

AGENDA ITEM



Committee and date
Southern Planning Committee
26th May 2026

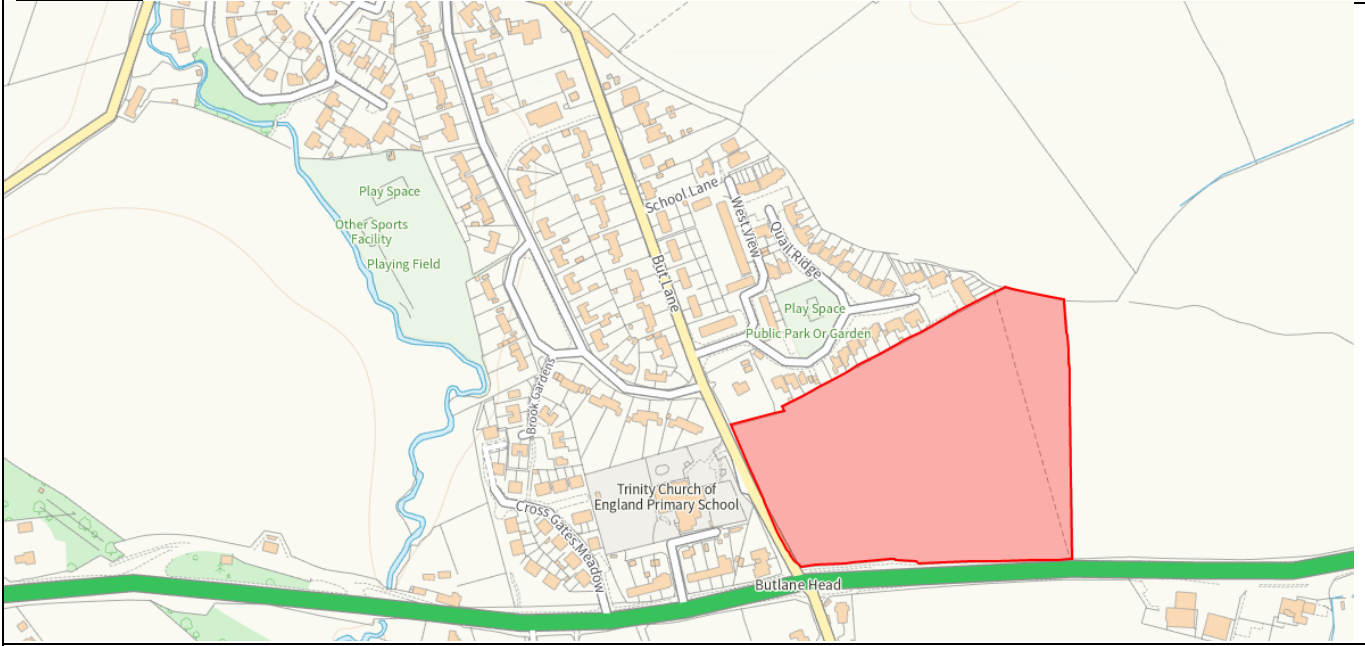
Development Management Report

Responsible Officer: Kassandra Polyzoides, Service Director – Place Shaping

Summary of Application

Application Number: 25/04301/FUL	Parish:	Ford
Proposal: Erection of 93no dwellings with associated infrastructure and landscaping (amended description).		
Site Address: Proposed Residential Development Land East of Ford Shrewsbury Shropshire		
Applicant: Shropshire Homes Limited		
Case Officer: Ollie Thomas	email: ollie.thomas@shropshire.gov.uk	

Grid Ref: 341754 - 313310



Recommendation:- That delegated authority is given to Officers to grant planning permission subject to the completion of a Section 106 agreement and the conditions in Appendix 1 and for any alterations to conditions as required.

REPORT

1.0 THE PROPOSAL

- 1.1 The application seeks full planning permission for the erection of 93 dwellings, comprising 100% affordable housing, together with associated access, internal roads, public open space, landscaping, drainage infrastructure and other ancillary works on land to the east of Ford. The scheme includes a mix of dwelling sizes and tenures, incorporating social rented and rent-to-buy homes, as well as a number of 1-bedroom bungalows designed to meet identified needs for accessible accommodation. The proposed residential development is set within areas of public open space, green infrastructure, sustainable drainage features and retained boundary landscaping.
- 1.2 Vehicular access is proposed via a new priority junction onto But Lane, supported by off-site highway works including a new pedestrian crossing and improved footway connections. The development also includes a dedicated onsite school drop-off and short-stay parking facility, intended to serve the adjacent Trinity C of E Primary School and to alleviate existing on-street parking pressures. The internal layout provides pedestrian connections throughout the site, retention and integration of existing public rights of way where relevant, and landscaping designed to soften the settlement edge and integrate the development with the surrounding area.
- 1.3 This site has been the subject of pre-application advice, through the Council's Speculative Sites Pre-Application service. The response given was that the site represented an acceptable location for development in regard to its spatial relationship with the settlement of Ford; however, it was acknowledged there were a number of constraints needing to be overcome including access, highways, landscaping and biodiversity, and noise amenity.

2.0 SITE LOCATION/DESCRIPTION

- 2.1 The application site is located on land to the south-eastern edge of Ford, immediately adjoining the existing built-up area, with residential development to the north and west and open countryside beyond to the east. The A458 forms a strong southern boundary to the site, with But Lane running along its western edge and providing the proposed point of access. Trinity C of E Primary School is located directly opposite the site on But Lane. The land comprises agricultural fields bounded by hedgerows and trees and is generally level in nature. While the site lies

outside the defined settlement boundary, its position adjacent to existing development and physical containment by surrounding infrastructure means it is read as part of the settlement edge rather than the wider open countryside.

3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION

3.1 The Parish 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 Parish Council has raised material matters which cannot be overcome by negotiation or the imposition of planning conditions.

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 Comment

4.1.1 SC Affordable Housing – No objections subject to s106 agreement

The development includes 93 affordable homes, with 41 rent-to-buy units where tenants pay 80% rent for five years before purchasing, and 52 social rented homes including eight one-bedroom bungalows designed for accessibility. Social rent is the most affordable tenure, typically around 50% cheaper than market rents.

Median house prices in Shropshire and Ford Parish exceed what average household earnings and mortgage capacity can support, creating affordability challenges especially for young and new households. Census and letting data show a significant proportion of social rented and private rented homes, with high demand for affordable housing demonstrated by numerous applications per advertised property and 5290 households registered on the council's choice-based letting system.

4.1.2 SC Highways – No objection subject to conditions

4.1.3 SC Green Infrastructure – No objection subject to conditions

The revised scheme includes surfaced paths within the POS, which is seen as positive for usability.

Advice to improve the LAP design for high quality MD2, inclusivity, and accessible play was not reflected in the amended layout.

The layout does provide a small area of open space for very young children to play close to their homes, interwoven within the development.

The amended layout has not incorporated the advice given to maximise play value and enhance inclusivity and accessibility in the LAP design, but can be secured through condition.

4.1.4 **SC Drainage – No objection subject to conditions**

The Flood Risk Assessment and Drainage Strategy have been reviewed and confirmed in compliance with the NPPF and Core Strategy CS18.

4.1.5 **SC Learning & Skills – No objection subject to S106 contribution**

Developers are required to contribute towards the cost of extra school places and facilities, including SEND provision and associated transport costs.

Recommended contributions should be secured via S106, CIL, and Basic Need agreements; yield data and financial calculations were provided, totalling £1,304,363 requested for educational provision.

4.1.6 **SC Regulatory Services – No objection subject to conditions**

Air Quality

The Air Quality Assessment found baseline air quality to be good, with pollutant levels well below objectives and no relevant AQMAs nearby.

Construction phase poses a medium risk for dust soiling and low risk for human health, but with standard IAQM mitigation, residual effects are not significant.

Operational traffic impacts are unlikely to cause adverse air quality effects, and the development is acceptable in air quality terms if recommended mitigation is secured.

Contaminated Land

No remedial action or conditions are required regarding contaminated land, as soil samples were below screening criteria.

Amenity

Concerns were raised about achieving acceptable noise standards due to road traffic from the A458 and But Lane; noise mitigation measures such as glazing and acoustic fencing are suggested, but layout/orientation changes have not been

considered.

Full details of a noise insulation scheme must be submitted and approved before first occupation, with specific noise level targets for internal and external areas.

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

FP16 intersects the development and will require a legal diversion; applicants must apply to the Rights of Way Team for this as a priority.

FP17 runs along the northern boundary and may also need temporary closure during development.

Development must not obstruct the Public Right of Way until a legal order is confirmed; the Right of Way must remain open and safe until then.

4.1.8 **SC Ecology – No objection subject to conditions and S106 contribution**

The ecological appraisal supports the classification of the site as other neutral grassland in moderate condition, and assesses potential impacts on bats, badgers, amphibians, hazel dormice, reptiles, and other priority species, with mitigation measures proposed for each.

Biodiversity Net Gain assessment predicts a significant loss in habitat units, recommending revision to include vegetated gardens and retention/enhancement of neutral grassland; mandatory 10% net gain will be met by purchasing habitat units from a habitat bank, with proof required before commencement.

A S106 agreement is required for site monitoring over 30 years, with a fee set at £13,275.27.

4.1.9 **SC Archaeology – No objection subject to conditions**

The site contains ridge and furrow earthworks of possible medieval origin and a possible Roman road along the southern boundary, indicating archaeological interest.

SC Archaeology agrees with the submitted desk-based assessment, noting low potential for prehistoric to Roman remains and medium to high potential for early medieval to modern remains.

4.1.10 **SC Conservation – No objections**

No heritage issues raised as the site is outside the Ford Conservation Area.

4.1.11 **SC Trees – No comments received**

4.1.12 **National Highways – No objection subject to conditions**

Access will be via But Lane, a local road with existing parking issues leading to queuing on the SRN, especially during school times. The applicant must demonstrate management of this risk. A proposed school drop-off parking area within the site addresses some concerns.

Plans include reinstatement of full-height kerbs on the A458 and closure of an existing agricultural access to prevent unsafe connections to the trunk road.

Trip generation, distribution, and traffic assignment have been reviewed and are considered acceptable, with corrected traffic flow data consistent with survey counts.

4.1.13 **West Mercia Constabulary – No comments received**

4.1.14 **Ramblers Association – No comments received**

4.1.15 **Ford Parish Council – Object**

The PC have submitted a series of objections to this application, of which is a 17-page letter (submitted 18th December 2025) and can be summarised as including the following material planning considerations:

- Disproportionate scale of development
- Inadequate facilities and services
- Lack of play areas and unsafe access
- Community concerns and socio-economic impact
- Comparison with other affordable housing schemes
- No CIL levy and the benefit this provides
- Severe highway and pedestrian safety concerns
- Impact on village character
- Ecology, landscaping and agricultural land
- Drainage issues
- Planning policy conflicts
- Comparison with other recent planning applications

A further representation has been received by the Parish Council, which is addressed to members of the planning committee, with its material considerations being summarised as follows:

- Proposed vehicular access from Butt Lane, is considered unsafe, especially for children attending Trinity Primary School, and the lack of a safer access

from the A458.

- The scale of the development is viewed as disproportionate to Ford's size and capacity, with no local housing needs survey to justify it and concerns about housing density and design.
- Additional concerns include the destruction of historic ridge and furrow features, rare plant species, and ongoing traffic hazards at the A458 junction.
- The Parish Council requests deferral of the application and revision of access arrangements, and expresses disappointment that the applicant has not addressed community concerns or revised proposals despite recent correspondence.

4.2 Public Comments

4.2.1 A total of 93 members of the public and neighbours have objected to the proposals, with the following providing a summary of the cited material planning considerations:

1. Highway Safety and Traffic Impact

- The proposed site access being directly opposite Trinity C of E Primary School, raising safeguarding concerns for children and pedestrians.
- Increased vehicle movements, including construction traffic, exacerbating existing congestion and queuing.
- Criticism that the applicant's Transport Assessment does not reflect real-world conditions, with reliance on data collected during the Covid period.
- Concern that the proposed school drop-off facility would be insufficient and would not materially reduce existing on-street parking or congestion.

2. Scale of Development and Settlement Character

- A significant increase in the number of dwellings and village population.
- Concerns that the development would represent over-development and urbanisation of a small rural settlement.
- The density and layout being out of keeping with surrounding development, particularly at a prominent "gateway" location to the village.

3. Affordable Housing Need and Tenure Mix

- The most recent parish-level survey indicated limited local demand.

- Previous affordable housing schemes in Ford reportedly took a prolonged period to achieve full occupation.
- The proposal for 100% affordable housing would result in an unusually high proportion of affordable stock within the village and would not provide opportunities for existing residents wishing to upsize or downsize.

4. Infrastructure, Services and Sustainability

- Limited capacity at Trinity Primary School and reliance on bus transport for secondary education.
- Lack of local facilities such as GP surgery, pharmacy, Post Office and reliable public transport.
- The likelihood that future residents would be heavily car-dependent, conflicting with sustainability objectives.

5. Heritage, Ecology and Landscape

- Potential harm to biodiversity, with objections disputing the applicant's classification of the grassland and citing independent ecological evidence suggesting higher ecological value.
- Loss of open greenfield land and adverse impact on rural landscape character.
- Potential harm to protected trees and long-term ecological connectivity.

6. Drainage and Flood Risk

- The land is susceptible to surface water accumulation.
- The proposed drainage strategy could increase flood risk to existing properties, especially those within Quail Ridge.

4.2.3 The representations made in support from 2 members of the public (owner/operators of both the Service Station and Ford Fish Bar) can be summarised as follows:

- the delivery of affordable housing,
- assistance in meeting housing targets,
- potential economic benefits to local businesses, and
- the inclusion of a school drop-off facility to help manage congestion.

4.2.4 Other non-statutory groups and bodies have provided comments to the application and summarised below, including:

4.2.5 **Ford Community 311 – Object**

Ford Community 311, representing a large number of local residents, objects to the proposal on broadly similar grounds to those raised by the Parish Council. They highlight highway safety risks, particularly around the school and But Lane/A458 junction; unsustainable location with limited services and public transport; over-concentration of affordable housing; lack of mixed tenure; absence of clear local need; and significant harm to heritage and ecological assets, including the ridge and furrow landscape. They also expresses concern about reliance on technical evidence that residents consider to be inaccurate or unrepresentative.

4.2.6 **Plantlife (National Conservation Charity) - Object**

Plantlife objects to the development on ecological grounds. The organisation disputes the applicant's ecological classification of the site and states that independent botanical evidence identifies the land as species-rich lowland meadow, which is a UK priority habitat. They consider the site to be of high ecological value and raises concern that the loss of this habitat would be irreversible, cannot be adequately compensated through Biodiversity Net Gain measures, and would conflict with national and local biodiversity policy.

4.2.7 **UK Habitat Classification - Object**

UK Habitat Classification raises concerns that the ecological baseline used by the applicant may be flawed or understated. They question the accuracy of habitat categorisation, the robustness of biodiversity calculations, and the reliance on off-site compensation. They consider that the proposal risks undervaluing ecologically significant grassland and that further assessment would be necessary to avoid inappropriate loss of habitat.

5.0 **THE MAIN ISSUES**

5.1 The main issues for consideration in the determination of this application are the principle of development, having regard to the site's countryside location, the delivery of 100% affordable housing and the current housing land supply position; the impact of the proposal on highway safety, access and active travel, particularly in relation to But Lane, the A458 junction and the nearby primary school; the scale, layout, design and landscape impact of the development at the settlement edge; the effects on ecology, biodiversity and heritage assets; drainage and flood risk; residential amenity; and the adequacy of infrastructure provision and developer contributions. These matters must be assessed in the overall planning balance.

6.0 **OFFICER APPRAISAL**

6.1 **Adopted Development Plan**

6.1.1 The application site lies to the southern edge of Ford, which under the current

adopted Plan is a countryside settlement where development is controlled in accordance with CS4 and CS5 of the Core Strategy. In holding a countryside location, CS5 and MD7a set out strict controls over new housing in the countryside, limiting it only to specific exceptions such, including affordable housing where this contributes to the sustainability of rural communities through local economic and community benefits.

- 6.1.2 CS5 sets out how affordable housing that meets a local need will be supported, especially where this development is located in recognisable named settlements. To this end, the Affordable Housing Officer has confirmed that there are 23 households with a preference to live in Ford, in addition to a further 79 households from adjacent parishes. This is considered together with further need deriving from the edge of Shrewsbury where demand exceeds supply and where key workers are challenged in finding affordable housing. The need element of CS5 is therefore met.
- 6.1.3 In regard to the location of the site, whilst the application cannot be said as being 'in' Ford, it is clearly on the edge of the built-up area with existing development to the north and west. Further, the southern A458 provides a strong boundary to Ford, whereby the site would be read as forming part of Ford once complete, and the proposals do not extend in an easterly direction in a manner that would draw built form out into the wider open countryside. In officers' view, the site location would therefore represent a logical rounding-off of the existing settlement, with development relating to and read in the context of the established built-up area. On this basis, and subject to the detailed design and landscaping matters considered later in this report, officers consider that the principle of the proposals in this location would not appear materially out of character with the remainder of Ford.

6.2 Withdrawn Draft Local Plan

- 6.2.1 The site was previously identified as an emerging site allocation (FRD011) within the now-withdrawn Draft Local Plan. However, with the withdrawal of that Plan from examination, the emerging policies and allocations carry no weight in the determination of planning application. The evidence base that supported the draft allocation holds limited weight as a material consideration.
- 6.2.2 The former draft allocation policy for FRD011 indicated that the site should come forward comprehensively and at a lower density, to meet the settlement housing guideline and deliver infrastructure improvements for the local community. The policy envisaged highway works to improve capacity at the A458 ghost-island right turn lane and a new access from But Lane, positioned towards the northern end of the western boundary to act as a gateway feature and to minimise conflict with movements along But Lane and the A458 junction. It also anticipated removal of the existing traffic calming by the school and replacement with on-site school parking and a drop-off facility within the FRD011 land. In addition, the policy sought

enhanced pedestrian and cycle connectivity, including incorporation of the existing public right of way through the site to link the A458 with Quail Ridge, and consideration of improved crossing/access across the A458 to services on the south side. Any further local/strategic highway mitigation would be informed by an appropriate Transport Assessment (including cumulative impacts) and consultation with National Highways.

The policy also required protection of existing mature trees and hedgerows (with compensatory planting where loss is unavoidable), landscaping to enclose the development from Quail Ridge and the adjacent countryside to the east, and design/layout measures (including orientation, acoustic design/materials and green infrastructure) to manage noise from the A458 and define a robust southern edge to the village. It noted that increased traffic volumes may require Habitats Regulations Assessment screening in relation to the Hencott Pool Ramsar site, and that a range of supporting studies should inform the scheme, including transport, heritage/archaeology, ecology, tree and hedgerow surveys, and surface water flood risk and drainage, with recommendations clearly reflected in the proposed development.

- 6.2.3 Although the draft allocation carries no weight in decision-making, the Site Layout Plans show the development delivering a comprehensive scheme that largely aligns with the principles, parameters and evidence base underpinning the former allocation.

6.4 The Tilted Balance

- 6.4.1 The Council is unable to demonstrate a five-year supply of deliverable housing land, paragraph 11(d) of the NPPF requires decision-makers to apply the presumption in favour of sustainable development, unless policies in the NPPF that protect areas of particular importance provide a clear reason for refusal. In such circumstances, the conflict with the adopted Development Plan must be considered in the overall planning balance and the weight given to that conflict relevant to the extent of housing land supply shortfall.

- 6.4.2 Paragraph 11(d) of the NPPF sets out that where the policies most important for determining an application are out-of-date, planning permission should be granted unless either:

- The application of NPPF policies that protect areas or assets of particular importance provides a clear reason for refusal or
- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as whole.

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6.4.3 In regard to the first criterion:

- The site does not lie within a protected landscape, a heritage designation or an area where development is restricted for ecological reasons.
- Technical assessments confirms that the proposal would not result in unacceptable impacts on designated heritage assets, protected species or designated ecological sites.
- The site lies within Flood Zone 1.

On this basis, there is no clear reason for refusal to protect areas or assets of importance and the tilted balance is not dis-engaged.

6.4.4 Consequently, paragraph 11(d)(ii) applies and requires a balancing exercise between the adverse impacts and benefits of the development. The key test is whether the adverse impacts significantly and demonstrably outweigh the benefits.

6.5 Transport and Access

6.5.1 Vehicular access to the development is proposed via a new priority junction on But Lane, positioned toward the northern end of the site frontage. The access has been designed to appropriate geometry standards, including adequate carriageway width and radii, and to ensure safe and convenient operation for all users. Visibility splays have been calculated using speed data derived from on-site traffic surveys and are achievable within land under the applicant's control. Swept path analysis demonstrates that refuse vehicles and emergency vehicles can enter and exit the site safely in a forward gear.

6.5.2 As part of the proposals, existing traffic calming features on But Lane adjacent to the site will be rationalised and a zebra crossing introduced to improve pedestrian safety, particularly in relation to movements associated with the nearby primary school. The detailed design of the access and off-site highway works will be secured through a Section 278 agreement, ensuring that final details meet the requirements of the highway authority.

6.5.3 Traffic and Movements

6.5.4 The submitted Transport Assessment assesses the traffic impact of up to 93 dwellings together with a school drop-off facility. Trip generation has been derived using the TRICS database and local census data, with a robust "worst-case" approach adopted to include school-related movements. In the AM peak hour, the development is forecast to generate approximately 100–110 two-way vehicle movements, with lower levels in the PM peak.

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- 6.5.5 Junction capacity assessments have been undertaken at the But Lane/A458 crossroads, including opening year and future year scenarios with traffic growth applied. The results indicate that all junction arms would continue to operate well within capacity, with reserve capacity remaining in all assessed scenarios. The Transport Assessment concludes that the additional traffic generated by the development would not result in an unacceptable impact on highway safety, nor a severe residual cumulative impact on the road network.
- 6.5.6 The proposal includes the provision of a dedicated on-site school drop-off and short-stay parking area designed to serve Trinity C of E Primary School, located immediately opposite the site. The facility provides approximately 20 parking spaces within the development and is directly linked to a new zebra crossing on But Lane, offering a safer and more convenient route for pedestrians crossing between the parking area and the school.
- 6.5.7 The Transport Assessment confirms that this provision would relocate existing school drop-off activity away from But Lane, where on-street parking currently takes place during peak school times. By accommodating these movements within the site, the proposals are expected to reduce congestion, improve forward visibility, and minimise conflicts between parked vehicles, pedestrians and through-traffic on the public highway
- 6.5.8 In this regard, the proposal accords with paragraph 116 of the National Planning Policy Framework (February 2025), which states that development should only be refused on highways grounds where the impacts would be unacceptable in terms of safety or severe in terms of residual cumulative impacts.
- 6.5.9 Road safety
- 6.5.10 A Stage 1 Road Safety Audit has been undertaken for the proposed access and associated highway works, including the new zebra crossing and changes to existing highway features. The Audit identified a small number of matters to be addressed at detailed design stage, principally relating to pedestrian intervisibility, surface water drainage, and the control of on-street parking near the access and crossing.
- 6.5.11 These matters will be addressed through the Section 278 process. National Highways, as the relevant overseeing organisation in respect of the A458, has confirmed its agreement with the proposed responses. Subject to the implementation of these agreed measures, the development is not considered to give rise to any residual highway safety concerns.
- 6.5.12 Sustainable Transport and Active Travel
- 6.5.13 The site is relatively well connected to local services and facilities. A primary school

lies directly opposite the site on But Lane, while local shops and bus stops on the A458 are within walking distance. Bus services provide regular (albeit infrequent) connections to Shrewsbury and surrounding settlements, offering an alternative to private car travel.

- 6.5.14 Pedestrian routes are provided within and around the site, and an existing Public Right of Way adjoining the site is retained and integrated into the layout, supporting opportunities for walking and local connectivity. The internal road layout prioritises low vehicle speeds and pedestrian safety, and appropriate levels of on-plot parking are provided in line with local practice.
- 6.5.15 The proposals therefore support opportunities for travel by modes other than the private car, consistent with the objectives of Core Strategy Policy CS7, which seeks to promote safe, accessible and sustainable transport choices, and with the overarching sustainable development principles of the NPPF.

6.6 Scale and Design

- 6.6.1 The proposed development comprises a mix of detached and semi-detached dwellings of predominantly two storeys, with a limited number of bungalows introduced in appropriate locations. The overall scale of development is consistent with the surrounding settlement edge and nearby residential areas, ensuring that building heights and massing do not appear visually dominant when viewed from adjoining streets, public rights of way or neighbouring properties. The layout demonstrates a clear hierarchy of streets and spaces, with larger dwellings generally located on key frontages and lower-scale units, including bungalows, used to provide a softer transition along sensitive edges of the site.
- 6.6.1 In design terms, the scheme adopts a palette of traditional house types that reflect established local character. The submitted house types feature pitched roofs, varied ridge heights, chimneys on selected plots and a combination of brick and render finishes to add visual interest and articulation. Elevational detailing, including window proportions, door treatments and variation in materials, helps to avoid uniformity across the development while maintaining a consistent overall identity. Plots are arranged to address streets and open spaces positively, with active frontages and defensible private gardens to the rear, contributing to an attractive street scene.
- 6.6.2 The arrangement of dwellings has been considered to respond to internal movement routes, public open space and the site context. Corner plots and focal locations are reinforced through the orientation of buildings and variation in house types, while spacing between properties avoids over-development and ensures adequate outlook and amenity. Overall, the development is considered appropriate in scale and design, responding positively to its context and contributing to a well-designed residential environment in accordance with CS6 and MD2 of the

Local Plan.

6.7 Visual impact and landscaping

- 6.7.1 The submitted Landscape and Visual Appraisal (November 2025) was prepared in support of an earlier iteration of the scheme. Since its submission, the layout and landscape proposals have been refined through the application process. Officers have therefore given particular weight to the appraisal's assessment of landscape character, sensitivity and the identification of key visual receptors, whilst independently reviewing the updated layout and landscape drawings to confirm whether its conclusions remain applicable. In regard to the updated plans, it is considered that the overall reduced development quantum, site extent and landscape strategy remain consistent with those assessed in the appraisal. Importantly, the revised proposals retain and reinforce boundary planting, provide a strong landscaped eastern edge to the settlement, and incorporate public open space and green infrastructure that responds positively to the site's context. On this basis, officers are satisfied that the updated scheme would not give rise to materially greater landscape or visual impacts than those identified in the submitted appraisal, and in some respects would further improve landscape integration.
- 6.7.2 The layout and landscape strategy place strong emphasis on the retention and strengthening of existing boundary hedgerows and trees, particularly along the site edges, helping to filter views of the development from surrounding roads and nearby properties. Where the scheme adjoins existing residential areas, new structural planting, defined rear garden boundaries and appropriate boundary treatments are provided to ensure adequate screening, protect visual amenity and create a clear and coherent transition between existing and proposed built form.
- 6.7.3 Within the site, a structured network of public open spaces, green corridors and SuDS features is proposed, integrated with new tree and shrub planting and areas of amenity grass. The planting proposals include a mix of native and ornamental species, street trees and hedgerows, which will provide visual structure, soften the built form and enhance the overall character of the development. Views of the development will generally be short-range and filtered by existing and new vegetation, with visual effects expected to reduce over time as planting establishes. Subject to conditions securing implementation, phasing and management, the proposals are considered appropriate in scale and design and acceptable in landscape and visual terms.

6.8 Ecology and Biodiversity

- 6.8.1 A Preliminary Ecological Appraisal and Biodiversity Net Gain (BNG) Design Stage Report have been submitted in support of the application. The site is not located within or adjacent to any statutory or non-statutory ecological designations, and the submitted surveys confirm that the land is predominantly other neutral grassland of

moderate ecological value, bounded by hedgerows and scattered trees, this is confirmed as an acceptable assessment of baseline conditions by the Council's Ecologist. No evidence of protected species that would constrain development has been identified, and the site is considered to have low to moderate suitability for protected and priority species, which can be appropriately addressed through standard avoidance and mitigation measures. All boundary hedgerows and trees are to be largely retained, with mitigation measures - including a Construction and Ecological Management Plan, precautionary working methods, and sensitive lighting - capable of being secured by condition.

- 6.8.2 The BNG assessment confirms that while the development would result in a net loss of area-based habitat on site, this will be fully addressed through a combination of on-site habitat creation and enhancement, together with off-site biodiversity units, to achieve the mandatory 10% Biodiversity Net Gain in accordance with the Environment Act 2021. Subject to the imposition of appropriate planning conditions and a Section 106 Agreement to secure BNG monitoring, the proposal is considered acceptable in ecological and biodiversity terms and compliant with national and local planning policy.

6.9 Drainage and Flood Risk

- 6.9.1 A Flood Risk Assessment and drainage strategy have been submitted in support of the proposal. The site is located wholly within Flood Zone 1, where there is a low probability of flooding, and is therefore suitable for residential development. The assessment confirms that the site is at very low risk of flooding from fluvial, tidal and surface water sources, with low risk from groundwater, sewer and other sources. Any minor surface water ponding identified within low-lying areas of the site will be addressed through site re-profiling and the proposed drainage design.

- 6.9.2 Surface water drainage is proposed in accordance with the drainage hierarchy and incorporates Sustainable Drainage Systems (SuDS). Infiltration has been discounted due to low permeability soils, and discharge to a watercourse is not feasible; accordingly, surface water will drain to an existing surface water sewer in Quail Ridge. Foul water will discharge via gravity to the existing foul sewer network at an agreed restricted rate. Subject to conditions securing the detailed design, phasing, implementation and long-term management of the drainage and SuDS features, the proposal is considered acceptable in flood risk and drainage terms and will not result in increased flood risk on-site or elsewhere and is therefore in accordance with CS18 and MD2 of the Local Plan.

6.10 Heritage and Archaeology

- 6.10.1 An Archaeological Desk-Based Assessment and Built Heritage Statement has been submitted in support of the application. The assessment confirms that there are no designated heritage assets within the site, and that the site makes no meaningful

contribution to the setting of the Ford Conservation Area, from which it is physically and visually separated. While there is some potential for archaeological remains of local interest associated with historic agricultural use, there is no evidence of remains of national importance, and the proposed development would not result in harm to the significance of any designated or non-designated heritage assets. The proposal is therefore considered acceptable in heritage and archaeological terms and compliant with CS17 and MD13 of the Local Plan and Section 16 of the NPPF.

6.11 Noise and Air Quality

6.11.1 A Noise Risk Assessment and Acoustic Design Statement has been submitted to assess the suitability of the site for residential development, having regard to road traffic noise from the A458 and But Lane. The assessment identifies that noise levels across parts of the site are influenced by road traffic, particularly along the southern boundary; however, it concludes that acceptable internal and external living conditions can be achieved through the application of an appropriate acoustic design strategy. This includes the use of enhanced glazing and alternative ventilation where required, together with acoustic boundary treatments to rear gardens on selected plots. While the site layout does not rely on significant re-orientation of dwellings to mitigate noise, the submitted acoustic mitigation measures are considered capable of ensuring compliance with relevant internal and external noise standards. Shropshire Council Regulatory Services raise no objection subject to a condition requiring the submission and approval of a detailed noise insulation scheme prior to first occupation, to ensure that the specified noise criteria are achieved.

6.11.2 An Air Quality Assessment (Revision 2.0, February 2026) has also been undertaken in consultation with the Council's Environmental Health Officer. This confirms that baseline air quality in the area is good, with monitored and modelled concentrations of nitrogen dioxide and particulate matter well below national air quality objectives, and with no Air Quality Management Areas in the vicinity of the site. During construction, dust effects are assessed as medium risk for dust soiling and low risk for human health; however, with the implementation of standard IAQM mitigation measures, residual effects are predicted to be not significant. During the operational phase, traffic generated by the development is not expected to result in adverse air quality impacts, and the assessment concludes that effects on local air quality would be insignificant. Regulatory Services raise no objection to the proposal on air quality grounds, subject to the recommended construction phase mitigation being secured by condition.

6.12 Mineral Safeguarding

6.12.1 The application site lies within an area identified as having potential mineral resources; however, no site-specific Mineral Safeguarding Assessment has been submitted in support of the proposal. Notwithstanding this, Officers are satisfied

that the development does not conflict with local or national mineral safeguarding policies. The site is located immediately adjacent to existing residential development and established infrastructure, and forms part of the settled edge of Ford, such that the practical scope for prior extraction or future mineral working would be significantly constrained. On this basis, it is considered that the development would not result in the unnecessary sterilisation of economically viable mineral resources and is therefore consistent with adopted policy.

6.13 Ground Contamination

6.13.1 A Phase I and Phase II Geoenvironmental Assessment has been submitted in support of the application. The site has historically comprised undeveloped agricultural land, and no evidence of potentially contaminative past uses was identified. Intrusive investigations, including soil sampling and laboratory testing, identified no visual or olfactory evidence of contamination, and all chemical test results were below the relevant human health and environmental assessment criteria. No significant pollutant linkages were identified, and the assessment concludes that the site poses a low risk to human health and controlled waters for the proposed residential use. Accordingly, no remediation measures are considered necessary, subject to the implementation of standard good practice during construction.

6.14 Developer Contributions

6.14.1 The proposed development comprises 100% affordable housing and, as such, is not liable to Community Infrastructure Levy payments. All contributions will therefore be secured via a Section 106 Legal Agreement.

6.14.2 Affordable Housing

The development will deliver 100% affordable housing, comprising a mix of social rented and rent-to-buy dwellings, including 1-bedroom bungalows to meet identified needs for households requiring level-access accommodation. The Council's Housing Enabling consultee has confirmed that the scale, tenure mix and dwelling type respond to a demonstrable and ongoing local housing need within Ford Parish and its surrounding area, supported by housing register data, letting demand and affordability evidence. A planning obligation will secure the dwellings as affordable in perpetuity, together with a Local Lettings Plan and associated allocation arrangements, including local connection criteria.

6.14.3 Education

A financial contribution of £110,870.40 will be secured through the Section 106 Agreement towards education infrastructure. The contribution will be directed towards improvements at the nearby primary school, specifically to support the

delivery of a new car park and classroom facility, in order to mitigate the additional demand arising from the development. This approach accords with advice from the relevant education consultee and is considered necessary to ensure adequate local education provision is maintained.

6.14.4 BNG Monitoring

The submitted Biodiversity Net Gain Assessment identifies a net loss of habitat units, primarily due to the loss of areas of other neutral grassland, and while revisions to incorporate vegetated gardens and retain and enhance habitats will reduce this loss, the development will not achieve the mandatory 10% net gain on site; accordingly, the residual deficit will be addressed through the purchase of off-site biodiversity units, with evidence to be submitted as part of the Biodiversity Gain Plan. The scheme also includes a range of significant on-site habitats, including grassland, woodland, scrub, SUDS features and reedbeds, which will require monitoring over the minimum 30-year period, and a financial contribution of £13,275.27 will therefore be secured through the Section 106 Agreement to fund long-term biodiversity monitoring.

7.0 **Planning Balance**

7.1 In assessing this application, the Council is required to determine in accordance with the Development Plan, unless material considerations indicate otherwise. The application site lies outside the defined settlement boundary and therefore departs from the spatial strategy of the adopted development plan; however, the proposal falls within an explicit exception under Policy CS5 as a 100% affordable housing scheme intended to meet an identified local housing need, and is therefore not contrary to the principle of development when considered against its scale, siting and impacts.

7.2 However, the Council is currently unable to demonstrate a five-year supply of deliverable housing land. As such, the policies most important for the determination of the application are out of date and paragraph 11(d) of the National Planning Policy Framework is engaged, requiring the application of the presumption in favour of sustainable development.

7.3 **Benefits**

7.3.1 **Delivery of 100% Affordable Housing:** provision of 93 affordable dwellings, including social rented and rent-to-buy homes and accessible bungalows, addressing an evidenced and acute local and wider housing need in accordance with Policy CS5. This attracts **very substantial weight**.

7.3.2 **Housing Land Supply Benefit:** contribution towards boosting housing delivery in the context of the Council's inability to demonstrate a five-year supply of deliverable

housing land. This attracts **very substantial weight**.

7.3.3 **Social and Community Benefits:** improved housing choice for local residents, young households and key workers, supporting the sustainability and social cohesion of Ford and surrounding settlements. This attracts **substantial weight**.

7.3.4 **Highway Safety Improvements:** provision of a new onsite school drop-off facility and pedestrian crossing, reducing existing on-street parking pressures and improving safety on But Lane. This attracts **substantial weight**.

7.3.5 **Education Infrastructure Investment:** secured financial contribution of £110,870.40 towards improvements at the nearby primary school, including a new car park and classroom facility. Whilst these contributions are necessary to make the development acceptable in planning terms, the support they provide to education infrastructure in Ford attracts **moderate weight**.

7.3.6 **Economic Benefits:** short-term economic benefits during construction, including employment and expenditure in the local area. This attracts **moderate weight**.

7.4 **Harms**

7.4.1 **Countryside Location:** the site lies outside of any defined settlement boundary in the country, resulting in a departure from the spatial strategy of the adopted development plan. This attracts **moderate weight** reflecting a reduced weighting by virtue of the proposal comprising 100% affordable housing, which falls within an explicit exception supported by CS5.

7.4.2 **Loss of Existing Habitat:** loss of areas of other neutral grassland on site, requiring mitigation through habitat creation and off-site biodiversity provision. This attracts **moderate weight**, reflecting a reduced weighting given that technical reports and the Ecology consultee comments confirm the site to be of low to moderate ecological value, with no significant habitats present.

7.4.3 **Landscape and Visual Change:** development of a greenfield site will result in a permanent change to the landscape character at the settlement edge, notwithstanding mitigation. This attracts **moderate weight** in recognition that the site does not lie within a protected landscape, is visually contained by existing development and strong boundaries and the proposal responds to the built-form and settlement pattern.

7.4.4 **Additional Traffic Movements:** increase in vehicle movements associated with the development, although assessed as acceptable and not severe in highway terms. This is therefore considered as **neutral**.

8.0 **CONCLUSION**

8.1 In light of the Council's current housing land supply position, and having regard to the NPPF's presumption in favour of sustainable development (paragraph 11(d)), the proposal represents a sustainable form of development. The benefits of the scheme attract significant weight, in particular the delivery of 93 dwellings as 100% affordable housing to meet identified needs (very substantial weight) and the contribution to housing delivery in the context of the five-year housing land supply shortfall (very substantial weight), together with associated social/community and highway safety benefits (substantial weight) and more limited economic and education-related benefits (moderate weight). These benefits are weighed against the identified harms, namely the countryside location outside the settlement boundary, the loss of existing habitat and the permanent landscape/visual change (each attracting moderate weight), with additional traffic impacts assessed as neutral. On balance, and having applied the tilted balance, the adverse impacts do not significantly and demonstrably outweigh the benefits. The material considerations therefore indicate that planning permission should be granted, subject to the completion of a Section 106 agreement and the conditions set out in Appendix 1.

9.0 Risk Assessment and Opportunities Appraisal

9.1 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.

9.2 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.

9.3 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.

10.0 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.

11. Background

Relevant Planning Policies

- **National Planning Policy Framework**
- **Core Strategy and Saved Policies:**

CS1 - Strategic Approach
CS4 - Community Hubs and Community Clusters
CS5 - Countryside and Greenbelt
CS6 - Sustainable Design and Development Principles
CS7 - Communications and Transport
CS8 - Facilities, Services and Infrastructure Provision

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CS9 - Infrastructure Contributions
CS11 - Type and Affordability of housing
CS17 - Environmental Networks
CS18 - Sustainable Water Management

MD1 - Scale and Distribution of Development
MD2 - Sustainable Design
MD3 - Managing Housing Development
MD7A - Managing Housing Development in the Countryside
MD12 - Natural Environment
MD13 - Historic Environment
SPD Type and Affordability of Housing

RELEVANT PLANNING HISTORY:

SS/25/00023 SSPPA00003 - Site 08 SSA 26th March 2025

12. Additional Information

View details online: <http://pa.shropshire.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=T5OIGBTDM4M00>

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)

Cabinet Member (Portfolio Holder) - Councillor David Walker

Local Member Cllr Roger Evans

Appendices APPENDIX 1 - Conditions

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APPENDIX 1

Conditions

STANDARD CONDITION(S)

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

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

2. 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

3. 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 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.

4. Prior to the commencement of the development, 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

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accordance with NPPF.

5. Prior to the commencement of any works, in accordance with the submitted FRA (Flood Risk Assessment, prepared by RACE, February 2026, Rev. 3) and Drainage Strategy Plan (Drainage Strategy Plan, prepared by RACE, February 2026, Rev. 3), detailed designs of a surface water drainage scheme 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 the development. This shall include:

- A drawing showing the route 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

Reason: To prevent flooding in accordance with National Planning Policy Framework paragraphs 181,182 and 187 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.

6. None of the off-site works as shown on plan 27439 01 D shall be constructed until such time that it has been demonstrated in writing to the Local Planning Authority that full technical approval has been secured and shall then be constructed in accordance with that approval prior to first occupation.

Reason: In the interests of highway safety.

7. Prior to the commencement of above ground works a scheme for protecting the occupants of the proposed residential development from noise from the A458 and But Lane has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be completed prior to the first occupation of the development and shall thereafter be retained. The scheme shall include suitable means of ventilation, designed to address any potential overheating issues whilst achieving acceptable internal noise levels, specific design solutions may need to be developed alongside advice from energy consultants.

Reason: To ensure that acceptable noise levels within the development and its curtilage are not exceeded.

8. No development shall commence (including ground works and vegetation clearance) until a habitat management plan of the on and off site gains has been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

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- a) Description and evaluation of the features to be managed;
- b) Ecological trends and constraints on site that may influence management;
- c) Aims and objectives of management;
- d) Appropriate management options for achieving aims and objectives;
- e) Prescriptions for management actions;
- f) Preparation of a works schedule (including an annual work plan and the means by which the plan will be rolled forward annually);
- g) Personnel responsible for implementation of the plan;
- h) Detailed monitoring scheme with defined indicators to be used to demonstrate achievement of the appropriate habitat quality;
- i) Possible remedial/contingency measures triggered by monitoring;
- j) The financial and legal means through which the plan will be implemented.

The plan shall be carried out as approved.

Reason: To protect and enhance features of recognised nature conservation importance, in accordance with MD12, CS17 and section 193 of the NPPF.

9. (a) No development approved by this permission shall commence until a written scheme of investigation for a programme of archaeological work has been submitted to and approved by the Local Planning Authority in writing.

(b) The approved programme of archaeological work set out in the written scheme of investigation shall be implemented in full and a report detailing the results of the archaeological work provided to the Local Planning Authority prior to first use or occupancy of the development.

Reason: The site is known to hold archaeological interest.

10. Prior to the commencement of the development hereby permitted a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A458 trunk road). The plan shall include as a minimum:

- a) Construction phasing
- b) An HGV routing plan 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 and school drop off and pick up times.
- c) Details of any special or abnormal deliveries or vehicular movements.
- d) Clear and detailed measures to prevent debris, mud and detritus being distributed onto the Local highway and SRN.
- e) Mitigation measures in respect of noise and disturbance during the construction phase including vibration and noise limits, monitoring methodology, screening, a detailed specification

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of plant and equipment to be used and construction traffic routes.

f) 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.

g) Waste management.

h) Wheel washing measures.

i) 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.

Reason: To mitigate any adverse impact from the development on the A458 trunk road and to satisfy the reasonable requirements of road safety.

11. Prior to the commencement of development a Construction and Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Plan Authority. The CEMP shall set out as, as minimum, site specific measures to control and monitor impact arising in relation to:

- Noise and vibration
- Dust and air pollutants
- Land contamination
- Ecology and ground water.

The CEMP shall set out arrangements by which the development shall maintain communication with residents and businesses in the vicinity of the site, and by which the developer shall monitor and document compliance with the measures set out in the CEMP. The development shall be carried out in full accordance with the approved CEMP at all times.

Reason: To safeguard the amenities of the adjoining properties and the area generally and to protect features of nature conservation importance.

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

12. Prior to the occupation of any dwelling hereby approved, details of the design, location, equipment, delivery and long-term management of the Local Area for Play (LAP) shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

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- the size, layout and specification of the LAP;
- details of the play equipment, surfacing and boundary treatments;
- measures to ensure inclusive and accessible play provision;
- a timetable for implementation; and
- arrangements for the future management, maintenance and retention of the LAP for the lifetime of the development.

The LAP shall be implemented in accordance with the approved details prior to first occupation of the hereby approved dwellings and thereafter retained and maintained as approved.

Reason: To ensure the provision of appropriate, safe and inclusive play facilities to serve the development.

13. All hard and soft landscape works shall be carried out in accordance with the approved plan 100_SHRSK_XX_XX_DR_L_1000 Rev 04. The works shall be carried out prior to the occupation / use of any part of the development hereby approved. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, 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, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

14. Upon completion of the surface water drainage scheme and prior to the first occupation of the development, 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), has been 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. A full set of "as built" drawings highlighting any minor changes to the approved drawings.
3. Demonstration that vegetation has become established.
4. Photographs of excavations (including soil profiles/horizons) and any installation of any surface water drainage structures and control mechanisms.
5. 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.

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

15. Prior to first occupation of the development hereby approved a Travel Plan shall be submitted to the Local Planning Authority and approved in writing. The Travel Plan shall include a named Travel Plan coordinator and details of proposals including targets, timetables and enforcement mechanisms. The Travel Plan shall thereafter be implemented in accordance with the approved details.

Reason: To promote sustainable modes and active travel

16. No part of the development hereby approved shall be occupied until the parking area as shown on plan A1178 03 P has been constructed in accordance with the approved plan and a parking management strategy for the operation and enforcement of the parking area has been submitted to the Local Planning Authority and approved in writing.

Reason: In the interests of highway safety

17. On completion of the works but prior to any occupation of the approved development, the applicant shall submit to and have approved in writing by the Local Planning Authority, an assessment from a competent person to demonstrate that the development has been constructed to provide sound attenuation against external noise in accordance with BS8233:2014. The following levels shall be achieved: Maximum internal noise levels of 30dB LAeq,T for living rooms and bedrooms. For bedrooms at night individual noise events (measured with F time-weighting) shall not (normally) exceed 45dB LAmax.

Reason: To ensure that acceptable noise levels within the development and its curtilage are not exceeded.

18. Prior to the occupation of any dwelling hereby permitted, the scheme of works to reinstate the kerb as shown in general accordance with Drawing 'A458 Reinstatement of full height kerbs' (Dated March 2026), or other drawing approved in writing by the Local Planning Authority in Consultation with the Highways Authority for the A458, is completed.

Reason: To mitigate any adverse impact from the development on the A458 trunk road and to satisfy the reasonable requirements of road safety.

19. Prior to first occupation / use of the buildings hereby approved, the makes, models and locations of wildlife boxes shall be submitted to and approved in writing by the Local Planning

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Authority.

The following boxes shall be erected on the site:

- A minimum of 30 external woodcrete bat boxes or integrated bat bricks, suitable for nursery or summer roosting for small crevice dwelling bat species.
- A minimum of 30 artificial nests, of either integrated brick design or external box design, suitable for starlings (42mm hole, starling specific), sparrows (32mm hole, terrace design), house martins (house martin nesting cups), swallows (swallow nesting cups) and/or small birds (32mm hole, standard design).
- A minimum of 25 artificial nests, of integrated brick design, suitable for swifts (swift bricks).
- A minimum of 20 invertebrate bricks/hotels of integrated and/or external design, suitable for pollinators.
- A minimum of 6 hedgehog domes (standard design) to provide refuge for hedgehogs.
- A minimum of 2 hibernaculum to be created to provide refuge for herptiles.

The boxes shall be sited in suitable locations, with a clear flight path, where appropriate, and where they will be unaffected by artificial lighting. The boxes shall thereafter be maintained for the lifetime of the development.

For swift bricks: 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 7) North or east/west aspects preferred.

Reason: To ensure the provision of roosting and nesting opportunities, in accordance with MD12, CS17 and section 193 of the NPPF.

20. No part of the development hereby approved shall be occupied until the access as shown on plan 27439 01 D has been constructed in accordance with the approved plan.

Reason: In the interests of highway safety.

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

21. All works to the site shall occur strictly in accordance with the mitigation and enhancement measures regarding bats, badgers, birds, herptiles and other priority species as provided in the Preliminary Ecological Appraisal (RSK, January 2026).

Reason: To ensure the protection of and enhancements for bats and Great Crested Newts, which are European Protected Species, badgers under the Protection of Badgers Act 1992, and birds and herptiles which are protected under Section 1 of the 1981 Wildlife and

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Countryside Act (as amended).

22. 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, e.g. bat and bird boxes, trees, and hedgerows. The submitted scheme shall be designed to take into account the advice on lighting set out in the Bat Conservation Trust's Guidance Note 08/23 Bats and artificial lighting in the UK. 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.

Informatives

1. In arriving at this decision Shropshire Council has used its best endeavours to work with the applicant in a positive and proactive manner to secure an appropriate outcome as required in the National Planning Policy Framework, paragraph 38.

2. The land and premises referred to in this planning permission are the subject of an Agreement under Section 106 of the Town and Country Planning Act 1990. The S106 may include the requirement for a financial contribution and the cost of this should be factored in before commencing the development. By signing a S106 agreement you are legally obliged to comply with its contents, irrespective of any changes to Planning Policy or Legislation.

3. This planning permission is subject to mandatory Biodiversity Net Gain. Please see <https://www.gov.uk/guidance/meet-biodiversity-net-gain-requirements-steps-for-developers> for more information. Development must not commence until you have submitted and obtained approval for a Biodiversity Gain Plan.

4. The applicant is reminded that confirmation of a Diversion Order for the public right of way shall be obtained prior to development being commenced. The commencement of development prior to such confirmation would be likely to lead to legal complications and/or possible infringement of existing public rights and thus conflict with other legislation.