Licencing.

### 7.6 Arboriculture: **Comment, recommending Condition(s) in respect of**: protection of retained trees.

- 7.7 Drainage: **Support, subject to Condition(s)** requiring drainage details and a SUDS management plan.
- 7.8 Shropshire Fire Service: **Comment**: noting Fire Safety Guidance for Commercial and Domestic Planning Applications.
- 7.9 West Mercia Police: **Comment**, noting Secured by Design (SbD) Accreditation.

## 8. APPRAISAL

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

- Principle of Development
- Design and Visual Impact
- Highways Impacts
- Impact on Residential Amenity
- Ecology
- Trees
- Drainage
- Climate Resilience
- Planning Obligations

### 8.2 Principle of Development

The application site is located within the built up area of Telford, as defined by the Telford & Wrekin Local Plan (TWLP) Policies Map, 2018. TWLP Policy SP1 states that Telford will be the principal focus for growth to meet the borough's housing and employment development needs during the plan period.

- 8.2.1 The site is allocated within the adopted Local Plan as a Key Employment Site (identified as E9 on the Proposals Map, whilst the western edge of the site comprises white land. The employment allocation covers a wider area than the application site, covering 3.39 hectares and it is allocated for a mix of B-Class Uses (B1b, B1c, B2 and B8).
- 8.2.2 A previous consent for 1no. industrial building on this site was approved in 2018, ref.: TWC/2018/0162 - this Consent lapsed in December 2021. The development now proposes three smaller units rather than one larger single unit. The mature tree on the site frontage, previously proposed for retention, is now proposed for removal.
- 8.2.3 In respect of para. 11 of the NPPF, if the proposals accord with an up-to-date Development Plan they should be approved without delay. Hortonwood is identified as one of the key locations for the majority of employment and jobs

in Telford. Therefore, if the proposed development complies with the Development Plan and is sustainable development, the principle should be supported.

8.2.4 The development is on an allocated Employment Site and is therefore compliant with Policy SP1 and EC1 of the TWLP.

8.2.5 The remainder of the report sets out where the proposals do and do not meet the requirements of the Development Plan and discusses the planning balance.

### 8.3 Design and Visual Impact

Policy BE1 of the adopted Local Plan is concerned with securing high quality design in new development. It is criteria based and expects new development to be influenced by and respond positively to its context, demonstrating an integrated approach to design and layout, respecting landscape and creating a sense of place. New development should be energy efficient and promote sustainable building techniques.

8.3.1 Officers initially expressed concerns with the layout of Unit 2, which originally proposed a service yard and parking area facing Hortonwood 60. Officers were concerned with the impact that the service yard would have on the residential amenity of the properties along Horton Lane, located to the northwest. Following discussions with the agent, revised plans were submitted which resulted in Unit 2 being re-designed so that the building would front Hortonwood 60 whilst the service yard and car park would be located behind the unit, reducing the impact of noise and lighting for nearby residents.

8.3.2 Unit 1 would be the largest unit, located to the east of the internal access road and sitting next to the application site's eastern boundary. The building would measure 97 metres in length, 44 metres in width and would have a maximum height of 14.6 metres. Units 2 and 3 are smaller sized units, which would be located to the west of the internal access road, with maximum heights of 12.5 metres.

8.3.3 The appearance of the buildings would be typical of development within the Hortonwood locality. They would be substantial structures of a form following the proposed function. Each unit would be constructed using a steel portal framed structure which would be clad in vertical trapezoidal composite wall panels in light grey. Glazed curtain walling would define the main entrances area whilst the office areas would be clad horizontally and detailed with a dark grey aluminium flashing to define these focal areas and break up the elevation treatment. The units would have a dual pitch to match the neighbouring properties and roof lights for natural light to enter the building. The proposed appearance of the buildings is considered in keeping with the surrounding context and compliant with Policy BE1 (i) and (ii).

## 8.4 Highway Impacts

The application is supported by a Transport Assessment, which assesses trip generation from the proposed development. The Local Highway Authority has reviewed the proposals and offers no objection to the proposal, subject to Condition(s), Informative(s) and Financial Contributions. Based on the scale of this development the scheme will trigger a contribution of £87,487.57 towards the Strategic Highway Network. Additionally, a contribution of £19,914.23 is requested towards footway/cycleway linkages.

- 8.4.1 Access to the site is proposed from the north, along Hortonwood 60. The proposal uses an existing bell-mouth junction, located mid-way along the site's boundary to Hortonwood 60 which has dropped-kerb footway crossing with tactile paving.
- 8.4.2 Within the site, it is proposed to provide each unit with its own allocated car parking and service yard. Each service yard has demonstrated that there is turning space for vehicles to enter and exit in forward gear.
- 8.4.3 Units 2 and 3 meet the TWLP parking requirements. Unit 1 is slightly below the parking requirements but the Travel Plan submitted with Unit 1 details the staffing levels and these can be accommodated within the provision.
- 8.4.4 A total of 10no. disabled parking spaces (6% of the total provision), 18no. HGV parking spaces and 10no. HGV service bays are provided across the whole site. Additionally, 3no. of the spaces for Unit 1, 2no. of the spaces for Unit 2 and 2no. of the spaces for Unit 3 will incorporate Electric Vehicle Charging Points (EVCPs).
- 8.4.5 In terms of cycle provision, all units will be provided with a shed to safely secure bicycles adjacent to the entrance of each building - details secured by means of a Condition.
- 8.4.6 A Travel Plan has been submitted to support the occupation of Unit 1. Given the occupiers of Unit 2 and 3 are unknown, a Condition has been secured for this detail. The Local Highway Authority requested a payment of £5,000 towards Travel Plan Monitoring. However, this contribution has already been paid to the LHA upon approval of the previous consent on this site, ref.: TWC/2018/0162, however as no Travel Plan was ever submitted this figure has not been spent and therefore has not been carried forward as an obligation as part of the current application.
- 8.4.7 In the context of the Hortonwood Business Park and the historical planning consents issued, the LHA consider a Condition to route the vehicles would be unenforceable and therefore would fail to meet the six planning tests.

## 8.5 Residential Amenity

A number of residential properties are located along Horton Lane, to the north-west of the site. During the determination period, the LPA requested a Noise Impact Assessment to assess noise levels of the proposed scheme.

- 8.5.1 The Council's Environmental Health Specialist has considered the Noise Assessment which is acknowledged to be satisfactory, subject to amendments and Condition(s) to ensure the model predictions are those expected. The Applicant subsequently submitted an amended Noise Assessment which included peak noise levels at night, in line with the requirement within the initial response from the Environmental Health Specialist.
- 8.5.1 In terms of operational hours (including deliveries), it is proposed that a planning condition restricts this to between 0700-1800 on weekdays and 0700-1300 on Saturdays with no working activities on Sundays or Public Holidays. These restrictions are in line with those attached to other premises on Hortonwood.
- 8.5.2 The Noise Impact Assessment assumes sound reduction will be achieved through construction materials, roofing and roller shutter doors and that no external unloading will take place. It has also been carried out on the assumption that the car parks and delivery areas associated with Units 2 and 3 on the western boundary of the site will have a 2.5 metre acoustic barrier on the perimeter - these aspects are proposed to be conditioned.
- 8.5.3 A detailed lighting plan has not been provided at this stage – accordingly this element is proposed to be conditioned.

## 8.6 Ecology

The application is accompanied by a Preliminary Ecological Appraisal (PEA) which has been reviewed by the Council's Ecology Specialist. The site comprises grassland, neglected hedgerows, mature trees, ruderal vegetation and a small pond, according to the surveys by the Applicant's Consultant. The hedgerows present on the site are not 'important' under the Hedgerow Regulations. The habitats present are of site level value and will largely be lost to the industrial development proposed on the site.

- 8.6.1 There is a small pond on the site which has been surveyed over a number of years for the presence of Great Crested Newts (GCN). Great Crested Newts are known to be present and breeding in 2021, as demonstrated by a positive eDNA survey result and a positive egg search. The development has applied to join the Strategic Newt Licencing Scheme (Telford's District Level Licencing). The Conservation Payment required by the scheme is £73,295.65 and the Impact Assessment and Conservation Payment Certificate for the site has been signed. The site has been assessed as 'complex' for GCN and the Strategic Newt Licencing Scheme therefore requires a range of precautionary measures to be taken during site clearance works including timing restrictions around the draw down and destruction of the existing pond. The Section 106 Agreement for the development is to include a schedule relating to Strategic



Newt Licencing and the associated financial payment and this is sufficient to address impacts on GCN in line with the scheme's Operational Guidance and the Organisational Licence issued to Telford & Wrekin Council by Natural England.

- 8.6.2 The application includes an assessment of Biodiversity Net Loss and Gain on the site using the DEFRA Biodiversity Metric (V3). When on-site habitat losses and landscaping proposals are considered the result of the development is a 88% biodiversity loss and a 19% hedgerow. The scheme results in a significant biodiversity loss and there is insufficient space on site to deliver mitigation.
- 8.6.3 The developer has sought to compensate for this loss off-site and the Council's Ecology Team have worked to locate, assess and secure the required numbers of habitat units to satisfy the losses including addressing the trading rules within the DEFRA biodiversity metric and to assign a financial cost to carrying out the required habitat works and maintenance over a 30 year period as required.
- 8.6.4 In order to compensate for this loss, the Council requires a contribution of £176,360 to provide off-site biodiversity enhancement and creation. After the suggested off-site enhancement the scheme will achieve a 0.04 unit gain in habitat units and 0.02 unit gain for hedgerows which is compliant with Policy NE1.

## 8.7 Arboriculture and Landscaping

Policy NE2 states: the Council expects existing trees, hedgerows and woodland with biodiversity value, visual amenity value and landscape value to be retained, protected and appropriately managed. Aged and Veteran Trees, Ancient Woodland and important hedgerows will be valued and protected.' Under this Policy, and specifically referencing trees, the Council expects developments to:

- I. Assess potential impacts on trees. Proposals that involve felling or removal of trees (including aged and veteran trees), or are considered likely to cause demonstrable harm will normally be resisted unless acceptable mitigation or compensation measures can be secured. Loss or damage to irreplaceable habitats, including Ancient Woodlands and Veteran Trees, cannot be practically compensated and will not be acceptable;
- II. Demonstrate that any proposed removal or damage to trees is outweighed by the wider benefits of the scheme and that the trees cannot be retained without prejudicing the economic viability of the development. However where a development will cause significant harm to an irreplaceable habitat (including ancient woodland and veteran trees) which, by its nature, cannot be mitigated or compensated for permission will be resisted;

- III. Provide replacement and enhancement planting which maintains local amenity, character of the local area and biodiversity value and should primarily include native species of local provenance;
- IV. Incorporate trees as an integral part of a scheme and ensure protection measures before and during construction and appropriate management, maintenance and protection thereafter;
- V. Provide replacement planting both in terms of habitat and amenity value where tree woodland loss is unavoidable.

8.7.1 An Arboricultural Impact Assessment (AIA) accompanies the planning application. The Council's Arboricultural Officer has reviewed the assessment and comments that the proposal is contradictory to Planning Policy NE2. To facilitate the scheme, 2no x category 'A' -Trees, 6no x 'B'-Trees, 4no x 'C'-Trees and 2no x Groups are to be removed. As the development results in significant loss of mature on site trees which cannot be retained, the proposal is therefore contrary to Policy NE2.

8.7.2 The Applicant is prepared to make a Financial Contribution towards the off-site replacement of these trees, which would be secured through a s.106 Agreement which has been calculated at £49,600. However, as the loss of these trees cannot be fully compensated for or replaced, Policy NE2 (i and v) cannot be wholly satisfied and Members are therefore asked to make a planning judgment on whether the wider benefits of the scheme outweigh the loss of these mature trees, noting the previous, albeit no longer extant application for the site, alongside the recommendation by LPA, whereby the proposal offers employment accommodation, which will generate employment opportunities and economic benefits.

8.7.3 Should consent be afforded to the proposal, the Arboricultural Officer has recommended a number of Condition(s) in respect to landscaping detail, tree protection plans and works within the Root Protection Area (RPA). The LPA would expect to see proposed trees included on the Landscaping Plan submitted when discharging the condition, in line with Policy NE2 and the Council's Climate Change Emergency Declaration.

8.7.4 The LPA requires a detailed landscaping plan and a long term Landscape Management Plan to be conditioned to ensure these areas are managed appropriately in the future.

## 8.8 Drainage

8.8.1 The application is accompanied by a Flood Risk Assessment (FRA) and Addendum. The Environment Agency Indicative Flood Map shows that the site is located within the NPPF Flood Zone 2 and 3. 'Medium & High Probability' respectively. However, the Telford & Wrekin Council's SFRA Phase 2 Maps, which define Flood Zones 3a and 3b show that the site is in Flood Zone 1 and at negligible risk of fluvial flooding, due to updated modelling.

8.8.2 In respect to surface water, the layout has been designed to incorporate potential space for SUDs features, which would provide attenuation and surface water treatment, subject to site suitability. If infiltration drainage is not suitable for the site, rates surface water discharge from the site will be restricted in line with greenfield rates.

8.8.3 In respect to foul drainage, the assessment has identified various infrastructure in the vicinity of the site and anticipates that a new gravity connection to this system is achievable, subject to Severn Trent Water Approval.

8.8.4 Whilst the principal of the proposed drainage design is acceptable to the Lead Local Flood Authority (LLFA), detailed designs are required by means of a Condition alongside a detailed foul drainage design.

## 8.9 Climate Resilience

8.9.1 Policy ER1 (Renewable Energy) encourages developments to adapt to climate change and help reduce carbon emissions. The roof areas on all units propose solar panels to maximise energy efficiency on the roof space.

8.9.2 The buildings proposed will have an upgraded envelope giving the walls, roof and windows a greater thermal performance to make them more energy efficient. This will be achieved by increasing the insulated core of the cladding panels and increasing the specification of the glazing to triple glazed units, which will exceed building regulation standards. Electric vehicle charging points are also proposed in the car parking areas of each Unit. There would be two charging points allocated to Units 2 and 3 and 4no charging points for Unit 1.

## 8.10 Planning Obligations

8.10.1 Any planning consent would be conditional on the agreement of a s.106 agreement to secure the following:

- I. Highways Contribution towards Strategic Highway Network: £87,487.57;
- II. Highway contributions towards footway/cycleway linkage: £19,914.23
- III. Tree Replacement Contribution: £49,600;
- IV. Biodiversity Net Gain Contribution: £176,360;
- V. Strategic Newt Licence Contribution: £73,295.65;
- VI. Section 106 Monitoring Fee: 1% (capped at £25,000).

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

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

## **9. CONCLUSION**

- 9.1 The site sits largely within a Strategic Employment Area (SEA) and has a previous planning permission for 1no. industrial building, ref.: TWC/2018/0162, which has now lapsed. The 2018 application is a material consideration in the determination of this planning application; it is important to note that the previous consent accorded with the Policies of the Local Plan and on this basis established a principle of development for the site.
- 9.2 The current proposal would result in a greater level of tree loss and biodiversity loss on site than the previous application. However, the proposals provide Financial Contributions towards off-site ecological mitigation to the value of £176,360 towards Biodiversity Net Gain and £73,295.65 towards Strategic Newt Licencing. As such, the proposals are considered, on balance, to be compliant with Policy NE1, given the compensation.
- 9.3 The proposal provides a Financial Contribution towards the off-site replacement of these trees to the value of £49,600. However, as the loss of these trees cannot be fully compensated for or replaced, Policy NE2 (i and v) cannot be wholly satisfied. The current scheme is materially different to the previous planning permission as it results in a loss of an additional category A-Tree. In terms of para. 11 of the NPPF, the application does not accord with the Development Plan although para. 12 makes provisions for Local Planning Authorities to make decisions that depart from an up-to-date Development Plan, but only if material considerations in a particular case indicate that the plan should not be followed.
- 9.4 The Council's Highways Engineer considers that, on balance, the transport impact is comparable to the previously consented scheme and therefore the proposal is acceptable, subject to Financial Contributions and Condition(s).
- 9.5 The visual appearance of the development is typical of industrial development in this area. The proposal will deliver a unit for the applicant to expand their existing operations as well as provide 2no. speculative units for other occupiers. The proposals are in line with Policy EC1 of the Local Plan, which would deliver economic benefit for the borough. The materials proposed are considered acceptable and energy efficient features have been incorporated such as solar panels and EVCPs.

9.6 Financial Contributions totalling £410,724.02 are offered in relation to the Strategic Transport Network, enhancement of footway/cycle link, biodiversity enhancement, strategic newt licensing, off-site tree replacement and Section 106 Monitoring.

## 10. DETAILED RECOMMENDATION

10.1 Based on the conclusions above, the recommendation to the Planning Committee on this application is that **DELEGATED AUTHORITY** be granted to the Development Management Service Delivery Manager to **GRANT PLANNING PERMISSION** subject to the following:

a) The following Contributions to be agreed through a s.106 Agreement:

- £87,487.57 towards the Strategic Highway Network;
- £19,914.23 towards footway/cycleway linkages;
- £49,600 towards Tree Replacement;
- £176,360 towards Biodiversity Net Gain;
- £73,295.65 towards Strategic Newt Licensing;
- £4066.57 s.106 Monitoring Fee (1% of total s.106 Contributions)

b) The following Condition(s) and Informative(s) (with authority to finalise Condition(s) to be delegated to Development Management Service Delivery Manager):

### Condition(s)

Time Limit - Full  
Site Environmental Management Plan  
Foul and Surface Water  
SUDS Management  
Site Access and Road Design  
Landscaping  
RAMS (Ecology)  
Landscape Management Plan for BNG  
Internal Access, Parking and Turning Areas  
Acoustic Barrier Detail  
Nesting/Roosting Boxes  
Materials as Submitted  
Lighting Plan  
Noise Materials  
Tree Protection Plan  
Arboricultural Clerk Of Works  
Materials as Submitted  
No External Unloading  
Operating and Delivery Hours  
Construction Hours  
Use Class

**Informative(s):**

S106

Low Risk Coal Area

Nesting Wild Birds

Bats and Trees

Shropshire Fire Authority

Coal Authority Low Risk Area

Secure by Design

Fire Service

Street Name and Numbering