



Committee and date

Northern Planning Committee
Tuesday 20th October 2026

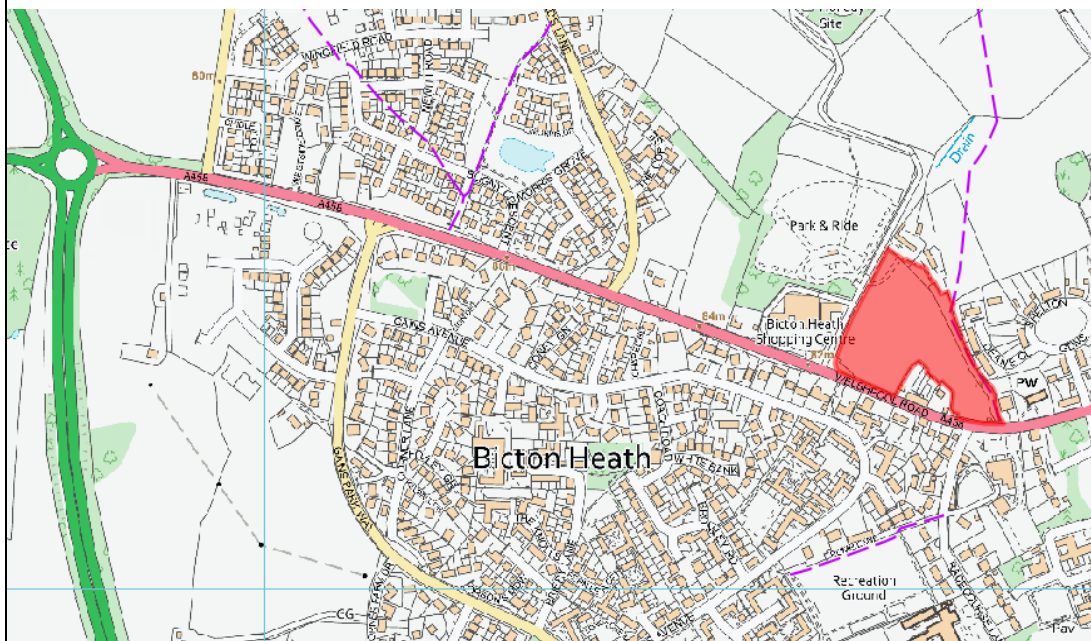
Development Management Report

Responsible Officer: Kassandra Polyzoides, Service Director - Place Shaping

Summary of Application

<u>Application Number:</u> 25/02916/FUL	<u>Parish:</u>	Shrewsbury Town Council
<u>Proposal:</u> Hybrid Planning Application that seeks Full Planning Permission for the erection of a new Lidl foodstore (Use Class E) with associated car parking and landscaping and Outline Planning Permission for residential development (Use Class C3) and a care home (Use Class C2) with accesses approved in detail		
<u>Site Address:</u> Land North Welshpool Road Bicton Heath Shrewsbury Shropshire		
<u>Applicant:</u> C/o Agent		
<u>Case Officer:</u> Rowena Dale	<u>email:</u> rowena.dale@shropshire.gov.uk	

Grid Ref: 345743 - 313295



Recommendation:- That delegated authority be granted to officers to approve the application, subject to the completion of a Section 106 Agreement and the conditions set out in Appendix 1 and for any minor changes to conditions as required.

REPORT

1.0 THE PROPOSAL

- 1.1 This hybrid application is seeking full consent for the erection of a new food store with associated infrastructure, access and landscaping on land north of Welshpool Road, Bicton Heath, Shrewsbury. The application is also seeking outline consent for the principle of residential development and a care home including the access arrangements, with all other matters (appearance, layout, landscaping and scale) to be reserved for subsequent approval.
- 1.2 The proposal has divided the site into three plots. The proposed food store is identified as Plot 1, the residential development identified as Plot 2 and Plot 3 is identified as the proposed care home.
- 1.3 The site has been subject to two previous pre-application enquiries submitted in July 2024 and February 2025 respectively. The pre-application enquiry submitted in February 2025 sought advice on a new food store, secondary retail unit, drive-thru coffee shop and residential development.
- 1.4 The pre-application enquiry concluded in a response made by the LPA that a retail impact assessment would be required to be submitted with any application to demonstrate whether the proposal is in line with the development strategy which seeks to direct retail uses to town centre locations. The enquiry response also noted that the scale of the proposal was a concern, with the secondary retail facility and drive-thru coffee shop going above what would be considered a 'local' centre, as the site is allocated within the Shrewsbury West SUE Master Plan.
- 1.5 Whilst this application was submitted with the same scheme as submitted in the pre-application enquiry, through negotiation with the agent and applicant, the scheme now presents reduced commercial use in comparison to the pre-application enquiry, with Plot 3 to provide a care home facility in place of the secondary retail unit and drive-thru coffee shop.
- 1.6 The residential and care home elements of the application are submitted in outline and as such, the submission is limited in detail with regard to the quantum of development, the design, layout and landscaping.
- 1.7 An indicative layout was submitted for the residential parcel to demonstrate that residential use can be accommodated within plot 2 of the site. However, this layout

is purely illustrative, and no scale, layout, appearance or landscaping of the development is approved as part of this application. These matters will be assessed at the reserved matters application stage.

- 1.8 Similarly, an indicative layout was submitted for the care home facility to demonstrate that a care home can be accommodated within plot 3 of the site. However, this layout is purely illustrative, and no scale, layout, appearance or landscaping of the development is approved as part of this application. These matters will be assessed at the reserved matters application stage.

2.0 SITE LOCATION/DESCRIPTION

- 2.1 The site forms a parcel of land to the north of Welshpool Road which is broadly triangular in shape and bound by Welshpool Road to the south, Little Oxon Lane to the west and existing residential development to the east. The site wraps around a number of existing residential dwellings to the south including the Grade II listed Rose Villa.
- 2.2 The site is surrounded by a mix of uses including the Oxon Park & Ride to the northwest, former farmland to the north, residential and industrial uses to the east and residential dwellings to the south of Welshpool Road. To the west of the site is the existing Bicton Heath local centre which contains the existing Co-op food store and range of other retail/commercial facilities.
- 2.3 The site forms part of the Shrewsbury West Sustainable Urban Extension (SUE) which is an allocated strategic expansion of Shrewsbury to deliver major housing development, additional employment land, infrastructure improvements, health and care facility development and new community facilities.
- 2.4 Within the SUE West Masterplan, plots 1 and 3 are identified as the location for the expanded/enhanced Bicton Heath local centre and plot 2 is identified for residential use. The existing farmland north of the site is allocated for residential development under the SUE West Masterplan. The farmland to the north of the site is currently subject to a live planning application for residential development, with application reference 24/04563/FUL.

3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION

- 3.1 The Town Council have submitted a view contrary to officers based on material planning reasons. The Principal Planning Officer in consultation with the Committee Chair agrees that the application raises issues which are appropriate to be discussed at and determined by committee.

4.0 Community Representations

The below section provides a summary of representations received during the consultation/publicity period. Comments can be viewed in full on the online

planning register, using the application reference.

4.1 Consultee Comments

4.1.1 SC Archaeology – No objection.

Trial trench evaluation was undertaken by TVAS across the proposed development site. No archaeological features were recorded in four trenches, suggesting a low archaeological potential. Officers concur with the findings. No further mitigation is recommended.

4.1.2 SC Ecology – No objection subject to conditions and S106 to secure on-site BNG.

The on-site BNG is considered to be significant and is required to be secured by S106 for a period of 30 years. The deficit of habitat and hedgerow units will need to be purchased from a Biodiversity Gain Site, with the details submitted to discharge the General Biodiversity Gain Condition prior to commencement of development.

4.1.3 SC Green Infrastructure – No objection

Previous comments regarding amending the specification notes and the management plan have been met.

The wider issue of pedestrian movement from the north is still relevant, as per previous comments. Plan R-2888-1K Landscape Masterplan highlights there is a possibility to create a connecting path from the PROW route along the east boundary into the Lidl site via the perimeter of the care home site. This could be an alternative to providing a path which runs along the north perimeter of the Lidl site, entering from the west boundary. This comment is raised in support of policy MD2 - the importance of outdoor space which is well connected and designed holistically.

4.1.4 SC Highways – No objection subject to conditions, financial contributions secured by S106 and a S278 technical approval.

With regard to the Stage 1 Road Safety audit, the majority of matters can be dealt with through the Section 278 technical approval process.

In relation to Section 106 contributions to be secured it is recommended in view of the likely impact on Welshpool Road and the surrounding road network that Section 106 contributions relate only to the monitoring of the travel plan and passenger transport contributions.

4.1.5 SC Conservation – No objection

The buildings within Plot 2 should be of a scale, design and layout so as not to overwhelm or overpower the Grade II listed Rose Villa to the immediate south of the red line boundary, and we repeat that there should be sufficient building

separation and setbacks built into site boundary areas as well as adequate landscaped visual screening relevant to the listed dwelling.

4.1.6 **SC Landscape (ESP Ltd) – Recommended conditions.**

The submitted Landscape and Visual Assessment should be revised to clarify on elements of the methodology and an assessment of the effects for Year 1 and 15 inclusive of the proposed mitigation.

The LVA was subsequently updated with the requested amendments.

4.1.7 **SC Affordable Housing – No objection subject to affordable housing provision and contributions to be secured by S106.**

The site area is located within an area where the affordable housing target rate is 20%. Therefore, 11 dwellings would require a provision of 2.2 (two dwellings) together with a financial contribution for the fraction. Affordable dwellings should meet Nationally Described Space Standards and be accessed from an adopted highway.

4.1.8 **SC Regulatory Services – No objection subject to conditions.**

Deliveries should be conditioned to ensure they are during opening times with later hours conditioned with no vehicles to arrive later than 2100 hours and only with post completion operation where it can be demonstrated lack of impact that 2300 hours be permitted.

A post-operative survey should be undertaken and commitment to undertake mitigation works should complaints be received with regard to noise impacts from the plant area. This is justifiable as although individual units SPL outputs can be assessed, the plant may have a cumulative impact and there can be extraneous noises from pipework and similar when operational.

4.1.9 **SC Rights of Way – No objection**

Officers have no comments to make regarding the full planning permission for the Lidl food store, however from checking the Definitive Map of Public Rights of Way it appears that the legal line of FP46 will run through the phase 2 and phase 3 which are within the outline planning application for residential development and care home.

The line of FP46 is expected to be incorporated into the development with preference given to the use of made-up routes through landscaped or open space areas away from vehicular traffic. Officers would like to see this taken into consideration at the submission of the reserved matters and for the public footpath to be a surfaced 'off road' route around the edge of the development.

4.1.10 **SC Trees – No objection subject to conditions.**

Within the submission of reserved matters, the Arboricultural Impact Assessment and associated landscaping proposals will need to be updated and revised to reflect the finalised site layout for this phase of the development, in order to demonstrate that retained trees can be appropriately integrated and protected in accordance with BS 5837:2012.

4.1.11 SC Drainage (SUDS) – No objection subject to conditions

4.1.12 National Highways – No objection subject to conditions.

4.1.13 Shrewsbury Town Council – Object

The Town Council objects to the application on the following grounds.

- This development constitutes overdevelopment, cramming multiple uses on site with little regard for visual amenity, biodiversity or impact on existing infrastructure
- The proposed residential development has been shoe-horned into the site with a proposed access on a blind bend of Welshpool Road, which is already a principal route into the town with significant traffic
- The creation of drive-thru facilities will only exacerbate vehicle traffic to and from this site
- The layout of the supermarket given the desire to cram as much infrastructure as possible on site, has an overbearing effect on the character of the Welshpool Road and needs to be set back, similar to other comparable establishments on Welshpool Road
- Members have been most disappointed to see how a national company can be allowed to have such a devastating impact on a piece of land. The fact that the company has been allowed to get away with the removal of a well-established hedgerow without punitive recourse is a disgrace

An updated comment was received on 11.03.2026:

Whilst the Town Council welcomes the replacement of the Drive-Thru Facility for a Care Home, this development does not address the underlying problem of accessibility to the site. The Council's original objections in relation to this application still applies.

4.1.14 Cllr Tandy – Object

12.09.2025: I am objecting to this Lidl application (25/02916/FUL) on the basis of 'over development'.

The proposed eleven houses and Costa coffee are in addition to the proposed supermarket. There is simply not enough room on the site.

The proposed Lidl store would need to be moved back from the boundary of the site on Welshpool Road in order to allow for road improvements to take place. This will allow increased traffic flow as a result of the proposed store. Currently the road struggles to accommodate the traffic flow it has. The additional pressures of traffic flow from the proposed store is unacceptable.

The proposed Costa Coffee store should be refused planning as currently more parking would be required to accommodate shoppers at the Lidl store.

Access into the proposed housing development creates a potential traffic hazard as a drivers view on exit is compromised due to the current road layout sitting on a bad bend. This has the potential to cause accidents.

Currently there is no detail of what housing is planned for the site. It is imperative that the developer provides this information prior to any works being undertaken.

The mature hedging sitting on the boundary of the site was removed without planning consent or discussion with local councillors. Removal of the hedge was undertaken during breeding season. No permission was sought from any relevant party. This has upset and annoyed many local residents within Gaines Park Ward.

Road improvements for the junction with Welshpool Road and Little Oxon Lane must be undertaken prior to the commencement of any proposed building work on site. The site boundary needs to be revised in order to accommodate the planned road improvements on Welshpool Road and Little Oxon Lane. There is currently a proposal for 486 houses to be built on Little Oxon Lane further adding to traffic flow issues. As you are aware the Park & Ride site is being used for Hospital parking which is beyond breaking point.

Due to all the issues raised above I'm objecting to the current application.

Date comment received: 30.07.2026

Everyone needs a Lidl store for the Gains Park area, The problem with this application is that there is another care home which we do not need. We do need more retail stores to help the community.

There is also planning for housing to be put at the back of the Lidl store, which the entrance is on a corner of Welshpool Road. the sight lines to see out of that entrance are not safe.

The Welshpool road at the junction of little Oxon lane is already too congested, and the road needs to be widened to allow a round about to be put in, as oppose to traffic lights.

Highway England have already said that Welshpool road is over congested. Until changes are made to the road layout and to little Oxon lane, I don't feel that i can support any application which impinges on my ward.

Date comment received: 03.03.2026

The Oxon Lane Junction with Welshpool Road is too busy to except the extra traffic generated by this Lidl store. It needs to have a roundabout at this junction. Already the Welshpool Road has to much traffic.

Applications: Lidl Development (Little Oxon Lane) and 24/04563/FUL (SUE West Phases 3 & 4)

As a local councillor, I wish to formally raise concerns regarding the adequacy of the submitted Transport Assessments (TAs) in support of the proposed Lidl development at Little Oxon Lane and the associated residential development under application 24/04563/FUL.

My concerns relate to the accuracy of the baseline modelling, the failure to robustly assess cumulative impacts, and the implications for congestion and safety at key junctions.

The May 2025 traffic surveys submitted with the Lidl TA record substantial peak-hour queuing at:

Churncote Roundabout

Little Oxon Lane / A458 Welshpool Road junction

However, the ARCADY and PICADY modelling presented in the assessment significantly underestimates the queue lengths that were physically observed.

If the baseline model does not replicate existing congestion, it cannot provide a reliable foundation for assessing future impacts. Any future-year scenario built upon that flawed baseline must therefore also be treated with caution.

This issue alone warrants further validation work before any determination is made.

The modelling appears to assume zero heavy vehicles in the turning movements, despite Churncote being a trunk road junction. This is concerning, as heavy vehicles materially affect roundabout capacity and queuing.

If heavy vehicle proportions have not been properly input and validated, capacity may be overstated and delays understated.

The Lidl proposal sits alongside significant residential development, including:

283 dwellings under application 24/04563/FUL

Earlier SUE phases of 340 and 106 dwellings

The residential phases were assessed on the assumption of delivery of the North West Relief Road (NWRR). Given the current funding uncertainty surrounding the

NWRR, the "no NWRR" scenario must be treated as a realistic and robust worst-case.

It is not clear that the standalone Lidl assessment includes the full cumulative traffic impact of:

- All committed residential development
- Background traffic growth
- Development traffic
- Without the NWRR in place
- This cumulative impact must be transparently demonstrated before any consent is granted.

4. Existing Congestion at Churncote

The May 2025 survey data confirms that Churncote Roundabout already experiences significant peak-hour congestion.

This evidence appears to contradict earlier modelling assumptions relied upon in connection with the NWRR.

Given existing congestion levels, it is difficult to conclude that further retail and residential development can be accommodated without meaningful mitigation.

5. Junction Design and Pedestrian Safety

Council officers have raised legitimate concerns regarding:

- The layout of the Little Oxon Lane junction
- Pedestrian accessibility and crossing provision
- Potential signalisation
- The impact of increased pedestrian demand and potential crossing upgrades on junction capacity has not been robustly modelled.

Furthermore, the proposed site accesses align directly opposite existing accesses, creating avoidable conflict points. Given the available frontage, alternative offset arrangements should be explored.

6. Robustness of Trip Rate Assumptions

The proposed Lidl store falls within Use Class E(a), which allows a range of retail uses. The TA appears to rely solely on Lidl-derived trip rates without sensitivity testing for alternative occupiers.

This raises concerns about the long-term robustness of the assessment should the use of the building change.

Conclusion

In summary:

The baseline traffic modelling does not accurately reflect observed conditions.

Cumulative impacts of retail and residential development have not been robustly demonstrated without reliance on the NWRR.

Existing congestion at Churncote is already significant.

Junction design and pedestrian safety require further scrutiny.

Until an accurate, validated baseline model is produced and cumulative impacts are fully assessed under a realistic "no NWRR" scenario, it cannot reasonably be concluded that the proposals would not result in severe congestion or unacceptable highway impacts.

I therefore request that the applications not be determined until the Transport Assessments are revisited, validated, and updated to properly address these concerns.

This cumulative impact must be transparently demonstrated before any consent is granted.

Council officers have raised legitimate concerns regarding:

The layout of the Little Oxon Lane junction

Pedestrian accessibility and crossing provision

Potential signalisation

The impact of increased pedestrian demand and potential crossing upgrades on junction capacity has not been robustly modelled.

Furthermore, the proposed site accesses align directly opposite existing accesses, creating avoidable conflict points. Given the available frontage, alternative offset arrangements should be explored.

The houses suggested will be coming on Welshpool Road this is on two bad bends

one coming from both directions this makes this road dangerous.

4.2 Public Comments

4.2.1 Following publication of the application, a total of 30 responses to the application have been received. There have been 15 responses in support of the application and 15 responses objecting to the application. The material planning considerations raised can be summarised as following:

- **Highway capacity, traffic and safety**
 - Concerns over additional traffic on Welshpool Road, existing congestion and adequacy of highways infrastructure
 - Concern regarding suitability of access from Little Oxon Lane and residential access where there is limited visibility
 - Concerns regarding pedestrian safety and accessibility of Little Oxon Lane
 - Impacts of cumulative traffic from additional housing growth and abandonment of the NWRR arrangements which have not been sufficiently assessed
 - Concerns relating to construction traffic causing highways safety issues
 - Inappropriate assessment of traffic movements of surrounding network
 - Impact on congestion on neighbouring caravan park particularly at weekends which would coincide with caravan arrivals and departures
 - Junction capacity results are above acceptable thresholds particularly in relation to A5 Churncote Roundabout
 - Failure to demonstrate compliance with relevant highways policies within the NPPF
 - Transport Assessment is flawed in relation to traffic modelling which underestimates existing congestion and queue lengths
 - Concerns over conflict with existing accesses to local centre and Park and Ride
- **Overdevelopment/Need**
 - Combination of residential, retail and care home uses will result in overdevelopment of the site and will place pressure on existing infrastructure
 - No demonstrated need for a discount foodstore in this location which is disproportionate in scale to the local centre role as set out in the SUE West Masterplan
 - Concerns the foodstore will dominate the local centre and adversely impact on the vitality and viability of the existing local businesses
 - No demonstrated need for a care home
- **Ecology**
 - Concerns raised in relation to the removal of the mature trees and hedgerows and loss of habitat
 - Concern relating to lighting and noise as a result of the development

- Insufficient planting to mitigate against the impacts of the development
- Achievement of Biodiversity Net Gain
- **Design and Visual Impact**
 - Concerns that the scale, height, form and materials are inappropriate in the local context.
 - The prominence of the car parking along Welshpool Road will have an adverse impact on the street scene
- **Pedestrian connectivity and sustainability:**
 - Concerns raised in regard to inadequate pedestrian/cycle routes to surrounding housing and facilities
 - Concerns that the drive-time catchment is insufficiently evidenced and the proposal will attract customers from a wider area which will constitute unsustainable shopping patterns
 - Lack of linked trips or integration with the existing local centre with the proposal acting as a self-contained destination

Support for the proposal:

- Providing greater supermarket choice including an affordable alternative to existing local provision
- Meet the need of the ongoing housing development
- Improve access to grocery shopping for local residents without access to cars
- Provide local employment and reduce car journeys to supermarkets

5.0 THE MAIN ISSUES

The main issues are whether the type and scale of proposed development in this location is acceptable in principle having regard to the allocated status of the site within the adopted Development Plan for the expansion of the existing local centre and residential use; other material considerations; the scale, layout and design; residential amenity; landscape impact; impact on highways safety, network capacity and pedestrian connectivity and the impact on ecology and biodiversity.

6.0 OFFICER APPRAISAL

6.1 Principle of development

- 6.1.1 The application site lies within the development boundary of Shrewsbury and forms part of the Sustainable Urban Extension (SUE) for Shrewsbury West.
- 6.1.2 Core Strategy Policy CS1 identifies Shrewsbury as the primary focus for development in Shropshire, supporting significant retail development and accommodating approximately 25% of Shropshire's residential development over the plan period. Policy CS2 states that Shrewsbury will deliver approximately 25% of Shropshire's housing over the plan period and develop its role as Shropshire's primary retail centre whilst protecting the vitality and viability of the town centre.

- 6.1.3 The site forms part of the Shrewsbury West SUE which, as set out in Core Strategy Policy CS2 has been identified to incorporate major housing development and includes scope for additional health and care facility development and provision of new community facilities.
- 6.1.4 Plots 1 and 3 are allocated within the SUE Masterplan to deliver an expanded local centre across Little Oxon Lane, forming active frontage at the centre of the site, with good links to existing and proposed housing areas. This is identified to include additional retail and commercial uses and community and health facilities, subject to need and demand. Plot 2 is allocated within the SUE West Masterplan to deliver residential use.
- 6.1.5 SAMDev Policy S16(5) states that development of an appropriate scale and type as identified within the SUE West Masterplan will be supported with regard to the principles of the Masterplan, infrastructure requirements and with initial planning applications accompanied by phasing and delivery strategies. SAMDev Policy MD3 supports the development of housing on allocated sites as set out in Settlement Policies S1-18.
- 6.1.6 The proposed development will deliver a discount food store within Plot 1 of the site and residential development within Plot 2 which are uses consistent with the allocated land uses with the SUE West Masterplan Area. Whilst the care home is not wholly consistent with the allocated local centre land use within the SUE West Masterplan for Plot 3, the proposal will provide care use which contributes to the wider objectives of the Shrewsbury West SUE and does not prejudice the delivery or function of the expanded local centre. Notwithstanding this, the proposal will provide specialist housing for older people in a sustainable location within the development boundary of Shrewsbury, where there is an identified need. The use will create local employment opportunities and complement the surrounding residential and commercial land uses in accordance with Core Strategy Policies CS2, CS11 and CS13.
- 6.1.7 As such, the proposed development will deliver a discount food store, care home and residential development which are consistent with the overall strategic approach for development within Shrewsbury and more specifically, with the strategic development approach for the Shrewsbury West Sustainable Urban Expansion and comply with the relevant development plan policies CS1, CS2, CS11 and CS13 and SAMDev Policies MD3 and S16.
- 6.1.8 Policy CS15 supports the delivery of retail offerings which maintain and enhance the vitality and viability of Shropshire's network of town and rural centres. Shrewsbury is identified as the preferred location for this development where a sequential approach to site selection should be followed and priority is given to identifying and delivering town centre and edge of centre redevelopment opportunities. As set out in the SUE West Masterplan and Policy S16, the proposed food store is located on land allocated for commercial/retail use to support the expansion of the Bicton Heath local centre. As the proposed use is consistent with

the use allocated within the development plan, there is no requirement to conduct a sequential site assessment in this case.

- 6.1.9 SAMDev Policy MD10b requires a Retail Impact Assessment (RIA) to be provided where the proposal is located outside a defined town centre or more than 300m from a locally recognised high street or village centre, is not in accordance with the area's settlement strategy and has a gross floorspace above 500sqm (Shrewsbury). An RIA was requested within the pre-application response by Shropshire Council due to the scale of the proposed development which at the time, included a secondary retail unit and drive-thru. However, it is noted that the proposed food store in its current form is of a reduced scale, located on a site allocated for commercial/retail use within an existing local centre and therefore, does not meet the requirements of SAMDev Policy MD10b to provide an RIA. However, for robustness, the applicant has provided an RIA which assesses the impact of the proposed development on the vitality and vibrancy of Shropshire's town and rural centres.
- 6.1.10 The accompanying RIA identifies and assesses the impact of the proposed development on the existing food stores within a 5-minute drive-time catchment of the site and locations outside of the catchment that could be impacted on by the proposal including Shrewsbury Town Centre and the Bicton Heath Local Centre. The RIA concludes that there will be a less than 1% level of trade diversion from the existing retail offering in Shrewsbury Town Centre as there is no comparable main-food shopping destination within this area. The highest levels of trade diversion are identified to be a 9.81% trade diversion from the Bicton Heath Local Centre Co-op and a 10.44% trade diversion from the Aldi on Oteley Road.
- 6.1.11 Whilst there will be some limited trade diversion from the Bicton Heath Co-op, the proposed Lidl will provide welcome variety and choice for existing consumers and will expand on the food retail provision within the local centre, meaning residents are unlikely to need to travel further afield to access the range of products that they require. This will facilitate more local and sustainable shopping patterns and reduce travel distances. Additionally, the proposal provides an opportunity for the existing Co-op store to benefit from linked shopping trips by proximity, reducing 'trade leakage' from the Bicton Heath Local Centre to retail centres further afield.
- 6.1.12 The proposed Lidl will provide a discount food store where there is currently no local provision, with the nearest discount food store approximately 6km from the site. Whilst there will be some limited trade diversion from the Aldi on Oteley Road, the proposal will predominantly serve the needs of the existing and future residents within the Bicton Heath area, particularly noting the increased housing numbers being delivered as part of the wider Shrewsbury West SUE development.
- 6.1.13 As such, officers agree with the conclusion of the RIA that the proposed food store will not have any significant adverse impacts on the vitality and vibrancy of the Shrewsbury Town Centre or the Bicton Heath Local Centre.
- 6.1.14 Overall, when read against the adopted Development Plan (Core Strategy and

SAMDev Plan), the proposal meets the strategic aims for retail and housing development in Shrewsbury and the development strategy for the Shrewsbury West Sustainable Urban Extension.

6.2 National Planning Policy Framework (2026)

- 6.2.1 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The current development plan includes the Core Strategy and Site Allocations and Management of Development (SAMDev) Plan.
- 6.2.2 On 17th August 2026, the Government issued a new revised version of the National Planning Policy Framework (NPPF) which is identified as a material consideration of critical importance. The national decision-making policies (NDMPs) in the Framework are a material consideration in making decisions and should be read alongside the policies in the development plan.
- 6.2.3 In accordance with Annex A of the NPPF, development plan policies which are materially inconsistent with national decision-making policies (NDMP) in this Framework should be given very limited weight. Other development plan policies should not be given reduced weight simply because they were adopted prior to the publication of this Framework.
- 6.2.4 In this case, the relevant policies within the Shropshire Development Plan as set out in the previous section, are consistent with the relevant NDMPs in the Framework by virtue of their support for retail and residential use within settlement boundaries. Therefore, whilst the NPPF is a material consideration, the development plan maintains significant weight in the planning balance, despite its adoption prior to the publication of the Framework. Notwithstanding this, for completeness, the proposal has been assessed against the relevant policies within the NPPF.
- 6.2.5 Policy S3 of the NPPF states that decisions on development proposals should apply a presumption in favour of sustainable development and where the proposal is within a settlement, Policy S4 applies. Policy S4 states that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.
- 6.2.6 The proposed development delivers retail use which will support the overall vitality of the Bicton Heath Local Centre in accordance with Policy TC2. The proposal is accompanied by an RIA demonstrating that the proposal meets the requirements of Policies TC3 and TC4 as the site is located within an existing centre, allocated for retail use in accordance with the Shrewsbury West SUE Masterplan and will not have a significant adverse impact on the existing vitality and viability of the Shrewsbury Town Centre or the Bicton Heath Local Centre.
- 6.2.7 The proposed development delivers residential use and affordable housing

provision where there is an identified need in accordance with Policies HO7 and HO8. The proposed care home use will deliver specialist housing for older people which accords with Policy HO9 due to its location within proximity to existing services and facilities within the Bicton Heath Local Centre.

6.2.8 The proposed development site is located within the settlement boundary of Shrewsbury which is identified as a sustainable location for retail and residential development with access to a genuine choice of public transport modes and suitable pedestrian and cycle opportunities in accordance with Policy TR3 which aims to direct development to sustainable locations.

6.2.9 As such, the principle of the proposed development is supported by the key relevant policies within the NPPF and constitutes sustainable development, subject to acceptable technical matters.

6.3 Scale, Layout and Design

6.3.1 The full element of the application, the Lidl food store, is accompanied by a set of detailed plans which illustrate the scale, layout and design of Plot 1. The proposed food store is sited to the east of the plot, in a north-south orientation, creating an active, welcoming frontage along Welshpool Road without appearing dominant and overbearing from the street scene. The layout enables appropriate access, parking, delivery areas to be accommodated and the plant area to be located centrally within the site, screened by existing and proposed landscaping. Whilst the layout will result in a prominent view of car parking from the corner of Welshpool Road and Little Oxon Lane, this will not appear alien in the context of the surrounding area and will be softened by the proposed planting along the southern and western boundaries of the site.

6.3.2 The proposed food store will include a sales area of approximately 1,529sqm with associated staff and operational facilities located in separate areas accessed by independent external doorways from the car parking area. The Class E(a) retail use of the building will be secured by appropriately worded planning conditions which restrict the maximum sales area, subdivision of the unit and introduction of other uses. The frontage along Welshpool Road incorporates a landscaped seating area and open space which enhances the visual appearance of the food store and helps to integrate it into the street scene.

6.3.3 The proposed single storey height of the food store measures approximately 7.1m which is set down from the existing local centre buildings which reach approximately 9m in height, and the scale of proposed food store will sit comfortably within the plot. The proposed design incorporates a contemporary design whilst using materials which complement the surrounding area, the details of which will be secured by condition.

6.3.4 Overall, the submitted scale, layout and design of the food store shows an appropriate and logical arrangement of built form, access and associated parking and landscaping which responds to the site's context within the existing urban area

and presents a contemporary addition to the Bicton Heath Local Centre with active frontages and open space in accordance with the Shrewsbury West SUE Masterplan design principles, Core Strategy Policy CS6 and SAMDev Policy MD2.

- 6.3.5 The residential and care home development are in outline with matters relating to layout, scale, appearance and landscaping reserved for subsequent approval.

6.4 Heritage

- 6.4.1 The Conservation Officer has raised no concerns regarding the proposed Lidl store in relation to heritage impacts. Plot 2 lies adjacent to the Grade II listed Rose Villa and there are also a number of non-designated heritage assets in the vicinity of the site, including Vaughan Cottages to the south of Plot 1 and the buildings associated with Little Oxon Farm to the north of Plot 3. Whilst the residential and care home elements are submitted in outline, sufficient information has been provided to demonstrate that these uses can be accommodated within the respective plots without giving rise to an in-principle heritage objection. The illustrative layouts are not submitted for approval and carry limited weight in the assessment; however, they demonstrate that there is sufficient developable area to allow development to come forward whilst responding appropriately to surrounding heritage assets. The detailed layout, scale, appearance, landscaping and relationship of the development to nearby heritage assets will be assessed through future reserved matters application(s). In order to inform that assessment, a proportionate Heritage Impact Assessment will be required to accompany the reserved matters submission(s).

6.5 Visual impact and landscaping

- 6.5.1 The application is supported by a Landscape and Visual Appraisal, which identifies that, whilst the proposed development will result in some localised adverse change associated with the loss of the existing agricultural land and alteration of boundary vegetation, the overall effect on the wider landscape character will be neutral as the proposed development relates well both in terms of landscape and visual terms to the existing settlement pattern and evolving character of the western approach to Shrewsbury. This is accepted by the Council's Landscape Advisor.
- 6.5.2 It is acknowledged that the former hedgerow made a positive contribution to the street scene and local biodiversity and there was local concern with regard to its removal. However, as set out in the decision for application 25/01555/FUL, no unlawful works occurred in removing the hedgerow and whilst the hoarding does not enhance the site, it does not result in demonstrable harm to the environment or visual amenity, particularly given its temporary nature. The proposal before you provides a landscape mitigation strategy which reinstates the boundary hedgerow, which will soften the visual appearance of the development and integrate the development into its surroundings over time. The detailed landscaping strategy to replace the hoarding around Plots 2 and 3 will be assessed as part of the reserved matters applications.

6.5.3 The Councils Landscape Advisor identified a number of shortcomings in the methodology and assessment included within the LVA. The LVA has since been updated to address these shortcomings. However, it should be noted that despite these concerns, the overall judgement reached is that the proposal is acceptable in landscape and visual terms, subject to appropriate mitigation and further detail being secured by condition and at reserved matters stage.

6.5.4 All matters relating to the design, materials, hard/soft landscaping and landscape management of the outline elements of the application can be appropriately controlled through the submission of the reserved matters and subsequent planning conditions. In relation to the Lidl food store, it can be concluded that in consideration of the scale, form and landscaping strategy of the proposal, there will be no unacceptable harm to the character of the local area.

6.6 Residential Amenity

6.6.1 The proposed food store has been assessed with regard to its impact on residential amenity, including the potential noise and air quality impact associated with its operation and transport movements.

6.6.2 The proposed food store has been orientated so the roof slopes to its lowest extent in closest proximity to the existing and proposed residential dwellings to the south and east. The food store is single storey in scale with the height at its eastern extent measuring approximately 5.1 m, which is approximately 3m lower than the height of the nearest neighbouring residential dwelling. On this basis, the food store is not considered to result in an overbearing relationship, unacceptable loss of outlook or harmful loss of daylight or sunlight to existing or proposed neighbouring dwellings.

6.6.3 As the residential development of Plot 2 is in outline with only access considered at this stage, the distance of the food store to the nearest residential dwelling cannot be determined. However, the proposed food store will be separated from the new residential development by a significant landscape buffer which combined with the changes in ground level, will provide a degree of physical and visual separation. It is expected that the reserved matters for Plot 2 will assess and incorporate a layout and design to ensure there is no adverse impacts to residential amenity.

6.6.4 The accompanying noise assessment considers the operational impacts of the development, including traffic movements and the introduction of mechanical plant. The assessment concludes that the cumulative plant noise is likely to be acceptable during daytime but will result in an adverse impact during nighttime hours without appropriate mitigation. As such, it is necessary to install a noise mitigation barrier to control cumulative plant noise at the nearby dwellings and undertake a post-operative survey with the commitment to undertake mitigation works should any complaint be received. The required mitigation will be secured by appropriately worded planning conditions.

6.6.5 With regard to traffic movements, the noise assessment concludes that delivery

noise will be of a low impact at all noise-sensitive receivers and is acceptable for daytime periods. Delivery noise at night is likely to result in unacceptable impacts and as such, delivery hours will be restricted to daytime hours to control the noise impact on dwellings in the area. In order to control the noise impact on the dwellings in the area, the delivery hours will be restricted by condition to 7am-9pm. An extension of the delivery hours until 11pm may be acceptable following the submission of a post completion survey which demonstrates a lack of adverse impact. The details of this will be secured by an appropriately worded planning condition.

6.6.6 The Air Quality Assessment submitted in support of the application concludes that both construction and operational impacts on air quality would be not significant. Predicted changes in pollutant concentrations at nearby residential receptors are negligible and well below relevant national objectives. Subject to standard construction management and dust mitigation measures, the proposal is therefore not considered to give rise to unacceptable air quality impacts.

6.6.7 Overall, the proposed layout and scale of the food store will not result in unacceptable harm to the living conditions of nearby residents or future occupants of the proposed dwellings. The matter of noise impacts from external plant and transport movements can be appropriately controlled through planning conditions and the reserved matters process. It is expected that the reserved matters for the outline elements will include up to date noise assessments to ensure no adverse impact on residential amenity. The proposal is therefore considered to comply with Policies CS6 and CS17 of the Core Strategy, Policies MD2 and MD12 of the SAMDev Plan, and relevant national policy.

6.7 Access and Highways

6.7.1 The application is supported by a Transport Assessment (TA) and detailed access plans. The access for the food store and care home is to be taken upon construction of 2no. new priority T-junctions from Little Oxon Lane along the western boundary of the site. The residential element of the scheme will be accessed by a priority T-junction along the southern boundary of the site approximately 175m east of the Little Oxon Lane/Welshpool Road junction.

6.7.2 The applicant has provided detailed access drawings which include carriageway dimensions, swept path analysis and appropriate visibility splays compliant with the Manual for Streets, which demonstrate that all anticipated vehicle movements can be accommodated through the proposed accesses for each plot. For the Lidl plot, this includes demonstration that large rigid vehicles can safely enter the site and the proposed delivery bay and exit onto the highway in forward gear. The full engineering details for each access will be secured by condition.

6.7.3 It is noted that the proposed access for the Lidl site is opposite an existing access for the neighbouring Co-op. However, the Co-op access road is for the entry only of delivery vehicles and two-way access for staff and refuse collection only. Therefore, there is expected to be minimal conflict with the proposed food store access off

Little Oxon Lane.

- 6.7.4 The site is located within the Shrewsbury West SUE which was planned to accommodate a section of the North West Relief Road (NWRR) between the A5 Churncote Roundabout junction and Holyhead Road known as the Oxon Link Road (OLR). The Churncote Roundabout is approximately 900m west of the site and serves as an interchange between the A485 (Welshpool Road) and the A5 which forms part of the Strategic Road Network where the highway authority is National Highways.
- 6.7.5 The NWRR was formally cancelled by Shropshire Council in February 2026, however, the OLR section remains under a separate review and may still be implemented. As such, it was discussed and agreed with the applicant that the TA should consider a 'with' and 'without' NWRR to account for the potential implementation of the OLR during the lifetime of the proposed development noting that 'without NWRR' forms the worst-case scenario in this case.
- 6.7.6 The TA estimates the likely trip-generating potential of the proposed development during weekday PM and Saturday Peak hours. As agreed with National Highways, for the retail store, the Retail Floor Area (RFA) has been considered the most appropriate metric for estimating trip generation and assesses the trip generation on the basis of an RFA of 1,529 sqm. The floor area will be secured by condition. The trip generation includes the cumulative impacts of the food store, care home and residential development combined. The trip generation for the outline elements is based on TRICS data due to the unknown scale of the proposal however, the proposed food store generates the vast majority of vehicle movements and so any additional increase in residential and care home trips could feasibly fall within daily fluctuations in traffic due to the minor proportion of overall trips they account for.
- 6.7.7 The TA estimates that the proposed development would generate up to 157 vehicle movements during the weekday AM peak period, 256 vehicle movements during the weekday PM Peak and 297 vehicle movements during the Saturday peak period. Traffic distribution has been assessed based on the proposed vehicle trips as a result of the development including the opening year of 2026 and the future year of 2031. This is based on the assumption that approximately 50% of the trips associated with the development will comprise new primary trips, and the remaining 50% comprise pass-by, diverted or linked trips which is considered to be a worst-case scenario.
- 6.7.8 Junction modelling has been undertaken at all major junctions in the vicinity of the proposed development site including the site access, the junction of Little Oxon Lane and Welshpool Road, the junction of Welshpool Road, Clayton Way and Somersby Drive, the junction of Welshpool Road and the B4380 and the A5 Churncote Roundabout. Whilst junction assessments in the surrounding area were undertaken as part of the Council's Transport Assessment for the NWRR, given the potential worst-case scenario (without NWRR), the TA accompanying this application provides assessments of the above junctions to demonstrate they will not be adversely impacted as a result of the development should the OLR not be

proceeded with.

- 6.7.9 Whilst the A5 Churncote Roundabout falls within the identified 5 minute drive-time catchment of the food store, there is no significant residential area where routing via the A5 would represent the most logical or efficient vehicle route choice compared to the local highway network. As such, any customer trips using the A5 are likely to be minimal and the impact of the proposed development on the Churncote Roundabout will be limited.
- 6.7.10 The junction modelling demonstrates that all assessed junctions are expected to operate within capacity in both assessment years, 2026 and 2031, in the worst-case scenario (without NWRR), except the A5 Churncote Roundabout. The A5 Churncote Roundabout currently operates close to capacity irrespective of any traffic movements associated with the proposed development. As set out above, the expected customer trips from the proposed development using the A5 will be minimal which quantitatively, equates to less than one additional vehicle added to the maximum queues on the Welshpool Road approach in the 2031 scenario. Therefore, whilst the modelling shows the A5 Churncote Roundabout is close to capacity, this is not a direct impact of the proposed development, and the proposal will not result in any additional congestion or operational issues at this junction.
- 6.7.11 National Highways and the Council's Highways Officers are satisfied that the junction modelling is consistent with their approach and that the proposed development can be accommodated by all assessed junctions without adversely the existing highway network in the scenario that the OLR is not proceeded with.
- 6.7.12 Parking provision comprises 97 spaces for the proposed Lidl including 9 parent and child spaces, 6 DDA compliant spaces and 2 EV charging spaces. Parking enforcement will be managed by Lidl and include limited time free parking for customer use. Covered cycle parking for 12 bicycles will be provided to the south of the Lidl store which will be easily accessible from Welshpool Road and encourage the use of cycling to access the site. The parking provision for the outline elements of the application will be secured at reserved matters stage and is expected to be provided in accordance with Shropshire Council's Design of New Dwellings adopted SPD.
- 6.7.13 As the proposed development is capable of being accommodated with no unacceptable highways safety concerns or severe impacts on the local highway network in a scenario where the OLR is not proceeded with, it is not reasonable to request S106 contributions in relation to the construction of the OLR.
- 6.7.14 Overall, the proposed development is considered acceptable in highways and access terms in the worst-case scenario (without NWRR) and is compliant with local adopted policies CS6 and MD2 and would not give rise to unacceptable highway safety concerns or result in severe impacts on the local highway network.

6.8 Sustainable Transport and Connectivity

- 6.8.1 The site is well-located with access to a genuine choice of sustainable transport modes. The site is bound by continuous 2m street-lit footways which extend north to the Oxon Park & Ride and east and west along Welshpool Road, connecting the proposed development to surrounding residential uses and other facilities and services. The proposal includes the provision of a pedestrian crossing which will connect the site to the existing Bicton Heath Local Centre and provide safe pedestrian access across Little Oxon Lane. An existing signalised pedestrian crossing of the A458 is available to the west of the site, connecting the existing local centre to the south side of Welshpool Road.
- 6.8.2 The proposed residential plot is adjacent to an existing public right of way which connects Welshpool Road to the existing farmland to the north where residential development is proposed under a separate planning application. Whilst there is no proposed connectivity between the public right of way and the food store plot, the reserved matters for both outline elements will be required to demonstrate pedestrian and cycle access to the existing public right of way to provide connectivity to the future residential development to the north.
- 6.8.3 The proposed site plan for the food store includes a break in the boundary treatment to the north and a pedestrian crossing over the delivery bay to enable future pedestrian and cycle connectivity to the care home plot. The details of the pedestrian and cycle access within the care home plot will be considered at reserved matters stage.
- 6.8.4 There are a number of bus stops within 300m of the site which provide regular services into central Shrewsbury, connecting the site to a wide range of services and facilities and Shrewsbury railway station which provides public transport connections to a range of further destinations. In view that the proposed food store will serve a predominantly local need, the proposal is likely to impact on the existing public transport network including local bus services. As such, S106 contributions towards Passenger Transport infrastructure have been sought as part of this application.
- 6.8.5 The application is accompanied by a Travel Plan for the Lidl food store which sets out a commitment to reduce the number of vehicular trips generated by the proposed development. The Travel Plan sets out measures to reduce the percentage of staff travelling to work by single occupancy vehicle by 10% by Year 5 of the Travel Plan and increase the percentage of staff travelling to work by alternative means by 10% by Year 5 of the Travel Plan. This includes distribution and advertisement of relevant information to all staff, provision of changing facilities including lockers to encourage walking and cycling, membership of schemes including Cycle to Work and Lift Share and the adoption of flexible working for management staff where possible. S106 contributions are sought in relation to the monitoring of the Travel Plan by the Council. A Travel Plan for the care home element of the application will be secured by appropriately worded planning condition.

- 6.8.6 The proposed development includes off-site highways works including the provision of a pedestrian crossing over Little Oxon Lane and the resurfacing of footways across the site frontages along both Welshpool Road and Little Oxon Lane. A Stage 1 Road Safety Audit has also been submitted which identifies improvements to highways land to be delivered as part of the development. The details of which will be secured by a Section 278 technical approval in conjunction with the Council's Highways Team.
- 6.8.7 Overall, the proposed development is well-located with access to a genuine choice of sustainable transport modes and will predominantly serve a local catchment area, reducing the reliance on private vehicle use. The proposal includes infrastructure improvements to encourage pedestrian and cycle use to access the food store, the technical details of which will be secured by Section 278 agreement. Matters in relation to the pedestrian and cycle connectivity of Plots 2 and 3 will be assessed at reserved matters stage. As such, the proposed development is compliant with local adopted policies CS6, CS8 and MD2.

6.9 Ecology and Biodiversity

- 6.9.1 The application is supported by an Ecological Impact Assessment (EclA) prepared by Enzygo Environmental Consultants (April 2026), which includes a desk study and field survey undertaken in accordance with the UK Habitat classification methodology. The EclA confirms the site is predominantly comprised of improved grassland which is identified as species poor and with minimal biodiversity value. There are some unvegetated and sparsely vegetated areas and bramble scrub which are also limited in their biodiversity value and are considered to be of negligible ecological importance. The principal ecological feature of note is the length of hedgerow running along the centre of the southern site boundary which is classified as species-rich and of local ecological value. There are also five semi-mature Ash and Oak trees associated with the site boundary which are identified to have negligible ecological importance as they do not have features that provide ecological niches. The hedgerow and trees are identified to provide suitable habitat for foraging and commuting bats and birds whilst the site also has a limited extent of suitable habitats for Badgers and some opportunities for Common Reptiles and other Priority Species.
- 6.9.2 No statutory designated sites were identified within 5km of the site, and whilst the site falls within an Impact Risk Zone, the development does not meet the categories for which the LPA are advised to consult Natural England. The field survey did not identify any evidence of Badgers on site however, suitable habitats for badgers, bats and breeding birds were found on site.
- 6.9.3 The proposed development will implement a landscaping scheme including the planting of individual trees and native hedgerow to compensate for the loss of the five existing trees and the small length of hedgerow which will be lost to facilitate the proposed access. This will provide habitat for bats and breeding birds which alongside the installation of bat and bird boxes will provide enhanced conditions for

these species. Measures to protect retained habitats and existing species throughout the construction period will be identified within a Construction Environment Management Plan which will be secured by an appropriately worded planning condition. The detailed landscape proposals of the outline elements are expected to provide additional ecological improvements which will be considered at reserved matters stage.

- 6.9.4 The application is supported by a Biodiversity Net Gain Design Stage Report and associated BNG metric which identifies that the proposal will result in a net loss of biodiversity on site. It should be noted that the BNG assessment includes the site baseline prior to the clearance of the boundary hedgerow and scrub associated with the erection of the hoarding fencing.
- 6.9.5 The proposed landscaping scheme for Plot 1 provides modified grassland, individual urban trees, mixed scrub and species-rich native hedgerow however, there remains a shortfall of 1.14 habitat units (c.71% loss) and a gain of 0.25 hedgerow units (c.9.3% gain) therefore, failing to achieve the mandatory 10% net gain on site. As the delivery of BNG is able to be addressed by off-site habitat units, the deficit identified does not provide a reason for refusal. The BNG report states that only the BNG outcomes of Plot 1 can be assessed as the landscape design for the outline elements is yet to be determined. However, the statutory requirement to deliver 10% Biodiversity Net Gain applies to the whole site including the outline elements and as such, any identified shortfall is required to be met through off-site biodiversity gains where it cannot be delivered on site, either via the allocation of registered off-site habitat units or the purchase of biodiversity credits, to be secured through a Section 106 legal agreement. The discharge of the mandatory pre-commencement condition imposed by the Environment Act 2021 is a post-planning matter.
- 6.9.6 The proposed development will therefore avoid significant harm to biodiversity and deliver opportunities for ecological enhancements in accordance with CS17 and MD12.

6.10 Flood Risk and Drainage

- 6.10.1 The application is supported by a Flood Risk Assessment which identifies that the site is in Flood Zone 1 where the risk of fluvial flooding is low. Plots 1 and 3 are not at risk of surface water flooding whilst Plot 2 is at a high risk of surface water flooding.
- 6.10.2 The accompanying detailed surface water drainage strategy for the food store demonstrates that Plot 1 can be appropriately drained and the development will not present a risk from flooding and will not increase flood risk elsewhere. The drainage strategy incorporates appropriate Sustainable Urban Drainage Systems (SUDS) features including tree pits to control flow rates and reduce volumes of runoff in accordance with the National Standards for SUDS. The proposed strategy follows the drainage hierarchy demonstrating that infiltration and discharge into a watercourse were not feasible solutions and as such, the surface water will

discharge into an existing public surface water sewer. The details of which will be subject to a separate agreement with Severn Trent.

- 6.10.3 The proposed drainage strategy and accompanying technical note demonstrates that all plots have suitable space to accommodate SUDS features. The applicant has demonstrated that the residential site can accommodate appropriate SUDS storage systems to mitigate against the flood risk posed by surface water. The details of the SUDS features are dependent on the final layout and as such, the detailed drainage designs for the outline elements of the proposal will be assessed at reserved matters stage and secured by an appropriately worded planning condition. However, it can be concluded that subject to acceptable technical details, the proposed development of Plots 2 and 3 will not present a risk from flooding and will not increase the flood risk elsewhere.
- 6.10.4 The foul discharge from the site will discharge into the public sewer network and will be subject to a separate agreement with Severn Trent.

6.11 Environmental Impact Assessment Screening

- 6.11.1 The proposed development does not meet the criteria and thresholds to comprise development falling within Schedule 2, paragraph 10(b) (Urban Development Projects) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Therefore, the proposal is not required to be screened under the Environmental Impact Assessment regulations.

7.0 CONCLUSION

- 7.1 In consideration of the planning balance, significant weight is given to the provision of a food store, care home and residential development which are uses consistent with the overall strategic approach for development within Shrewsbury and more specifically, with the strategic development approach for the Shrewsbury West Sustainable Urban Expansion. The proposal will provide retail use on an allocated site for the expansion of the Bicton Heath Local Centre and residential use on an allocated site for residential development which will also contribute towards the provision of affordable housing. The proposed care home will provide care use, delivering specialist housing development and employment opportunities within a sustainable location. As such, the proposal is consistent with the policy objectives of CS1, CS2, CS11 and CS13 and SAMDev Policies MD3 and S16 and the relevant national planning policies within the NPPF.
- 7.2 The application is supported by a Retail Impact Assessment that demonstrates the proposed food store will not cause significant adverse impacts on the vitality and vibrancy of the Bicton Heath Local Centre or Shrewsbury Town Centre in accordance with Policies CS15 and MD10b.
- 7.3 Whilst the matters of layout, scale, appearance and landscaping are reserved for the outline elements of the application, namely the residential development of Plot 2 and the care home development of Plot 3, this application seeks to approve the principle of proposed uses on site and the detailed access arrangements. All other

matters will be subject to a reserved matters application which will be secured by condition.

7.4 The proposal has been carefully assessed in relation to scale, design and layout for the food store and residential amenity, landscape and visual impact, impact on highways safety, network capacity and pedestrian connectivity, the impact on ecology and biodiversity and flood risk and drainage for the site as a whole. The detailed design matters for Plots 2 and 3 and associated technical details will be dealt with at reserved matters stage. All technical matters and associated mitigation measures can be secured by condition and Section 106 agreement where required and as such, the proposal will not result in unacceptable impacts on residential amenity, landscape character, highways safety, ecology or biodiversity. Concerns raised by the Town Council, Ward Councillor and local residents have been fully considered, and it is concluded that, whilst limited adverse effects relating to the loss of undeveloped land and additional traffic have been identified, having regard to the mitigation proposed and the conclusions of the technical consultees, these impacts attract limited weight and do not outweigh the identified benefits of the proposed development. As such, the proposal is considered acceptable in planning terms in accordance with the Development Plan.

7.5 It is therefore recommended that permission be **GRANTED** subject to the imposition of planning conditions and a Section 106 legal agreement to secure a financial contribution towards highways matters, affordable housing and to secure the necessary on and off-site BNG gains.

8.0 Risk Assessment and Opportunities Appraisal

8.1 Risk Management

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

- As with any planning decision the applicant has a right of appeal if they disagree with the decision and/or the imposition of conditions. Costs can be awarded irrespective of the mechanism for hearing the appeal, i.e. written representations, hearing or inquiry.
- The decision may be challenged by way of a Judicial Review by a third party. The courts become involved when there is a misinterpretation or misapplication of policy or some breach of the rules of procedure or the principles of natural justice. However their role is to review the way the authorities reach decisions, rather than to make a decision on the planning issues themselves, although they will interfere where the decision is so unreasonable as to be irrational or perverse. Therefore they are concerned with the legality of the decision, not its planning merits. A challenge by way of Judicial Review must be made a) promptly and b) in any event not later than six weeks after the grounds to make the claim first arose.

Both of these risks need to be balanced against the risk of not proceeding to

determine the application. In this scenario there is also a right of appeal against non-determination for application for which costs can also be awarded.

8.2 Human Rights

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

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

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

8.3 Equalities

The concern of planning law is to regulate the use of land in the interests of the public at large, rather than those of any particular group. Equality will be one of a number of 'relevant considerations' that need to be weighed in Planning Committee members' minds under section 70(2) of the Town and Country Planning Act 1990.

8.4 Artificial Intelligence (AI)

AI can be used to support our work and to create content by bringing together or summarising responses to consultation. The report writer remains responsible for ensuring that the content of the report is factually accurate and that the use of AI is responsible and lawful. All original documents remain unaltered on the planning register should you wish to view them in full.

9.0 Financial Implications

There are likely financial implications if the decision and / or imposition of conditions is challenged by a planning appeal or judicial review. The costs of defending any decision will be met by the authority and will vary dependent on the scale and nature of the proposal. Local financial considerations are capable of being taken into account when determining this planning application – insofar as they are material to the application. The weight given to this issue is a matter for the decision maker.

10. Background

Relevant Planning Policies

National Planning Policy Framework (2026)

Core Strategy and SAMDev Policies:

CS1 - Strategic Approach
CS2 - Shrewsbury Development Strategy
CS6 - Sustainable Design and Development Principles
CS8 - Facilities, Services and Infrastructure Provision
CS11 - Type and Affordability of housing
CS13 - Economic Development, Enterprise and Employment
CS15 - Town and Rural Centres
CS17 - Environmental Networks
CS18 - Sustainable Water Management
MD1 - Scale and Distribution of Development
MD2 - Sustainable Design
MD3 - Managing Housing Development
MD10B - Impact Assessments for Town and Rural Centres
MD12 - Natural Environment
MD13 - Historic Environment
Settlement: S16 - Shrewsbury

RELEVANT PLANNING HISTORY: _

PREAPM/25/00073 Hybrid Planning Application that seeks Full Planning Permission for a new Lidl foodstore and Outline Planning Permission for a retail unit, a drive-thru coffee shop, and residential development. **ACCEPTABLE IN PRINCIPLE** 1st July 2025

25/01555/FUL Erection of temporary hoarding fence (retrospective) **GRANT** 12th November 2025

PREAPM/26/00024 Proposed residential dwellings for 24no. units **NOT PROCEEDED WITH** 11th May 2026

26/01469/VAR Variation of Condition No. 2 attached to permission 25/01555/FUL dated 12 November 2025 **GRANT** 22nd May 2026

11. Additional Information

View details online: <http://pa.shropshire.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=T0L3OBTDJTQ00>

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)
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Cabinet Member (Portfolio Holder) - Councillor David Walker

Local Member

Cllr Jon Tandy

Appendices APPENDIX 1 - Conditions

APPENDIX 1

Conditions

STANDARD CONDITION(S)

1. The full planning permission component of the development must be begun before the expiration of three years from the date of this permission.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act, 1990.

2. Application(s) for the approval of the details of the layout, scale, appearance and landscaping covered by the outline elements of the application (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins in connection with the outline schemes and the development shall be carried out as approved.

Reason: The application is a hybrid application which comprises part full application and part outline application under the provisions of Article 5 of the Development Management Procedure Order 2015. No particulars have been submitted with respect to the matters reserved in the outline parts of this permission.

3. Applications for approval of the reserved matters with respect to the outline elements of the development shall be made to the local planning authority before the expiration of three years from the date of this permission.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act 1990.

4. The outline elements of the development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: This condition is required to be imposed by Section 92 of the Town and Country Planning Act, 1990.

5. The development shall be carried out strictly in accordance with the approved plans, drawings and documents as listed in Schedule 1 below.

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

CONDITION(S) THAT REQUIRE APPROVAL BEFORE THE DEVELOPMENT COMMENCES

6. Within six weeks prior to the commencement of development, a badger inspection shall be undertaken by an appropriately qualified and experienced ecologist and the outcome reported in writing to the Local Planning Authority. If new evidence, or a change in status, of badgers is recorded during the pre-commencement survey then the ecologist shall submit a mitigation strategy for prior approval that sets out appropriate actions to be taken during the works. These measures will be implemented as approved.

Reason: To ensure the protection of badgers under the Protection of Badgers Act 1992.

7. Prior to the commencement of works associated with the site access full engineering details of the proposed site access junction improvements to the proposed foodstore, to include footway connection and proposed Zebra crossing on Little Oxon Lane, shall be submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved details before the foodstore is first brought into use.

Reason: To ensure a satisfactory means of access to the highway.

8. Prior to the commencement of the residential development (Use Class C3) hereby permitted full engineering details of the proposed site access junction, shall be submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved details before the occupation of the 1st dwelling.

Reason: To ensure a satisfactory means of access to the highway.

9. Prior to the commencement of development of the care home (Use Class C2) hereby permitted full engineering details of the proposed site access junction, shall be submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in accordance with the approved details before the occupation of the care home.

Reason: To ensure a satisfactory means of access to the highway.

10. No development shall take place on each plot until a construction management plan incorporating a method statement relevant to that plot has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A5 trunk road). The approved plan shall be based on the approved outline construction management plan submitted in support of the application and shall include as a minimum:

- i. A construction programme including phasing of works;
- ii. A 24-hour emergency contact number;
- iii. Expected number and type of vehicles accessing the site:
 - Deliveries, waste, cranes, equipment, plant, works, visitors;
 - Size of construction vehicles;
 - The use of a consolidation operation or scheme for the delivery of materials and goods;
 - Phasing of works;
- iv. Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
 - Programming;
 - Waste management;
 - Construction methodology;
 - Shared deliveries;
 - Car sharing;
 - Travel planning;
 - Local workforce;
 - Parking facilities for staff and visitors;
 - On-site facilities;
 - A scheme to encourage the use of public transport and cycling
- v. Routes for construction traffic, to include likely origin/destination information, potential construction vehicle numbers, construction traffic arrival and departure times, signage, accesses and construction delivery times (to avoid peak hours), avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- vi. Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- vii. Locations for storage of plant/waste/construction materials;
- viii. Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- ix. Arrangements to receive abnormal loads or unusually large vehicles;
- x. Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- xi. Any necessary temporary traffic management measures;
- xii. Measures to protect vulnerable road users (cyclists and pedestrians);
- xiii. Arrangements for temporary facilities for any bus stops or routes;
- xiv. Clear and detailed measures to prevent debris, mud and detritus being distributed onto the Local highway and SRN.
- xv. Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.
- xvi. Details of signage including type, drawings, timescales and locations
- xvii. Mitigation measures in respect of noise and disturbance during the construction phase including vibration and noise limits, monitoring methodology, screening, a detailed specification of plant and equipment to be used and construction traffic routes.
- xviii. A scheme to minimise dust emissions arising from demolition/construction activities on the site. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development.

- xix. Waste management.
- xx. Wheel washing measures.
- xxi. Protection measures for hedgerows and grasslands.

Thereafter all construction activity in respect of the development shall be undertaken in full accordance with such approved details unless otherwise approved in writing by the Local Planning Authority in consultation with the Highways Authority.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development and to mitigate any adverse impact from the development on the A5 trunk road and to satisfy the reasonable requirements of road safety.

11. In this condition 'retained tree' means an existing tree, large shrub or hedge which is to be retained in accordance with the approved plans and particulars; or any tree, shrub or hedge plant planted as a replacement for any 'retained tree'.

No works associated with the development permitted will commence and no equipment, machinery or materials will be brought onto the site for the purposes of said development until a site-specific Tree Protection Plan and Arboricultural Method Statement prepared in accordance with and meeting the tree protection requirements recommended in BS5837: 2012 and taking account of Veteran Tree Guidance (where relevant), to cover all retained trees on and adjacent to the site that could be impacted by the development activity, have been submitted and approved in writing by the Local Planning Authority.

The Tree Protection Plan and Arboricultural Method Statement must provide the details of how any operation within the RPA (or buffer area around the veteran trees) will be managed and controlled. The TPP and AMS must identify a responsible person who has been appointed for day to day supervision of the site and to ensure that the tree protection measures are fully complied with.

All tree protection measures detailed in the approved Tree Protection Plan and Arboricultural Method Statement must be fully implemented as approved before any equipment, machinery or materials are brought onto the site for the purposes of the development.

All approved tree protection measures must be maintained throughout the development until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered nor any excavation be made, without the prior written consent of the Local Planning Authority.

Reason: To safeguard the amenities of the local area and to protect the natural features that contribute towards this and that are important to the appearance of the development.

12. Prior to or in conjunction with the submission of a reserved matters application for each outline element, in accordance with the submitted FRA and Drainage Strategy (Flood Risk

Assessment & Drainage Strategy, by SCP, April 2026), and updated information submitted within the SuDS Elements Site Wide Proposals (Water Quality) (SuDS Elements Site Wide Proposals (Water Quality) by SCP, 17 July 2026), detailed designs of a surface water drainage scheme for that plot incorporating the following measures shall be submitted to and agreed with the Local Planning Authority. The approved scheme shall be constructed and will be implemented prior to the first occupation of that phase of development. The scheme shall address the following matters:

Detailed infiltration testing in accordance with BRE Digest 365 (or equivalent) along the length and proposed depth of the proposed infiltration features.

Or

If infiltration is proven to be unfavourable then Greenfield runoff rates for the site shall be agreed with the Lead Local Flood Authority. The post development runoff rates will be attenuated to the equivalent Greenfield rate for all rainfall events up to and including the 1% Annual Exceedance Probability (AEP). The discharge location for surface water runoff will be confirmed to connect with the wider watercourse network;

Provision of interception for the first 5mm of rainfall for the majority of rainfall events;

Provision of multiple surface water source control attenuation storage features, sized and designed to accommodate the volume of water generated in all rainfall events up to and including the critical storm duration for the 3.33% AEP and 1% AEP rainfall events (both including allowances for climate change);

Detailed designs, modelling calculations and drawings of the drainage storage and conveyance network in the:

- a) 3.33% AEP critical rainfall event plus climate change to show no flooding outside the drainage features on any part of the site.
- b) 1% AEP critical rainfall plus climate change event to show, if any, the depth, volume and storage location of any flooding outside the drainage features, ensuring that flooding does not occur in any part of a building or any utility plant susceptible to water (e.g. pumping station or electricity substation) within the development. It will also show that no runoff during this event will leave the site uncontrolled.
- c) Attenuation features will half drain their runoff volume rainfall events up to the 3.3% AEP critical rainfall event within 24 hours for infiltration and 48 hours for lined systems.
- d) Urban Creep of 10% shall be added to impermeable areas of residential properties;

Details of how all surface water management features to be designed in accordance with The SuDS Manual (CIRIA C753, 2015 or any update), including appropriate biodiversity, amenity and treatment stages for water quality prior to discharge;

The design of any infiltration / attenuation / detention basin will incorporate an emergency spillway and any drainage structures include appropriate freeboard allowances. Drawings to be submitted showing the routes for the management of exceedance surface water flow routes that minimise the risk to people and property during rainfall events in excess of 1% AEP rainfall

event plus climate change allowance

AND

Finished ground floor levels of residential properties are a minimum of 300mm above expected flood levels of all sources of flooding (including the ordinary watercourses, SuDS features and within any proposed drainage scheme) or 150mm above ground level, whichever is the more precautionary.

Reason: To prevent flooding in accordance with National Planning Policy Framework plus National SuDS Standards 1 to 7, by ensuring the satisfactory management of local sources of flooding surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as designed for the lifetime of the development.

13. Prior to the commencement of any demolition or construction, a construction phase surface water management plan for the site will be submitted to and approved in writing by the Local Planning Authority. This plan shall provide full details of who will be responsible for maintaining such temporary systems and demonstrate how the site will be drained to ensure there is no increase in the off-site flows, nor any pollution, debris and sediment to any receiving watercourse or sewer system. The temporary drainage scheme shall subsequently be implemented in accordance with the approved details prior to and during the construction phase and be appropriately decommissioned following the final drainage scheme being validated as operational. Survey and photographic evidence of remediation shall be supplied for any permanent SuDS used in the temporary scheme, prior to being made operational.

Reason: To ensure that the construction of the site is appropriately managed in accordance with National SuDS Standard 7, does not result in any flooding both on and off site in accordance with NPPF.

14. As part of the reserved matters for the residential development plot hereby permitted, a fully specified hard and soft landscape plan with a referenced key must be submitted and approved in writing by the Local Planning Authority. The submitted details shall include a timescale for the implementation of the landscape works.

The landscaping details shall include the following details:

1. Hard landscape features - including surfacing and edging, specifications for boundary treatments and furniture/ structures (e.g. benches, signs, lighting).
2. Planting plans that are labelled and quantified
3. Written specifications (including cultivation and other operations associated with softworks establishment for all soft landscape);
4. Schedules of plants, noting species (including scientific names), planting sizes, and proposed numbers/densities where appropriate.
5. Native species used are to be of local provenance (Shropshire or surrounding counties);
6. Details of proposed planting schedules, methods and aftercare provision and

- maintenance which shall be procured and planted in accordance with BS8545:2014;
7. Implementation timetables.

The approved details shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become, seriously damaged or defective, shall be replaced with others of species, size and number as originally approved, by the end of the first available planting season.

Reason: To ensure the provision of amenity afforded by appropriate landscape design.

15. As part of the reserved matters for the care home development plot hereby permitted, a fully specified hard and soft landscape plan with a referenced key must be submitted and approved in writing by the Local Planning Authority. The submitted details shall include a timescale for the implementation of the landscape works.

The landscaping details shall include the following details:

1. Hard landscape features - including surfacing and edging, specifications for boundary treatments and furniture/ structures (e.g. benches, signs, lighting).
2. Planting plans that are labelled and quantified
3. Written specifications (including cultivation and other operations associated with softworks establishment for all soft landscape);
4. Schedules of plants, noting species (including scientific names), planting sizes, and proposed numbers/densities where appropriate.
5. Native species used are to be of local provenance (Shropshire or surrounding counties);
6. Details of proposed planting schedules, methods and aftercare provision and maintenance which shall be procured and planted in accordance with BS8545:2014;
7. Implementation timetables.

The approved details shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become, seriously damaged or defective, shall be replaced with others of species, size and number as originally approved, by the end of the first available planting season.

Reason: To ensure the provision of amenity afforded by appropriate landscape design.

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

16. Prior to first use of the foodstore, the makes, models and locations of bat and bird boxes shall be submitted to and approved in writing by the Local Planning Authority. The following boxes shall be erected on the site:

- A minimum of 6 external woodcrete bat boxes or integrated bat bricks, suitable for nursery or summer roosting for small crevice dwelling bat species.
- A minimum of 12 swift bricks.
- A minimum of 12 artificial nests, of either integrated brick design or external box design, suitable for starlings (42mm hole, starling specific), sparrows (32mm hole, terrace design) and/or house martins (house martin nesting cups).

The boxes shall be sited at an appropriate height above the ground, with a clear flight path and where they will be unaffected by artificial lighting. Bat boxes should be erected on southerly aspects (south-west, south or south-east) and bird boxes should be erected on northerly or shaded east/west aspects. Swift bricks should be positioned: 1) Out of direct sunlight; 2) At the highest possible position in the building's wall; 3) In clusters of at least three; 4) 50 to 100cm apart; 5) Not directly above windows; 6) With a clear flightpath to the entrance; and 7) North or east/west aspects preferred. (See <https://www.swift-conservation.org/Leaflet%20-%20Swift%20Nest%20Bricks%20-%20installation%20&%20suppliers-small.pdf>.) The boxes shall thereafter be maintained for the lifetime of the development.

Reason: To ensure the provision of roosting and nesting opportunities, in accordance with MD12, CS17 and the NPPF.

17. Prior to the erection of any external lighting on the site, a lighting plan shall be submitted to and approved in writing by the Local Planning Authority. The lighting plan shall demonstrate that the proposed lighting will not impact upon ecological networks and/or sensitive features. The submitted scheme shall be designed to take into account the advice on lighting set out in the Bat Conservation Trust's Guidance Note GN08/23: Bats and Artificial Lighting At Night, GN01/21: The Reduction of Obtrusive Light and Guidance Note 9/19: Domestic exterior lighting: getting it right. The development shall be carried out strictly in accordance with the approved details and thereafter retained for the lifetime of the development.

Reason: To minimise disturbance to bats, which are European Protected Species.

18. The construction of any new estate street shall not be commenced until an estate street phasing and completion plan has been submitted to and approved in writing by the local planning authority. The estate street phasing and completion plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed.

Reason: - To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway, in accordance with Policy CS6.

19. The construction of any new estate street shall not be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have

been submitted to and approved in writing by the local planning authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the local planning authority.

Reason: - In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway.

20. Prior to the proposed care home (Use Class C2) being first occupied, a Travel Plan in relation to the care shall be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented fully in accordance with the approved details and shall remain in force for the lifetime of the development.

Reason: To promote sustainable modes of transport in line with both local and national objectives and to accord with Policy CS6 of the adopted Core Strategy.

21. Prior to the commencement of works relating to the installation of hard landscaped areas containing tree pits, soil cell systems, or other underground load-bearing tree rooting structures within the detailed retail element of the development hereby permitted, a detailed Arboricultural Supervision and Installation Method Statement must be submitted to and approved in writing by the Local Planning Authority. The statement shall include:

- Details of the proposed soil cell system and associated tree pit design;
- Construction methodology and sequencing of installation works;
- Measures for the protection of retained trees and rooting environments during construction;
- Details of soil specification, irrigation, aeration, drainage, and rooting volumes;
- Tree planting specifications, including nursery stock, planting operations, staking, irrigation, and establishment maintenance;
- Details of arboricultural supervision, including key stages requiring inspection and monitoring.

The approved soil cell installation and tree planting works shall thereafter be carried out under the direct supervision of a suitably qualified arboriculturist. Within 28 days of completion of the works, a written verification report shall be submitted to the Local Planning Authority confirming that the installation and planting have been undertaken in accordance with the approved details and identifying any variations from the approved methodology.

Reason: To ensure the successful establishment of proposed trees, safeguard long-term tree health and rooting conditions, and secure appropriate green infrastructure and visual amenity in accordance with BS 5837:2012, BS 8545:2014, and relevant local and national planning policy.

22. The development hereby approved shall not be occupied until details of the maintenance and management of the Sustainable Drainage Scheme (SuDS) for each plot in accordance with National SuDS Standard 7 have been submitted to and approved in writing by

the Local Planning Authority. The drainage scheme shall be implemented prior to the first occupation of the development hereby approved on that plot and thereafter managed and maintained in accordance with the approved details in perpetuity. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the network in addition to those listed in SuDS Standard 7 to be submitted for approval shall include:

A timetable for its implementation;

Details of SuDS feature and connecting drainage structures and maintenance requirement for each aspect including a non-technical labelled drawing showing where they are located and how to access them, and;

A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. This will include the name and contact details of any appointed management company.

Reason: To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed and not increased in accordance with NPPF and Local Plan Policies of Shropshire Council.

23. Upon completion of the surface water drainage scheme for each plot and prior to the first occupation of the development on that plot, a detailed verification report, (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme), must be submitted to and approved (in writing) by the Local Planning Authority. The survey and report shall demonstrate that the surface water drainage system has been constructed in accordance with the details approved and shall include as a minimum:

1. CCTV survey of substantial underground structures,
2. Photographs of excavations (including soil profiles/horizons) and any installation of any surface water drainage structures and control mechanisms.
3. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed with the findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed and not increased in accordance with NPPF and Local Plan Policies of Shropshire Council.

24. Prior to the above ground works commencing samples and/or details of the roofing

materials and the materials to be used in the construction of the external walls of the foodstore shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in complete accordance with the approved details.

Reason: To ensure that the external appearance of the development is satisfactory.

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

25. No goods, deliveries, collections, loading, unloading activities shall take place at the site except between the hours of 07:00 and 21:00 Mondays to Saturdays and between 09:00 and 18:00 on Sundays and Bank Holidays.

Should there be a requirement to extend the delivery hours until 23:00, a post completion operation survey which demonstrates that there will be no adverse impact must be submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the amenities of nearby residential occupiers from noise and disturbance in accordance with Policies CS6 and MD2 of the Shropshire Local Development Framework and the National Planning Policy Framework.

26. The Lidl store will have opening times of 08.00 - 22.00 Monday - Saturday, and 10.00 - 16.00 on a Sunday and Bank Holidays.

Reason: To safeguard the amenities of nearby residential occupiers from noise and disturbance in accordance with Policies CS6 and MD2 of the Shropshire Local Development Framework and the National Planning Policy Framework.

27. The gross internal floorspace of the retail foodstore hereby permitted shall not exceed 2,184 sqm, of which no more than 1,529 sqm shall be used for the display and sale of goods to visiting members of the public, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of proper planning and to ensure that the development is carried out in accordance with the basis upon which the application has been assessed.

28. The retail foodstore hereby approved shall not be subdivided into two or more units without the prior written approval of the Local Planning Authority.

Reason: To enable the Local Planning Authority to assess the planning implications of any alteration to the approved form of development.

29. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any Order revoking or re-enacting that Order, no internal mezzanine floor or additional trading floor space shall be provided within the retail foodstore without the prior written approval of the Local Planning Authority.

Reason: To enable the Local Planning Authority to assess the impact of any increase in retail floorspace on the highway network, retail hierarchy and other planning considerations.

30. No cafe, restaurant, hot food takeaway or other food and drink use (whether ancillary or otherwise) shall be provided within the retail foodstore building unless otherwise approved in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to assess the impacts of any such use on amenity, parking demand and the operation of the development.

31. All recommendations as set out in the Noise Impact Assessment (11450/JLY - 19th January 2026) shall be carried out, and the rating level of the noise emitted from plant equipment's located at the retail foodstore shall not exceed the measured nighttime L90 of 34dB at any premises used for residential purposes surrounding the site when assessed in accordance with BS 4142:2014+A1(2019). So as to not impact on neighbouring dwellings at nighttime (2300-0700), should the noise emitted from plant equipment located at the retail foodstore exceed this rating, further attenuation may be required, the measures of which will be set out in a subsequent noise assessment to be submitted and approved in writing by the local planning authority.

Reason: To ensure that the amenities of occupiers of other premises in the vicinity are protected.

Informatives

1. NESTING BIRDS INFORMATIVE

The active nests of all wild birds are protected under the Wildlife and Countryside Act 1981 (as amended). An active nest is one being built, contains eggs or chicks, or on which fledged chicks are still dependent.

It is a criminal offence to kill, injure or take any wild bird; to take, damage or destroy an active nest; and to take or destroy an egg. There is an unlimited fine and/or up to six months imprisonment for such offences.

All vegetation clearance, tree removal and/or scrub removal should be carried out outside of the bird nesting season which runs from March to August inclusive.

If it is necessary for work to commence in the nesting season then a pre-commencement inspection of the vegetation for active bird nests should be carried out. If vegetation cannot be clearly seen to be clear of nests then an appropriately qualified and experienced ecologist should be called in to carry out the check. No clearance works can take place with 5m of an active nest.

If during construction birds gain access to any of the buildings and begin nesting, work must cease until the young birds have fledged.

GENERAL SITE INFORMATIVE FOR WILDLIFE PROTECTION

Widespread reptiles (adder, slow worm, common lizard and grass snake) are protected under the Wildlife and Countryside Act 1981 (as amended) from killing, injury and trade. Widespread amphibians (common toad, common frog, smooth newt and palmate newt) are protected from trade. The European hedgehog is a Species of Principal Importance under section 41 of the Natural Environment and Rural Communities Act 2006. Reasonable precautions should be taken during works to ensure that these species are not harmed.

The following procedures should be adopted to reduce the chance of killing or injuring small animals, including reptiles, amphibians and hedgehogs.

If piles of rubble, logs, bricks, other loose materials or other potential refuges are to be disturbed, this should be done by hand and carried out during the active season (March to October) when the weather is warm.

Areas of long and overgrown vegetation should be removed in stages. Vegetation should first be strimmed to a height of approximately 15cm and then left for 24 hours to allow any animals to move away from the area. Arisings should then be removed from the site or placed in habitat piles in suitable locations around the site. The vegetation can then be strimmed down to a height of 5cm and then cut down further or removed as required. Vegetation removal should be done in one direction, towards remaining vegetated areas (hedgerows etc.) to avoid trapping wildlife.

The grassland should be kept short prior to and during construction to avoid creating attractive habitats for wildlife.

All building materials, rubble, bricks and soil must be stored off the ground, e.g. on pallets, in skips or in other suitable containers, to prevent their use as refuges by wildlife.

Where possible, trenches should be excavated and closed in the same day to prevent any wildlife becoming trapped. If it is necessary to leave a trench open overnight then it should be sealed with a close-fitting plywood cover or a means of escape should be provided in the form of a shallow sloping earth ramp, sloped board or plank. Any open pipework should be capped overnight. All open trenches and pipework should be inspected at the start of each working day to ensure no animal is trapped.

Any common reptiles or amphibians discovered should be allowed to naturally disperse. Advice should be sought from an appropriately qualified and experienced ecologist if large numbers of

common reptiles or amphibians are present.

If a great crested newt is discovered at any stage then all work must immediately halt and an appropriately qualified and experienced ecologist and Natural England (0300 060 3900) should be contacted for advice. The Local Planning Authority should also be informed.

If a hibernating hedgehog is found on the site, it should be covered over with a cardboard box and advice sought from an appropriately qualified and experienced ecologist or the British Hedgehog Preservation Society (01584 890 801).

Hedgerows are more valuable to wildlife than fencing. Where fences are to be used, these should contain gaps at their bases (e.g. hedgehog-friendly gravel boards) to allow wildlife to move freely.

2. The development as approved requires construction in proximity to existing electrical infrastructure which may include (but not be limited to) substations, underground cables, poles and overhead cables. Separate consent(s) will be required to do works to any existing electrical infrastructure prior to the development being undertaken. Planning permission does not convey any approval for these works.