



Shropshire Council
Legal and Democratic Services
Guildhall,
Frankwell Quay,
Shrewsbury
SY3 8HQ

Date: Monday, 14 September 2026

Committee:
Northern Planning Committee

Date: Tuesday, 22 September 2026

Time: 2.00 pm

Venue: The Council Chamber, The Guildhall, Frankwell Quay, Shrewsbury, SY3 8HQ

You are requested to attend the above meeting. The Agenda is attached
There will be some access to the meeting room for members of the press and public, but this will be limited. If you wish to attend the meeting please email democracy@shropshire.gov.uk to check that a seat will be available for you.

Please click [here](#) to view the livestream of the meeting on the date and time stated on the agenda*

The recording of the event will also be made available shortly after the meeting on the Shropshire Council Youtube Channel [Here](#)

The Council's procedure for public speaking at Planning Committees can be found by clicking on this link: <https://shropshire.gov.uk/planning/applications/planning-committees>

Richard Phillips
Service Director – Legal and Governance (Monitoring Officer)

Members of the Committee

Julian Dean (Chairman)
Benedict Jephcott (Vice-Chair)
Caroline Bagnall
Neil Bentley
Andy Davis
Greg Ebbs
Gary Groves
Mark Owen
Brian Evans
Carl Rowley
Ed Potter

Substitute Members of the Committee

Duncan Borrowman
Jamie Daniels
Adam Fejfer
Jon Tandy
Colin Taylor
Sam Walmsley
Thomas Clayton
Brendan Mallon
Nick Hignett
Craig Emery
Alan Mosley

Your Committee Officer is:

Emily Marshall Committee Officer

Tel: 01743 257717

Email: emily.marshall@shropshire.gov.uk

When attending this meeting, Members are reminded of the three principles of the Jo Cox Foundation and Compassion in Politics Civility Pledge:

1. *Use a civil and constructive tone in debate*
2. *Act with integrity, honesty and compassion*
3. *Behave respectfully towards others, including those I disagree with*

*(Please note that while we strive to live stream meetings, technical issues may occasionally occur. In the event of a technical disruption, the meeting will be paused to try to resolve the issue. Should it not be possible to resume the live stream, the meeting will proceed as scheduled, and a backup recording will be made available after the meeting. Any disruption to the live stream does not affect the legality of the meeting).

AGENDA

1 Apologies for Absence

To receive apologies for absence.

2 Minutes (Pages 1 - 4)

To confirm the Minutes of the meeting of the Northern Planning Committee held on 18th August 2026, attached, marked 2.

Contact: Emily Marshall on 01743 257717

3 Public Question Time

To receive any public questions or petitions from the public, notice of which has been given in accordance with Procedure Rule 14. The deadline for this meeting is 12 noon on Wednesday, 16th September 2026.

4 Disclosable Pecuniary Interests

Members are reminded that they must declare their disclosable pecuniary interests and other registrable or non-registrable interests in any matter being considered at the meeting as set out in Appendix B of the Members' Code of Conduct and consider if they should leave the room prior to the item being considered. Further advice can be sought from the Monitoring Officer in advance of the meeting.

5 Proposed Residential Development Land Between Aston Road and Church Lane, Wem, Shropshire (25/02775/OUT) (Pages 5 - 108)

Outline planning application, to include access matters only for: up to 175 dwellings, site access and highway works, green infrastructure including public open space, sustainable drainage, landscape buffering, amenity green space, and ancillary works.

6 Proposed Residential Development Land North Of Old Rectory Gardens, West Felton, Shropshire (25/03651/FUL) (Pages 109 - 132)

Proposed residential development of 10 dwellings

7 Proposed Residential Development Land West Of Alma Close West Felton Shropshire (26/00099/OUT) (Pages 133 - 164)

Residential Development (Outline) with Access to be considered

8 39 Oak Street Shrewsbury, Shropshire, SY3 7RQ (26/02359/FUL) (Pages 165 - 174)

Creation of a terrace above existing conservatory, porch to front and insertion of an additional window at second floor level

9 Appeals and Appeal Decisions (Pages 175 - 186)

10 Date of the Next Meeting

To note that the next meeting of the North Planning Committee will be held at

2.00 pm on Tuesday 20th October 2026 in the Shrewsbury Room, The Guildhall, Shrewsbury.



Committee and Date

Northern Planning Committee

22nd September 2026

NORTHERN PLANNING COMMITTEE

Minutes of the meeting held on 18 August 2026

In the Council Chamber, The Guildhall, Frankwell Quay, Shrewsbury, SY3 8HQ

2.00 - 3.00 pm

Responsible Officer: Emily Marshall

Email: emily.marshall@shropshire.gov.uk Tel: 01743 257717

Present

Councillor Julian Dean (Chairman)

Councillors Benedict Jephcott (Vice-Chair), Neil Bentley, Andy Davis, Greg Ebbs, Gary Groves and Mark Owen

14 Apologies for Absence

Apologies for absence were received from Councillors Caroline Bagnall, Brian Evans and Ed Potter.

15 Minutes

RESOLVED:

That the Minutes of the meeting of the Northern Planning Committee held on 21st July 2026 be approved as a correct record and signed by the Chairman.

16 Public Question Time

There were no public questions or petitions received.

17 Disclosable Pecuniary Interests

Members were reminded that they must not participate in the discussion or voting on any matter in which they had a Disclosable Pecuniary Interest and should leave the room prior to the commencement of the debate.

18 Trefarclawdd Farm, Tref-ar-clawdd, Oswestry, Shropshire, SY10 9DE (24/03015/EIA)

The Principal Planning Officer introduced the application for the construction of two cubicle buildings, a slurry lagoon and all associated works and confirmed that the Committee had undertaken a site visit that morning to assess the impact of the proposed development on neighbouring properties and the surrounding area. Members' attention was drawn to the information contained within the Schedule of Additional letters.

Councillor Tom Sanderson, on behalf of Oswestry Rural Parish Council spoke against the proposal in accordance with Shropshire Council's Scheme for Public Speaking at Planning Committees.

In accordance with the Local Protocol for Councillors and Officers dealing with Regulatory Matters (Part 5, Paragraph 15.1) Councillor Andy Davis, as local ward councillor, made a statement and then left the table, taking no part in the debate or vote on this item.

Richard Corbett, Agent and Neil Blackburn, the applicant shared three minutes and spoke in support of the proposal in accordance with Shropshire Council's Scheme for Public Speaking at Planning Committees.

Having considered the submitted plans and listened to the comments made by all of the speakers, Members expressed their support for the proposal.

RESOLVED:

That planning permission be granted, in accordance with the officer's recommendation, subject to:

- a) The conditions which are provided in summary form in Appendix 3 - the full wording of which will be agreed by the Planning Services Manager;
- b) The completion of the Section 106 agreement to provide for the long-term monitoring of BNG works and the cessation of livestock operations at Llanforda Uchaf farm; and
- c) any amendments to planning conditions, informatives and the reason for approval necessary to reflect the requirements of the revised NPPF.

19 Proposed Development Land To The SE Of Aries Drive, Shawbury, Shropshire (25/03499/FUL)

The Principal Planning Officer introduced the application for the erection of 128 Dwellings with Associated Access, Open Space, Gardens and Parking areas (to include 8 Phases) (amended description) and confirmed that the Committee had undertaken a site visit that morning to assess the impact of the proposed development on neighbouring properties and the surrounding area. Members' attention was drawn to the information contained within the Schedule of Additional letters.

In accordance with the Local Protocol for Councillors and Officers dealing with Regulatory Matters (Part 5, Paragraph 15.1) Councillor Alison Williams, as local ward councillor, made a statement and then left the table, taking no part in the debate or vote on this item.

Nigel Thorns, Agent on behalf of the applicant spoke in support of the proposal in accordance with Shropshire Council's Scheme for Public Speaking at Planning Committees.

Having considered the submitted plans and listened to the comments made by all of the speakers, Members unanimously expressed their support for the proposal.

RESOLVED:

That delegated authority be granted to officers to approve the application, subject to:

a) the completion of a Section 106 Agreement;

b) the imposition of the conditions set out in Appendix 1 (with authority delegated to officers to amend, remove or add conditions as necessary to address any outstanding technical matters raised by consultees); and

c) any consequential amendments to the wording of planning conditions, informatives and reason for approval necessary to reflect the requirements of the revised NPPF, provided such amendments do not fundamentally alter the nature of the development recommended for approval.

20 Appeals and Appeal Decisions

RESOLVED:

That the appeals and appeal decisions for the northern area be noted.

21 Date of the Next Meeting

It was noted that the next meeting of the North Planning Committee would be held at 2.00 p.m. on Tuesday, 22nd September, in the Council Chamber, The Guildhall, Shrewsbury.

Signed (Chairman)

Date:

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APPLICATION 25/02775/OUT PLANNING REPORT ADDENDUM

Addendum to Committee Report for Application 25/02775/OUT heard by the Northern Planning Committee on the 21st July 2026.

Purpose of this Addendum

This addendum has been produced to address and mitigate the material planning concerns raised by Members at the previous planning committee meeting. These concerns relate to access via Aston Road; access via Church Lane; Active Travel, Public Transport and possibility of a link road.

In addition, since the Northern Planning Committee meeting of the 21st July 2026, the Government has published the new NPPF (August 2026), which has replaced the previous version referred to in the Committee Report.

The addendum is set out in the following sections:

1. NPPF
2. Highways and Active Travel
3. Loss of Agricultural Land (BMV)
4. Heritage and Mineral Safeguarding Tests
5. Planning balance
6. Conclusion
7. Appendices
 - 1 – Highway Authority consultation addendum
 - 2 – Applicant's Highway clarification note
 - 3 – Consultations/Representations received since Committee meeting of the 21st July 2026. These will be reported in the Schedule of Additional Letters

NPPF 2026

A revised National Planning Policy Framework (NPPF) was published on Monday 17th August 2026. This replaces the previous version which has been referred to in the Committee Report. The references to the former 2025 NPPF and its policies in the Committee Report are therefore now out-of-date and should be disregarded.

Officers have assessed the planning application in relation to the revised NPPF and provide the following updated advice to Members. In summary, it is the advice of Officers

that the revised NPPF does not fundamentally change the planning balance, or the recommendation to Members that planning permission should be granted.

Policy/Principle

Planning policy context/principle of development within the Committee Report should be replaced by the following:

The National Planning Policy Framework (NPPF) is a material planning consideration. It states that the purpose of the planning system is to contribute to the achievement of sustainable development, by managing the use and development of land in the long-term

public interest. It states that 'achieving sustainable development means that the planning system has three overarching objectives in providing for the homes, commercial development, facilities and infrastructure which society needs. These objectives are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across all three)':

The revised NPPF includes the following policies and objectives of relevance to the proposed development.

Policy S3: Presumption in favour of sustainable development states that decisions on development proposals should apply a presumption in favour of sustainable development (Chapter 4).

- Policy S5.1 states that, outside settlements, only certain forms of development should be approved. These 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.

Under S5.1 (h) the NPPF states:

h. Residential and mixed-use development which would:

- i. Be within reasonable walking distance of a well-connected station (applying the definitions in the glossary at Annex B);
- ii. Be physically well-related to the station or the settlement within which the station is located;
- iii. Be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; and
- iv. Not prejudice any proposals for long-term comprehensive development in the same location.

Under S5.1.(j) the NPPF states:

Development which would address an evidenced unmet need (including, but not limited to, development proposals involving the provision of housing where the local planning authority cannot demonstrate a five year supply of deliverable housing sites or scores below 75% in the most recent Housing Delivery Test), and where the development would:

- i. Be physically well-related to an existing settlement (unless the nature of the development would make this inappropriate) and be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; or

Policy S5.2 states that in applying this policy, the circumstances in which the benefits of approving development proposals are likely to be substantially outweighed by adverse effects include, but are not restricted to, situations where the development proposal would fail to comply with one of the national decision-making policies which state that development proposals should be refused in specific circumstances.

Traffic and access

TR3: Locating development in sustainable locations

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of

transport modes for residents and users, unless the nature of the development would make this impractical;

b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;

c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;

d. The environmental impacts of traffic and transport infrastructure should be identified,

assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and

e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport

and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.

The reference to paragraph 116 of the NPPF in the Committee Report at 6.2.2 should be replaced with the following:

Policy TR3c of the NPPF states “Any significant adverse impacts from the development

on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach”.

Residential amenity and pollution

NPPF Policy P3 (Living conditions and pollution) states:

- Development proposals should be appropriate for their location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, whether these effects are on or off-site;

and whether this is as a result of the development itself or the product of preexisting conditions in its vicinity. In assessing the potential effects of pollution, consideration should be given to the potential sensitivity of the site, and its intended occupiers and users, as well as that of the environment and population in the surrounding area (including where certain groups could be particularly vulnerable to its effects, such as children and older people)

This new national policy does not fundamentally affect the Officer assessment of the application as set out in the Committee Report.

Highways Considerations and Active Travel

At the previous Committee meeting, Member raised a number of questions/concerns in regard to highways considerations and active travel.

The Local Highway Authority has issued a clarification note attached to this addendum, which explains the rationale of the Highway Authority. This explains a number of the concerns Members raised in regard to access onto Aston Road, justification in regards to the unsuitability of having an access onto Church Lane, active travel improvements which would promote and maximise opportunities for a choice of a means of transport for future occupants,

Active Travel guidance states that a mix of local amenities should be located within an 800m walking and wheeling distance (using well-designed routes) of all residential properties or staff entrances for workplace facilities.

The guidance states that footpaths/ways to local amenities should conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that:

- have a minimum width of 2m, with limited pinch points no less than 1.5m;
- are step-free;
- have a smooth, even surface;
- have seating at regular intervals;
- are uncluttered;
- have good natural surveillance and clear lines of sight;

Local planning authorities must weigh the economic and housing benefits of a proposal against its accessibility, active travel connectivity, and long-term carbon reduction impacts.

Loss Of Agricultural Land (BMV)

Policy E2 of the NPPF 2026 introduces heightened scrutiny for domestic food production and national food security. However, because the total site area falls below the 20-hectare threshold required for a statutory consultation with Natural England, the loss is localized. While it conflicts with the framework's mandate to protect soil resources, it is not an insurmountable scale of loss.

The primary conflict in this application rests between the loss of Best and Most Versatile agricultural land and the acute need for housing delivery. While the NPPF strengthens protections for high-quality food-producing soils, it does not create a blanket veto on development where a severe housing shortfall exists. When assessed against the framework as a whole, the irreversible loss of this BMV acreage is a notable disbenefit. However, in the absence of a wider Green Belt or high-tier landscape protection (such as an AONB), the loss of agricultural soil on its own does not significantly and demonstrably outweigh the substantial benefits of providing

immediate, deliverable market and affordable housing. Therefore, the presumption in favour of development prevails.

The Heritage & Mineral Safeguarding Tests

The NPPF (2026) at HE4: Securing the conservation of heritage assets states:

1. Heritage assets, as an irreplaceable resource, should be conserved in a manner appropriate to their significance. To achieve this, development proposals which would affect the significance of heritage assets, including any contribution made by their setting should:
 - a. Maintain or secure a use consistent with their conservation, taking into account the importance of maintaining the assets, the positive contribution they can make to sustainable communities including local economies, and the positive contribution they can make to local character and distinctiveness; and
 - b. Avoid (or if that is not possible, minimise) harm to the significance of heritage assets, and instead conserve this significance.
2. Any harm to, or loss of, the significance of a designated heritage asset (including from development within its setting) should have a clear and convincing justification in accordance with the policies in this chapter.
3. Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the asset should not be taken into account in any decision relating to the asset.
4. Proposals for enabling development, which would otherwise conflict with other policies in this Framework and/or those in the development plan, but which would secure the future conservation of a heritage asset, should be considered on the basis of whether the conservation benefits outweigh the disbenefits of departing from the policies concerned.

The NPPF at HE6: Proposals affecting designated heritage assets in part states:

1. When considering the potential effect of a development proposal on the significance of a designated heritage asset, substantial weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential effect amounts to a positive effect, harm, substantial harm, or total loss of its significance.
2. Development proposals which would have a positive effect on a designated heritage asset should be supported.
3. Any harm to a designated heritage asset will be a matter of considerable importance and weight, which should be dealt with in accordance with paragraphs 4 to 6 of this policy.
4. Where a development proposal would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal. Important public benefits can include securing the long-term reuse of a vacant or underused listed building, and enabling energy efficiency

and low carbon heating measures to be employed.

Specific restrictive policies regarding heritage and mineral preservation must be evaluated.

The localized "less than substantial" heritage harm is decisively outweighed by the exceptional public benefits of the scheme (double the affordable housing, active travel infrastructure, and elevated BNG).

Regarding the Mineral Safeguarding Area, while Shropshire Council Policy MD16 aims to prevent the permanent sterilisation of mineral resources, a rigid refusal on mineral grounds would entirely conflict with the council's requirement to address its 4.61-year housing land supply deficit. Because the site directly abuts an existing settlement, mineral extraction on a commercial scale would likely be heavily constrained by its proximity to existing residential properties.

Therefore, the mineral and heritage policy hurdles are passed.

Planning Balance

Housing & Affordable Housing Delivery	The proposal delivers market and affordable housing on a 12.96-hectare site. The applicant has committed to providing 20% affordable housing—effectively doubling the required provision. Given Shropshire's severe 5YHLS deficit (currently at 4.61 years), this directly aligns with the NPPF 2026 mandate to aggressively boost supply.	Very Significant Positive Weight
Settlement Connectivity & Spatial Strategy	The 12.96-hectare site directly abuts the existing settlement boundary. Because it forms a continuous physical extension of the established built-up area, it avoids the risks of isolated rural housing. It ensures that new residents can directly access existing local services, community infrastructure, and utility networks, reinforcing	Significant to Moderate Positive Weight

	sustainable development principles.	
Connectivity & Sustainable Transport	Comprehensive off-site Active Travel improvements are proposed to link the site directly into nearby transit corridors and settlement services, aligning with the council's Local Cycling and Walking Infrastructure Plan (LCWIP).	Significant to moderate Positive Weight
Ecological Enhancement & BNG	Commitment to a significant BNG provision. The development proposes a net gain of 4.21 (12.07%) habitat units, 5.46 (28.56%) hedgerow units and 0.16 (14.08%) watercourse units. This is significantly in excess of the 10% statutory requirement across the 12.96-hectare footprint, ensuring a long-term ecological uplift.	Significant Positive Weight
Heritage Assets Resulting in a "less than substantial" harm to the setting/significance of a nearby heritage asset.	In accordance with HE6 (4) of the NPPF, this harm must be weighed against the public benefits of the proposal	Moderate Negative Weight (Statutory hurdle).
Best & Most Versatile (BMV) Agricultural Land	Permanent loss of 12.96 hectares of BMV agricultural land. While the NPPF 2026 prioritises food security, the footprint remains well under the 20-hectare threshold requiring mandatory statutory consultation with Natural England.	Moderate Negative Weight
Mineral Safeguarding Area (MSA)	The site falls within a designated MSA under Shropshire SAMDev Policy MD16. Full extraction prior to development is considered unfeasible to its proximity to Wem.	Minor Negative Weight

Countryside & Greenfield Impact	Conversion of open countryside outside defined development boundaries. Under the NPPF (2026) local spatial boundaries are deemed out-of-date due to the housing supply deficit.	Minor to Moderate Negative Weight.
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The application must be approved unless adverse impacts significantly and demonstrably outweigh the benefits. The primary conflict rests between the permanent loss of 12.96 hectares of countryside which is also Best and Most Versatile agricultural land and the localized impacts on heritage and minerals, versus the benefits of the development. Crucially, the fact that the site directly abuts the existing settlement significantly reduces the landscape and spatial harm normally associated with greenfield developments. It allows the proposal to function as a natural, sustainable extension of the town or village rather than a detached intrusion into the open countryside. When assessed against the policies of the Framework as a whole, the collective adverse impacts do not significantly and demonstrably outweigh the wide-ranging public benefits of securing a robust mix of market housing, a 20% affordable housing (over-delivery), optimized active travel links, and high-tier ecological net gains. The presumption in favour of sustainable development is clearly maintained.

Conclusion

The Local Planning Authority Planning Officer recommends that Outline Planning Permission be GRANTED, subject to a Section 106 legal agreement securing the on-site affordable housing (20%), off-site active travel infrastructure, and a 30-year BNG management plan, and any other necessary planning provisions, alongside planning conditions to be agreed in consultation with consultees and the applicant.



Transportation
Consultancy

VALUE EXCEED TRUST EXCELLENCE CLARITY

Highways Clarification Note

Client: Bellway Strategic Land

Project: Land off Aston Road, Wem, Shropshire

Date: August 2026

Bellway
Strategic Land



1. Introduction

1.1 Background

Bellway Strategic Land has submitted an outline planning application (Ref: 25/02775/OUT) for up to 175 residential dwellings (Use Class C3) on land off Aston Road, Wem, Shropshire, with all matters reserved except access. Shropshire Council (SC) has acknowledged a five-year housing land supply deficit of 4.61 years at 31 March 2026, engaging the tilted balance under NPPF paragraph 11(d).

The transport evidence base has been developed iteratively with SC Highways: a Transport Assessment (TA, July 2025) accompanied the application; Transport Assessment Addendum 1 (TAA1, October 2025) responded to SC's August 2025 highways comments, committing to a single vehicle access and footway realignment on Aston Road; and Transport Assessment Addendum 2 (TAA2, May 2026) responded to SC's January 2026 comments and the pre-determination meeting of 22 April 2026, setting out the committed mitigation package.

The application was considered by SC's North Planning Committee on 21 July 2026, where determination was deferred pending clarification of a number of specific points raised by Members. This note addresses those points ahead of the application's return to Committee.

1.2 Purpose of this Note

This technical note has been prepared by TTC to set out clear, unambiguous responses to the specific points of clarification raised by Members on the application for land off Aston Road, Wem, Shropshire (Ref: 25/02775/OUT). It is structured to be easy to read and follow, addressing each point directly and in turn, so as to leave no doubt as to the transport and highways evidence underpinning the scheme.

The note is supported throughout by a suite of drawings and, where indicated, direct extracts from the evidence base:

- Transport Assessment (TA, July 2025);
- Transport Assessment Addendum 1 (TAA1, October 2025); and
- Transport Assessment Addendum 2 (TAA2, May 2026).

The note addresses five areas raised by Members:

- 1) Access via Aston Road;
 - a. future proposed speed limit
- 2) Access via Church Lane;
- 3) Active Travel routes and improvements;
 - a. Offsite works – what is proposed
- 4) Public Transport; and
- 5) The operation of the Level Crossing.

2. Access – Aston Road

2.1 Traffic Survey Findings

Members were unclear on how Aston Road would be characterised going forward, and on the relationship between the signed de-restricted speed limit (60mph) and actual vehicle speeds, which in reality are considerably lower.

Automatic Traffic Count (ATC)

An ATC was installed on Aston Road along the site frontage between Tuesday 18th March – Monday 24th March 2025.

Figure 2.1 Location of ATC – Aston Road



Table 2.1 below outlines a summary of the results. A full copy of the raw results was submitted with the Transport Assessment.

Table 2.1 Summary of ATC – Aston Road

Time Period	Traffic Flow/Speed by Direction		
	Westbound	Eastbound	Total
Volumetric Data			
Weekday Average Network AM Peak Period (08:00 – 09:00)	20	10	30
Weekday Average Network PM Peak Period (17:00 – 18:00)	22	21	43

Time Period	Traffic Flow/Speed by Direction		
	Westbound	Eastbound	Total
5-day AADT	299	279	578
7-day AADT	258	241	499
Speed Data			
7-day 85 th Percentile Speed	33.8mph	33.7mph	-
7-day Average Speed	26.7mph	27.7mph	-

As outlined in **Table 2.1**, Aston Road carries a low level of traffic, which averages 30 and 43 two-way movements in the respective AM and PM peak periods.

- The 7-day 85th percentile speed results:
 - o 33.8mph westbound (26.7mph 7-day average);
 - o 33.7mph eastbound (27.7mph 7-day average)
- This directly rebuts the derestricted National Speed Limit "60mph road" characterisation – recorded speeds sit well below the national speed limit that technically applies at the site frontage.
- The application proposes to relocate the existing 30mph speed limit further west, extending the lower limit across the site frontage (see **Appendix A**). The existing gateway feature will be relocated eastward accordingly, and repainted with a re-introduced red/buff colour surfacing and dragon's teeth road markings to reinforce the reduced-speed environment on approach; these works are subject to a Traffic Regulation Order (TRO).
- Street lighting is proposed to be extended up to, and including, the site access.

Source: TA (July 2025) Section 2.3 (Local Highway Network – Aston Road) and Section 2.4 / Table 2.1 (ATC data), Appendix B.

2.2 Development Traffic Generation

This section outlines the agreed development trip rates and traffic generation.

Table 2.2 below outlines a summary of the trip rates and forecast traffic generation resulting from the development proposals.

Table 2.2 Trip Rates and Trip Generation – 175 Residential Dwellings

Time Range	Arrive	Depart	Two-way
Trip Rate (per dwelling)			
AM Peak Period (08:00 – 09:00)	0.142	0.370	0.512
PM Peak Period (17:00 – 18:00)	0.338	0.159	
Daily	2.209	2.224	4.433

Time Range	Arrive	Depart	Two-way
Proposed Trip Generation (175 dwellings)			
AM Peak Period (08:00 – 09:00)	25	65	90
PM Peak Period (17:00 – 18:00)	59	28	87
Daily	387	389	776

- The above TRICS trip rates, methodology was agreed by SC Highways.
- For robustness, the trip generation assessment has been based on the TRICS '*Residential – Houses Privately Owned*' land use category, notwithstanding that the site proposes a quantum of affordable housing.
- This is a deliberately conservative approach, and one that is widely accepted and applied across the industry: privately owned housing typically generates a higher rate of vehicle trips than affordable/socially rented housing, due to factors such as higher car ownership levels.
- As such, using the private housing trip rate as the basis for the assessment is expected to overstate the actual traffic likely to be generated by the development, given the affordable housing component. In reality, the traffic generated is expected to be lower than assessed.
- Approximately 88% of development traffic routes west on Aston Road whilst 12% routes east.
- The assessed impact on Aston Road / Souldon Road junction (and Level Crossing) and the surrounding network was found to be acceptable by SC Highways.
- It is important to stress that the traffic impact evidence undertaken for this application has been cautious and has overestimated the likely effects of the development on Aston Road. If anything, the true trips resulting from this proposed development are likely to result in a much lower impact than what we have tested and what has been accepted by highways.

Source: TA (July 2025) Section 5 (Table 5.1, Trip Rates and Trip Generation – 175 Residential Dwellings).

2.3 Footway, Highway Boundary & Speed Limit

This section demonstrates that the Applicant has committed to several improvements to pedestrian connectivity, footways and speed limits which are deliverable within the adopted highway extent, and this has been accepted by Highways as it delivers a benefit for existing residents and ensures that the proposed development is acceptable.

- SC Highways confirmed acceptance of the single point of access onto Aston Road and requested this access approach.
- The Applicant previously proposed a secondary access on Aston Road and this was rejected by SC Highways. Plans were amended accordingly and accepted by SC Highways for a single point of access.
- A single vehicle access was committed at TAA1 stage, with the previously proposed secondary eastern access removed. This is reinforced by the associated relocation of the 30mph speed limit further west and repositioning of the gateway feature, together forming a self-enforcing, urbanised speed environment on the approach to the site, consistent with the principles of DfT Circular 03/2024 and *Manual for Streets 2* (see **Appendix A** which illustrates the proposed 30mph gateway feature).

- The proposed footway extension on the northern side of Aston Road (TAA2, Section 5.2), together with the 2.0m footway realignment secured at TAA1 stage, providing a continuous and improved pedestrian route along the site frontage. These improvements can be secured entirely within the adopted highway extents, as confirmed by SC Highways.
- Visibility splays of 2.4m x 54.3m and 2.4m x 55.6m have been agreed with SC Highways, derived from the recorded 85th percentile speeds and therefore reflective of actual, surveyed vehicle behaviour rather than the theoretical national speed limit.
- The carriageway width on Aston Road in the vicinity of the site access will measure 5.5m, as shown on the supporting **Drawing 211205-06a** contained at **Appendix A** (5.5m accords with *Manual for Streets* (DfT, 2007), Figure 7.1 — the recognised minimum for two rigid vehicles to pass — and is the design standard SMART 2021 (Shropshire Council's own highway design guide) directs designers to apply, incorporating *Manual for Streets* 1 & 2.

Source: TAA2 Section 5.2 (Off-Site Footway and Crossing Improvements) and Appendix B drawings 211205-06, -07, -08; TAA1 (Oct 2025) Section 2.2 (Access Arrangements & Speed Limit Relocation).

3. Access – Church Lane

This section responds to Members' query on why a secondary vehicular access via Church Lane, or a bypass, has not been proposed, and sets out why neither is necessary or appropriate.

3.1 Constraints

- Church Lane experiences localised physical constraints – narrow, rural in character, and not capable of accommodating additional vehicle movements without significant, disproportionate works. A suitable two-way corridor, incorporating a pedestrian footway, would require a minimum of 7.5m of highway width plus construction margin – substantially in excess of the lane's existing extents, and only deliverable through significant 3rd party land take and loss of the mature trees and hedgerow boundaries (noting potential ecological and biodiversity impacts) shown on **Drawing 211205-09** contained at **Appendix B**.
- This constraint is illustrated in **Drawing 211205-09**, which shows the lane's narrowing highway extents, further restricted by mature trees and hedgerow vegetation to both boundaries.
- The lane is signed and posted as a "Quiet Lane" at its junction with Soulton Road ("Church Lane – Kill your speed – This is a quiet road, please drive carefully"), accompanied by TSRGD warning signs for equestrians, pedestrians in the carriageway, cyclists, and road narrowing – all indicative of its established rural character and unsuitability for increased vehicular traffic.
- This is reinforced by the position of the Highway Authority: SC Highways have not requested a secondary or emergency vehicular access via Church Lane at any stage of consultation (August 2025 and January 2026 responses), and this is recorded as an agreed matter at TAA2, Section 1.3. On this basis, Church Lane is neither a technically deliverable nor a required route for vehicular access to serve the proposed development.

3.2 Bypass / Link Road

- The Member's suggestion of a new link road connecting Church Lane to Soulton Road to the north, routed across third-party land, does not represent a deliverable or reasonable option in the context of this application, for the following reasons:
 - ▶ Land ownership and control: the land required for such a route lies outside the application site and is not within the applicant's ownership or control. The applicant has no legal ability to construct works on third-party land absent that landowner's agreement, and there is no indication such agreement exists or would be forthcoming.
 - ▶ Not necessary, related, or proportionate to the development (Regulation 122 CIL Tests): a new link road of this nature would constitute significant, freestanding highway infrastructure, unrelated in scale and kind to a residential scheme of this size. It would fail the statutory tests that any planning obligation must be (i) necessary to make the development acceptable, (ii) directly related to the development, and (iii) fairly and reasonably related in scale and kind – the development does not generate a need for a new strategic link, and could not reasonably be required to fund or deliver one.
 - ▶ Not requested by the Highway Authority: SC Highways, as the technical consultee responsible for assessing the transport impacts of the proposal, have not raised the need for such a route at any

stage of consultation, and have instead confirmed acceptance of the committed single-access mitigation package on Aston Road.

- ▶ Not deliverable within reasonable timescales: even if land and funding were available, a new road of this nature would require its own environmental assessment, design, statutory process, and likely separate planning permission – none of which could reasonably be secured, controlled, or guaranteed through conditions or obligations attached to this application.

3.3 Site Layout

- The site layout has been designed with the Church Lane constraint in mind: development fronts westward towards Wem town centre, with the eastern part of the site retained as rural open space (incorporating the attenuation area, pumping station, tree planting and orchard shown on the Illustrative Concept Plan), reinforcing rather than working against the character of Church Lane to the east.
- Church Lane would nonetheless remain available to pedestrians, albeit expected to be seldom used in practice beyond occasional dog walkers – there is no material desire line or amenity draw to the east, with the exception of Wem Industrial Estate, which, while an employment destination, would itself be expected to generate only limited walking trips via this route. An existing warning sign for pedestrians in the carriageway is already situated at the northern end of Church Lane, evidencing that the lane already operates, and is understood by existing users, as a shared, informal environment without footway segregation. A new equivalent sign is proposed at the site-adjacent (southern) section, extending the same established principle and ensuring any pedestrians using this part of the lane are appropriately informed.
- Alternative active travel connectivity to the east is available via the existing Public Right of Way, PRoW 0231 (Cricket Club route), providing a further, more direct off-carriageway route not reliant on Church Lane.
- Collectively, this demonstrates that pedestrian connectivity to the east is available, appropriate, and consistent with the site's design rationale for vehicular access via Aston Road, without dependency on Church Lane.

Source: TAA2 Section 1.3 (Matters Agreed – Single Vehicle Access Point)

4. Active Travel

This section summarises the site's sustainable credentials and outlines the walking/cycling journey times to key amenities. It also confirms the agreed off-site active travel improvements.

4.1 Proximity to Services & Amenities – Journey Time & Distance

- Established industry guidance (IHT, *Guidelines for Providing for Journeys on Foot*, 2000) identifies 2km as the preferred maximum walking distance for commuting and similar purposeful journeys, with 500m and 1km representing 'desirable' and 'acceptable' distances respectively. This is complemented by CIHT's *Planning for Cycling* guidance, which draws on DfT *National Travel Survey* data (DfT, 2014a) to show that the majority of cycling trips nationally are for short distances, with around 80% under five miles (8km) — supporting 8km as a reasonable outer catchment for assessing the site's cycling accessibility.
- These distances are illustrative, not fixed: actual travel behaviour varies by individual mobility and fitness, and is influenced by perception of factors such as local topography and attitudes towards different travel modes.
- *Manual for Streets* reinforces this, identifying 800m (a 10-minute walk) as the benchmark distance within which a "walkable neighbourhood" should offer a range of facilities. However, MfS is explicit that 800m is not an upper limit for walking trips, and echoes the position that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- This is corroborated by empirical evidence: DfT's National Travel Survey (Table NTS0303d) records that, for walking trips of a mile or more, the average trip length in 2024 was 1.5 miles (2.41km) — i.e. once a walking trip is a purposeful journey rather than a very short local trip, distances approaching 2.4km are commonplace.
- On this basis, it is concluded that walking trips to a defined destination such as local facilities typically fall within the range of 800m–2.4km, consistent with both established guidance and observed national travel behaviour.
- **Figure 4.1** illustrates walk times from the proposed site access to Wem town centre via two alternative routes (measured using Google Maps):
 - ▶ 13-minutes (1.0km) via Aston Road and Aston Street/B5063, crossing at the level crossing, and
 - ▶ 14-minutes (1.0km) via Aston Road alone, using the footbridge.
 - ▶ Both routes are comparable in distance and journey time — around half the 25-minute (2km) benchmark identified above — demonstrating that the site sits well within an acceptable walking catchment of the town centre, and that the availability of the footbridge as an alternative, grade-separated crossing does not materially disadvantage pedestrians regardless of the level crossing's operational status.
- It is recognised that the railway footbridge is not step-free, and is therefore not suitable for all users, including those with mobility impairments, pushchairs, or cyclists. The footbridge is presented as a supplementary, grade-separated option available at all times — it is not the primary or only walking route to Wem town centre. The at-grade route via Aston Road and Aston Street/B5063, crossing at the level crossing itself, remains available to all users at all times other than during the short barrier-down periods addressed in Section 6, and is reflected as the accessible "orange" step-free route in

Figures 4.2–4.5. On this basis, no resident is dependent on the footbridge to access the town centre; those unable to use the steps retain a fully accessible route via the level crossing

Figure 4.1 Walk Times to Wem via the Level Crossing and Footbridge



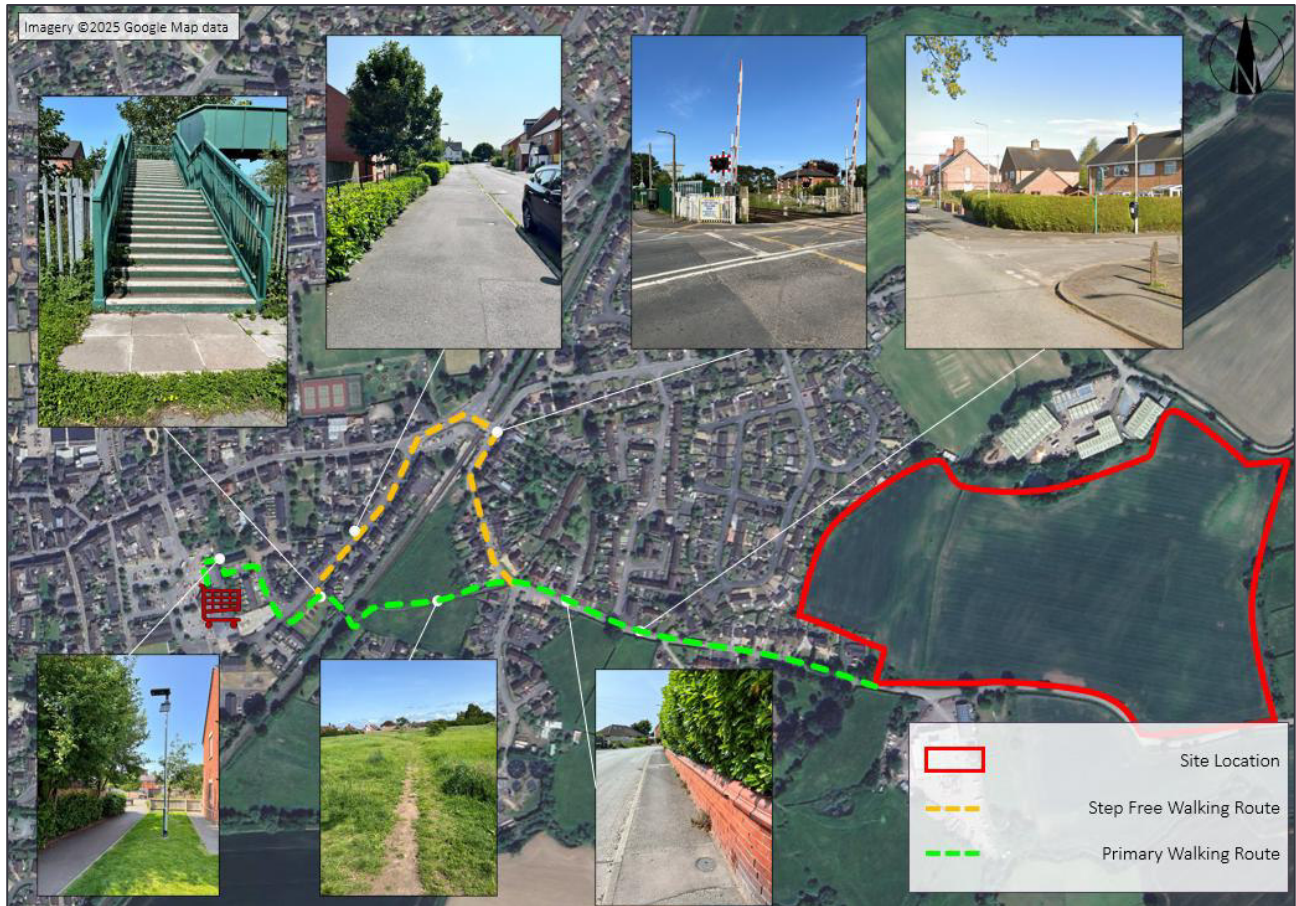
Source: Google Maps - Google Maps calculates walking time using a fixed average speed of about 3 miles per hour (5 km/h)

Food Retail (Local Convenience) – Co-op (Food retail)

The walking routes to the Co-op Food Market are demonstrated in **Figure 4.2** below. The orange route indicates an accessible step-free route, whilst the green route indicates the fastest and shortest route suitable for some residents.

- Walk Journey Distance / Time (Green Route) – 800m / 11-minutes
- Walk Journey Distance / Time (Orange Route) – 1.1km / 15-minutes
- Cycle Journey Distance / Time – 1.1km / 4-minutes

Figure 4.2 Route to Your Co-op Food Market

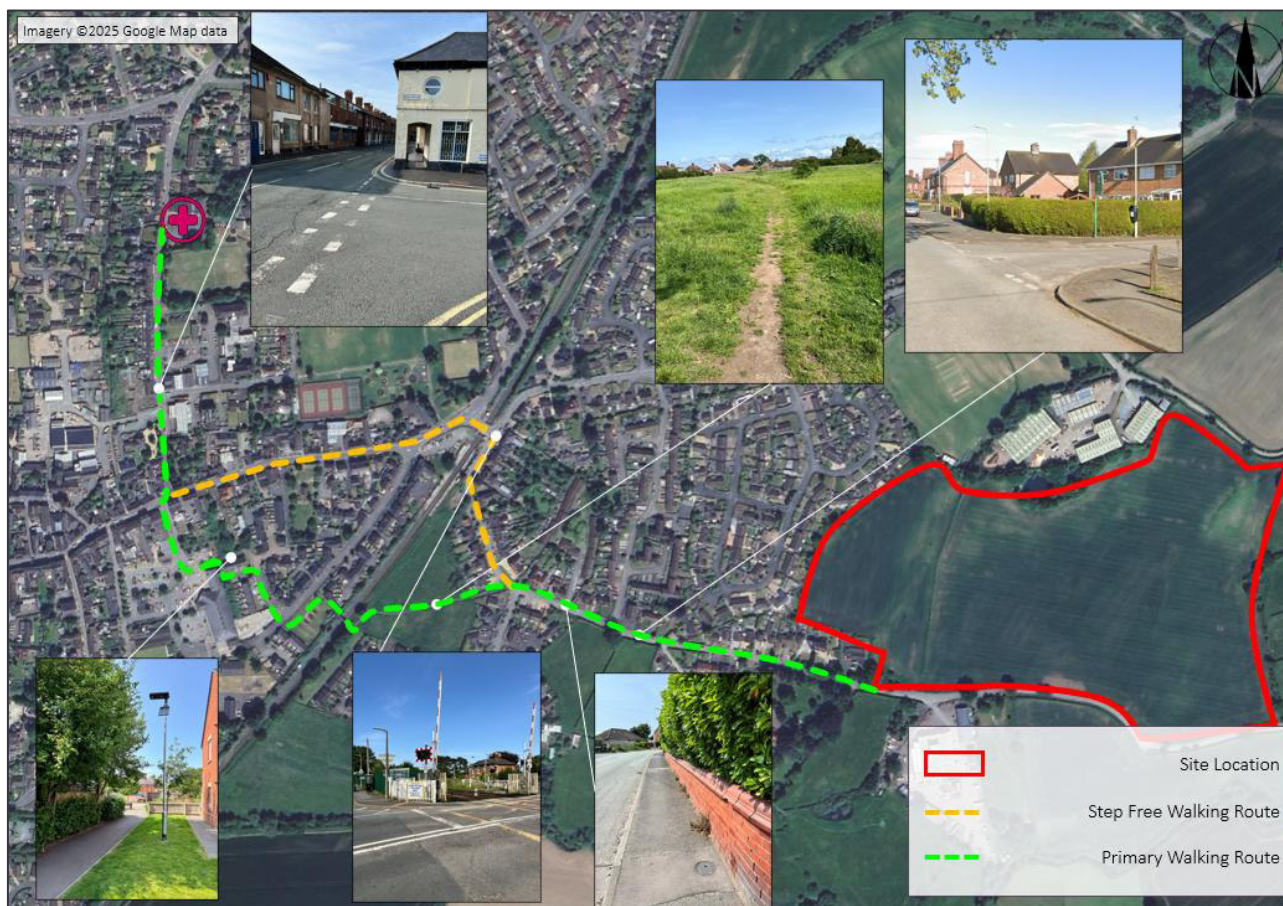


GP Surgery - Wem & Prees Medical Practice

The walking routes towards Wem & Prees Medical Practice are demonstrated in **Figure 4.3**. The orange route indicates a step-free accessible route, whilst the green route indicates the fastest route suitable for some residents.

- Walk Journey Distance / Time (Both Routes) – 1.3km / 20-minutes
- Cycle Journey Distance / Time – 1.3km / 5-minutes

Figure 4.3 **Route to Wem & Prees Medical Centre**

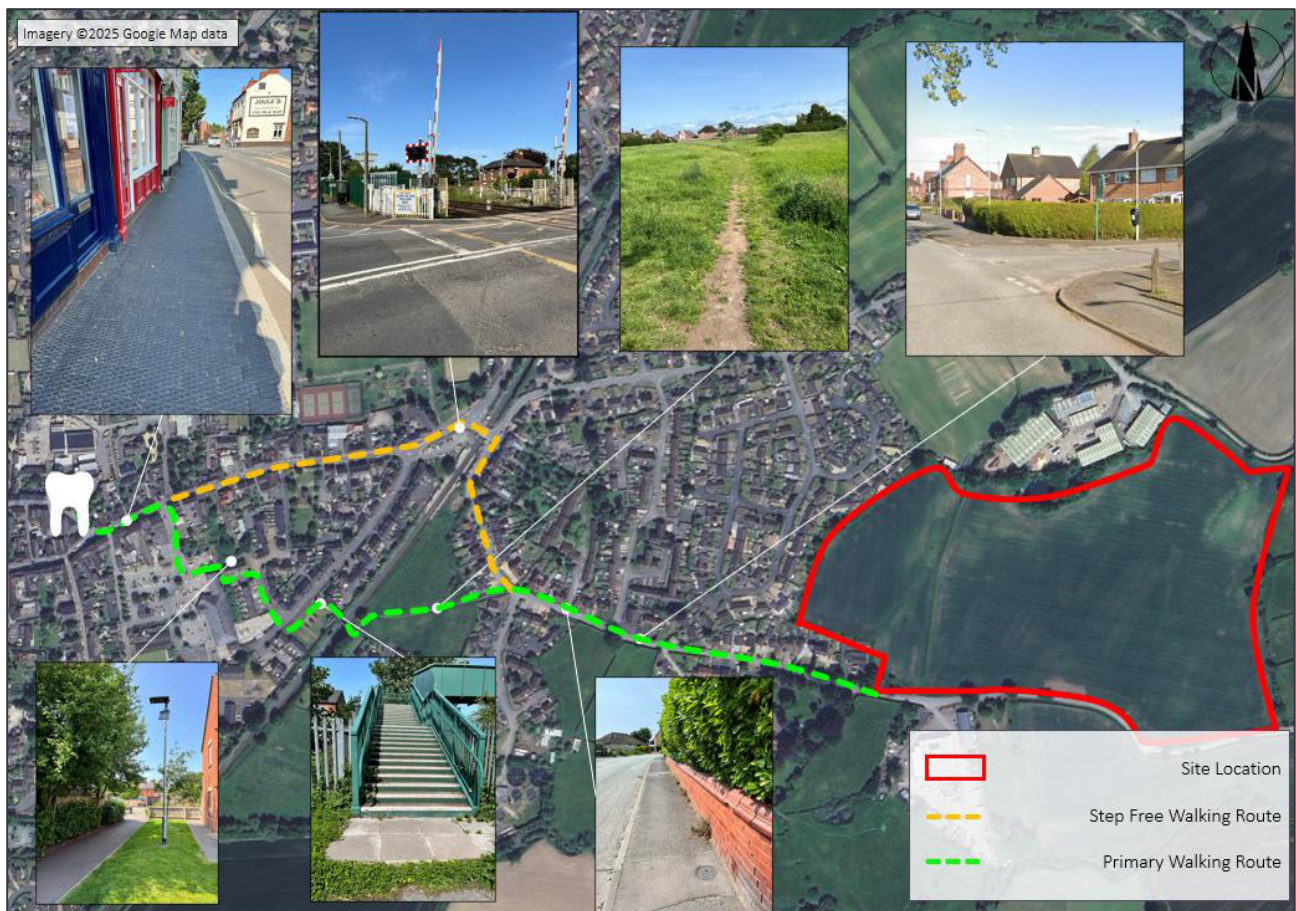


Dentist - Drawwell House Dental Practice

The walking routes towards Drawwell House Dental Practice are demonstrated in **Figure 4.4**. The orange route indicates a step-free accessible route, whilst the green route indicates the fastest route suitable for some residents.

- Walk Journey Distance / Time (Green Route) – 1.0km / 12 minutes
- Walk Journey Distance / Time (Orange Route) – 1.2km / 16 minutes
- Cycle Journey Distance / Time – 1.2km / 4 minutes

Figure 4.4 **Route to Drawwell House**



Primary / Secondary School

The step-free walking routes toward St Peter's CofE Primary & Nursery School, and The Thomas Adams School are demonstrated in **Figure 4.5** below.

- Walk Journey Distance / Time (Primary School) – 1.1km / 16 minutes (step-free)
- Cycle Journey Distance / Time (Primary School) – 1.1km / 4 minutes
- Walk Journey Distance / Time (Secondary School) – 2.0km / 27 minutes (step-free)
- Cycle Journey Distance / Time (Secondary School) – 2.0km / 7 minutes

Figure 4.5 **Route to Primary & Secondary**



Wem Railway Station

The step-free walking route towards the railway station is shown within **Figure 4.6** below. Direct services to Shrewsbury take approximately 13-20 minutes (sourced from National Rail Journey Planner). The station is well within the desirable walking threshold and provides a realistic alternative to private car travel for commuting and leisure trips.

- Walk Journey Distance / Time – 800m / 11 minutes (step-free)
- Cycle Journey Distance / Time – 800m / 3 minutes

Figure 4.6 Route to Wem Railway Station



4.2 Walking / Cycling Catchments

A suite of figures illustrating the walking and cycle isochrones is provided at **Appendix C**.

4.3 Active Travel Improvements

Off-Site Footway and Crossing Improvements (S278)

The following off-site improvements have been informed by the DfT Walking Route Audit Tool (WRAT) assessment:

- New footway extension, northern side of Aston Road (there will be no gaps in pedestrian footway provision as the footway will continue into the site)
- New uncontrolled crossing (dropped kerbs + tactile paving), Aston Road.
- New dropped kerbs + tactile paving: Ash Grove.
- Footway widening (eastern side) + tactile paving + dropped kerbs: Orchard Way.
- New dropped kerbs + tactile paving: Prince William Court.
- New dropped kerbs + tactile paving: Cordwell Park.

Preliminary drawings are provided at **Appendix D**; these are indicative only, with detail to follow at Reserved Matters and/or S278 stage.

PRoW Enhancement – Cricket Club Route to Wem Industrial Estate (S278 / S106)

The preferred active travel connection between the site and Wem Industrial Estate is via Public Right of Way (PRoW) 0231 2/1, through the cricket club and onward via Saulton Road. A signage strategy for Church Lane will be prepared to inform users of route conditions (signs to be erected in highway land), consistent with the rural character of the lane and SC Highways' comments regarding the importance of responding to local character.

PRoW Enhancement – Wem Town Centre Route toward Footbridge (S278 / S106)

The applicant is committed to supporting improvements to PRoW 0231 5/1, leading towards the railway footbridge connection – identified through the WRAT assessment as the most direct pedestrian route between the site and the town centre. Enhancements to surface treatment and route quality will be secured through the S106 agreement, as part of the wider sustainable travel strategy for the site.

The development will support enhancements to both PRoW 0231 5/1 (from Aston Road toward the footbridge) and PRoW 0231 2/1 (bordering the Cricket Club), including improvements to surface treatment and accessibility, in accordance with a specification to be agreed with Shropshire Council. The following suggested s106 obligation wording, which remains subject to negotiation with Shropshire Council – The specification, trigger point, contribution value, and precise drafting may all change before the S106 agreement is completed):

- *undertake enhancement works to the affected PRoW routes, having used reasonable endeavours to secure any necessary third-party landowner consents within 6 months of the date of this agreement; or*
- *provide a financial contribution of £25,000 per route, totalling £50,000 towards equivalent PRoW improvements to PRoW 0231 5/1 and 0231 2/1, to be paid to Shropshire Council where direct delivery has not been reasonably achievable within the agreed timeframe.*

The agreed specification, contribution value, and payment mechanism shall be secured through the S106 agreement”.

Delivery Mechanism

The scope of the off-site footway and crossing improvements set out above has been agreed with SC Highways at this Outline stage. This scope will be secured by planning condition attached to the Outline permission, with the detailed engineering design for each item to be submitted for approval prior to commencement of

development. Delivery of the approved works will be secured at a suitable trigger point (to be agreed with SC Highways and confirmed at the S278/condition discharge stage), ensuring the improvements are in place to serve residents as the development is occupied.

5. Public Transport

This section outlines to Members how commutable and accessible key destinations such as Shrewsbury and Whitchurch are from the site, via regular services to these settlements. The section continues to outline the financial contributions, which will be agreed and finalised post-consent.

5.1 Local Bus Services

- The site benefits from good, walkable access to local bus services, providing direct connectivity to Wem town centre, Wem Railway Station, and, via onward services, to Shrewsbury and Whitchurch.
- **Appendix E** presents a spider diagram showing all local bus services and stops within walking distance of the site, together with associated 60-minute commute catchments, including the Wem Railway Station stop, and the Cordwell Park and Soultion Road stops. For example, an 11-minute step-free walk from the proposed site access to Wem Station + 19-minute train commute would get commuters into the heart of Shrewsbury within 30-minutes.
- This level of provision is consistent with Shropshire Council's own *Hierarchy of Settlements Assessment*, which scores Wem 10/10 for public transport – the maximum score available – confirming the presence of both an established public transport link and a regular peak-time service (TAA2, Section 3.2).
- The walk-distance to Bus Stop No. 62 (Cordwell Park) is the nearest stop at c.300–380m from the site depending on the corner measured, c.95m closer than Bus Stop No. 23 on Aston Road (c.420m); all corners of the site fall within c.800m of a stop, consistent with the 800m maximum threshold set out in the national bus operator guidance '*Bus Services & New Residential Developments*' (Go-Ahead/Stagecoach/Bus Centre of Excellence, 2nd ed., Jan 2025).
- Local bus provision has recently been strengthened. As part of Shropshire Council's Local Bus Retendering Programme 2026, the former 201 Wem Town Service – which had operated approximately 3–4 days per week – has been replaced, with effect from 1 September 2026, by Service 509 (Wem Town Circular), operating the same route six days a week, Monday to Saturday, under a new contract with Lakeside Coaches. Significantly, Aston Road and Cordwell Park are both designated 'Hail & Ride' sections of the 509 route, meaning the bus will stop anywhere safe to do so on request, bringing bus access closer to the site than the fixed-stop arrangement it replaces.

5.2 S106 Public Transport Contribution

- A financial contribution towards public transport improvements in the Wem area is proposed to be secured through a S106 planning obligation. This contribution is intended to support enhancements to local bus services, and to assist in sustaining and improving public transport connectivity for future residents.
- The applicant is in principle committed to contributing £1,000 per dwelling (£175,000 in total, based on 175 dwellings). This is appropriate and consistent with contributions secured on comparable residential development sites in Shropshire in recent years and reflecting established local precedent for public transport S106 obligations in the county.
- The specific payment structure and allocation of the contribution to particular service improvements or infrastructure schemes will be agreed with SC and secured through the S106 agreement.

- The proposed contribution, at whichever rate is finally agreed, is considered to satisfy the Regulation 122 statutory tests: it is necessary to make the development acceptable in planning terms; it is directly related to the development; and it is fairly and reasonably related in scale and kind to the development proposed.

6. Level Crossing

Members raised concerns regarding two distinct matters: the safety of the level crossing, and the duration for which the barriers remain closed. These are addressed in turn below.

6.1 Duration of Barrier Closure & Delay

- Level crossing barriers are typically closed for approximately 7-minutes per closure (when trains stop to serve Wem Station).
- Ad-hoc closures occur for trains not stopping at Wem Railway Station, but these are shorter (2–3 minutes) and were not observed during peak highway conditions.
- Scheduled closures occur twice during the AM peak (08:00–09:00) and once during the PM peak (17:00–18:00).
- This equates to a maximum of 14 minutes' closure within the AM peak hour – a duty cycle of under 25%.
- For the remaining 45–50 minutes of each peak hour, and for the vast majority of the day, the crossing remains open and freely available for pedestrian and cycle use.
- These findings are supported by drone survey footage, referenced within the TA report.
- Given the short duration and low frequency of closures, the average pedestrian is highly unlikely to encounter a full barrier-down event during a routine journey, and even where a wait is required, the delay is typically a few minutes at most – negligible relative to total walking times to key destinations in Wem – notwithstanding, pedestrians still have access to the footbridge as an alternative means of access to the town's amenities.
- **Figures 6.1 & 6.2** show images of when the level crossing is about to open, and when queues have cleared upon opening, with each showing timestamps of when these were captured during the AM peak period.
- When considering the development traffic flows, it is anticipated that one left turning vehicle from Aston Road would be added to the network every 2-minutes. Applying this to the duration of the level crossing closure results in approximately 4 additional vehicles queued on Aston Road.
- Importantly SC Highways have agreed the Level Crossing modelling and queue capture.

Figure 6.1 Level Crossing – AM Peak Before Opening



Figure 6.2 Level Crossing – AM Peak After Opening



Queuing traffic during the AM peak period was observed to clear within 2-3minutes of the level crossing re-opening.

Figures 6.3 & 6.4 show the operation of the level crossing during the PM peak period.

Figure 6.3 Level Crossing – PM Peak Before Opening



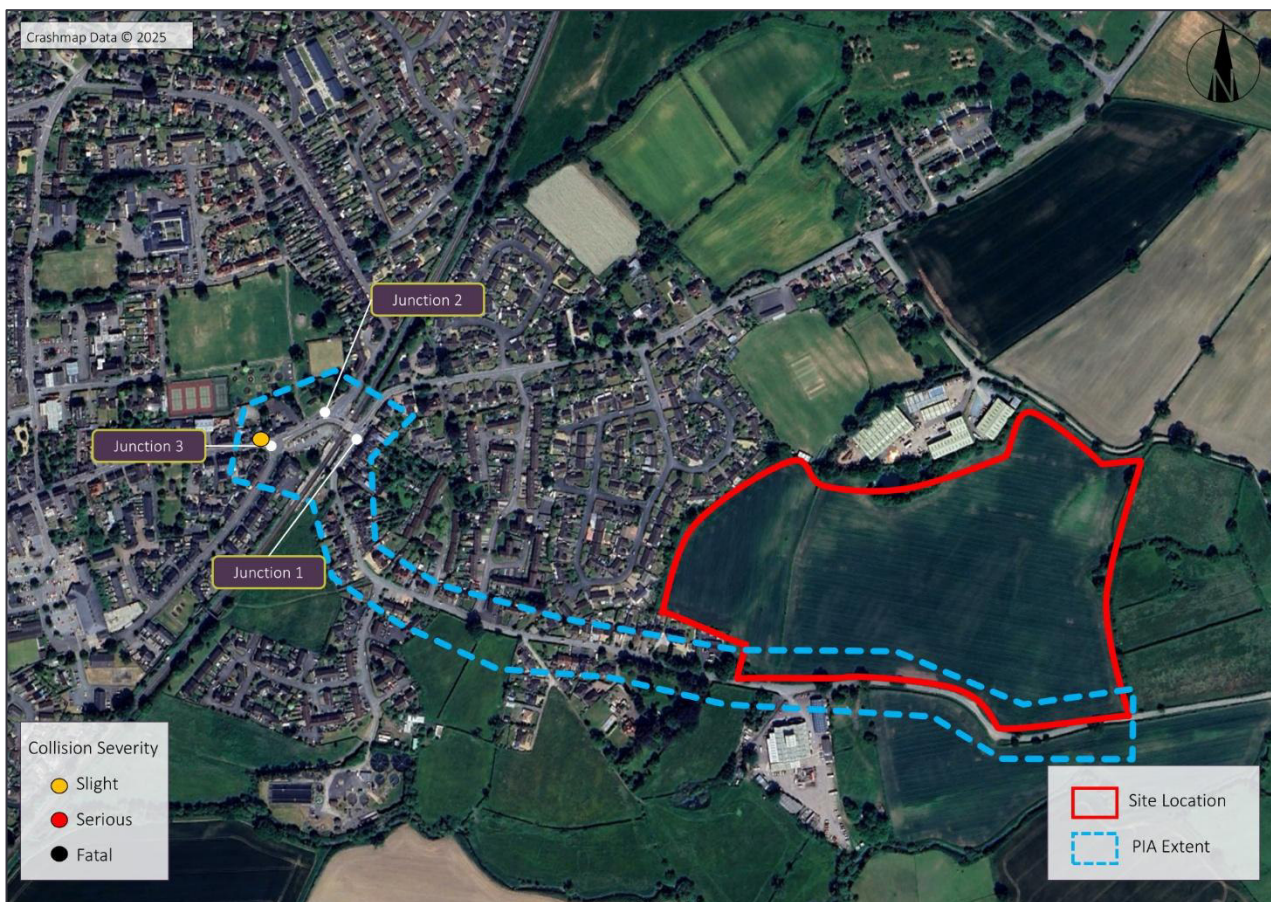
Figure 6.4 Level Crossing – PM Peak After Opening



6.2 Highway Safety Records

- The level crossing has, historically, attracted local political and public attention regarding driver misuse – including vehicles disregarding warning lights and barriers – and has previously been identified by Network Rail as among the more frequently misused crossings nationally.
- Notwithstanding this history of misuse-related concern, the crossing's official safety record is clear: Network Rail's own crossing risk assessment (last assessed October 2020) records nil accidents and nil near-miss incidents since September 2014.
- This is corroborated by independent national collision data (CrashMap.co.uk, verified STATS19 data, Great Britain 1999–2024): **no recorded collisions involving trains or other road users at the level crossing between 2020–2024** (the most recent 5-year verified period; 2025 data not yet published).

Figure 6.5 Crashmap Data – Summary of Accident Data (2020 – 2024)



- This finding is consistent when the search is extended further, to a 10–15 year period: no recorded collisions are identified at the level crossing within this extended timeframe either.
- On this basis, while the crossing has a recognised history of driver misuse that has rightly attracted local safety attention, this has not translated into a record of accidents or near-misses, and the community response to that historic concern – most notably the footbridge – already forms part of the pedestrian environment relied upon by this application.

7. Conclusion

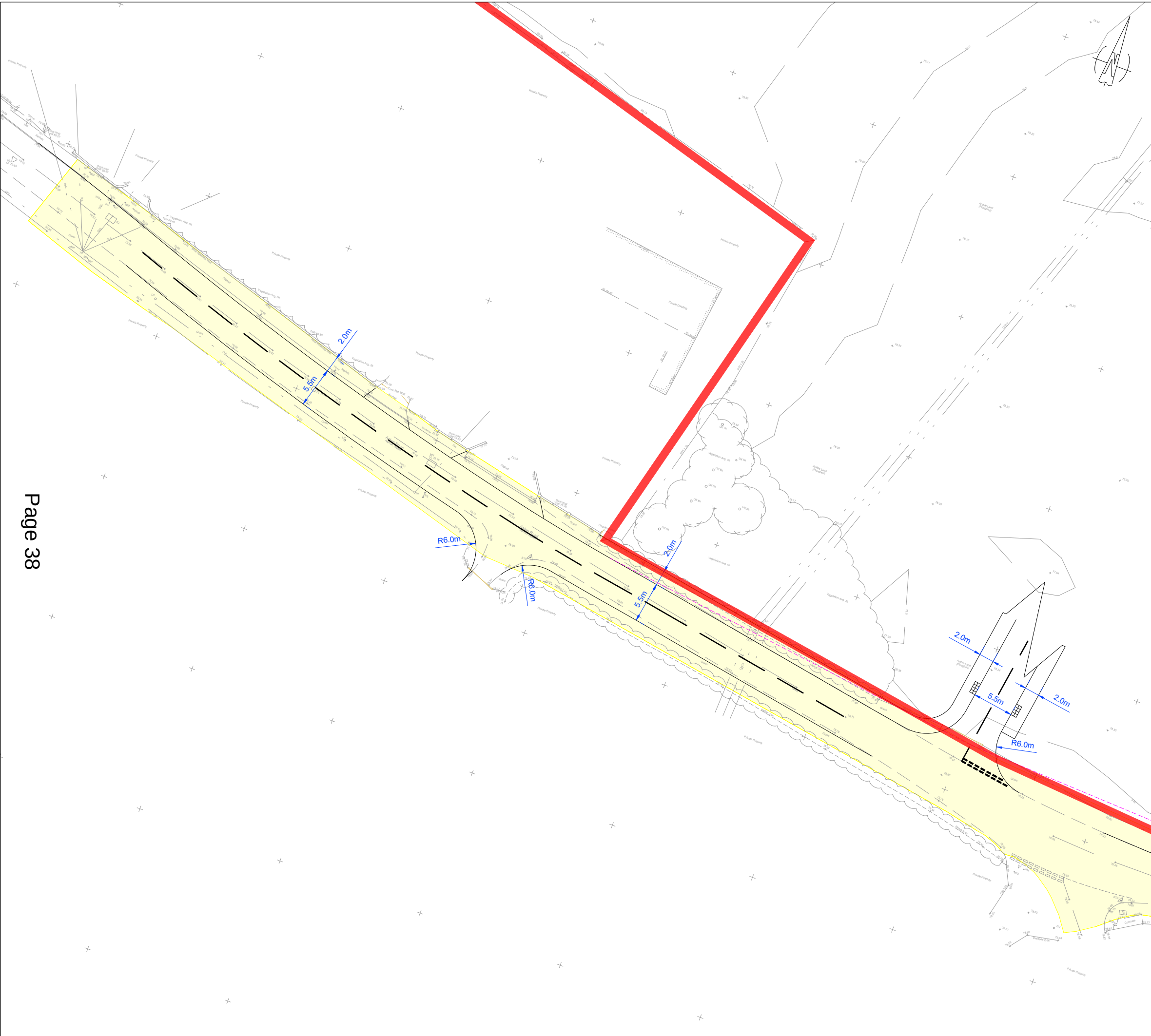
This note has set out clear, evidence-based responses to each of the points raised by Members on 21 July 2026. In summary:

- **Aston Road access and speed limit:** surveyed 85th percentile speeds (33.7–33.8mph) are well below the technical 60mph de-restricted characterisation; the 30mph limit is being relocated west to cover the site frontage, with visibility splays, footway improvements and a 5.5m carriageway agreed with SC Highways. SC Highways has confirmed acceptance of the single point of access.
- **Church Lane:** the lane is physically unsuitable for vehicular access, and a bypass/link road is neither necessary, deliverable, nor requested by SC Highways at any stage. No vehicular use of Church Lane is proposed; pedestrian connectivity to the east remains available via Church Lane and the PRoW Cricket Club route.
- **Active Travel:** all key local facilities – Wem town centre, the Co-op, GP surgery, dentist, schools and the railway station – fall within recognised walking and cycling catchments. A step-free, at-grade route to the town centre is available at all times other than short barrier-down periods, and the footbridge provides a supplementary, not primary, route. A package of agreed off-site footway, crossing and PRoW improvements will be secured by condition and S106.
- **Public transport:** Wem scores the maximum 10/10 under Shropshire Council's own Hierarchy of Settlements Assessment, and bus provision has recently been strengthened by the new 6-day Service 509, with Hail & Ride sections serving the site directly. A S106 contribution towards public transport is also proposed.
- **The level crossing:** barriers are closed for a maximum of c.14 minutes within the AM peak hour, and remain open for the vast majority of the day; queuing traffic has been observed to clear within 2–3 minutes of reopening. Despite a recognised history of driver misuse, the crossing's official safety record is clear, with no recorded collisions in the last 10–15 years.

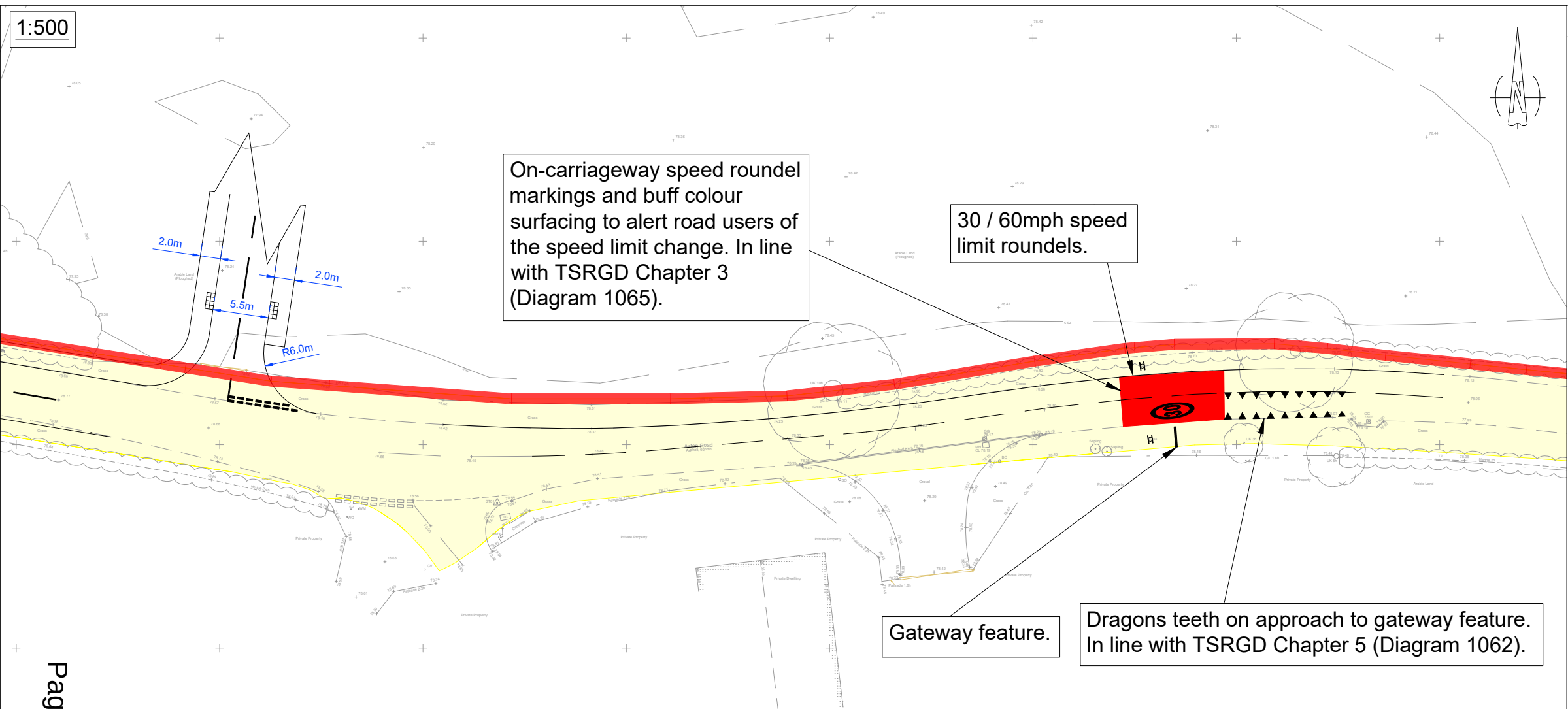
The transport and highways evidence base for this application has been developed iteratively with, and agreed by, SC Highways at each stage – from the Transport Assessment, through TAA1 and TAA2, to this note. On this basis, TTC considers that the application is supported by a robust and thorough evidence base, and that the points of clarification raised by Members on 21 July 2026 have been fully and satisfactorily addressed.

Appendix A

Aston Road – Access and Pedestrian Footway



Date of 1st Issue 23/10/2025		Description First Issue		Drawn by CR		Checked by AS	
REVISIONS							
Mark	Revision				Drawn	Date	Chkd
A	Highway Boundary Extent Included				CR	28/7/26	AS
Key: Site Boundary Topographical Survey Proposed Design Tactile Paving Highway Boundary Extent							
Notes: 1. Drawing units are in metres unless specified otherwise. 2. Drawing is based on Topographical Survey 3. Along the site boundary, the extent of highway boundary extends up to the red line for the site. 4. The highway boundary extent has been confirmed by SC Highways.							
A3 SCALE 1:500		0 m30 m Scale 1:500 @ A3					
Drawing Title Wem, Shropshire Access Arrangements - Aston Road							
Client Bellway Homes Limited							
Drawing Status Planning							
27 Park Street Leamington Spa CV32 4QN E: info@ttc-transportplanning.com ttc the transportation consultancy							
Drawing Number 211205-06						Revision A	



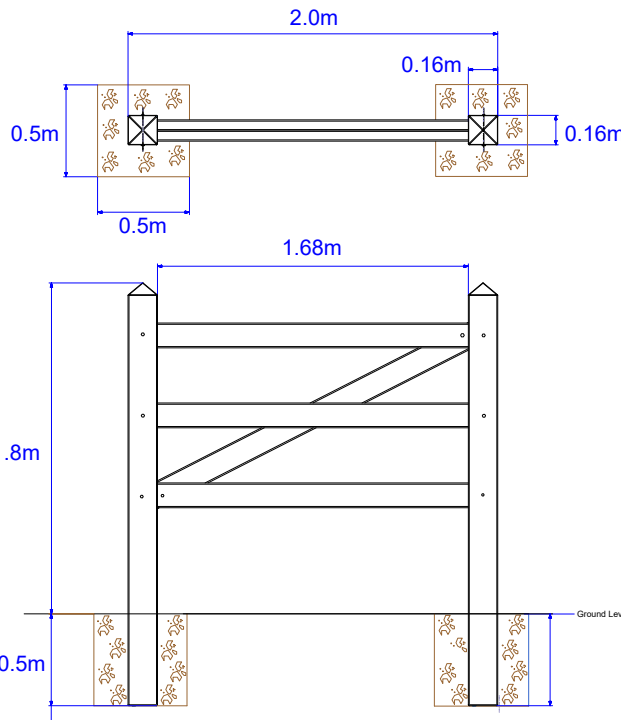
Speed limit roundels and TSRGD reference



Diag 670
Maximum Speed Limit in MPH
750mm Diameter

Example of potential gateway entry feature design

Model Specification
Gateway 2.0m wide - 1.8m tall C/W Crossbar



Date of 1st Issue 04/08/2026	Description First Issue	Drawn by CR	Checked by AS
---------------------------------	----------------------------	----------------	------------------

Notes:

- Drawing units are in metres unless specified otherwise.
- Drawing is based on a topographical survey.
- Design based on guidance taken from TSRDG.

A3 SCALE
AS SHOWN

0 m30 m
Scale 1:500 @ A3

Drawing Title

Aston Road, Wem
Design Package
Speed Limit Relocation

Client

Bellway

Drawing Status

Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

 the transportation consultancy

Drawing Number
211205-10

Revision
-

Development Traffic		
PM	24	3
AM	57	8



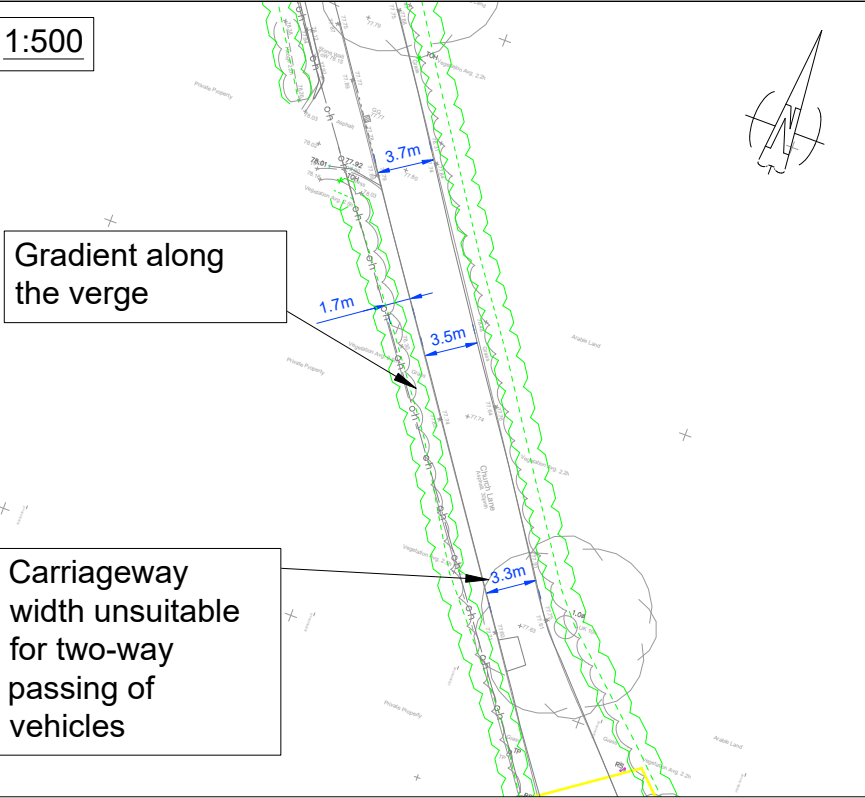
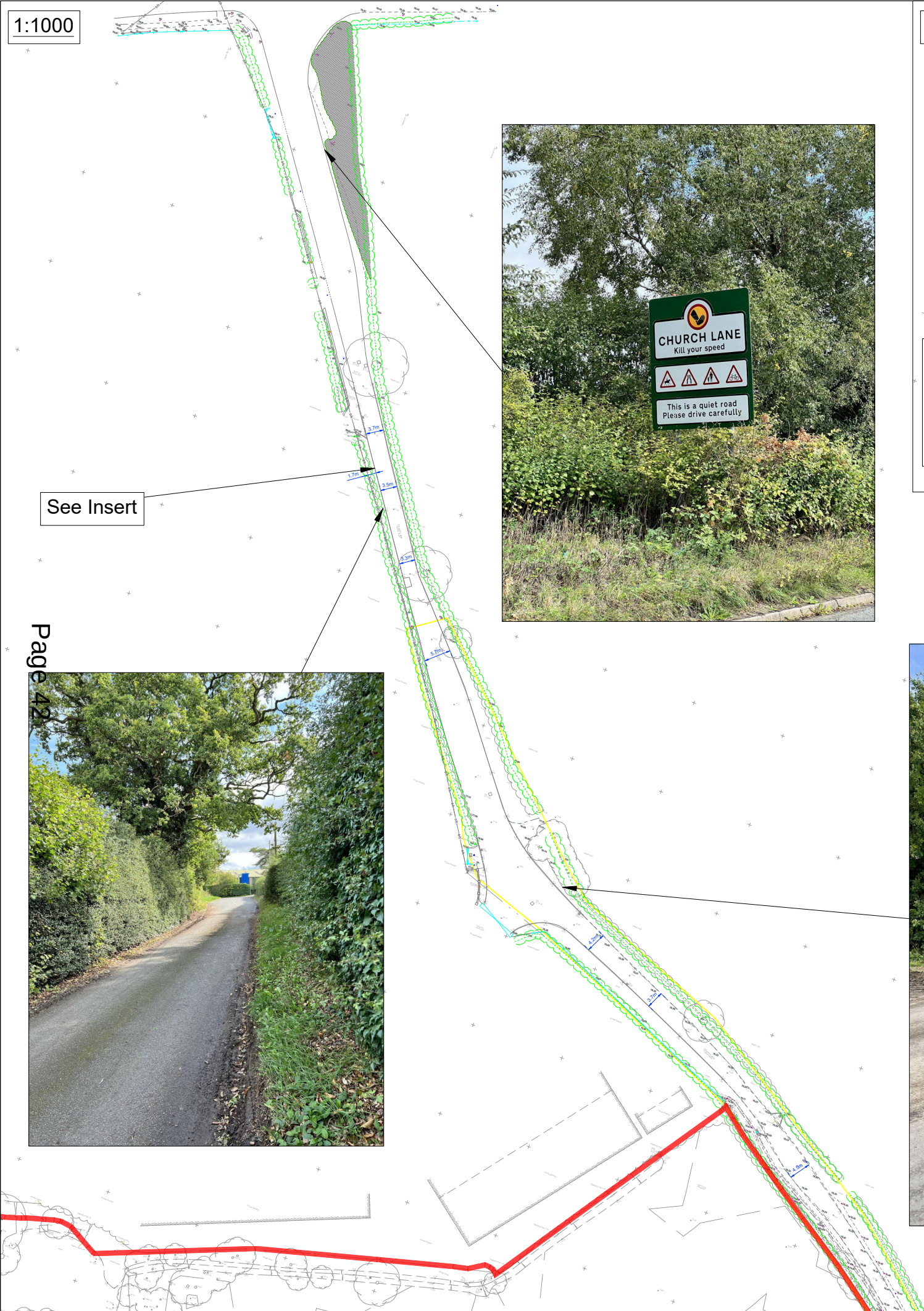
Access Point

Aston Road – ATC Recorded Speeds			
		Westbound	Eastbound
7-day Percentile Speed	85 th	33.8mph	33.7mph
7-day Speed	Average	26.7mph	27.7mph



Appendix B

Church Lane



Date of 1st Issue 29/07/2026	Description First Issue	Drawn by CR	Checked by AS
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Key:

- Site Boundary
- Topographical Survey
- Dimensions

Notes:

- Drawing units are in metres unless specified otherwise.
- Drawing is based on Topographical Survey
- Along the site boundary, the extent of highway boundary extends up to the red line for the site.

0 m 50 m
Scale 1:1000 @ A3

0 m 30 m
Scale 1:500 @ A3

A3 SCALE
AS SHOWN

Drawing Title
**Wem, Shropshire
Church Lane**

Client
Bellway Homes Limited

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

ttc the transportation consultancy

Drawing Number 211205-09	Revision
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Example signage along Church Lane

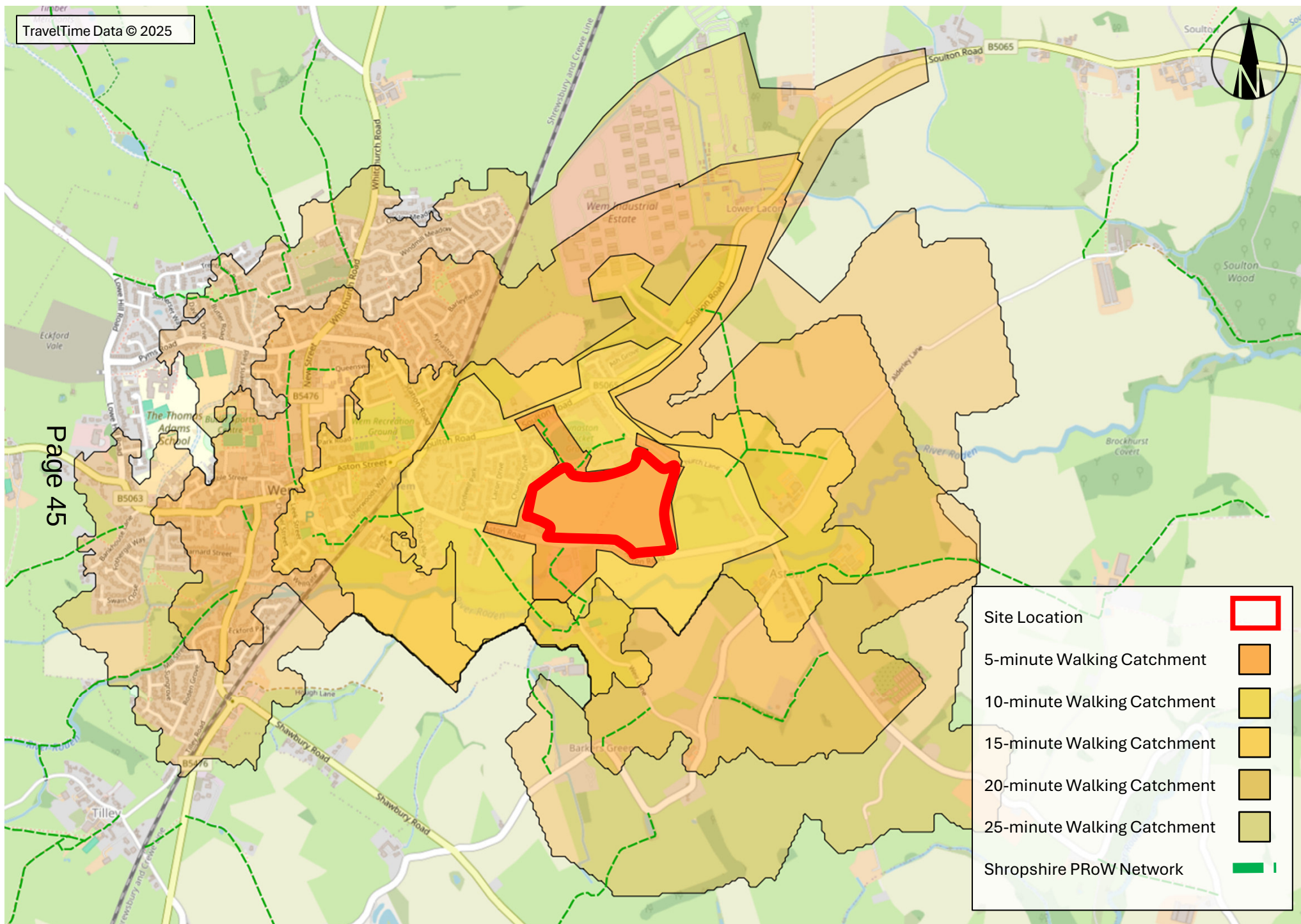


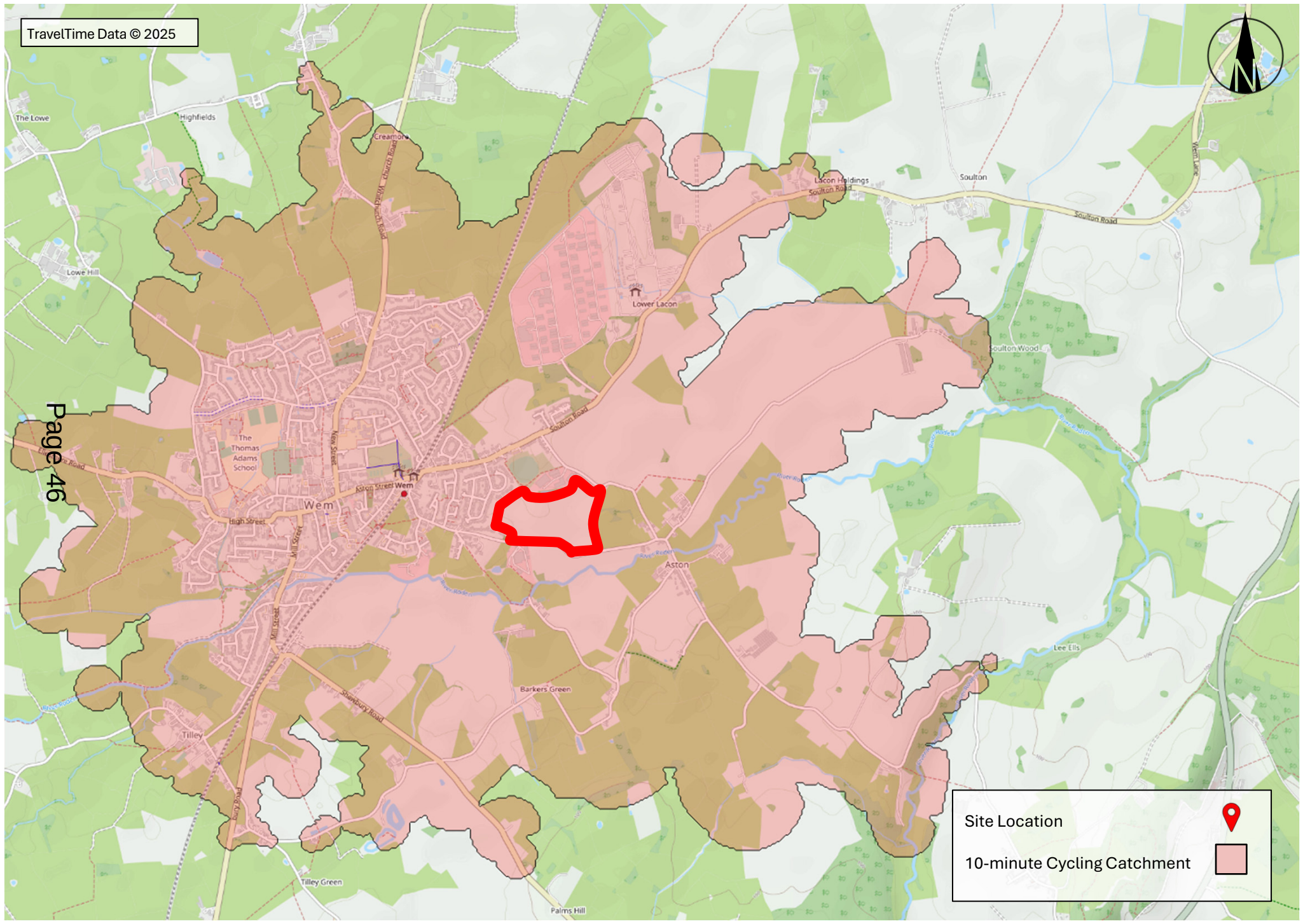
Example signage within development

Access Point

Appendix C

Active Travel- Isochrones



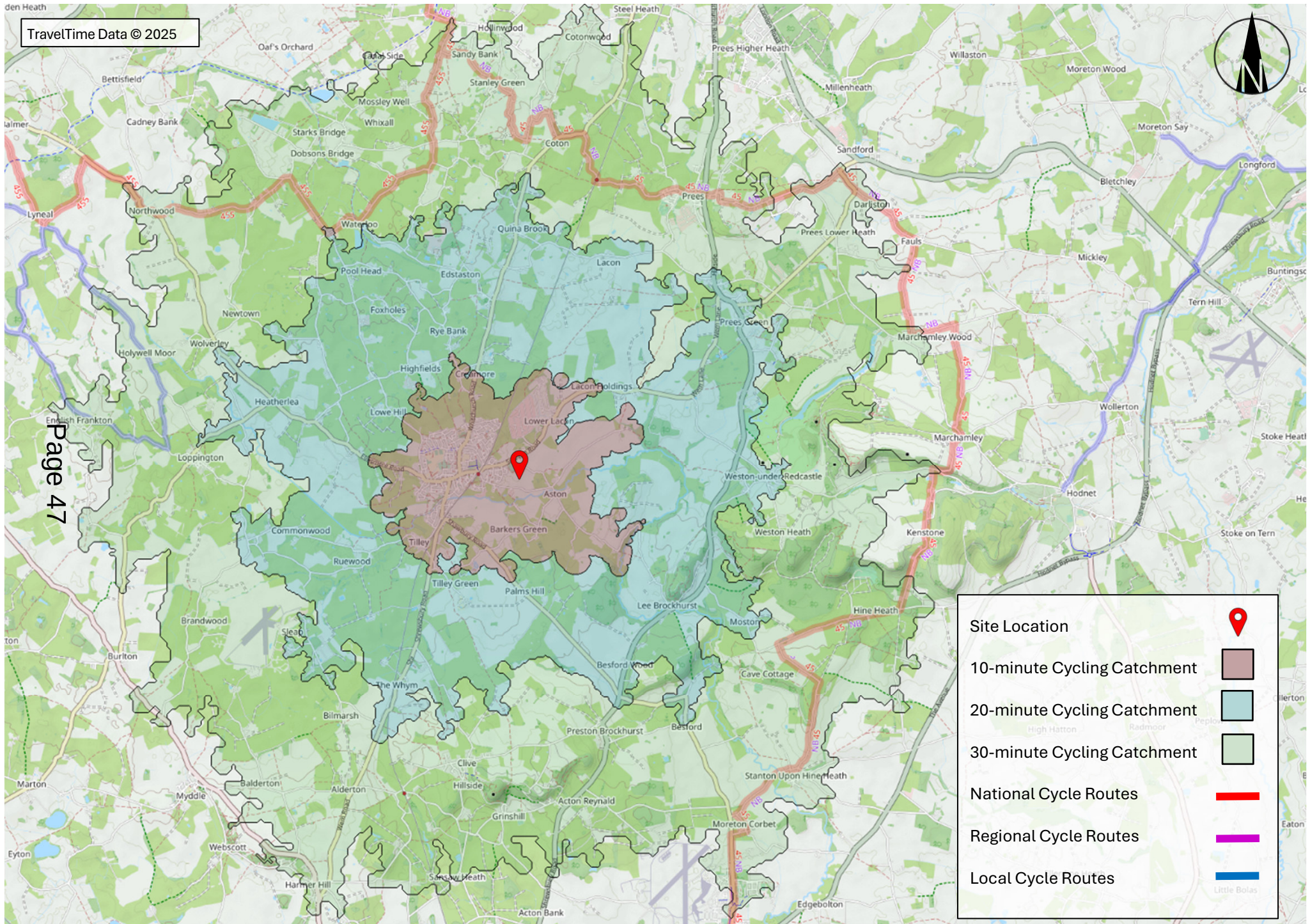


Site Location



10-minute Cycling Catchment





Site Location

10-minute Cycling Catchment

20-minute Cycling Catchment

30-minute Cycling Catchment

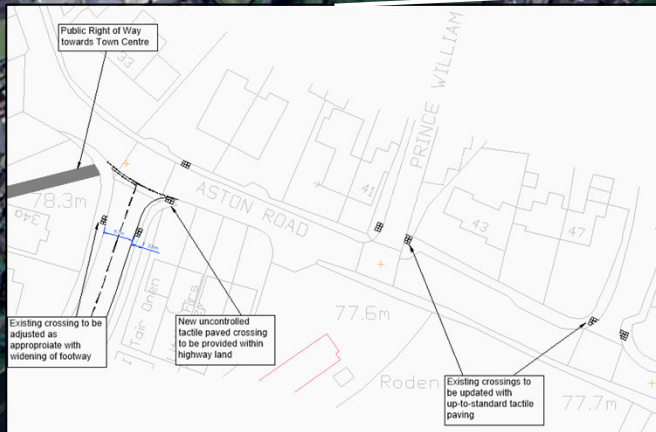
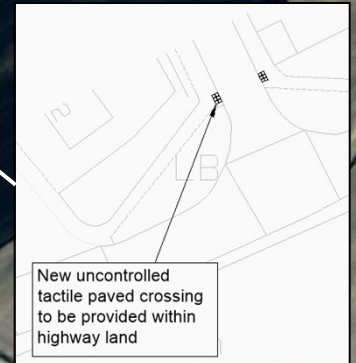
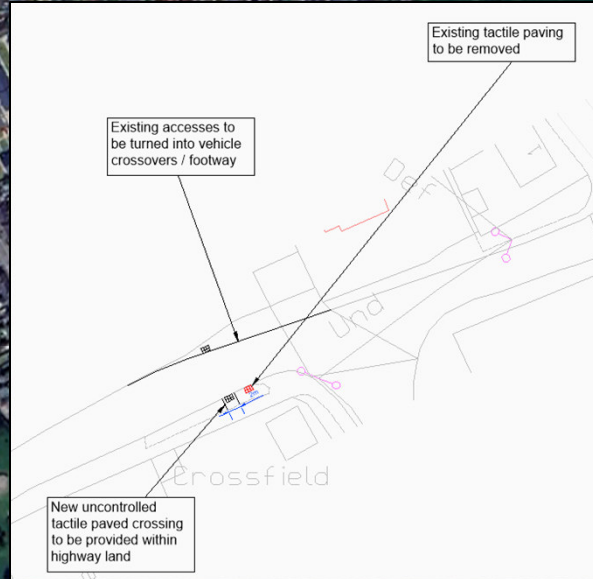
National Cycle Routes

Regional Cycle Routes

Local Cycle Routes

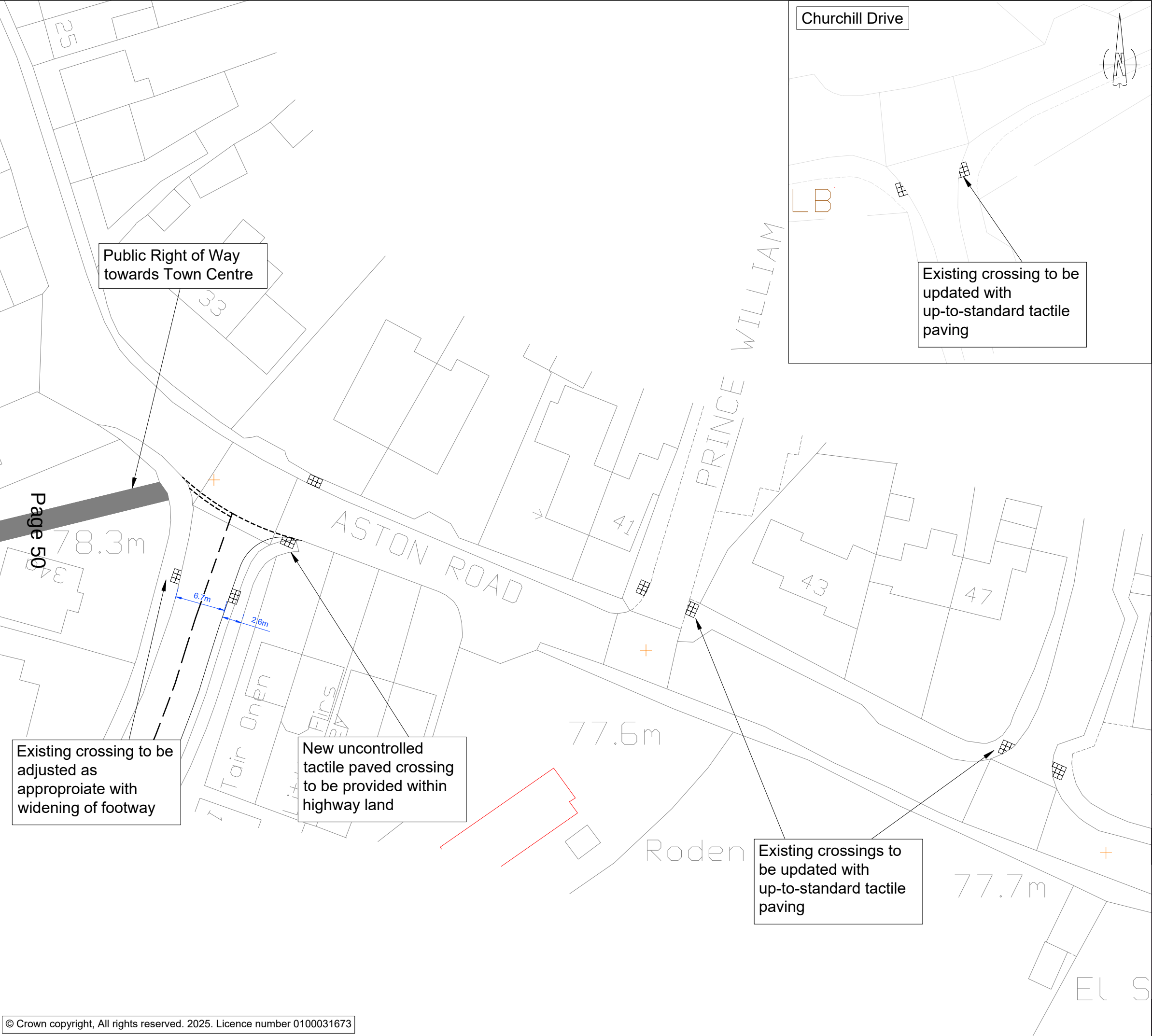
Appendix D

Offsite Pedestrian Improvements



New Footway extension on Aston Road connecting with existing infrastructure

- Site Location
- PRoWs to be Enhanced
- Existing footway
- Proposed footway



Date of 1st Issue 01/07/2025	Description First Issue	Drawn by CR	Checked by AS
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REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Addition of proposed improvement to Churchill Drive crossing	CR	24/10/25	JM

Key:

- Base Mapping
- Proposed Design
- Dimensions
- Tactile Paving
- Public Right of Way

Notes:

- Drawing units are in metres unless specified otherwise.
- Drawing is based on OS mapping.

A3 SCALE
1:500

0 m 30 m

Scale 1:500 @ A3

Drawing Title

Aston Road, Wem
Design Package
General Arrangement
Sheet 1 of 1

Client

Bellway Strategic Land

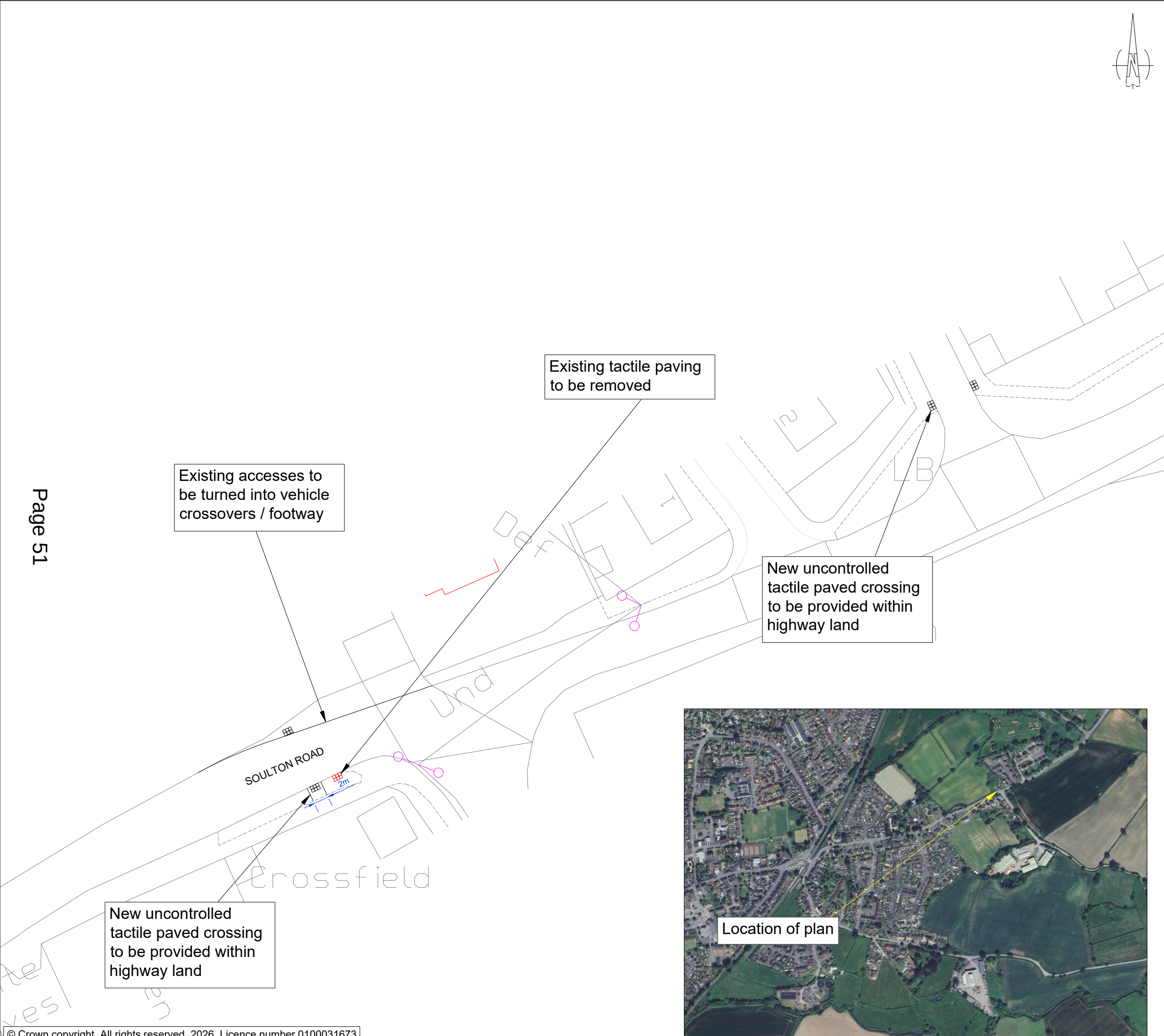
Drawing Status

Planning

27 Park Street
 Leamington Spa
 CV32 4QN
 E: info@ttc-tp.com

Transportation
 Consultancy
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Drawing Number	211205-05	Revision	A
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Date of 1st Issue 06/05/2026	Description First Issue	Drawn by CR	Checked by AS
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REVISIONS

Mark	Revision	Drawn	Date	Chkd
A	Addition of aerial map and road label	CR	4/8/26	AS

Key:

Base Mapping

Proposed Design

X.Xm

Dimensions

Tactile Paving

Notes:

1.

Drawing units are in metres unless specified otherwise.

2.

Drawing is based on OS mapping.

3.

Existing tactile paving to be maintained and repaired where appropriate.

A3 SCALE
1:5000 m30 m
Scale 1:500 @ A3Drawing Title
Aston Road, Wem
Design Package
General ArrangementClient
Bellway Strategic LandDrawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-tp.com

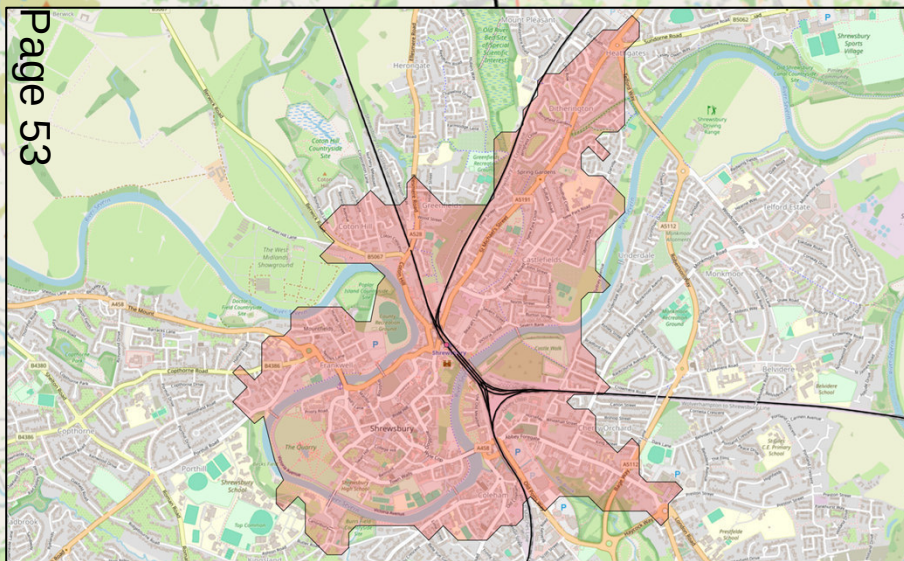
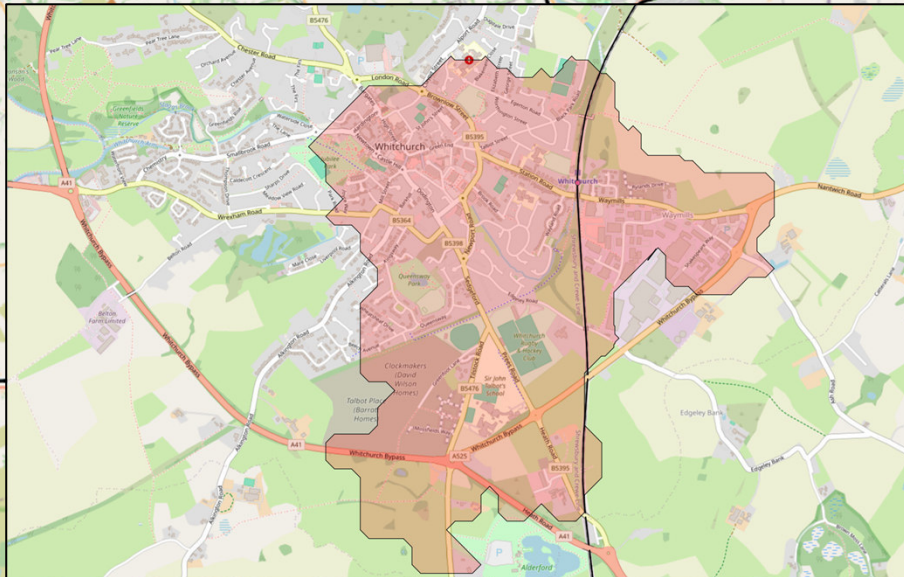
ttc

Transportation
Consultancy
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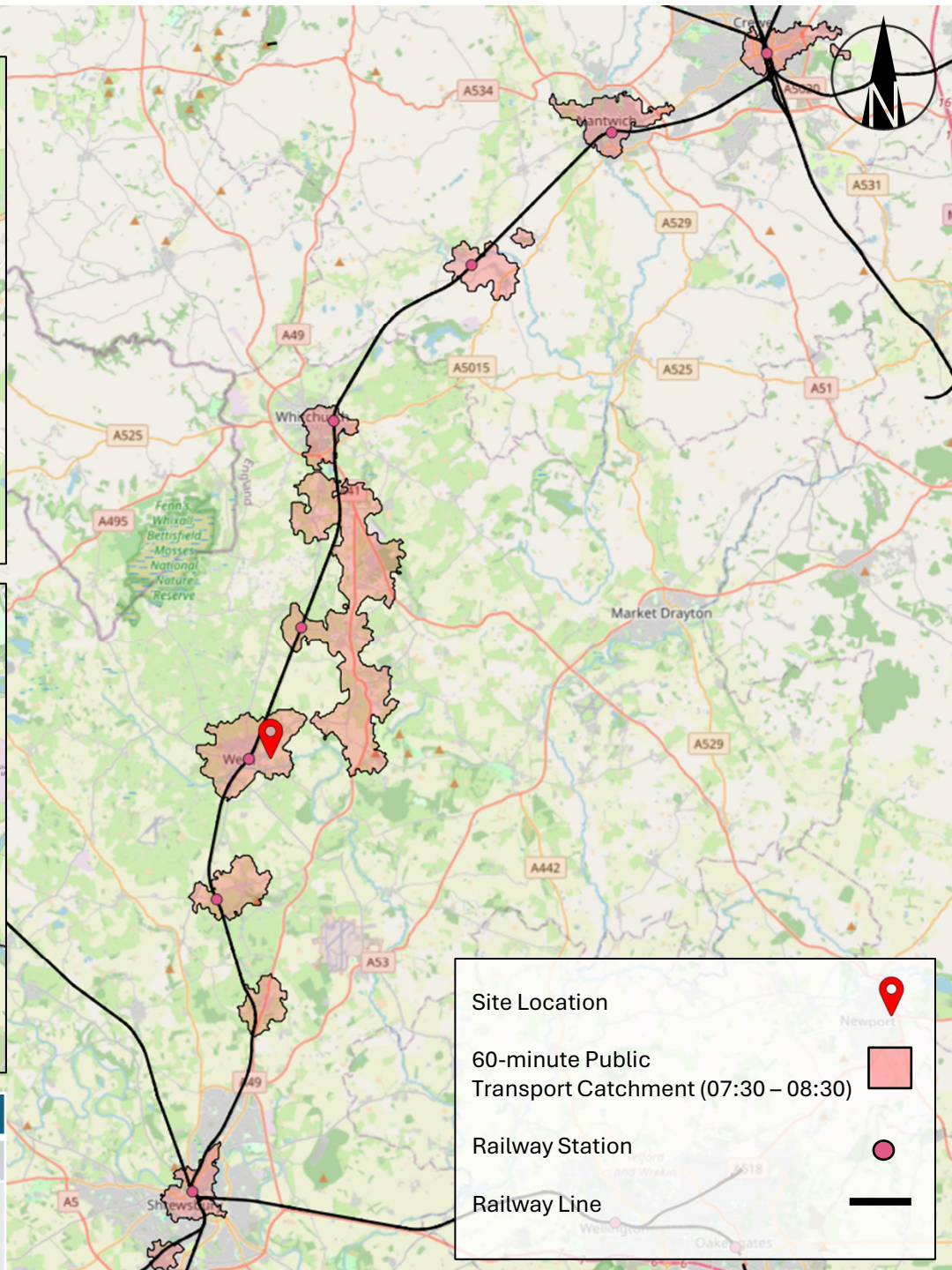
Drawing Number
211205-08Revision
A

Appendix E

Public Transport Isochrones / Maps



Destination	Frequency	Journey Time
Shrewsbury	1 service every 2-hours	13-20 minutes
Crewe (via Whitchurch)	1 service every 2-hours	Crewe – 30-40 minutes Whitchurch – 10 minutes

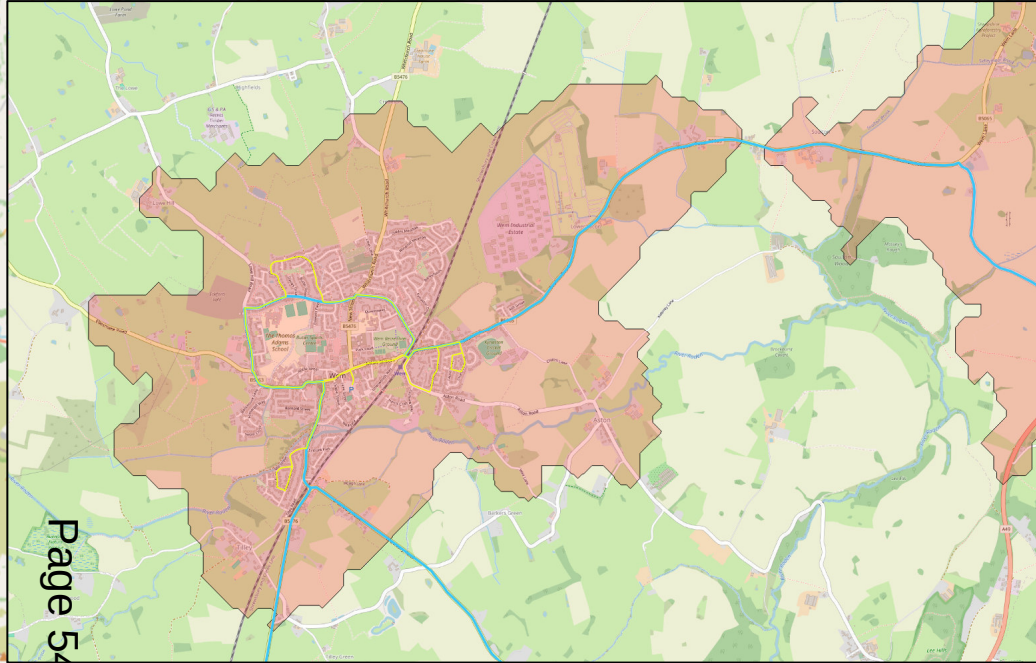


Site Location

60-minute Public Transport Catchment (07:30 – 08:30)

Railway Station

Railway Line



Bus Stop	Route	Peak Frequency (Weekday)	Peak Frequency (Saturday)
Aston Road	Wem Circular	60-minutes	60-minutes
Station Road	Whitchurch – Wem - Shrewsbury	Every 2 hours	Every 2 hours
	Whitchurch – Wem - Shrewsbury	Two services per day	Two services per day

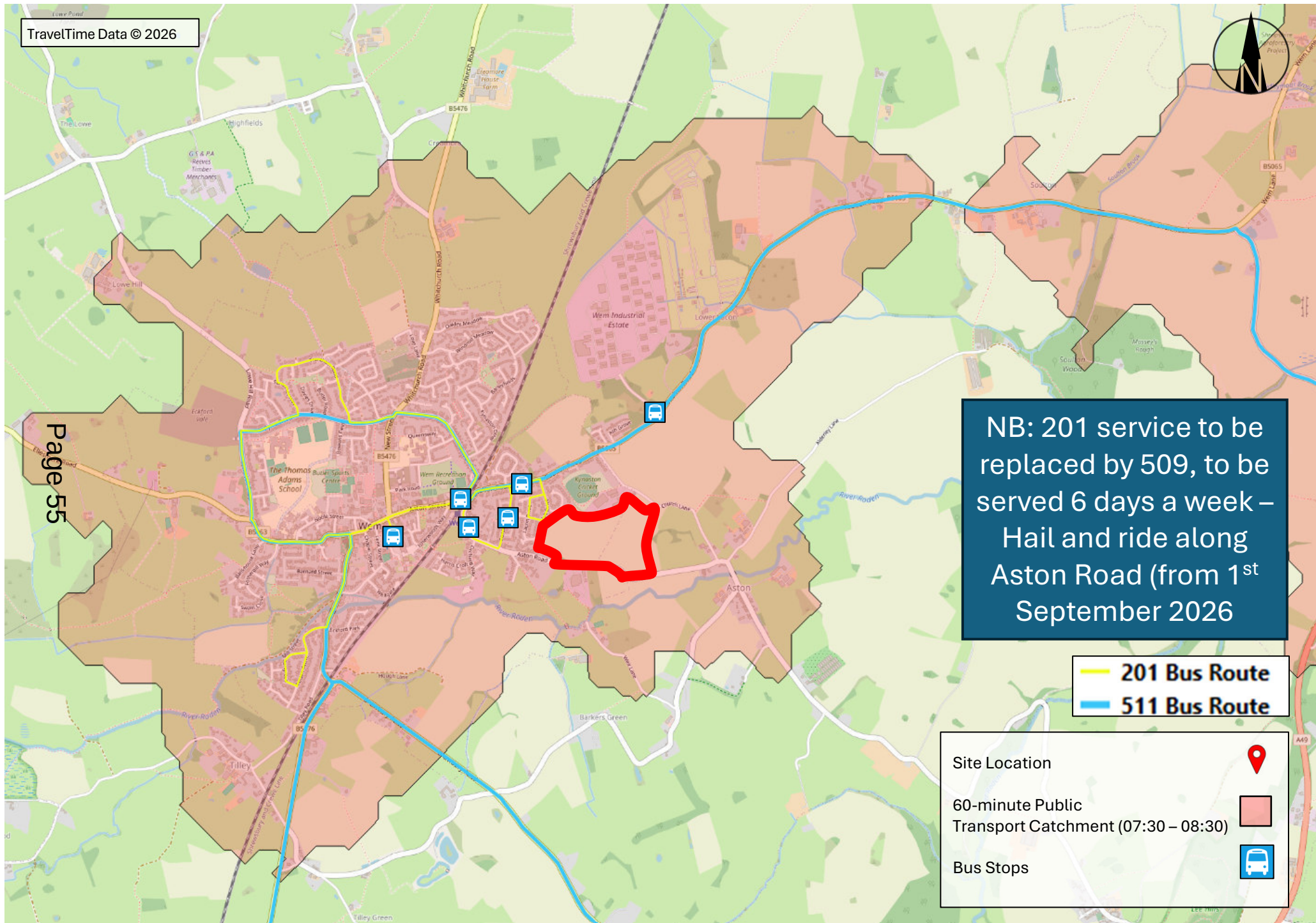
NB: 201 service to be replaced by 509, to be served 6 days a week – Hail and ride along Aston Road (from 1st September 2026

201 Bus Route
511 Bus Route

Site Location

60-minute Public Transport Catchment (07:30 – 08:30)





NB: 201 service to be replaced by 509, to be served 6 days a week – Hail and ride along Aston Road (from 1st September 2026

201 Bus Route
511 Bus Route

Site Location 

60-minute Public Transport Catchment (07:30 – 08:30) 

Bus Stops 

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Highways Briefing note - 24th August 2026

25/02775/OUT

Outline planning application, to include access matters only for up to 175 dwellings, site access and highway works, green infrastructure including public open space, sustainable drainage, landscape buffering, amenity green space, and ancillary works

Proposed Residential Development Land Between Aston Road And Church Lane Wem Shropshire

The following note is prepared in response to concerns raised by Members of the North Planning Committee on 21 July 2026 in relation to the above mentioned planning application. The contents of the note is informed by the contents of the Highways Clarification Note prepared by the applicants Transport consultant dated August 2026 and previous comments submitted on behalf of Shropshire Council as Local Highway Authority.

1) Access via Aston Road;

As outlined on the attached note, an Automatic Traffic Count (ATC) was undertaken between Tuesday 18th March – Monday 24th March 2025. This period was outside of the school holiday period and was therefore considered acceptable from a highway's perspective.

Vehicle speeds were recorded as follows;

The 7-day 85th percentile speed results:

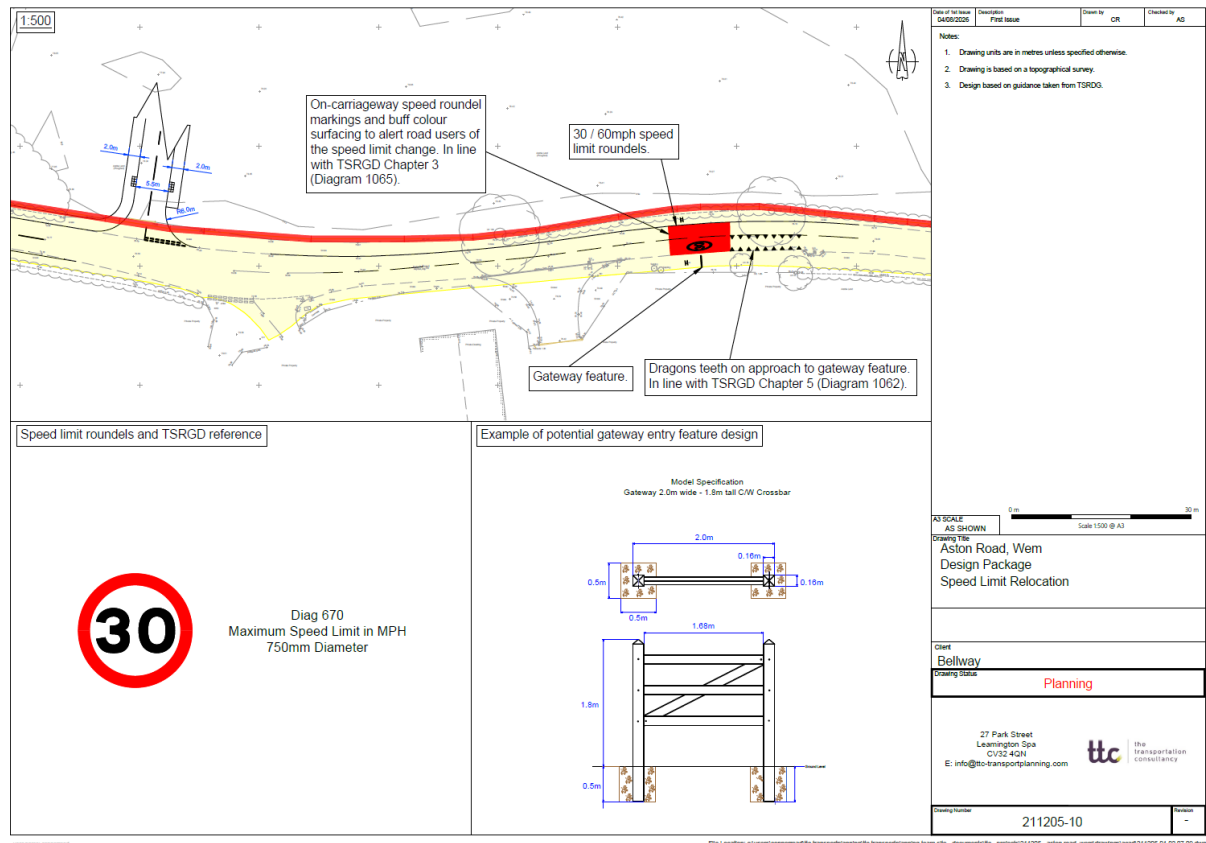
- 33.8mph westbound
- 33.7mph eastbound

Existing vehicle speeds at this location are therefore relatively constrained, from a highway authority perspective no concerns were raised.

The applicant has submitted details of the proposed access to include visibility splays of 2.4m x 54.3m and 2.4m x 55.6m, these are based on the speed of vehicles approaching and are considered acceptable from a highway perspective.

Access proposals have been submitted and are shown on Drawing no.211205-06 Rev A the proposals include the extension of the existing 30mph speed limit to incorporate the proposed access, a 5.5 metre carriageway with 2 metre footways on both sides that will extend to the west of the proposed access along Aston Road,

linking up with the existing footway, providing a continuous link between the site and the existing infrastructure.



It is the recommendation of the highway authority that a planning condition is placed upon any permission granted that requires details of the access to be submitted and approved prior to commencement. Suggested wording is as follows;

Highway Condition 1 - Access details

Prior to the commencement of development hereby permitted full engineering details of the proposed site access junction improvements, footway connection and associated works to include the extension to the existing speed limit on Aston Road, Wem as shown on Drawing no.211205-06-Rev A. 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.

In addition to the planning condition, it is also recommended that a Section 106 contribution of £5000.00 is secured to cover the cost of all legal changes to the

Traffic Regulation order. This does not include the cost of the associated signing and lining, which will be delivered by the Developer as part of the access and offsite highway works proposed.

2) Access via Church Lane

Section 3 of the submitted Highways Clarification Note sets out the rationale for not providing an access onto Church Lane. It is recognised from a Local Highway Authority perspective that an access onto Church Lane would provide an alternative point of access and egress that would provide access on to B5065 Soulton Road, leading to the A49.

However, as outlined within the submitted Highways Clarification Note, Church Lane is constrained and therefore the feasibility of providing an alternative access onto the Church Lane limited for the reasons set out within the clarification note.

In addition to the reasons set out within the note, there is also a requirement to determine the application put forward. The application under determination is outline planning application, to include access, there is requirement to make an assessment if the proposed development is acceptable and if the lack of access onto the Church Lane is a reason for refusal. An assessment has been undertaken in relation to the likely impact of the proposed development with access on to Aston Road. It has been determined that the proposed development would not result in an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. On this basis no highway objection has been raised.

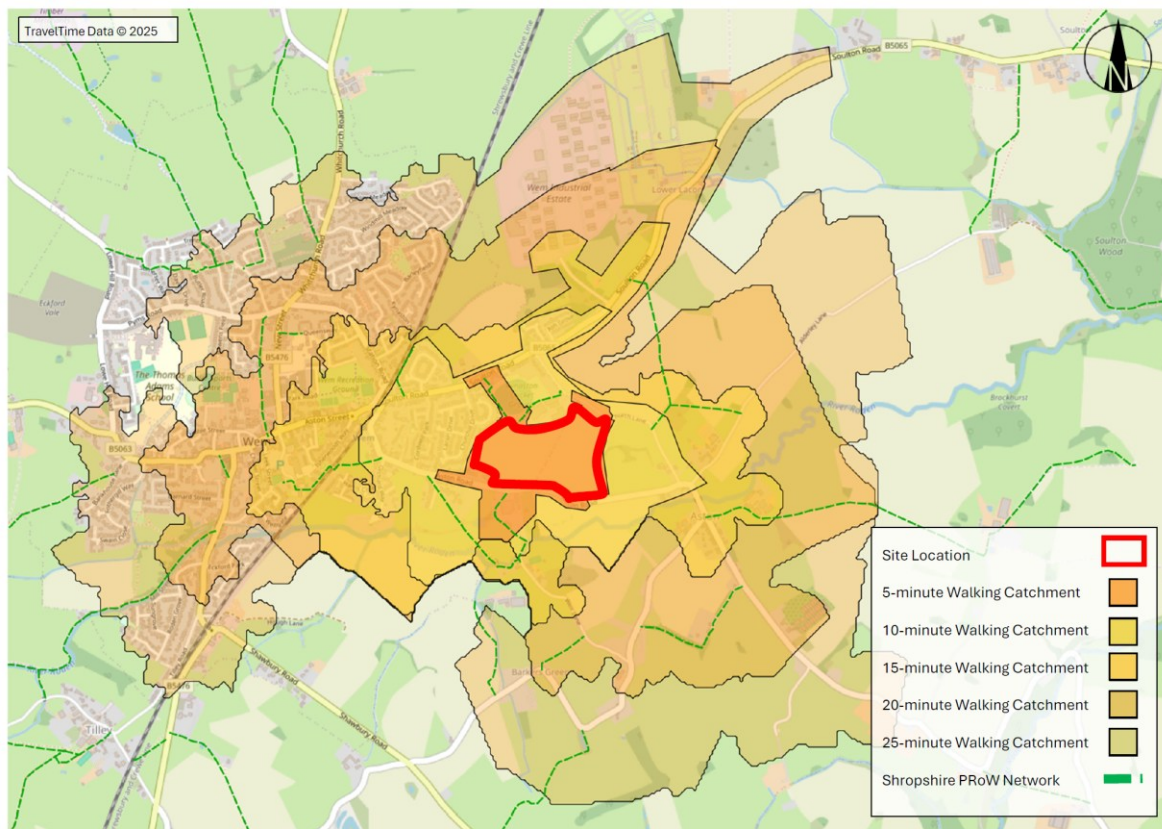
3) Active Travel routes and improvements

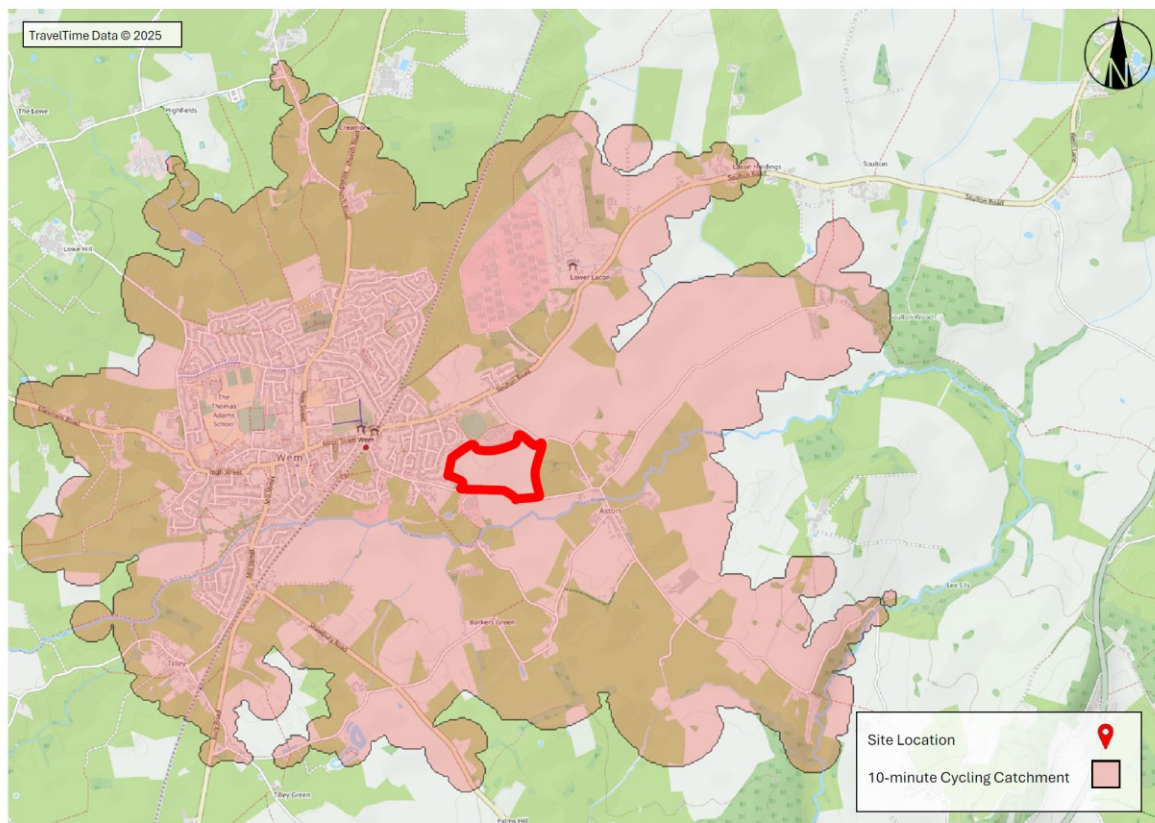
Section 4 of the submitted Highways Clarification Note sets out sustainable credentials and outlines the walking/cycling journey times to key amenities. It also confirms the agreed off-site active travel improvements.

It is acknowledged that some local amenities are outside the established industry guidance (IHT, Guidelines for Providing for Journeys on Foot, 2000) which identifies 2km as the preferred maximum walking distance for commuting and similar purposeful journeys, with 500m and 1km representing 'desirable' and 'acceptable' distances respectively.

Appendix C of the Highways Clarification Note outlines the Active Travel – Isochrones, which does demonstrate that the majority of local amenities can be reached within 25 minutes walk. This does not include the local secondary school. It should be noted that the site does fall within a 10 minute cycle catchment of the local secondary school, Thomas Adams.

On this basis whilst some local amenities do fall outside the desirable walking distances, it was not considered that a highways objection could be sustained on this basis.





The applicant where possible has identified localised improvements, which are outlined within Appendix D of the submitted clarification note.

It is the recommendation of the highway authority that a planning condition is placed upon any permission granted that requires details of the proposed pedestrian improvements to be submitted and approved prior to commencement. Suggested wording is as follows;

Highway Condition 3 – Pedestrian infrastructure improvements

Prior to the commencement of development hereby permitted full engineering details of the proposed pedestrian improvements on Aston Road, Orchard Way, Ash Grove, Prince William Court, and Cordwell Park Wem 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 20th dwelling.

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

In addition to the above planning condition, a Section 106 contribution towards the upgrade of the Public Rights of Way has also been proposed and subject to agreement with Shropshire Councils Public Rights of Way team.

There will also be a requirement for the developer to submit a Travel Plan prior to the first residential dwelling being occupied. The Travel plan will require annual surveys

to be submitted by the Developer, demonstrating progress in promoting sustainable transport measures for approval for a period of a minimum of five years and two years from the final occupation of the development. This will be included as a requirement within the proposed Section 106 legal agreement and a travel plan monitoring contribution will be secured to ensure that Shropshire Councils cost to monitor the travel plan are covered.

Suggest planning condition is as follows;

Highway Condition 6 – Travel Plan

Notwithstanding the submitted Framework Travel Plan, before the first residential dwelling is occupied details of a new Travel Plan for the development including an implementation timetable shall be approved in writing by the Local Planning Authority in consultation with the Local Authority Travel Plan Co-ordinator. This is in accordance with the legal agreement accompanying this permission. The Travel Plan shall set out proposals, including a timetable to promote travel by sustainable modes which are acceptable to the Local Planning Authority and proposed annual travel surveys. The Travel Plan shall be implemented in accordance with the approved details and timetable unless the Local Planning Authority has previously provided written approval for proposed changes to the plan. Reports demonstrating progress in promoting sustainable transport measures shall be submitted annually to Local Planning Authority for approval for a period of a minimum of five years and two years from the final occupation 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.

4) Passenger Transport

Section 5 of the submitted Highways Clarification Note sets out the current position in relation to passenger transport in relation to the site. It is considered that passenger transport connections to the site will be a key element of promoting sustainable travel to and from the site. The exact level of Section 106 contribution is to be agreed. However, the following level has been suggested by Shropshire Council as Local Highway Authority in accordance with Shropshire Councils draft policy.

Passenger Transport (subject to indexation)

- £1,500 per dwelling
- Bus stop allocation £1500 per asset
- Bus shelter allocation £10,000 per asset
- Real time information £7000 per asset

- Local interchange contribution £150.00 per dwelling.

Trigger points to be;

- Prior to commencement - 35% of overall contribution
- Year two 35% of overall contribution
- Year three 30% of overall contribution

5) The operation of the Level Crossing.

Section 6 of the submitted Highways Clarification Note provides a summary of the assessments undertaken in relation to the level crossing and the potential impact the proposed development will have on the operation and safety of the level crossing.

Section 6.1 of the submitted note, concludes that;

‘When considering the development traffic flows, it is anticipated that one left turning vehicle from Aston Road would be added to the network every 2-minutes. Applying this to the duration of the level crossing closure results in approximately 4 additional vehicles queued on Aston Road’.

In view of the likely impact of the development, it is not considered that a highway objection could be sustained on the grounds of likely impact or safety concerns in relation to the level crossing.

6) Highway Planning conditions previously mentioned

It is recommended that in addition to the planning conditions outlined above the following conditions are attached to any permission granted;

Highway Condition 2 – Church Lane Wayfinding advisory signage

Prior to the commencement of development hereby permitted full engineering details of the proposed wayfinding and advisory signage along Church 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 occupation of the 20th dwelling.

Reason: To promote sustainable travel to and from the site.

Highway Condition 4- Completion of Streets / Estate Street Phasing Plan

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.

Highway Condition 5 - Submission of Details – Adoptable Streets

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.

Highway Condition 6 – Management plan for on-site construction

No development shall take place on that phase until a construction management plan incorporating a method statement has been submitted to and approved in writing by the

Local Planning Authority. The approved plan shall be based on the approved outline construction management plan submitted in support of the application and shall provide

for:

- 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
- vi. Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- vii. Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- viii. Locations for storage of plant/waste/construction materials;
- ix. Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- x. Arrangements to receive abnormal loads or unusually large vehicles;
- xi. Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- xii. Any necessary temporary traffic management measures;
- xiii. Measures to protect vulnerable road users (cyclists and pedestrians);
- xiv. Arrangements for temporary facilities for any bus stops or routes;
- xv. Method of preventing mud being carried onto the highway;
- xvi. Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

The plan shall be adhered to throughout the construction period

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.

Section 106 contributions

It is recommended that the following Section 106 contributions should be secured in association with the any planning permission granted;

Section 106 definition	Level of contribution	Trigger point	Comments
Travel Plan Monitoring Contribution	£14,000 (£2000 per year)	Paid on completion of Section 106	Reference to annual surveys to be submitted as per planning condition
Traffic Regulation Order	£5000.00	Paid on completion of Section 106	£5000 to cover changes to legal order only. All associated signing to be covered by Developer.
Passenger transport	Passenger Transport (subject to indexation) • £1,500 per dwelling • Bus stop allocation £1500 per asset • Bus shelter allocation £10,000 per asset • Real time information £7000 per asset • Local interchange contribution	<u>Prior to commencement 35%</u> <u>Year two 35%</u> <u>Year three 30%</u>	<u>In accordance with Shropshire Councils draft policy.</u>

	£150.00 per dwelling.		
PROW	TBC	<u>TBC</u>	<u>To be agreed with PROW Team</u>

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AGENDA ITEM



Committee and date

Development Management Report

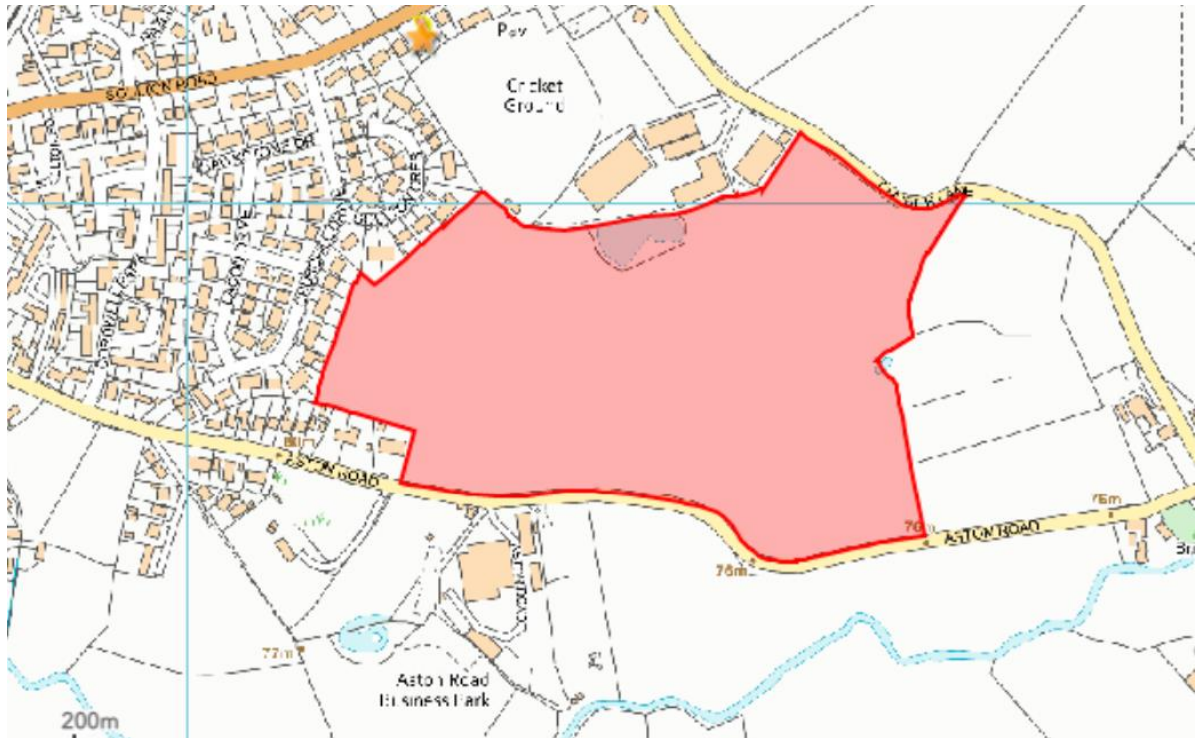
Responsible Officer: Kassandra Polyzoides, Service Director – Place Shaping

Summary of Application

<u>Application Number:</u> 25/02775/OUT	<u>Parish:</u>	Wem Town Council
<u>Proposal:</u> Outline planning application, to include access matters only for: up to 175 dwellings, site access and highway works, green infrastructure including public open space, sustainable drainage, landscape buffering, amenity green space, and ancillary works.		
<u>Site Address:</u> Proposed Residential Development Land Between Aston Road And Church Lane, Wem, Shropshire.		
<u>Applicant:</u> Bellway Homes Limited		
<u>Case Officer:</u> Andrew Huntley	<u>email:</u> andrew.huntley@shropshire.gov.uk	
<u>Grid Ref:</u> 352212 - 328879		

AGENDA ITEM

Proposed Residential
Development Land between
Aston Road and Church Lane.



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Recommendation:- Grant Permission with delegation to officers to confirm the final condition wording and to secure a section 106 agreement to secure affordable housing, long term future management and maintenance of open space and drainage, education and ICB contributions, brown moss contribution, cost recovery for the 30 year monitoring period for Biodiversity Net Gain and cost recovery for monitoring the section 106 agreement.

REPORT

1.0 THE PROPOSAL

1.1 Outline planning application, to include access matters only for: up to 175 dwellings, site access and highway works, green infrastructure including public open space, sustainable drainage, landscape buffering, amenity green space, and ancillary works.

1.2 This application has been accompanied by the following supporting documents:

- Design and Access Statement

-

Proposed Residential
Development Land between
Aston Road and Church Lane.

- Supporting Planning Statement
- Five Year Land Supply Report
- Transport Statement
- Travel Plan
- Landscape and Visual Impact Assessment
- Agricultural Land Classification Report
- Arboricultural Impact Assessment
- Ecological Impact Assessment
- Biodiversity Net Gain Assessment
- Flood Risk Assessment and Drainage Strategy
- Phase I Geo-Environmental Assessment
- Noise Assessment Report
- Air Quality Assessment
- Minerals Resource Assessment
- Economic Benefits Statement
- Heritage and Archaeological Desk-based Assessment
- Utilities Feasibility Report
- Geophysical Survey Report
- Statement of Community Involvement

1.3 This application has been subject to formal pre-application advice.

2.0 SITE LOCATION/DESCRIPTION

2.1 The site is currently agricultural land outside of the market town of Wem, covering 12.96 hectares. The parish boundary straddles the site, so the western part of the site is in Wem Urban whilst the eastern section is in the parish of Wem Rural. The development boundary of Wem lies adjacent to the site on its west side. The small settlement of Aston lies to the south east. There are several listed buildings within the settlement of Aston.

2.2 The site comprises relatively flat agricultural fields surrounded by hedgerows and trees to the site boundaries. There is a pond to the north and the site is crossed by an overhead electricity line, in a general north/south direction. There is existing residential development to the west, business/industrial premises to the north and south, Wem cricket ground to the north and agricultural land to the east. The site is also bounded by Aston Road (Class C) to the south and Church Lane (unclassified) to the north east.

3.0 REASON FOR DELEGATED DETERMINATION OF APPLICATION

-

Proposed Residential
Development Land between
Aston Road and Church Lane.

- 3.1 This is a major application, and the Parish Council has submitted a contrary view to Officers regarding material planning reasons. The Planning Services Manager in consultation with the Chairman and Vice Chairman agree that due to the complexity and scale of development the item should be determined by the relevant planning committee.

4.0 COMMUNITY REPRESENTATIONS

4.1 Consultee Comments

4.1.1 SC, Policy - Comments

Conformity with the Adopted Plan

The starting point for decision making is the adopted local plan, which currently consists of the Core Strategy (2011), Site Allocations and Management of Development Plan (SAMDev Plan) and any adopted formal Neighbourhood Plans. The adopted local plan should be read and applied as a whole.

SAMDev plan policy MD1 (Scale and Distribution of Development) identifies Wem as a Market Town/Key Centre. The settlement strategy for Wem set out through policy CS3 (The Market Towns and other Key Centres) and S17 (settlement policy Wem area) and directs new residential and employment growth to the allocated sites and any suitable sites within the development boundary. The site subject to this application is outside of the development boundary for Wem as identified on Policy Map S17 (Insert 1) and for the purposes of planning policy is within the 'countryside'.

Core Strategy policy CS5 (Countryside and Green Belt) and SAMDev Plan policy MD7a (Managing Housing Development in the Countryside) apply, alongside the NPPF which seek to limit new residential development. In order to accord with these policies new market housing is expected to be strictly controlled and the development of this site for open market housing would be contrary to these adopted development plan policies.

The Five Year Housing Land Supply and Housing Delivery Test Shropshire Council have recently published (31st March 2026) a new Five-Year Housing Land Supply Statement with a base date of 31st March 2025.

The Five Year Housing Land Supply Statement sets out the assessment of the housing land supply in Shropshire over the five year period from 2025/26 to 2029/30.

With regard to the housing delivery test, this Statement details that over the

last 3 years for which data was available (2020/21-2022/23) delivery in Shropshire has exceeded the housing needed as calculated within the national housing delivery test (152% delivery).

The assessment concludes that whilst a very significant supply of deliverable housing land exists in Shropshire of 9,830 dwellings, this falls around 828 dwellings short of a five year housing land supply, based on the new Local Housing Need, constituting a 4.61 years' supply of deliverable housing land.

Therefore, on balance of considerations it is deemed that Shropshire Council is currently unable to demonstrate a five year housing land supply.

Implications for decision making:

Footnote 7, 8 and Paragraph 11(d) of the NPPF detail the implications of not having a five year housing land supply for decision making, in the context of the application of the presumption in favour of sustainable development.

Footnote 8 of the NPPF indicates that where a Council cannot demonstrate a five year supply of deliverable housing sites, it means that the local plan policies most important to the decision will be considered out of date.

Paragraph 11(d) of the NPPF states: "where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination."

Footnote 7 of the NPPF details areas and assets of particular importance when applying Paragraph 11 (d)(i) of the NPPF.

This does not change the legal principle, set out in section 38(6) of the Planning and Compulsory Purchase Act 2004, that decisions on planning applications are governed by the adopted Development Plan read as a whole, unless other material considerations indicate otherwise. Rather paragraph 11(d) requires the decision maker to apply less weight to policies in the adopted Development Plan, and more weight to the presumption in favour of sustainable development as a significant material consideration, when

reaching a decision. It is for this reason that it is commonly referred to as the 'tilted' balance.

The amount of weight to be attributed to the policies of the adopted Development Plan, including those considered 'out of date' as a result of paragraph 11 (d) of the NPPF, is a matter for the decision maker. This principle is confirmed within the High Court of Justice decision on the case of Gladman Developments Ltd v SSHCLG & Corby BC & Uttlesford DC [2020] EWHC 518.

Importantly, the presumption in favour of sustainable development and associated tilted balance maintains the general principle of good planning, in that development should be genuinely sustainable in order to be approved. Paragraph 11(d)(ii) of the NPPF, specifically highlights several important considerations for the Council before concluding whether a proposal is genuinely sustainable. Notably it directs development to:

- sustainable locations;
- ensures it makes effective use of land;
- secures well designed places; and
- provides affordable housing.

Conclusions

Sections 70(2) and 79(4) of the Town and Country Planning Act (1990) (as amended) and section 38(6) of the Planning and Compulsory Purchase Act (2004) (as amended) specify that decisions on planning applications are governed by the adopted Local Plan read and applied as a whole, unless material considerations indicate otherwise. This is recognised within Paragraphs 2 and 48 of the NPPF.

The Core Strategy and SAMDev plan currently make up the adopted development plan in Shropshire.

As Shropshire Council cannot currently demonstrate a Five Year Housing Land Supply, the presumption in favour of sustainable development applies.

This does not change the statutory status of the adopted Development Plan as the starting point for decision-making on planning applications. Whilst the site is associated with the settlement of Wem, it is located outside of its development boundary and in the 'countryside' for policy purposes. As such, it is considered that the development proposed upon the proposal site within this outline planning application, is contrary to the adopted Development Plan (including Policies CS1, CS3, CS5, MD7a, and S17.1).

However, the presumption in favour of sustainable development does mean that a 'tilted' balance is applicable, in which less weight should be applied to

the adopted Development Plan and more weight to the presumption in favour of sustainable development as a significant material consideration in the planning application decision making process. The amount of weight to be attributed to the policies of the adopted Local Plan, including those considered 'out of date' as a result of paragraph 11 (d) of the NPPF, is a matter for the decision maker.

In considering paragraph 11(d) of the NPPF planning policy make the following observations:

- This outline planning application adjoins and is closely associated with the built form of Wem, a sustainable settlement identified as a Market Town within the adopted Development Plan.
- The site benefits from access to a range of services and facilities and the proposals that are the subject of this outline planning application seek to provide enhancement of links to these existing services and facilities.
- Based on the material provided in support of this outline planning application, it is considered that in principle the proposals could constitute an efficient use of land. Any subsequent reserved matters application process would need to ensure that this is the case.
- As this is an outline application the design detail is not yet known, although based on the material provided in support of this outline planning application, it is considered that in principle the proposals could support the achievement of a well-designed place. Any subsequent reserved matters application process would need to ensure the scheme achieves a high-quality design as expected in policy CS6 (Sustainable Design and Development Principles), 2(Sustainable Design) and the recently adopted Supplementary Planning Guidance Document – Design of New dwellings, which provides further support to the adopted development plan policies regarding design:
https://next.shropshire.gov.uk/media/g3ohfyew/design-of-new-dwellings_spd.pdf
- It is understood from the Planning Statement that supports this outline planning application that the applicants intend to provide a 20% affordable housing contribution, which is an overprovision compared to the 10% policy requirement for this area. The over provision of affordable housing is a material consideration, the amount of weight to be given to this is a matter for the decision maker. If this outline planning application is to be approved, the affordable housing contribution would need to be secured via an appropriate legal agreement.

For the avoidance of doubt, this planning policy response sets out the relevant adopted development plan context and national policy considerations only. It does not constitute a recommendation on the outcome of the application, which remains a matter for the decision maker who will give due consideration of the details of proposals from a development management perspective

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having regard to the development plan as a whole, technical advice from relevant service areas and all other relevant material considerations.

4.1.2 **SC, Highways – No objections subject to conditions and s.106**

The NPPF has an expectation of vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.

At this time the development is showing itself in a location but it is not establishing itself as part of the wider place.

The test for refusal on highways grounds is high with a position in the NPPF that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

The test for road safety in planning is typically taken as a review of the previous five years of collision data and a position on whether the new development access solutions or connectivity requirements would result in collisions.

A sense of safety, of feeling safe or otherwise finding the environment safe to use are not necessarily sufficient to consider that the impact on highway safety would be unacceptable.

It would be somewhat closer to the mark to assert that the position would be the creation of new collisions and that would be unacceptable.

However, the NPPF does provide further clarity as it continues and Para 117 sets a clear expectation of new development.

Within this context, applications for development should:

- (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second so far as possible to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- (c) create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

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(d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

The sense of para 117 providing the guidance towards mitigations where the residual cumulative impacts may otherwise be severe. In other words, whether a place engages well in transport terms building from the vision-led approach.

Finally, para 118 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Vehicle Access

The reduction down to a single point of vehicle access is welcomed. As is the realignment of the highway to achieve a 2m wide walking facility on the northern side of Aston Road.

To achieve this there is an urbanising creep towards the access point, which erodes the current rural character to create a highway sufficient to accommodate the need of future users.

The proposed relocation of the speed limit, as amended, sits as a message that the edge of the village has moved eastwards. The highway as proposed, which would also need to include street lighting, would appear to read as legibly as the existing 30mph highway arrangement.

The application of speed data to relocate the 30mph does not seem wholly necessary as the highway alignment and provision of street lighting can be designed to a 30mph design speed.

It would need to be supported with swept path and visibility that would apply to the access point has not been shown. This is required to secure plans or appropriate planning conditions.

The vehicle access point and pedestrian route are side by side. There does not appear to be an earlier opportunity to walk into the site, which would be more attractive.

It is also worth mentioning that there may be opportunity to present a fronted dwelling between the existing house and new access point, with a dropped kerb, to reinforce continuity of the environment.

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Sustainable Access Points

Sustainable access points are accesses for the purposes of planning so the lack of detail onto Church Lane remains a concern. Church Lane is an informal quiet lane and there are two potential developments coming forward along Soulton Road.

The offer of Church Lane with National Speed Limit would appear to be the most daunting journey by sustainable mode coming to or from the development proposals.

There is a clear attraction for the Wem industrial Estate and any employment stemming from within this proposal should be considering walking or cycling as a mode of travel. The question as to whether Church Lane offers a sufficiently attractive facility to result in those trips is a matter of concern.

There has to be some note of the recreational offer of the Church Lane Access and how that area may not suit going to work on foot. Some further recognition of the attractiveness of local employment and facilities as a place offer should be considered. The main issue is how the Church Lane access will integrate with the exiting highway.

The existing PROW route may also supplement this but neither the PROW or Church Lane offers a well-lit, drained, consistent surface. The proposed footway on Aston Road is essentially the best external offer for walking to and from the site.

Public Transport

The additional work is noted but there does not appear to be any significant attempt to engage public transport. The main notes within the report still rely on pushing how far people can walk.

Attention is drawn to the CIHT Buses in Urban Developments which goes through a much deeper rationale for walking distances to bus stops ; the acceptability of the walking distance is not a stand-alone consideration. People take account of the total journey travel time, including the in bus time as well as the walk at either end. Consequently, people will accept longer walks to reach bus services that are fast and direct, or more frequent, and to stops serving a wider range of destinations; The proportion of elderly people is increasing. A walking distance of 400 metres may be excessive when slower walking speeds are taken into account. People with children, buggies, heavy shopping, and the like will also be more sensitive to distance; The whole section, not just the comments pasted should be taken and reflected as part of vision led. There are sufficient residual concerns relating to the service frequency available, wait times, destinations and overall journey time that

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remain without sufficient consideration at this time. It is reasonable to consider that buses may need to be brought closer to the development, made more frequent, or both, to support various trips of purpose.

However, irrelevant of CIHT, WYG or any other document, the most relevant national document is Local Transport Note 1/24: Bus User Priority Bus stops should be spaced approximately 400m apart in urban areas, creating a walking time of about 5 minutes for non-disabled people between stops. In rural areas spacing may be significantly greater as bus stops should be located near to destinations that both generate and attract flows. In terms of new development, promoting less than good design, pushing the envelope, needs to be recognised in the context of locations that meet the principles of good design. New development with a lesser offer than the settlement to which it proposes to join, is worse development than the extant offer.

Off-site works

The submitted off-site works plan is noted.

There appears to be no plan of the Walking Route Assessment Toolkit study.

Noting the comments above it is likely other works will be identified.

Clarity is required on the routes that have been audited, clearly numbered on a plan.

Trip / Mode share / sustainable vision

Trip start and end to identified facilities.

The TA and TP including TRICS work lack a base line modal share and vision-led modal share and comparison towards overall expectations for mode share as a starting point and what could be expected by the TP measures.

There would have to be concern that in terms of modal share, given the distance and geography to the settlement main that mode share for walking and cycling may be lower than is otherwise seen in adjacent development.

Significant work required to address this area and benchmark it as a site that would on delivery fall above or below the national data expectations for sustainable trips.

The further work can potentially lead to a positive highways recommendation subject to S278 / S106 to mitigate matters, some of which remain unidentified at this time.

At this time an objection position remains based on insufficient information relating to whether the development proposed will result in sustainable mode share comparative to national expectations or the adjacent settlement to which it will join, resulting in development of a poorer relationship to sustainable travel and genuine choice than the extant settlement as a whole.

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Updated Response 12.07.2026

Whilst it is considered that the development presents challenges from a highway perspective, it is not considered that a highway refusal could be sustained. Shropshire Council as Local Highway Authority therefore raise no objection to the granting of consent subject to the following matters being addresses, suggested planning conditions attached to permission granted and Section 106 contributions secured.

4.1.3 SC, Ecology – No objections.

A financial contribution towards visitor management mitigation measures at Brown Moss SAC has been agreed by the applicant in order to demonstrate that the proposal will not cause an offence under The Conservation of Habitats and Species Regulations 2017 (as amended). An Appropriate Assessment has been undertaken and is provided at the end of this response.

The majority of BNG units will need to be purchased from a Biodiversity Gain Site, but the on-site BNG is significant, therefore a s106 is required to secure this for 30 years.

Conditions and informatives have been recommended to ensure the protection of wildlife and to provide ecological enhancements under NPPF, MD12 and CS17.

4.1.4 SC, Drainage – No objections.

The submitted Flood Risk Assessment and Sustainable Drainage Statement is acknowledged.

The guidelines and information provided for the preapplication (PREAPM/25/00112) should be reviewed to assist with preparation of the full application. A minimum practical discharge rate of 2l/s is acceptable.

As indicated in the submitted drainage documentation, infiltration testing should be completed on site to determine if soakaways can be incorporated into the detailed drainage strategy. Infiltration test results and calculation of rates should be submitted with the full application.

Outline plans indicate additional SuDS features are possible, offering potential for supplementary attenuation, infiltration and water quality treatment. These should be explored and developed for the full application.

The SuDS Maintenance Manual needs to be developed further for the full

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application and where drainage ditches exist within the development boundary, they must be included. The manual must include all drainage features within the development boundary and indicate where responsibilities will be assigned.

The following items are required with the full application:

1. Infiltration test results and supporting calculations should be submitted. Where infiltration rates are favourable and ground conditions allow, soakaways must be utilised within the drainage strategy.
2. A detailed surface and foul water drainage strategy should be submitted.
3. Network simulation results and any other supporting drainage calculations should be submitted. The allowance for Urban Creep must be included and demonstrated by submission of a drainage plan and / or supporting calculations.
4. A gully catchment plan, including contours and drained areas, must be submitted for approval.
5. Exceedance flows shown on a layout plan, must be submitted.
6. A SuDS maintenance plan, including all drainage features within the development boundary, should be submitted.

Proposed Condition

No development shall take place until a scheme of surface and foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is occupied/brought into use (whichever is the sooner).

Reason: The condition is a pre-commencement condition to ensure satisfactory drainage of the site and to avoid flooding.

4.1.5 SC, Regulatory Services - No objection subject to conditions.

The report concludes recommending a Phase II Site Investigation to fully assess the risks of developing the site. Environmental Protection does not disagree with this conclusion.

4.1.6 SC, Learning and Skills - No objections.

Shropshire Council Learning and Skills reports that current forecasts indicate the need for additional school place capacity for both primary and secondary level within the local area. Local schools are full (or will be full) once occupation of this and other proposed developments are complete. The primary catchment school (St Peters) has a Net capacity of 420 and currently has 431 pupils on roll. The secondary school Thomas Adams has a capacity of 1040 with 1225 on roll.

It is therefore essential that the developers of this and any new housing in this area contribute towards the consequential cost of any additional places or facilities considered necessary to meet pupil requirements.

Due to the scale of development and the number of pupils not only this development but also numbers that other developments in the area will generate it is recommended that contributions for both primary and secondary education provision are secured via a mixture of S106, CIL and Basic Need agreements - supporting educational provision in the Wem area of Shropshire (mainstream) and Shropshire for SEND.

Financial calculations to meet need are as follows:

*Early years and Post 16 use the same costs as Primary and Secondary

Early years places: 13 (yield 0.07) x £17 941 = £233 233

Primary School places: 48 (yield 0.27) x £17 941 = £861 168

Secondary School places: 25 (yield 0.14) x £20 991 = £524 775

Post 16 places: 9 (yield 0.05) x £20 991 = £188 919

SEND (special school places): 2 (yield 0.01) x £85 738 = £171 476

SEND Transport: £7700 x 2 x 3 years = £ 46 200

Total entitlement: £2 025 771 towards educational provision in Shropshire. Of this we would look to secure the following contributions:

Early years contribution £100k - there has been a big push for this nationally due to the increase in childcare hours available for people and those accessing wrap around care, this would allow us to renovate/refurbish spaces as we have done in other settings.

Primary school contribution £750k – Due to the number of primary age children this development would generate we would likely have to expand the local primary school as it is already full.

Secondary school contribution £350k - The secondary school is oversubscribed so we would be looking at a contribution to provide further teaching spaces.

SEND contribution £217 676 - We would look to secure the full entitlement for the SEND contribution as this is a priority both locally and nationally.

Total Contribution requested: £1 417 676 towards educational provision in Shropshire.

4.1.7 **SC, Trees – No objections subject to conditions.**

I have reviewed the amended Illustrative Concept Plan (900182.69 SK02.3 Rev J), the amended Illustrative Landscape Masterplan (LA6074-002 Rev F) and the updated Arboricultural Survey Report (6777 Rev C, Barton Hyett Associates, October 2025) submitted since my previous consultation response (22 August 2025), and on behalf of Shropshire Council Tree Team I can report that there remains no objection to this application on arboricultural grounds. In fact, the arboricultural implications have improved slightly over the previous iteration of the plans, in that only a single vehicular site access is now proposed off Aston Road, as opposed to two originally, with a consequent reduction in the amount of existing roadside hedgerow required to be removed. The recommended tree protection and landscaping conditions therefore remain as per the previous consultation response

4.1.8 **SC, Waste Management – Comments**

It is vital new homes have adequate storage space to contain wastes for a fortnightly collection (including separate storage space for compostable and source segregated recyclable material).

An option for residents to have wheelie bins for recycling has been added to the service in 2022, therefore space for three wheelie bins per property could be required.

Also crucial is that they have regard for the large vehicles utilised for collecting waste and that the highway specification is suitable to facilitate the safe and efficient collection of waste. Any access roads, bridges or ramps need to be capable of supporting our larger vehicles which have a gross weight (i.e. vehicle plus load) of 32 tonnes and minimum single axle loading of 11 tonnes.

I would prefer to see a vehicle tracking of the vehicle manoeuvring the road to ensure that the vehicle can access and turn on the estate.

Particular concern is given to any plots which are on private drives that the vehicles would not access. Bin collection points would need to be identified and residents advised when they move in/purchase.

Residents would also need to be made aware that they would be collection points only and not storage points where bins are left permanently.

4.1.9 **SC, Conservation - Comments.**

Officers have reviewed the submitted HIA and consider that it fulfils the

requirements of paragraph 207 of the NPPF, MD13 of SamDev and relevant guidance. The conclusions with regard to above ground heritage assets Church of St Peter and St Paul and Wem Conservation Area suggest that no harm will arise to the identified DHA's (above and para 6.2 of the Assessment) and Officers concur with this finding and Section 72(1) would not be engaged in the decision making process.

In para 6.3 of the Assessment it is indicated in the submitted application information (which are indicative - Officer note), there is to be open space in the eastern area of the site and tree planting on the south eastern boundary, that this would screen the development. In addition in this para it is suggested that with these 'measures in place, development of the site would not adversely impact on the Grade II listed Aston House'. Officers would advise that this would equate to less than substantial harm (at the lowest level) and the mitigation measures noted in the HIA would need to be secured to be able to allow some of this harm to be addressed in the weighing against public benefits of the scheme, as required by para 215 of the NPPF.

As harm is identified the application of Section 66 (1) is required and Officer advice decision takers to give special regard to the desirability of preserving listed buildings and their settings when weighing public benefits against harm as required in para 215 of the NPPF.

4.1.10 **SC, Archaeology - No objection subject to condition**

It is noted that a geophysical survey was undertaken across the proposed development site (Magnitude Surveys, ref. MSSJ2136). The survey results identified anomalies that indicate potential for archaeological remains within the site, which have not been tested by trial trench evaluation but are possibly related to agricultural activity or natural geological variations. In regard to Policy MD13 and Paragraph 207 of the NPPF (December 2024), the geophysical survey is deemed to provide sufficient information to inform a planning decision.

Therefore, in line with Paragraph 218 of the NPPF (December 2024), it is advised that a programme of archaeological work be made a condition for any permission for the proposed development. This should comprise a trial trenching exercise that targets the anomalies and blank spaces identified in the geophysical survey, followed by any further mitigation is necessary. An appropriate condition would be:

Suggested condition: JJ35

(a) No development approved by this permission shall commence until a written scheme of investigation for a programme of archaeological work has

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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

4.1.11 **Green Infrastructure – No objections subject to conditions.**

A On review of the submitted masterplan please note the following that should be considered parameters of the outline/ conditions for any future RM layout.-A parameter of the outline application/ condition for any future RM layout should include a play and recreation strategy in line with Fields in Trust Guidance and support the SC GI Strategy. A development of this scale should provide LEAPs, LAPs, Informal Play for All and provision for older children within the relevant walking distances as per FIT guidance, this should be demonstrated in the strategy.

As part of the play and activity strategy the indicative recreational walking routes and growing areas should also be included. Ensuring pedestrian permeability and route options not fully dictated by roads. These routes should be surfaced paths that are wheelchair friendly. The proposed community orchard and growing area should include wheelchair friendly routes and spaces to be afforded the same recreational benefits.

Maintaining green corridors in any future RM layout is important, particularly the north-south channel within the development parcels and the green edges to the site. It is important to maintain uninterrupted green channels that are not dissected by roads for positive GI with habitat connectivity. The illustrative layout which indicates these corridors and green edges should be parameter for any future RM layout.

4.1.12 **Landscape Architects (ESP Ltd) - Comments**

The assessment methodology and the contents of the LVIA reflect the recommendations of GLVIA3. The baseline conditions and the proposed development are clearly described. Map based supporting figures are clear and cross-referenced within the text, and photography has been presented in line with best practice guidance.

The predicted effects are generally what one would expect for a development of this scale, which show that it represents a substantial change to the site itself and the views experienced by the closest receptors, but these effects are localised and diminish with distance as the built form is screened by vegetation, land form and buildings. These effects are also partially mitigated over time as soft landscaping matures.

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4.1.13 **Network Rail – No objections**

Network Rail has no objections in principle to the proposed development.

4.1.14 **NHS Shropshire Telford and Wrekin ICB – No objections.**

The ICB has no objections to the development subject to confirmation of the level of contribution requested at £156,900, the agreement of suitable provisions within a Section 106 Agreement to secure the funding and enable the funds to be drawn down at an appropriate time and that the amount is linked to BCIS TPI to the point of draw down.

4.1.15 **Active Travel England**

Following a high-level review of the above planning consultation, Active Travel England has determined that standing advice should be issued and would encourage the local planning authority to consider this as part of its assessment of the application. Our standing advice can be found here:

<https://www.gov.uk/government/publications/active-travel-england-sustainable-development-advice-notes>

4.1.16 **Wem Town Council - Objection**

Wem Town Council has previously objected to several developments to the east of the level crossing due to existing traffic congestion, standing traffic and the resulting impact on traffic flow and road safety. These concerns are particularly acute at the level crossing itself and on surrounding roads, especially Aston Road, Aston Street and Soultton Road.

The Council remains seriously concerned about the ability of existing infrastructure to cope with further development in this part of the town. We urge Shropshire Council to facilitate round-table discussions with all current applicants seeking permission for housing developments east of the town. Such discussions are needed to find solutions to shared concerns, particularly the impact of increased traffic on the level crossing.

The Council believes there is a clear need for developers to work together to create a link road between Aston Road and Shawbury Road. This would help relieve pressure on the town's road network and, in time, provide a more sustainable basis for potential development in this area.

Viewed as a stand alone application the Town Council wish to submit the following objections to the application.

Specific Objections

1. Road Safety and Highways- The surrounding road network cannot

accommodate the additional traffic generated by a development of this scale.

- Smaller local roads, such as Church Lane and Cordwell Park, would be placed under increased pressure as residents seek to avoid congestion at the level crossing.

- Roads leading into the proposed development are already heavily constrained by on-street parking, effectively reducing them to single-track sections. Additional traffic will worsen congestion in and out of town.

- In the nearby rural settlements of Aston and Barkers Green, the impact will also be significant, with more vehicles using minor roads categorised as "quiet lanes." Particular concern is raised regarding Aston Bridge, a listed structure, which must be fully protected from potential damage caused by increased traffic.

- The Council also highlights accessibility issues. Pavements along Aston Road and Soulton Road near the railway crossing are narrow and unsuitable for wheelchair users or those with mobility needs. This development would exacerbate challenges for people with disabilities wishing to access the town centre.

- The level crossing itself remains a major concern. Increased use by and conflict between both vehicles (particularly HGV's), cyclists and pedestrians will place significant additional strain on a crossing that The Council already considers unsafe. The current road layout and crossing cannot safely accommodate the volume of movements generated by an additional 175 houses.

2. Nature Conservation

- The site is greenfield and would result in the permanent loss of productive agricultural land.

- The Council does not consider that the inclusion of greenspace within the development adequately mitigates the environmental harm caused.

3. Overlooking and Residential Amenity

- The proposals risk overlooking existing properties along Aston Road.

- Particular concern is raised regarding The Orchards, a sheltered housing facility, which must not be overlooked in any approved scheme.

4. Flooding

- The Town Council is concerned about increased flood risks as a result of the development proposals. Church Lane regularly floods and an additional 175 houses in this location could increase the incidence of flooding along Church Lane.

4.2 Public Comments

4.2.1 Objection - 64 representations.

Principle and Policy

- **Local Plan:** Application site is located outside of the development boundary. Conflicts with policies CS3, CS5, MD3, and MD7a of the SAMDev Plan.

Traffic and Highway Safety

- **Roads Unsuitability:** Repeated concerns about congestion, narrow single roads. Residents highlight the impact of the level crossing. The road to Aston and Barkers Green-designated as a Quiet Road for recreational use-will become a hazardous rat run, undermining its intended purpose and threatening pedestrian and cyclist safety.
- **Increased Congestion:** The development is expected to add over 300 cars, worsening congestion and increasing the risk of accidents for both vehicles and pedestrians.
- **Pavements:** Pavements are narrow and inconsistent, often falling short of the claimed 2m width.
- **Railway Footbridge:** The railway bridge has 36 steps up from the public footpath and 32 steps down eventually leading to the Town centre shops and amenities. This route is not accessible by those with health issues or people with pushchairs etc.
- **Level Crossing:** The level crossing is one of the most dangerous in the count
- **Emergency Services:** Concerns about access for emergency services, which already get caught by the level crossing.

Flooding and Drainage

- **Existing Issues:** Many residents report flooding and poor drainage, especially on Aston Road.
- **Impact of Development:** Fears that new houses will worsen flooding due to increased impermeable surfaces and inadequate drainage solutions.

Environmental and Ecological Impact

- **Loss of Agricultural Land:** The is open farmland, which should be protected.
- **Biodiversity:** Objections note that the development would destroy habitats and negatively impact local biodiversity.
- **Sustainability:** The proposal is seen as conflicting with the National Planning Policy Framework (NPPF) principles of sustainable development.

Local Infrastructure and Services

-	Proposed Residential Development Land between Aston Road and Church Lane.
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- **Schools:** Local schools will not be able to cope with the additional pupils.
- **Healthcare:** The GP surgery will not cope and it already difficult to get an appointment.
- **Drainage:** Existing waste water and sewerage systems are unlikely to be sufficient to handle an additional 175 homes.

Impact on Local Character and Amenity

- **Character:** Continuous expansion is seen as eroding Wem's rural character.
- **Privacy:** Potential for development to cause overlooking to existing neighbouring properties..
- **Loss of Light:** Potential to cause a loss of light to neighbouring properties particularly the bungalows.

Planning History and Demand

- **Previous Refusals:** The site has had planning permission refused multiple times for smaller housing development proposals.
- **Appeal:** In 2016, The Planning Inspector concluded that the site "cannot be considered a sustainable development." These issues remain unchanged, and the current proposal-being over three times larger-intensifies every concern previously raised.

Other

- Wem cricket club are extremely concerned about the proposed access onto the clubs ground. We have been experiencing major issues for years with dog walkers showing no respect for our facilities and have spent large amounts limiting access to our facilities.

4.2.2 Local Ward Member Cllr Gary Groves - Objection

Sustainability

The proposed development is fundamentally unsustainable. It lies outside the designated Planning Boundary for Wem and conflicts with policies CS3, CS5, MD3, and MD7a of the SAMDev Plan. The scale of the proposal—more than triple the size of the previously rejected 2016 application—would cause irreversible harm to the local environment and community. The Inspector in the 2016 appeal concluded that even 50 houses would constitute an unjustified loss of agricultural land and open countryside. This larger proposal magnifies that harm exponentially.

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Highways and Accessibility

Access to essential services—schools, shops, healthcare, and employment—is severely compromised by this site’s location. The walking routes are not viable for many residents:

- Pavements are narrow and inconsistent, often falling short of the claimed 2m width.
- The level crossing is one of the most dangerous in the country and has previously been cited as a reason to prohibit development on the east side.
- The alternative footbridge includes 30 steps, rendering it inaccessible for those with mobility issues, parents with prams, or cyclists.

Vehicle access is equally problematic. The Applicant’s traffic estimates are unrealistic. In reality, traffic volumes will likely quadruple, causing congestion and safety risks. The road to Aston and Barkers Green—designated as a Quiet Road for recreational use—will become a hazardous rat run, undermining its intended purpose and threatening pedestrian and cyclist safety.

5.0 THE MAIN ISSUES

- Policy & Principle of Development
- Highways
- Affordable Housing
- Local Services
- Design, Layout and Amenity
- Ecology and Trees
- Heritage Impacts
- Other Matters

6.0 OFFICER APPRAISAL

6.1 Policy & Principle of Development

- 6.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan (local planning policy) unless other material considerations indicate otherwise.

Adopted Local Plan Policy

- 6.1.2 The starting point for decision making is the adopted local plan, which currently

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consists of the Core Strategy (2011), Site Allocations and Management of Development Plan (SAMDev Plan) and any adopted formal Neighbourhood Plans. The adopted local plan should be read and applied as a whole.

- 6.1.3 SAMDev plan policy MD1 (Scale and Distribution of Development) identifies Wem as a Market Town/Key Centre. The settlement strategy for Wem set out through policy CS3 (The Market Towns and other Key Centres) and S17 (settlement policy Wem area) and directs new residential and employment growth to the allocated sites and any suitable sites within the development boundary. The site subject to this application is outside of the development boundary for Wem as identified on Policy Map S17 (Insert 1) and for the purposes of planning policy is within the 'countryside'.
- 6.1.4 Core Strategy policy CS5 (Countryside and Green Belt) and SAMDev Plan policy MD7a (Managing Housing Development in the Countryside) apply, alongside the NPPF which seek to limit new residential development. In order to accord with these policies new market housing is expected to be strictly controlled and the development of this site for open market housing would be contrary to these adopted development plan policies.
- 6.1.5 The Five Year Housing Land Supply and Housing Delivery Test
Shropshire Council have recently published (31st March 2026) a new Five-Year Housing Land Supply Statement with a base date of 31st March 2025. The Five Year Housing Land Supply Statement sets out the assessment of the housing land supply in Shropshire over the five year period from 2025/26 to 2029/30.
- 6.1.6 With regard to the housing delivery test, this Statement details that over the last 3 years for which data was available (2020/21-2022/23) delivery in Shropshire has exceeded the housing needed as calculated within the national housing delivery test (152% delivery).
- 6.1.7 The assessment concludes that whilst a very significant supply of deliverable housing land exists in Shropshire of 9,830 dwellings, this falls around 828 dwellings short of a five year housing land supply, based on the new Local Housing Need, constituting a 4.61 years' supply of deliverable housing land.
- 6.1.8 Therefore, on balance of considerations it is deemed that Shropshire Council is currently unable to demonstrate a five year housing land supply.
- 6.1.9 Implications for decision making
Footnote 7, 8 and Paragraph 11(d) of the NPPF detail the implications of not having a five year housing land supply for decision making, in the context of the application of the presumption in favour of sustainable development.

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6.1.10 Footnote 8 of the NPPF indicates that where a Council cannot demonstrate a five year supply of deliverable housing sites, it means that the local plan policies most important to the decision will be considered out of date.

6.1.11 Paragraph 11(d) of the NPPF states: “where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”

6.1.12 Footnote 7 of the NPPF details areas and assets of particular importance when applying Paragraph 11 (d)(i) of the NPPF.

6.1.13 This does not change the legal principle, set out in section 38(6) of the Planning and Compulsory Purchase Act 2004, that decisions on planning applications are governed by the adopted Development Plan read as a whole, unless other material considerations indicate otherwise. Rather paragraph 11(d) requires the decision maker to apply less weight to policies in the adopted Development Plan, and more weight to the presumption in favour of sustainable development as a significant material consideration, when reaching a decision. It is for this reason that it is commonly referred to as the ‘tilted’ balance.

6.1.14 The amount of weight to be attributed to the policies of the adopted Development Plan, including those considered ‘out of date’ as a result of paragraph 11 (d) of the NPPF, is a matter for the decision maker. This principle is confirmed within the High Court of Justice decision on the case of Gladman Developments Ltd v SSHCLG & Corby BC & Uttlesford DC [2020] EWHC 518.

6.1.15 Importantly, the presumption in favour of sustainable development and associated tilted balance maintains the general principle of good planning, in that development should be genuinely sustainable in order to be approved. Paragraph 11(d)(ii) of the NPPF, specifically highlights several important considerations for the Council before concluding whether a proposal is genuinely sustainable. Notably it directs development to:
- sustainable locations;

- ensures it makes effective use of land;
- secures well designed places; and
- provides affordable housing.

6.1.16 Sections 70(2) and 79(4) of the Town and Country Planning Act (1990) (as amended) and section 38(6) of the Planning and Compulsory Purchase Act (2004) (as amended) specify that decisions on planning applications are governed by the adopted Local Plan read and applied as a whole, unless material considerations indicate otherwise. This is recognised within Paragraphs 2 and 48 of the NPPF.

6.1.17 The Core Strategy and SAMDev plan currently make up the adopted development plan in Shropshire. As Shropshire Council cannot currently demonstrate a Five Year Housing Land Supply, the presumption in favour of sustainable development applies.

6.1.18 This does not change the statutory status of the adopted Development Plan as the starting point for decision-making on planning applications. Whilst the site is associated with the settlement of Wem, it is located outside of its development boundary and in the 'countryside' for policy purposes. As such, it is considered that the development proposed upon the proposal site within this outline planning application, is contrary to the adopted Development Plan (including Policies CS1, CS3, CS5, MD7a, and S17.1).

6.1.19 However, the presumption in favour of sustainable development does mean that a 'tilted' balance is applicable, in which less weight should be applied to the adopted Development Plan and more weight to the presumption in favour of sustainable development as a significant material consideration in the planning application decision making process. The amount of weight to be attributed to the policies of the adopted Local Plan, including those considered 'out of date' as a result of paragraph 11 (d) of the NPPF, is a matter for the decision maker.

6.1.20 In considering paragraph 11(d) of the NPPF planning policy has made the following observations:

- This outline planning application adjoins and is closely associated with the built form of Wem, a sustainable settlement identified as a Market Town within the adopted Development Plan.
- The site benefits from access to a range of services and facilities and the proposals that are the subject of this outline planning application seek to provide enhancement of links to these existing services and facilities.
- Based on the material provided in support of this outline planning application, it is considered that in principle the proposals could constitute an efficient use of land. Any subsequent reserved matters application process would need to

ensure that this is the case.

- As this is an outline application the design detail is not yet known, although based on the material provided in support of this outline planning application, it is considered that in principle the proposals could support the achievement of a well-designed place. Any subsequent reserved matters application process would need to ensure the scheme achieves a high-quality design as expected in policy CS6 (Sustainable Design and Development Principles), 2(Sustainable Design) and the recently adopted Supplementary Planning Guidance Document – Design of New dwellings, which provides further support to the adopted development plan policies regarding design.
- It is understood from the Planning Statement that supports this outline planning application that the applicants intend to provide a 20% affordable housing contribution, which is an overprovision compared to the 10% policy requirement for this area. The over provision of affordable housing is a material consideration, the amount of weight to be given to this is a matter for the decision maker. If this outline planning application is to be approved, the affordable housing contribution would need to be secured via an appropriate legal agreement.

- 6.1.21 Although the site is not within the settlement it is adjacent to the settlement boundary of a town that is considered to be a suitable and sustainable location for housing development, given that it is identified as a Market Town/Key Centre in the adopted Local Plan. Provided that the benefits of providing additional housing are not outweighed by any significant and demonstrable adverse impacts, and that the proposal is well designed, makes effective use of land and provides affordable housing, permission should be granted and this will be discussed in the paragraphs below.

Highway Impact and Access

6.2

- 6.2.1 Core Strategy policy CS6 requires that development is safe and accessible. MD2 indicates that adequate on-site car parking should be incorporated within a development site to ensure that cars do not overspill onto surrounding roads and therefore negatively impact on the local road network.

- 6.2.2 Paragraph 116 of the NPPF state that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'.

- 6.2.3 The internal road layout and therefore the parking is reserved for later approval, but a condition is recommended requiring the submission of a

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parking strategy at the reserved matters stage to ensure adequate resident and visitor parking is provided on site.

6.2.4 The vehicular and pedestrian access is proposed off Aston Road to the south via a new access. A pedestrian only access is also indicated to the north onto Church Lane and with the public right of way which runs through the cricket ground to the north west corner to improve connectivity to the facilities and services available in the centre of the town.

6.2.5 The Council's Highways Officer has raised no objections to the access arrangements subject to conditions or the impact of the development on the highway network.

6.2.6 The Highway Authority had raised concerns in regard to Active Travel. Following discussions between the Council and the applicant's, a new revised Transport Assessment (Addendum 2) has been submitted. The Local Highway Authority has assessed this additional information and has stated that whilst it is considered that the development presents challenges from a highway perspective, it is not considered that a highway refusal could be sustained. Shropshire Council as Local Highway Authority therefore raise no objection to the granting of consent subject to the following matters being addressed, suggested planning conditions attached to a permission being granted and Section 106 contributions that should be secured.

6.2.7 The revised Transport Assessment introduces additional information regarding public transport (Section 5), further off-site active travel improvements (Section 5) and Walking Route Audit Tool (WRAT) annotations.

6.2.8 The off-site improvements to promote active travel include:

- New footway extension on the northern side of Aston Road to provide continued footway provision on that side of the carriageway;
- New uncontrolled crossing with dropped kerbs and tactile paving on Aston Road;
- New dropped kerbs and tactile paving on Ash Grove;
- Widening of the footway on the eastern side of Orchard Way, including new tactile paving and dropped kerbs;
- New dropped kerbs and tactile paving on Prince William Court; and
- New dropped kerbs and tactile paving on Cordwell Park.

6.2.9 Furthermore, Active Travel England has raised no objections to the proposal and offered their Standing Advice.

As the Council's Highway Officer states, the test for refusal on highways grounds is high with a position in the NPPF that development should only be

- 6.2.10 refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

- 6.2.11 There is no substantive evidence that the proposal would result in unacceptable highway safety impacts or have severe cumulative transport implications on the road network. Subject to the conditions a safe means of access and adequate on-site parking will be provided and the off-site improvements to improve connectivity to the village and promote walking, cycling and use of public transport can be secured.

- 6.2.12 As such, it is considered that the proposed development now satisfactorily complies with development plan policy subject to conditions.

Affordable Housing

- 6.3 As the site is not policy compliant then greater weight should be given to Core Strategy Policy CS11 which requires all open market residential development to contribute to the provision of affordable housing.
- 6.3.1

Paragraph 65 of NPPF states:

- 6.3.2 Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer). To support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount. If this site is deemed suitable for residential development, the scheme would be required to contribute towards affordable housing in accordance with Policy CS11 of the adopted Core Strategy.

- 6.3.3 The level of contribution would need to accord with the requirements of the SPD Type and Affordability of Housing and at the prevailing housing target rate at the time of a full application or a Reserved Matters application. The current prevailing target rate for affordable housing in this area is 10%.

- 6.3.4 A development of 175 homes would need to provide 17 affordable home on site and a financial contribution. The size, type, tenure and location of the affordable homes will need to be agreed with the Housing Enabling Team before any further application is submitted, however it should be noted that there is a need for 1 bed houses along with 2 and 3 bed roomed homes in this area and we will expect a mix of all 3. The assumed tenure of the affordable homes would be 70% for affordable rent and 30% for Shared Ownership which would be transferred to a housing association for allocation from the housing waiting list in accordance with the Council's prevailing Allocation Policy and

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Scheme.

- 6.3.5 This application is proposing a 20% affordable housing rate, which is double the amount required by policy. This increased level of provision weighs heavily in favour of the application proposal and significant weight is attached.

Local Services

- 6.4 The National Planning Policy Framework (NPPF) and local development plan policies require that new development is supported by adequate infrastructure, including education, health, and community facilities. Policy CS6 (Sustainable Development) and CS8 (Facilities, Services and Infrastructure Provision) of the Shropshire Core Strategy seek to ensure that development contributes to the provision of necessary infrastructure and does not place undue pressure on existing services.

- 6.4.1 The ICB has no objections to the development subject to confirmation of the level of contribution requested at £156,900, the agreement of suitable provisions within a Section 106 Agreement to secure the funding.

- 6.4.2 Shropshire Council Learning and Skills reports that current forecasts indicate the need for additional school place capacity for both primary and secondary level within the local area. Local schools are full (or will be full) once occupation of this and other proposed developments are complete. The primary catchment school (St Peters) has a Net capacity of 420 and currently has 431 pupils on roll. The secondary school Thomas Adams has a capacity of 1040 with 1225 on roll.

- 6.4.3 It is therefore essential that the developers of this and any new housing in this area contribute towards the consequential cost of any additional places or facilities considered necessary to meet pupil requirements.

- 6.4.4 Due to the scale of development and the number of pupils not only this development but also numbers that other developments in the area will generate it is recommended that contributions for both primary and secondary education provision are secured via a mixture of S106, CIL and Basic Need agreements - supporting educational provision in the Wem area of Shropshire (mainstream) and Shropshire for SEND. Learning and Skills have requested a total contribution £1,417,676 towards educational provision in Shropshire.

Design, Layout and Amenity

- 6.5 Policy CS6 'Sustainable Design and Development Principles' of the Shropshire Core Strategy requires development to protect and conserve the built

6.5.1 environment and be appropriate in scale, density, pattern and design taking into account the local context and character. The development should also safeguard residential and local amenity, ensure sustainable design and construction principles are incorporated within the new development. This is reiterated in the Site Allocations and Management of Development (SAMDev) Plan in policy MD2 in which development should reflect local architectural characteristics including building heights, scale and plot sizes.

6.5.2 Core Strategy Policy CS17 and SAMDev policy MD12 amongst other things, require development to respect locally distinctive character, to protect the natural environment and in general terms to resist significant adverse effects on the landscape and visual amenity. MD12 indicates that proposals which are likely to have a significant adverse effect on, amongst other things, designated sites, priority species or habitats, visual amenity and landscape character should only be permitted where the social or economic benefits of the proposal outweigh the harm to the asset and that a hierarchy of mitigation then compensation measures will be sought.

6.5.3 The site is not a locally or nationally designated site, but the built development will obviously change the character and appearance of this existing field and extend the settlement into the countryside impacting on the rural character. The views that will be most impacted is that Aston Road and Church Lane and the views of existing residents of properties that back on to the site will also be affected. However, there is no right to a view and the layout to be determined at the RM stage will need to be designed to have regard to the impact on residential amenity.

6.5.4 The Council's landscape consultants have reviewed the submitted LVIA and considers that the assessment methodology and the contents of the LVIA reflect the recommendations of GLVIA3. The baseline conditions and the proposed development are clearly described. Map based supporting figures are clear and cross-referenced within the text, and photography has been presented in line with best practice guidance.

6.5.5 The Landscape Consultants state that the predicted effects are generally what one would expect for a development of this scale, which show that it represents a substantial change to the site itself and the views experienced by the closest receptors, but these effects are localised and diminish with distance as the built form is screened by vegetation, land form and buildings. These effects are also partially mitigated over time as soft landscaping matures.

6.5.6 The Council's Green Infrastructure Officer has not raised any objections but has recommended that a parameter of the outline application/ condition for any future RM layout should include a play and recreation strategy in line with

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Fields in Trust Guidance and support the SC GI Strategy. A development of this scale should provide LEAPs, LAPs, Informal Play for All and provision for older children within the relevant walking distances as per FIT guidance, this should be demonstrated in the strategy.

6.5.7 As part of the play and activity strategy the indicative recreational walking routes and growing areas should also be included. Ensuring pedestrian permeability and route options not fully dictated by roads. These routes should be surfaced paths that are wheelchair friendly. The proposed community orchard and growing area should include wheelchair friendly routes and spaces to be afforded the same recreational benefits.

6.5.8 Maintaining green corridors in any future RM layout is important, particularly the north-south channel within the development parcels and the green edges to the site. It is important to maintain uninterrupted green channels that are not dissected by roads for positive GI with habitat connectivity. The illustrative layout which indicates these corridors and green edges should be parameter for any future RM layout.

6.5.9 Conditions are recommended to ensure that any future RM application accord with the above in order to secure a high quality development.

6.5.10 The development would have a visual impact on the character and appearance of the rural landscape. Subject to satisfactory landscaping and planting that would partly screen and mitigate the visual effects of the development the proposal would result in a moderate level of harm. This is discussed further in the planning balance section below.

Ecology and Trees

6.6 Policy MD12 also requires the protection and enhancement of the natural environment, including the retention of trees of landscape, ecological, or amenity value, and encourages the delivery of green infrastructure and biodiversity net gain.

6.6.2 The Council's Ecology Officer has raised no objections to the proposal. As shown within biodiversity net gain assessment determined the site to consist of cereal crops, other neutral grassland, mixed scrub, ponds (non-priority and priority habitat), lowland mixed deciduous woodland and rural trees, bound by native hedgerows, species-rich native hedgerow with trees, species-rich native hedgerows associated with ditches and non-native and ornamental hedgerow. The development proposes a net gain of 4.21 (12.07%) habitat units, 5.46 (28.56%) hedgerow units and 0.16 (14.08%) watercourse units. The habitat units will be achieved via the creation of other neutral grassland, modified

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grassland, mixed scrub, traditional orchards, introduced scrub, ponds, SUDs, vegetated gardens and the planting of urban and rural trees. The hedgerow units will be achieved via the planting of non-native and ornamental hedgerow, native hedgerow, species-rich native hedgerow, native hedgerow with trees, species-rich native hedgerow with trees and species-rich native hedgerow with trees – associated with ditches. The species-rich native hedgerow with trees will also be enhanced on site. The watercourse units will be achieved via the enhancement of the ditches and creation of more ditches.

6.6.3

The applicant has provided a certificate confirming that the works will be carried out under the District Level Licensing scheme. The Council's Ecologist has confirmed that the impacts of the development on GCN are capable of being fully addressed in a manner which complies with the requirements of the Habitats Regulations. The Conservation Payment under the District Level Licensing scheme is sufficient to allow the impacts on GCN due to development on the Site to be adequately compensated, and therefore that these proposals will not be detrimental to the maintenance of the population of great crested newts at a favourable conservation status in their natural range. The required European Protected Species (EPS) 3 Tests Matrix is included in Appendix 1 of this report.

6.6.4

The Council's Tree Officer has been consulted and has stated that the findings, conclusions and recommendations of the tree report are accepted and supported. In fact, the arboricultural implications have improved slightly over the previous iteration of the plans, in that only a single vehicular site access is now proposed off Aston Road, as opposed to two originally, with a consequent reduction in the amount of existing roadside hedgerow required to be removed.

6.6.5

The development as indicated on the Illustrative Concept Plan (900182.69 SK02.3 rev G) will require the removal of short lengths of road side hedgerow to create vehicular and pedestrian accesses and visibility splays. These losses could be readily compensated by new tree and hedge planting as part of an approved landscaping scheme, as proposed on the Illustrative Landscape Masterplan (LA6074-002 Rev E). Overall, a development scheme and associated landscaping as proposed in this outline application would have little impact on the existing arboricultural features of the site and would ultimately enhance its arboreal nature, habitat connectivity and biodiversity value.

6.6.6

The Council's Tree and Ecology Officer's have recommended conditions which can be attached to a permission to ensure that the proposal would ensure the protection of wildlife and trees during the construction phase, and the development of the site will significantly increase the biodiversity of the site.

Heritage Impacts

6.7
6.7.1 The Council's Conservation Officer has reviewed the submitted HIA and considers that it fulfils the requirements of paragraph 207 of the NPPF, MD13 of SamDev and relevant guidance. The conclusions with regard to above ground heritage assets Church of St Peter and St Paul and Wem Conservation Area suggest that no harm will arise to the identified DHA's (above and para 6.2 of the Assessment) and the Conservation Officer agrees with this finding and Section 72(1) would not be engaged in the decision making process.

6.7.2 The Conservation Officer has stated that in para 6.3 of the submitted heritage impact assessment it is indicated in the submitted application information (which are indicative), there is to be open space in the eastern area of the site and tree planting on the south eastern boundary, that this would screen the development. In addition, in this para it is suggested that with these 'measures in place, development of the site would not adversely impact on the Grade II listed Aston House'. The Conservation Officer states that this would equate to less than substantial harm (at the lowest level) and the mitigation measures noted in the HIA would need to be secured to be able to allow some of this harm to be addressed in the weighing against public benefits of the scheme, as required by para 215 of the NPPF.

6.7.3 As harm is identified the application of Section 66 (1) is required and decision takers to give special regard to the desirability of preserving listed buildings and their settings when weighing public benefits against harm as required in para 215 of the NPPF. The mitigation measures detailed within the Heritage Impact Assessment can be secured by condition to ensure that any potential harm is minimised.

6.7.4 The Council's Archaeologist has advised that a programme of archaeological work be made a condition for any permission for the proposed development. This should comprise a trial trenching exercise that targets the anomalies and blank spaces identified in the geophysical survey, followed by any further mitigation is necessary.

Other matters

6.8
6.8.1 Agricultural Land: An Agricultural Land Classification Survey and Report was submitted with the application. As set out in the submitted Agricultural Land Classification Report, the Site has been surveyed and classified as a mix of Grade 2 (74%) and Grade 3a (20%) land, with a small portion of Grade 3b (6%) in the north of site, surrounding the existing pond.

As per Annex 2 of the National Planning Policy Framework, this would mean

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6.8.2 that 94% of the Site is classified as “Best and Most Versatile Agricultural Land”. Paragraph 187 of the National Planning Policy Framework outlines that planning decisions should contribute to and enhance the natural and local environment, including through the consideration of the benefits of best and most versatile agricultural land. The loss of agricultural land is considered to carry limited harm in the planning balance.

6.8.3 The proposed development would result in the loss of Best and Most Versatile (BMV) agricultural land, which is recognised as a finite and valuable natural resource. However, significant weight should be given to the Council's inability to demonstrate a five-year supply of deliverable housing sites. In these circumstances, national policy seeks to significantly boost the supply of homes and the presumption in favour of sustainable development is engaged. While the loss of BMV land weighs against the proposal, the site's contribution to meeting identified housing needs is a substantial benefit. On balance, given the current shortfall in housing land supply and the absence of any suitable alternative sites of a lower agricultural value, the loss of the agricultural land is not considered to outweigh the benefits arising from the delivery of much-needed housing.

6.8.4 Drainage: The drainage team has no objection to the proposal subject to a drainage condition requiring full details to be submitted and provides informative advice about what is required. The site is in Flood zone 1 (the lowest risk of flooding) and there would be no flood risk associated with this development either on the site or on adjacent land as the surface water drainage will have to demonstrate a betterment to the existing greenfield surface water run off rate.

6.8.5 Contaminated Land: Environmental Protection have raised no objections and agree with the conclusions of the submitted Phase 1 report. Due to the submitted report indicating that a site investigation is required to determine the nature of the ground condition is recommended to assess and mitigate any risk from potential ground contamination and ground gases.

6.8.6 Minerals: Policy MD16 states Applications for non-mineral development which fall within Mineral Safeguarding Areas (MSA) and which could have the effect of sterilising mineral resources will not be granted unless:
i. The applicant can demonstrate that the mineral resource concerned is not of economic value; or
ii. The mineral can be extracted to prevent the unnecessary sterilisation of the resource prior to the development taking place without causing unacceptable adverse impacts on the environment and local community;

However, significant weight should be given to the Council's inability to

6.8.7 demonstrate a five-year supply of deliverable housing sites. In these circumstances, national policy seeks to significantly boost the supply of homes and the presumption in favour of sustainable development is engaged. While the sterilisation of this site weighs against the proposal, the site's contribution to meeting identified housing needs is a substantial benefit. In addition, the sites location abutting Wem does not make this location suitable for extraction as it would significantly impact existing residential properties. Therefore, the likelihood of this site coming forward for mineral extraction is unlikely. On balance, given the current shortfall in housing land supply and taking into account the site location, the permanent loss of land for mineral extraction does not outweigh the benefits of the scheme.

6.8.8 Network Rail: Network Rail has no objections to this proposal and makes no comments.

Planning Balance/Recommendation

7.0 In weighing this application, it is necessary to consider the benefits of the proposed development against any adverse impacts, taking full account of the adopted development plan, the evidence base for the withdrawn Local Plan, consultee responses, public representations, and the requirements of the National Planning Policy Framework. The site is located in the countryside under the adopted Shropshire Local Plan, where open market residential development is generally not supported except in exceptional circumstances. However, the Council cannot currently demonstrate a five-year supply of deliverable housing land, and the presumption in favour of sustainable development is engaged.

7.2 In reaching the planning balance, it is acknowledged that the application site lies outside the settlement boundary of Wem. The development proposes up to 175 dwellings on a site on the edge of Wem, a designated as a market town/key centre which is considered a sustainable location for development. The benefits of new housing including affordable housing (10% more than the policy requirement) that meets an identified need, supports rural vitality, and that contributes to Shropshire's overall housing supply must be given substantial weight.

7.3 The proposed off-site highway works are an additional benefit to the proposal supporting alternative travel choice by promoting walking and cycling to facilities within the village and use of public transport. Sustainable travel options that reduce reliance on the private car will help reduce the environmental impacts of the development. Other environmental benefits include the proposed landscaping and significantly enhanced biodiversity of the site. The proposal will also bring economic benefits during the construction

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phase, and social and economic benefits when the dwellings are occupied.

7.4 The exact number of dwellings and the scale, layout, appearance and landscaping of the site are reserved for later approval. Determination of the RM application will secure an appropriate layout, scale and design and ensure that the development makes effective use of land.

7.5 Although public comments have expressed concern that the scale of development is considered too large for the size of the settlement and existing infrastructure, for the reasons outlined in the report it is considered that subject to the required CIL contribution and the highway improvements to be secured the proposal would not place an unacceptable strain on local infrastructure and will contribute to improvements to the benefit of existing and future residents. The provision of new housing will help to support and retain existing local facilities and services and enhance the vitality of this rural community.

7.6 Any adverse impacts of the development do not significantly and demonstrably outweigh the benefits of the proposal, and therefore the weight in the overall planning balance is in favour of granting planning permission subject to the recommended conditions.

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 - written representations, a hearing or inquiry.
- The decision is 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 a) promptly and b) in any event not later than 6 weeks after the grounds to make the claim first arose.

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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 give 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 1970.

9.0 FINANCIAL IMPLICATIONS

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

10.0 BACKGROUND

10.1 Relevant Planning Policies

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Policies material to the determination of the Application. In determining this application the Local Planning Authority gave consideration to the following policies:

Central Government Guidance:

National Planning Policy Framework

Shropshire Council Core Strategy (February 2011):

CS1 : Strategic Approach

CS3 : The Market Towns and Other Key Centres

CS5 : Countryside and Green Belt

CS6 : Sustainable Design and Development Principles

CD11 : Type and Affordability of Housing

CS17 : Environmental Networks

CS18 : Sustainable Water Management

CS20 : Strategic Planning for Minerals

Supplementary Planning Document - Type and Affordability of Housing

Site Allocations and Management Development Plan (December 2016):

MD1 : Scale and Distribution of Development

MD2 : Sustainable Design

MD3 : Delivery of Housing Development

MD7a Managing Housing Development in the Countryside

MD12 : Natural Environment

MD13 : Historic Environment

MD16 : Minerals Safeguarding

S17 : Wem

10.2 Relevant Planning History

RELEVANT PLANNING HISTORY:

14/03428/OUT Outline application for the erection of 50No dwellings (to include access) REFUSE 5th October 2015

PREAPM/24/00291 Residential development of circa 150-175 APPRET

PREAPM/25/00112 Residential development of circa 150-175 dwellings
PREAMD 22nd May 2025

PREAPP/25/00087 Forestry Commission notification of tree restocking notice and requirement for maintenance for 10 years
PREAIP 20th March 2025

25/02775/OUT Outline planning application, to include access matters only for: up to 175 dwellings, site access and highway works, green infrastructure including public open

AGENDA ITEM

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space, sustainable drainage, landscape buffering,
amenity green space, and ancillary works. PDE

Appeal

16/02399/REF Outline application for the erection of 50No dwellings (to include
access) DISMIS 13th March 2017.

11.0 ADDITIONAL INFORMATION

View details online: <http://pa.shropshire.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=SZRGPHTDJFY00>

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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https://pa.shropshire.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=T04FUF TDJM700

Cabinet Member (Portfolio Holder) - Councillor David Walker

Local Member Cllr Gary Groves Cllr Alan Holford

Appendices APPENDIX 1 - EPS 3 Test Matrix
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AGENDA ITEM

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APPENDIX 1

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Committee and Date
Northern Planning Committee
22nd September 2026

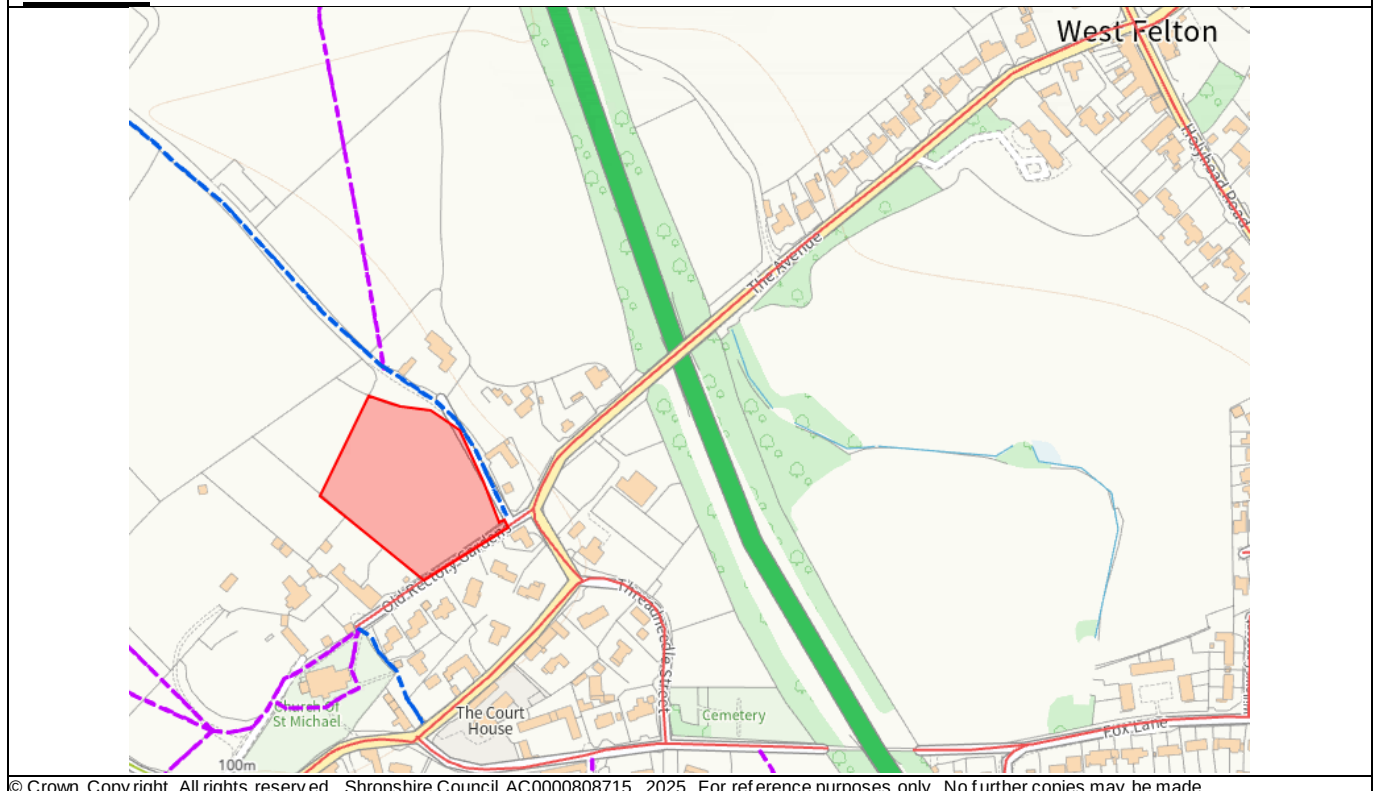
Development Management Report

Responsible Officer: Kassandra Polyzoides, Service Director - Place Shaping

Summary of Application

<u>Application Number:</u> 25/03651/FUL	<u>Parish:</u>	West Felton
<u>Proposal:</u> Proposed residential development of 10 dwellings		
<u>Site Address:</u> Proposed Residential Development Land North Of Old Rectory Gardens West Felton Shropshire		
<u>Applicant:</u> Mr Christopher Shaw		
<u>Case Officer:</u> Mark Perry	<u>email:</u> mark.perry@shropshire.gov.uk	

Grid Ref: 334180 - 325352



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Recommendation:- subject to the conditions set out in Appendix 1.

REPORT

1.0 THE PROPOSAL

- 1.1 This application seeks full planning permission for 10 dwellings, including a new access, roadside footway and widening of the existing lane known as Old Rectory Gardens.
- 1.2 The scheme includes a mix of three- and four-bedroom house types, two of which are proposed as affordable dwellings.

2.0 SITE LOCATION/DESCRIPTION

- 2.1 West Felton comprises two distinct parts separated by the A5, with the application site located in the western part of the village. The two areas are connected by two bridges over the A5, one pedestrian-only bridge and one road bridge with a footway. The latter provides the most direct route from the application site to the eastern part of West Felton.
- 2.2 The application site is part of a slightly larger agricultural field which is laid to grass and is defined by a mix of timber post and rail fencing, post and wire fencing, hedgerows and sporadic boundary trees.
- 2.3 The site is located within the West Felton Conservation Area; which covers the whole of the western portion of West Felton and also the central part of the eastern portion.
- 2.4 To the west of the site there is Manor Farm which includes 2 traditional agricultural barns which have now been converted into dwellings. The farmhouse, its outbuilding and the western most barn are grade II listed and sit 54m and 40m respectively from the edge of the application site. The eastern most barn where the residents have their gardens backing onto the application site is not listed in its own right but is likely to be considered as curtilage listed.
- 2.5 Old Rectory Gardens leads to the Church of St Michael which is grade II* listed. This sits around 80m from the edge of the application site. Further to the west, around 100m from the application site is a Motte Castle which is a scheduled monument (NHLE 1019296).

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 and the Local Member has also requested the

committee determination of the application. In consultation with the Committee Chair and Vice-Chair it was agreed that material matters are raised which warrant consideration and determination by the planning committee.

4.0 Community Representations

Below is a summary of representations received during the consultation/publicity period, comments can be viewed in full online.

Consultee Comment

4.1 Parish Council – Object (reconsultation response 21st January 2026)

The application has been reconsidered by the Parish Council. Whilst the details have changed slightly, the Council's previous comments remain valid. The Council objects even more strongly given that the proposed housing estate will encroach even more significantly on the Conservation Area than it would have done in the original proposal.

Parish Council- Object (initial response 24th October 2025)

The proposal seeks to erect a housing estate in a Conservation Area. Despite apparent and perplexing efforts in the application to minimise the status of the Conservation Area, the site is in a Conservation Area the integrity of which must be protected. Under the Planning (Listed Buildings and Conservation Areas) Act 1990 there is a legal duty on the local planning authority to pay "special attention to the desirability of preserving or enhancing the character or appearance" of the conservation area. The application does not demonstrate how the proposed development will preserve or enhance the conservation area. On the contrary, the heritage assessment acknowledges that the proposed development will harm the conservation area, stating that there will be a "limited but less than substantial impact on the setting of the conservation area" and that "the partial loss of the field will result in limited harm to the conservation area". Whilst some effort seems to have been made to design the dwellings in keeping with the surrounding properties, the design of plots 4 and 5 are not at all in keeping. Furthermore, the site is on agricultural land in open countryside and the proposed development of 10 dwellings will undoubtedly have an adverse impact on the character of the rural setting. There is also concern over the resulting increase in traffic movements on The Avenue, which already suffers from speeding issues and a dangerous junction where it meets the Holyhead Road. For these reasons the application should be rejected.

4.2 Highways- No objection subject to conditions.

4.3 Conservation- In consideration of the revised submission the mix in house designs is welcome, but raise concerns about the excessive scale

and height of several dwellings—particularly Plots 1, 2 and 10, and the new farmhouse which is taller than the adjacent listed building, making it overly dominant within its setting.

Further to the above comment the Planning Officer sought revisions to the size of the dwellings to address this matter, as discussed later in this report.

The overall design approach is considered appropriate except for the scale.

Whilst alterations they have be made, they have not made any real difference as the scale along with massing of development on this currently open verdant area which is within the West Felton Conservation Area (WFCA) and is the part of the village which contains the historic origins as a settlement, heavily defined by its rural agricultural and manorial history.

Additional concerns include the lack of domestic storage and garages for Plots 1 and 2, which could lead to cluttered frontages and gardens. Maintain that the scheme would cause less than substantial harm to the site engaging Section 66 (1) and Section 72 (1).

4.4 **Ecology-** No objection subject to conditions and informatives.

4.5 **Education-** current forecasts indicate the need for additional school place capacity for both primary and secondary level within the local area. Using DFE pupil yield figures, 10 dwellings will create:

Early years places: 1 (yield 0.07)

Primary School places: 3 (yield 0.27)

Secondary School places: 2 (yield 0.14)

Post 16 places: 1 (yield 0.05)

SEND (special school places): 1 (0.01)

Due to the scale of development and the number of pupils not only for this development but also numbers that other developments in the area will generate it is recommended that contributions for both primary and secondary education provision are secured via CIL.

4.6 **Affordable Housing-** The applicant is proposing a slight over provision. The amendment to provide 3 and 4 bedroom properties for the affordable rental dwellings is welcomed.

4.7 **Archaeology-** Following the submission of a trial trench evaluation report no further archaeological work is required.

4.8 **Historic England-** The proposed development will be situated roughly 100m from the 'Motte castle adjacent to St Michael's Church' scheduled

monument (NHLE 1019296) and within WFCAs. Any development should be undertaken using quality materials (such as red brick) and finishes, in accordance with the conservation and design policies - CS6 and CS17 of the Core Strategy and policies MD2 and MD13 of SAMDev.

The submitted heritage impact assessment is considered to be of sufficient detail to understand the potential effects on the monument.

We agree with the recommendations and conclusions made within the impact assessment in that the development would likely not result in any change to the setting of the monument.

4.9 **Severn Trent Water-** No objection raised subject to planning conditions requiring the submission of details for foul and surface water flows.

4.10 **Drainage-** No objection subject to conditions requiring the submission of further detailed drainage details, a verification reports detailing the implementation of the approved details, management and maintenance plan for the drainage system.

4.11 **Public Comments**

A total of 49 public representations were received, all of which object to the proposal. The main grounds for objection are summarised as follows:

Heritage and Conservation Area Impact

- Harm to the Conservation Area.
- Loss of historic rural character.
- Impact on views and setting of heritage assets.
- Archaeological concerns relating to the motte and bailey and wider manorial complex.
- Overdevelopment of a sensitive historic site.

Highway Safety and Traffic

- Narrow roads incapable of accommodating further traffic.
- Dangerous bends and restricted visibility.
- Existing accident concerns at village junctions and A5 access points.
- Construction traffic impacts.
- Lack of suitable pedestrian infrastructure.
- Cumulative traffic impacts when considered alongside other proposed developments in West Felton.

Infrastructure Capacity

- Primary school capacity already exceeded.

- Lack of GP and healthcare provision.
- Limited local services and amenities.
- Limited public transport.
- Mobile phone, broadband, electricity and water supply constraints.
- Insufficient community facilities.

Drainage, Flooding and Sewerage

- Existing flooding within the village.
- Surface water runoff from development.
- Capacity of the foul drainage system.
- Lack of evidence of sewage treatment upgrades.
- Risk of environmental harm from sewer overflows.

Sustainability and Scale of Growth

- Village is becoming an unsustainable commuter settlement.
- Insufficient employment opportunities locally.
- Lack of evidence of housing need.
- Excessive cumulative growth.
- Concerns that development conflicts with the village's historic open countryside character.

Ecology, Landscape and Open Space

- Loss of greenfield land.
- Impact on birds of prey and other wildlife.
- Insufficient biodiversity enhancement information.
- Harm to landscape character and important views.
- Impact on public enjoyment of the rural setting.

Residential Amenity and Design

- Overlooking and loss of privacy.
- Building heights and massing.
- Relationship with nearby listed buildings.
- The "farmstead" design is an artificial form of development.
- Parking and visitor parking provision.
- Waste collection arrangements.

Members are advised that most consultation responses and consultee comments were received prior to publication of the revised NPPF on 17th August 2026. Officers have reviewed those responses against the current national policy framework. Whilst consultees generally referred to previous national policy terminology, the substantive planning issues raised remain relevant and have been assessed within the context of the current NPPF.

5.0 THE MAIN ISSUES

- 5.1 The main issues are the principle of development, given the site's location outside any defined development boundary and whether it is an appropriate location for housing growth in West Felton. Other matters concern the visual and landscape impacts; the effect on designated heritage assets; and highway implications.

6.0 OFFICER APPRAISAL

6.1 Adopted Development Plan

- 6.1.1 Planning applications are required to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan includes the Core Strategy and the SAMDev Plan.
- 6.1.2 Core Strategy Policies CS1, CS4 and CS5, and SAMDev Policies MD1 and MD3, establish a clear hierarchy directing housing to sustainable settlements. Despite its size, West Felton is not classed as either a Community Hub or Community Cluster settlement and, for planning policy purposes, the site and the village as a whole are classed as a countryside location.
- 6.1.3 In such countryside locations, Policy CS5 states that new development will be strictly controlled and sets out the limited types of development that may be acceptable as exceptions. These include small-scale economic development, agricultural or forestry development, housing for essential countryside workers, and affordable housing to meet an identified local need.
- 6.1.4 The proposed development is predominantly for open market dwellings and does not satisfy any of the exception criteria for countryside development under Core Strategy Policy CS5 or SAMDev Policy MD7a, nor does it represent development of an allocated site. Consequently, the proposal would conflict with the adopted development plan.

6.2 National Planning Policy Framework

- 6.2.1 Since the Core Strategy and SAMDev Plan were adopted, there have been various iterations of the NPPF, with the most recent and significant revision published in August 2026. The NPPF is a material consideration to which significant weight must be given.
- 6.2.2 The new NPPF introduces a rules-based policy structure, replacing the former paragraph-led approach with separate plan-making and national decision-making policies. The presumption in favour of sustainable development remains central to decision-taking but is now expressed through policies S3 to S5 requiring the decision-maker to consider

whether the proposal is within a settlement, outside a settlement, or otherwise falls within one of the categories of development supported by national policy.

- 6.2.3 For this application, the site is outside a recognised settlement for development plan purposes and the proposal must therefore be assessed against the national decision-making policies for development outside settlements, namely Policy S5, together with the development plan and all other material considerations.
- 6.2.4 The age of the adopted Core Strategy and SAMDev Plan does not, of itself, mean that the relevant policies should be disregarded. Annex A of the NPPF makes clear that policies in adopted development plans should not be considered out-of-date simply because they were prepared under previous national policy. They remain part of the adopted development plan and continue to provide the starting point for decision-making. However, any material inconsistency with the NPPF affects the weight that can be given to those policies
- 6.2.5 In this case, the adopted core strategy continues to direct open market dwellings towards settlements rather than countryside locations, but this conflict must be weighed against the national decision-making policies of the NPPF 2026, including Policy S5 and the Council's current housing land supply position.
- 6.2.6 The Council is currently unable to demonstrate a five-year supply of deliverable housing land. Policy S5(1) of the NPPF sets out the circumstances where new development outside of settlements should be approved.
- 6.2.7 The NPPF states that development outside a settlement which falls within one of the specified categories in Policy S5(1)(a)–(j), including circumstances where there is a lack of a five-year housing land supply under point (j), should be approved unless its benefits are likely to be substantially outweighed by the adverse effects. This is subject to the development being physically well-related to an existing settlement, unless the nature of the development would make this inappropriate, and being of a scale that can be accommodated having regard to existing or proposed infrastructure, as set out in Policy S5(1)(j)(i).
- 6.2.8 Policy HO7 of the revised NPPF requires substantial weight to be given to the benefits of providing homes which contribute towards meeting evidenced accommodation needs.
- 6.2.9 Policy N2(1)(b) of the NPPF requires decision-makers to take account of the quality of agricultural land, including Best and Most Versatile agricultural land. Where significant development of agricultural land is necessary, areas of poorer quality land should be used where possible. In this case, the land is classified as Grade 3, which is good to moderate

quality.

6.3 Draft Local Plan

- 6.3.1 The Draft Local Plan has been withdrawn from examination, meaning its settlement strategies, development boundaries and proposed allocations no longer carry weight as material considerations. The site was not proposed for allocation in the withdrawn plan, although West Felton as a whole was proposed to be reclassified as a Community Hub.
- 6.3.2 Although the Draft Local Plan itself carries no weight, the evidence base that supported it has been endorsed by Cabinet for use as a material consideration in decision-making. That evidence identified West Felton as a sustainable location suitable for growth, having regard to available infrastructure. The withdrawn plan anticipated that the village would deliver around 60 additional dwellings on an allocated site, together with further housing on other sustainable sites within the proposed development boundary over the plan period.

6.4 Whether the site is in a sustainable location

- 6.4.1 Although the site lies outside any defined development boundary, it is closely related to the western part of West Felton. It fronts Old Rectory Gardens, a narrow no-through road leading to the church. To the south are the rear boundaries of two detached dwellings and the front elevations of three further detached properties, while the site's south-western boundary adjoins the residential curtilages of two converted barns.
- 6.4.2 Given the extent of surrounding built development, the site closely relates to existing built development along three of its sides. A narrow track, which is also a public right of way, runs along its eastern boundary, with existing residential curtilages beyond. Further residential curtilages adjoin the south-western side, while only the north-eastern boundary faces open countryside. During the course of the application, the site area was reduced so that it would not extend beyond a line drawn between the outer limits of the adjoining residential curtilages.
- 6.4.3 The village benefits from a range of amenities, including a shop, public house, primary school, play and recreation areas, churches and a village hall. It is also served by the Shrewsbury to Oswestry bus route, with hourly services. With the exception of one church, these facilities are located in the northern part of the village.
- 6.4.4 Road and pedestrian links between the two parts of the village are provided by a generally quiet, straight section of road that crosses the A5 by bridge. The route also benefits from street lighting. The distances and walking times from the site to local amenities are as follows:

Village shop / public house / bus stop — 550m / 8-minute walk

Primary school — 800m / 11-minute walk

Village hall — 590m / 9-minute walk

Play and recreation areas — 860m / 14-minute walk

- 6.4.5 The site is not isolated in planning terms. Given its relationship with surrounding development, future occupiers would have reasonable access to day-to-day services and facilities.

6.5 Access and Highways

- 6.5.1 A Highways Technical Note has been submitted with the application. It assesses the proposed access, visibility splays, local speed environment and likely traffic generation, and identifies potential off-site highway measures in response to comments made by the Highways team at pre-application stage.
- 6.5.2 A single access is proposed centrally on the Old Rectory Gardens frontage, serving the dwellings via a 5.5m-wide private road. Pedestrian provision would be improved through a new 2m-wide footway along the highway edge, linking to the existing pavement opposite via dropped kerbs and tactile paving.
- 6.5.3 The proposed development would generate a modest increase in traffic, estimated at 11 vehicle movements in each peak hour and 60 two-way movements per day. This level of traffic can be accommodated on the existing highway network without harming its safety or capacity.
- 6.5.4 The Council's Highways Officer has reviewed the application and supporting information and raises no objection, subject to conditions securing the visibility splays, footway works and carriageway improvements shown on the submitted plans.

6.6 Site Layout, Scale and Design

- 6.6.1 The application seeks full planning permission for a scheme comprising a range of dwelling types, sizes and designs. The overall approach is based on a farmstead-led concept, responding to the site's semi-rural setting and its relationship with Manor Farm.
- 6.6.2 The layout includes more traditional dwellings on the western side, while the eastern buildings draw from agricultural forms. Plots 8 and 9 are contemporary interpretations of traditional farm buildings, Plot 10 is designed to read as a farmhouse, and Plots 1 and 2 are smaller in scale, reflecting agricultural workers' cottages.
- 6.6.3 Plot 7 is intended as a more modern agricultural building, helping to suggest a traditional farmstead that has evolved over time. Officers consider that this approach creates a clear and distinctive character,

reflecting the local vernacular while incorporating contemporary design principles.

- 6.6.4 The buildings are arranged around a central landscaped open space, creating a focal point and helping to establish a sense of place. The varied building forms, plot sizes and orientations avoid the appearance of a standard suburban estate and instead reinforce the character of a rural farmstead and the more informal pattern of development found in this part of the village.
- 6.6.5 The proposed density is lower than would normally be expected for a new housing scheme. Policy L3 of the NPPF seeks to make effective use of land and, within settlements, expects residential development to contribute to appropriate increases in local density.
- 6.6.6 In this case, the lower density is justified by the site's historic context and the prevailing character and pattern of development in the surrounding area. A higher-density scheme would be less appropriate in this sensitive setting.
- 6.6.7 The application indicates that existing boundary vegetation would be largely retained and reinforced with new landscaping, helping the development integrate with its surroundings and soften its visual impact.
- 6.6.8 The Conservation Officer raised concerns about the height of the proposed dwellings, particularly Plots 1, 2 and 10 at the front of the site. Following those comments, Plot 10 has been reduced in height by 0.9m and would now sit below the height of the listed farmhouse at Manor Farm. Its width has also been reduced by 2.05m to achieve more appropriate proportions. With regards to the proposed dwellings on plots 1 and 2, the dwellings opposite have a ridge height of 8.6m and eaves height of 4.9m. The proposed dwellings would be lower, with a ridge height of 7.8m and eaves height of 4.2m. Officers therefore consider that the amended plans that have been received for these plots have addressed the comments made by the Conservation Officer and that their height and scale are now appropriate, having regard to the site context and the scale and massing of surrounding development.
- 6.6.9 Overall, the scheme demonstrates a coherent design approach that responds to local character, provides architectural variety and creates an attractive and distinctive place. The development is therefore considered to represent a well-designed scheme that accords with the objectives of Policy CS6, Policy MD2 and the design principles that are set out in policy DP3 of the NPPF.

6.7 Impact on Heritage Assets

- 6.7.1 The application site lies within the WFCA and close to several designated heritage assets, including the Grade II listed buildings at Manor Farm, the

Grade II* listed Church of St Michael and the scheduled motte castle. NPPF Policy HE4 requires decision-makers to give great weight to the conservation of designated heritage assets, irrespective of the level of harm identified. The more important the asset, the greater the weight that should be given to its conservation. Any harm to the significance of the designated heritage asset requires clear and convincing justification and must subsequently be weighed against the public benefits of the proposal.

- 6.7.2 The applicant has submitted a Heritage Impact Assessment (HIA) and an Archaeology Assessment in support of the application which have been considered by Officers.
- 6.7.3 The submitted HIA identifies that the level of harm to the Manor Farm farmstead complex would be less than substantial, and Officers concur with that assessment. It should be noted that the new NPPF published in August has removed the previous policy test of 'less than substantial harm'. The distinction in levels of harm now comprises 'total loss', 'substantial harm' and 'harm', as set out in Policies HE5 and HE6.
- 6.7.4 The heritage evidence before the Council was prepared under the previous NPPF and refers to 'less than substantial harm'. Whilst that terminology is no longer used in the current NPPF, officers consider that the identified impact falls within the category of 'harm' rather than 'substantial harm' or 'total loss'.
- 6.7.5 As harm to designated heritage assets has been identified, sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 are engaged. Decision-makers must give considerable importance and weight to the desirability of preserving the setting of listed buildings and preserving or enhancing the character or appearance of conservation areas. These statutory duties are matters of considerable importance in the planning balance and have been afforded significant weight in the assessment of this application.
- 6.7.6 Officers have fully considered the Conservation Officer's comments and, as set out above, sought amendments to the scheme. The revisions have secured a better mix of dwellings and a clearer design approach for the site. The dwellings are now considered appropriate in design and scale when assessed against surrounding properties and designated heritage assets. Officers therefore consider that the revisions have reduced the level of harm to designated heritage assets.
- 6.7.7 As required by policy HE6(4) of the NPPF, where a development would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal.
- 6.7.8 The public benefits of the proposal include the delivery of 10 dwellings in

a location closely related to the existing village, including two affordable rented homes. The scheme would also make a modest contribution to housing supply in the context of the Council's current housing land supply position, provide economic benefits through construction activity and future household spending, and secure highway improvements. These benefits are considered to outweigh the harm that would be caused to the significance of the identified designated heritage assets.

6.8 Flood Risk and Drainage

- 6.8.1 The site lies wholly within Flood Zone 1, where fluvial flood risk is low. Residential development is therefore acceptable in sequential flood risk terms.
- 6.8.2 A Flood Risk Assessment and drainage strategy have been submitted. These indicate that surface water would be managed on site using sustainable drainage principles, including an infiltration basin that would also provide biodiversity benefits. Infiltration testing has been undertaken to demonstrate that this approach would function effectively in this location, and the applicant has confirmed that the shared basin would be managed and maintained by a management company. Following the submission of additional information, the Council's Drainage team raises no objection.
- 6.8.3 Foul drainage would connect to the existing foul sewer in Old Rectory Gardens. Severn Trent Water has raised no objection to this arrangement.
- 6.8.4 Public concerns about flooding are acknowledged. However, Officers are satisfied that an appropriate on-site surface water drainage system and connection to the mains sewer can be secured to ensure the development does not increase flood risk on or off site.

6.9 Ecology and Biodiversity

- 6.9.1 The application is supported by an Ecological Appraisal which confirms that the site consists of pasture grassland and a large area of bare ground, and that there were no signs of any protected species on the site.
- 6.9.2 The biodiversity net gain assessment predicts a net gain on site of 0.28 (10.34%) habitat units and 0.16 (12.17%) hedgerow units. This will be achieved via the creation of other neutral grassland, vegetated gardens and planting of rural trees and native hedgerow. A Biodiversity Gain Plan and Habitat Management and Monitoring Plan will need to be submitted post permission in order to discharge the mandatory General Biodiversity Gain Condition.
- 6.9.3 The Council's Ecologist is satisfied by the level of survey work carried out

and raises no objection to the scheme subject to conditions to secure mitigation in the form of bat and bird boxes.

6.10 Affordable Housing

- 6.10.1 Shropshire's adopted affordable housing policy requires qualifying residential developments to provide 10% affordable housing. On a scheme of 10 dwellings, this would equate to one affordable unit. The proposal would provide two affordable dwellings, comprising one three-bedroom and one four-bedroom property, both to be delivered as affordable rented homes. This represents an over-provision against the policy requirement, weighs in favour of the development and should be afforded weight as a planning benefit.

6.11 Residential Amenity

- 6.11.1 The proposed development will increase the number of dwellings on the site and would therefore result in additional residential activity and vehicle movements. However, given the scale of the scheme and its relationship with existing neighbouring properties, these impacts are not considered to be so significant as to cause unacceptable harm to residential amenity.
- 6.11.2 The layout maintains appropriate separation distances from neighbouring occupiers and would not result in unacceptable overlooking, loss of privacy or loss of light. The proposal is therefore considered to provide an acceptable relationship with surrounding dwellings and accords with the Council's adopted Supplementary Planning Document, *Design of New Dwellings*.

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. As set out above, the proposal does conflict with the adopted Development Plan, by virtue of the site lying outside of an identified Community Hub or Community Cluster settlement as West Felton is not identified as such. This conflict does carry weight against the proposal.
- 7.2 As the Council cannot currently demonstrate a five-year supply of deliverable housing land, the proposal must be considered in the context of the new NPPF. Policy S5(1)(j) supports development outside settlements where it would help address an evidenced unmet housing need, provided the site is physically well-related to an existing settlement and the scale of development can be accommodated having regard to existing or proposed infrastructure. In these circumstances, planning permission should be granted unless the benefits would be substantially outweighed by the adverse effects when assessed against the national

decision-making policies in the Framework.

7.3 Whilst concerns have been raised in public comments regarding infrastructure capacity, no statutory consultee has raised an objection on these grounds. Education contributions will be secured through the Council's adopted mechanisms for securing Community Infrastructure Levy (CIL) and officers are satisfied that the scale of development can be accommodated having regard to existing and proposed infrastructure.

7.4 The proposal would contribute towards meeting identified housing needs through the delivery of market and affordable housing. Officers are satisfied that the site is physically well-related to West Felton and that the scale of development can be accommodated having regard to existing and proposed infrastructure.

Adverse Effects

7.5 **Countryside Location:** the site lies outside of any defined settlement boundary in the countryside, resulting in a departure from the spatial strategy of the adopted development plan. This attracts **substantial weight**.

7.6 **Harm to Heritage Assets:** The site lies within the Conservation Area and close to listed buildings. Officers conclude that the proposal would result in harm to the significance of designated heritage assets. Officers have attached significant weight to this harm in accordance with Policy HE4 and in recognition of the statutory duties under sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. Nevertheless, when weighed against the identified public benefits, including housing delivery and affordable housing provision, the heritage harm is not considered to justify refusal.
This harm therefore attracts **moderate weight**.

7.7 **Loss of Existing Habitat:** the development would result in the loss of existing habitat (pasture grassland) and mixed scrub habitat), requiring mitigation through new habitat creation and biodiversity provision. This attracts **limited weight**, reduced to reflect the findings of the technical reports and Ecology consultee comments, which identify the site as being of limited ecological value.

7.8 **Landscape and Visual Change:** development of a greenfield site will result in a permanent change to the landscape character at the settlement edge. This attracts **moderate weight** in recognition that the site does not lie within a protected landscape and is visually contained along two sides by existing development.

7.9 **Additional Traffic Movements:** the development will result in some increase of vehicle movements, although this has been assessed as acceptable in highway terms. This is therefore considered as **neutral**.

Benefits of the proposal

- 7.10 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**.
- 7.11 Affordable Housing: the development proposes the provision of two affordable dwellings which is one greater than is required by adopted policies which carries **moderate weight**.
- 7.12 Social and Community Benefits: improved housing choice for local residents, supporting the sustainability and social cohesion of West Felton and the surrounding settlements. This attracts **moderate weight**.
- 7.13 Economic Benefits: short term economic benefits during construction, including employment and expenditure in the local area. This attracts **moderate weight**.
- 7.14 Location: The residential development of this infill plot would be physically well-related to the settlement. The site has residential development to either side, would make efficient use of an accessible site closely related to existing development, and would be within reasonable reach of a range of services and facilities by sustainable means. This attracts **moderate weight**.

8.0 CONCLUSION

- 8.1 Taking the proposal as a whole and applying Policy S5(1)(j) of the NPPF, the development is considered to address an evidenced unmet housing need and to be physically well-related to an existing settlement. Although the proposal would give rise to the adverse effects identified above, these are not considered to substantially outweigh the benefits of granting permission. The applicant has satisfactorily addressed matters relating to the scale and design of the dwellings, their effect on heritage assets and the character and appearance of the area, drainage, highway mitigation and pedestrian connectivity.
- 8.2 In reaching this conclusion, officers have attached substantial weight to the delivery of additional homes in accordance with Policy HO7 and have had regard to the transitional provisions within Annex A of the NPPF.
- 8.3 Accordingly, the application is recommended for approval, subject to conditions and the completion of a Section 106 legal agreement to secure the affordable housing provision.

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.

10. Background

Relevant Planning Policies

Central Government Guidance:

West Midlands Regional Spatial Strategy Policies:

Core Strategy and Saved Policies:

RELEVANT PLANNING HISTORY:

11. Additional Information

View details online: <http://pa.shropshire.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=T3D3H7TDL2P00>

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 David Walker
Appendices APPENDIX 1 - Conditions

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.

3. All works to the site shall occur strictly in accordance with the mitigation and enhancement measures regarding bats, birds and great crested newts as provided in Section 6 of the Ecological Appraisal (Ben Jones Ecology, August 2025).

Reason: To ensure the protection of and enhancements for bats and Great Crested Newts, which are European Protected Species and birds which are protected under Section 1 of the 1981 Wildlife and Countryside Act (as amended).

CONDITION(S) THAT REQUIRE APPROVAL BEFORE THE DEVELOPMENT COMMENCES

4. No development shall take place until a scheme of foul drainage, and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is occupied/brought into use (whichever is the sooner).

Reason: The condition is a pre-commencement condition to ensure satisfactory drainage of the site and to avoid flooding.

5. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- ' a traffic management and HGV routing plan and local community protocol
- ' the parking of vehicles of site operatives and visitors
- ' loading and unloading of plant and materials
- ' storage of plant and materials used in constructing the development

- ' the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- ' wheel washing facilities

Reason: To avoid congestion in the surrounding area and to protect the amenities of the area.

6. No development shall take place until full engineering details of the carriageway realignment of Old Rectory Gardens and footway provision between the site access and The Avenue, including the layout, construction illustratively shown on Visibility Assessment & Off-Highway Works Drawing No. SA51559-BRY-ST-PL-C-0101 (Annex A of Highways Technical Note) have been submitted to and approved in writing by the Local Planning Authority. The agreed details shall be fully implemented before the dwellings are occupied.

Reason: To ensure the formation and construction of a satisfactory access in the interests of highway safety.

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

7. Prior to the commencement of the relevant work details of all external windows and doors and any other external joinery shall be submitted to and approved in writing by the Local Planning Authority. All doors and windows shall be carried out in complete accordance with the agreed details

Reason: To safeguard the architectural and historic interest and character of the heritage asset.

8. Details of the materials and form of the heads and sills to new openings in the external wall(s) of the building(s) shall be submitted to and approved in writing by the Local Planning Authority before any works commence. The development shall be carried out in accordance with the approved details.

Reason: To safeguard the architectural and historic interest and character of heritage assets

9. Details of the roof construction including details of eaves, undercloaks ridges, valleys and verges shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The development shall be carried out in complete accordance with the approved details.

Reason: To safeguard the architectural and historic interest and character of heritage assets.

10. No part of the 'access' hereby approved shall be constructed until the applicant has submitted and secured written approval for the technical details of such access in accordance

with Shropshire Council's specification currently in force for a residential access and shall be fully implemented prior to the dwellings being occupied.

Reason: To ensure the formation and construction of a satisfactory access in the interests of highway safety.

11. 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.

12. Prior to first occupation of the buildings, the makes, models and locations of wildlife 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 8 external woodcrete bat boxes or integrated bat bricks, suitable for nursery or summer roosting for small crevice dwelling bat species.
- A minimum of 6 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 9 artificial nests, of integrated brick design, suitable for swifts (swift bricks).
- A minimum of 5 invertebrate bricks/hotels of integrated or external design, suitable for pollinators.
- A minimum Of 3 hedgehog domes (standard design) to provide refuge for hedgehogs.

The boxes shall be sited in suitable locations, with a clear flight path 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. (See <https://www.swift-conservation.org/Leaflet%20-%20Swift%20Nest%20Bricks%20-%20installation%20&%20suppliers-small.pdf> for more details).

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

13. 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.

14. The development hereby approved shall not be occupied until a scheme for the maintenance and management of the Sustainable Drainage System (SuDS) has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented and maintained for the lifetime of the development.

Reason: To ensure the development achieves a high standard of sustainability and that flood risk is appropriately managed.

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

15. The visibility splays shown on Visibility Assessment and Off-Highway Works Drawing No. SA51559-BRY-ST-PL-C-0101 (appendix A of Highways Technical Note) shall be set out in accordance with the splay lines shown. All growths and structures in front of these lines shall be lowered to and thereafter maintained at carriageway level prior to the dwellings being occupied and thereafter be maintained at all times free from any obstruction.

Reason: To provide a measure of visibility from the new access in both directions along the highway in the interests of highway safety.

16. The access, internal driveway, parking and turning areas shall be satisfactorily completed and laid out in accordance with the Block Plan Drawing Rev G prior to the dwellings being occupied. The approved parking and turning areas shall thereafter be maintained at all times for that purpose.

Reason: To ensure the formation and construction of a satisfactory access and parking facilities in the interests of highway safety

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Committee and date
Northern Planning Committee
22 nd September 2026

Development Management Report

Responsible Officer: Kassandra Polyzoides, Service Director - Place Shaping

Summary of Application

<u>Application Number:</u> 26/00099/OUT	<u>Parish:</u>	West Felton
<u>Proposal:</u> Residential Development (Outline) with Access to be considered		
<u>Site Address:</u> Proposed Residential Development Land West Of Alma Close West Felton Shropshire		
<u>Applicant:</u> Mr J Shingler		
<u>Case Officer:</u> Mark Perry	<u>email:</u> mark.perry@shropshire.gov.uk	

<u>Grid Ref:</u> 334687 - 325359
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Recommendation:- subject to the conditions set out in Appendix 1 and the applicant entering into a S106 legal agreement.

REPORT

1.0 THE PROPOSAL

- 1.1 This outline application seeks planning permission for residential development, with approval sought at this stage for the principle of development and the proposed means of access. Matters relating to appearance, landscaping, layout and scale are reserved for later approval.
- 1.2 The application is supported by a plan showing direct access from the existing stub road on Alma Close and an indicative site layout. The layout illustrates one possible form of development, comprising 42 dwellings, estate roads, public open space and drainage attenuation areas.

2.0 SITE LOCATION/DESCRIPTION

- 2.1 West Felton consists of two distinct parts separated by the A5, which sits in a vegetated cutting. The two parts of the village are connected by both a road bridge and a pedestrian bridge. The application site lies on the western edge of the larger part of the village and forms the eastern section of a wider field. The northern portion of the site adjoins rear gardens serving properties fronting the main road through West Felton. To the south, it abuts modern housing on Alma Close and a small cul-de-sac of bungalows accessed from Fox Lane.
- 2.2 The site is outside the West Felton Conservation Area but adjoins its boundary, which runs along the rear boundary of the gardens of existing properties fronting the main road and the curtilage of Felton Grange to the north.
- 2.3 Felton Grange is a Grade II listed dwelling dating from the mid-18th century. A further Grade II listed building, Old Plough Cottage, is located to the east of the site and is a mid-17th century timber-framed cottage. A further listed building named brick house, sits on the opposite side of Holyhead Road, but separated from the application site by intervening development.
- 2.4 There are trees within the application site that are covered by Tree Preservation Orders (TPOs). These are located to the rear of the adjacent listed Old Plough Cottage and at the front of the site adjacent to the War Memorial.

3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION

- 3.1 The Parish Council has submitted a view contrary to officers based on material planning reasons, and the local member has also requested committee determination of the application. In consultation with the Committee Chair and Vice-Chair, it was agreed that material matters have been raised which warrant consideration and determination by the Planning Committee.

4.0 Community Representations

Below is a summary of representations received during the consultation/publicity period. Comments can be viewed in full online.

Consultee Comment

- 4.1 **Councillor David Walker-** I am concerned about this application the wider compound impact of the three live applications.

I have grave concerns about this planning application for the land off Alma Close and the wider implications it poses, if passed. I therefore wish to object to the proposed application and ask that it is called in and considered by the agenda-setting meeting with a view to determination by the Northern Planning Committee. The material reasons for call-in are the harm to the setting of Heritage Assets, the Conservation Area, and the wider historical context of the village, Highways safety at Queens Head junction, Flooding on Fox Lane, Sustainability/access to services, and the cumulative impact of development on the historic character of the village. These material reasons for objection and call-in are set out in the PDF [available to view in the online planning file]

- 4.2 **Parish Council-** strongly objects to the application on the following grounds:

Heritage

West Felton is a well-established community mentioned in the 1086 Domesday Book with a name that means Settlement in 'Open Ground.' The Parish Council made considerable effort to secure a significant part of the village was designated a Conservation Area and under 2015 SamDev it is considered Open Countryside. There is significant historic evidence from maps dating to the 19th and 20th centuries that the village is set in historic parkland. The heritage impact statement ignores the impact such an extensive housing development would have on both the Conservation Area and land abutting it. This development would have a serious impact on the sustainability of the village as a rural community which does not have the necessary infrastructure to service such an increase in population and pressure on the small number of amenities

already in the village. It would cut across the principles outlined in SamDev and destroy the historic heritage of the village thus downgrading it. The area for development is parkland which belonged to residents of the then Felton Grange and clearly shown on a map published in 1892 and also on the Natural England Map of Parkland. It is also noted that the development would undesirably impact on the loss of setting of the War Memorial. Visitors to this enjoy a calm and tranquil experience contributed to by the setting of open green fields that will be much restricted by an outlook across a housing estate.

We note that HHD&C prepared a Heritage Statement which supports the proposal claiming, 'This heritage impact assessment has gathered data on the historic environment for the site and a 500m radius study area. Analysis has found no indication of the potential for archaeological remains within the site. It has also assessed the potential for indirect impacts on listed buildings and the conservation area from development within their settings and concluded no designated assets would be adversely affected.'

However the report of the listed Heritage Adviser BSc. MA MRICS MCIfA IHBC, states that;

'The Heritage Statement is weak on facts and contains not so much inaccuracies as a lack of knowledge about the origin and development of the settlement along the Holyhead Road, in particular the role of the coaching trade.'

Numerous examples are provided which confirm the extensive historic nature of the village: former well established properties, small farms, numerous hostleries confirming West Felton as a major coaching route to Ireland - hence the name of the main road - Holyhead Road. Such heritage cannot be ignored as is the case in the Planning Proposal.

Style of House and Sight Lines

The indicative site Master plan proposes 42 houses in close proximity to the historic site of Felton Grange and backing onto well established houses already in situ and taking up significant open parkland. The footprints of most of the properties are not in keeping with other properties in close proximity which border along Holyhead Road, suggesting properties that are smaller with less green area around them. It does not as claimed 'reflect the density of the other properties adjacent to and within the wider village.'

The siting of the new properties seriously ignores the necessity to retain views onto open parkland from existing properties along Holyhead Road - which are in the Conservation Area. The plan will destroy this aspect and be contrary to the principle of the Conservation Area and the importance of the retention of open fields to the setting of the Conservation Area.

Ecology

The site is open green space and a vast tranche of agricultural land as is evidenced by the fact that there is a very large flock of sheep currently grazing that land now. The plan would reduce significantly the rural nature of the village if such a large flock of sheep was denied their grazing rights on open parkland. This must be protected.

The Heritage Adviser states; 'Felton Grange suffers dramatically in regard of the lack of cognizance of the importance of retaining a green setting for this unique and rather special example of a small estate, previously called Orange Grove, the latter possibly reference to a plantation of the latter imported by the owner of the Nursery that predictably failed in the English climate.'

On these objections alone this applications should be refused.

West Felton is a historic village and we are concerned about its sustainability given that it was noted that the infrastructure supporting the village has decreased in recent years. There are some specific issues which seriously concern the Parish Council in responding to this application.

Flooding

The Parish Council has regularly raised concerns about the capacity of the current drainage systems to protect the land from flooding and the failure of effective actions taken to remedy the situation. This results in regular flooding in the Fox Lane area when the weather is particularly inclement as the pipe into which the water runs is not wide enough to cope as we have reported on numerous occasions, and regularly affects the properties already on that site. Although there is an 'Attenuation Pond' indicated in the application, the history of this site does not provide confidence that it will resolve the problems but, on the contrary, it will aggravate them. Under this plan an extra forty two properties discharging foul waste into the sewerage system will only completely exacerbate the situation and would be untenable. It is also noted that the local Water Authority, Severn Trent, has no long term planning programme for the area and would not be able to cope with a serious increased capacity.

Traffic

This proposal would create extensive and increased pressure on the road network and pedestrian amenities. There would be more pedestrian traffic with an increased number of children and parents walking along Holyhead Road at start and end of the school day. The current pavements are mainly only wide enough for one person and certainly not wide enough for two or more abreast at a time. This would mean that there would be more pedestrians having to be on the road and create a serious safety risk for parents walking young children to and from school. Remedial measures, such as crossing places, would not alleviate this problem with the expected increase in volume of such traffic. Further concerns were expressed about the increase in vehicular traffic in and around the village with particular apprehension at busy times for

the two access points into the village at Queens Head and the other end of Holyhead Road. With the demise of the proposed Shrewsbury by pass there will be even more pressure on the A5 and traffic through the village. Queens Head entrance is already very difficult and hazardous to negotiate with fast moving, almost continuous, traffic on the main A5 and a restricted view of oncoming traffic to the left (east) because of a bend in the road. As a result at present there is often a queue of traffic backing up into the village, particularly at major times during the day. This development would create substantial increased traffic movements particularly mornings and evenings with residents having to drive to work as there is none within the village.

Amenities

The current electricity provision is under strain with no published plans to increase the capacity of the National Grid, and the access to strong technology communications is extremely limited.

In addition to ensuring this development does not adversely impact on the historic status of the village there are specific concerns around the practical impact on everyday life and living in the village.

West Felton was listed in Shropshire Council's withdrawn draft Local Plan as a 'community hub'. Since that designation many of the community facilities that contributed to that status no longer exist or apply.

The Settlement Function Scoring System is a methodology used to rank and categorise towns and villages based on their available services, facilities, and overall sustainability. On a recent rating undertaken West Felton does not score very highly and may not even reach the level of 'community hub.' Over time amenities have declined - so there is only one public house, one public meeting place, one convenience store, no library, no surgeries or pharmacy, no fuel station, limited quality services such as gas, electricity, water, drainage and technology and a very limited public transport facility. The school has expanded and remains full, with limited room to expand further. Many residents are retired. To access some services parishioners have to travel either by car putting more intolerable pressure on the road network.

A village, such as West Felton, lacking basic amenities cannot sustain such significant housing development of what would be almost 100 houses with this and the other two currently live applications. There is clear evidence that this would result in increased traffic movements in a small the village itself threatening the safety of the parish and its parishioners.

Any of the objections would be grounds in themselves for rejecting each application but the cumulative impact of the three current applications for so many more houses would be devastating for our historic village.

Detrimental impact on visual amenity and character of natural landscape
The site is located in the heart of the village, abutting The Conservation Area. In 2015 a planning Application (ref 14/00734/OUT) was submitted for housing development on another site within the village. That application was refused on the grounds that 'the development would result in visual harm to the character of the rural village...' and the committee refusing permission considered that 'the proposed development would have a detrimental impact on the character of the surrounding landscape' and did not 'represent sustainable development in accordance with the overall aims and objectives of the National Planning Policy Framework.' These concerns were subsequently re-enforced by the dismissal of the appeal to the Planning Inspectorate. As this is a similar site with views across open countryside, and abutting the Conservation Area, and in addition is for far more houses, the comments made against granting permission for that application are just as, if not more, relevant for this one. It is therefore important that this application be rejected to preserve the rural nature of the village.

- 4.3 **National Highways-** recommend that condition to secure a Construction Traffic Management Plan should be attached to any planning permission that may be granted.
- 4.4 **SC Drainage-** No objection subject to conditions
- 4.5 **Archaeology-** No objection subject to conditions requiring a programme of archaeological work to be carried out.
- 4.6 **SC Highways-** No objection subject to conditions having considered the proposed means of access, junction capacity, highway safety, visibility, sustainable transport and the operation of the surrounding highway network,
- 4.7 **Regulatory Services-** The proposed development is close to the busy A5 trunk road (which lies to the west/west southwest of the site). The resultant road traffic noise may make it difficult to achieve acceptable noise standards within some of the proposed dwellings.

No noise impact assessment has been submitted as part of the application to consider the impact of road traffic noise. It is recommended that a suitable noise assessment is submitted prior to determination of the application.

- 4.8 **SC Conservation-** Less than substantial harm would be caused to the significance of the West Felton Conservation Area (WFCA) by the development. This level of harm would be noted to be towards the lower end of less than substantial harm, however, as harm has been identified Section 72 is engaged and this requires that any proposal preserves or

enhances the character or appearance of the Conservation Area.

Officers consider that there is a negligible level of less than substantial harm to Felton Grange, Grange Cottage and Old Plough Cottage, but to a lesser extent than the WFCAs and this is considered to be at the lowest end of less than substantial harm.

- 4.9 **SC Ecology-** No objection raised, conditions and informatives have been recommended to ensure the protection of wildlife and to provide ecological enhancements under NPPF, MD12 and CS17.

The proposed BNG is significant, therefore a s106 will be required.

A financial contribution towards visitor management mitigation measures at Cole Mere Ramsar site has been agreed by the applicant in order to demonstrate that the proposal will not cause an offence under The Conservation of Habitats and Species Regulations 2017 (as amended). This will be secured in a s106. An Appropriate Assessment has been undertaken and is provided at the end of this response.

- 4.10 **SC Trees-** No objection is raised to the application at this stage. The final layout must take account of the tree constraints identified in the AIA and make provision to accommodate all retained trees and provide new planting within the site design.

The final site layout submitted as Reserved Matters, must be supported with an updated version of the AIA, assessing any impacts that arise and demonstrating that any retained trees can be protected to the minimum standards recommended in BS5837: 2012. The application should also be supported by a landscape proposal including trees planting prepared in accordance with BS8545: 2014.

- 4.11 **SC Learning and Skills-** Due to the scale of development and the number of pupils not only this development but also numbers that other developments in the area will generate it is recommended that contributions for both primary, secondary and special education provision are secured via CIL.

- 4.12 **Severn Trent Water-** Does not object to the development but does have concerns regarding the impact that additional flow that the development will generate. The site is within an area that is part of ST investment plan with a provisional delivery date of March 2030. A Grampian condition may be requested if occupation is proposed to be before this date.

Severn Trent has the capacity serve the development with drinking water and to safely take away all wastewater (subject to the above). The danger we want to avoid is the development increasing the amount of rain and surface water in our sewers (combined or foul).

4.13 Public Comments

A total of 85 public representations were received, all of which object to the proposal. The main grounds for objection are summarised as follows:

Highway safety and traffic

- Additional traffic would worsen congestion.
- Alma Close and the Holyhead Road mini-roundabout are considered unsuitable.
- Queens Head and Weir Brook junctions are accident hotspots.
- Cumulative traffic impacts are under-assessed.
- Narrow roads, parking, farm traffic and poor surfaces already cause difficulties.

Pedestrian safety

- Footways are narrow, incomplete or absent.
- Extra traffic would reduce pedestrian safety.
- Impact on schoolchildren, older residents and mobility scooter users.
- Safe crossing points are insufficient.

Drainage and flooding

- Flooding is reported at Fox Lane, Ralphs Drive and nearby drainage routes.
- Loss of permeable land with hard surfaces.
- Runoff into ditches and culverts could increase.
- Drainage capacity is questioned.
- Drainage issues should be resolved before permission is granted.

Foul drainage and wastewater

- Inadequate sewerage capacity.
- Existing sewage spills and wastewater pressure are cited.
- Severn Trent infrastructure lacks planned upgrades.
- Additional dwellings increase pollution and public health risks.

Local services and infrastructure

- West Felton has limited services.
- Facilities include one small shop and pub, but no post office or GP surgery.
- Public transport is limited.
- Residents would be car-dependent.
- Healthcare, utilities and local facilities would face added pressure.

Education

- The primary school is at or near capacity.
- No secondary school in the village.

- School transport and school-run traffic are concerns.

Sustainability

- West Felton is not considered sustainable.
- Limited services, jobs and public transport.
- Proposal conflicts with sustainable travel and climate aims.
- West Felton would become more commuter-focused.

Heritage and conservation

- Harm to the West Felton Conservation Area.
- Heritage concerns include Holyhead Road, Felton Grange, Old Plough Cottage, Haslehurst Memorial Institute and the War Memorial.
- The open field contributes to heritage setting.
- The proposal fails to preserve or enhance the Conservation Area.

Landscape and village character

- Loss of open countryside/greenfield land.
- The scheme is said to urbanise the village.
- Estate-style development and loss of rural character.
- Sprawl of the village.

Ecology and biodiversity

- Loss of habitat, hedgerows, trees and agricultural land.
- Impact on wildlife.
- Site has local wildlife value.
- Recreational pressure on nearby nature sites is raised.

Utilities and digital connectivity

- Broadband and mobile signal are poor.
- Poor connectivity affects home working.

Residential amenity

- Overlooking and loss of privacy.
- Overbearing impacts.
- Loss of outlook.
- Increased noise and lighting.
- Location of the proposed substation.
- Loss of light.

Cumulative impact

- The application should not be viewed in isolation.

Planning process and housing need

- Housing need at this scale is questioned.
- Housing need does not outweigh infrastructure, heritage and environmental concerns.

Members are advised that most consultation responses and consultee comments were received prior to publication of the revised NPPF on 17th August 2026. Officers have reviewed those responses against the current national policy framework. Whilst consultees generally referred to previous national policy terminology, the substantive planning issues raised remain relevant and have been assessed within the context of the current NPPF.

5.0 THE MAIN ISSUES

- 5.1 The main issues are the principle of development, given the site's location outside any defined development boundary and whether it is an appropriate location for housing growth in West Felton. Other matters concern the visual and landscape impacts; the effect on designated heritage assets; highway implications and drainage.

6.0 OFFICER APPRAISAL

6.1 Adopted Development Plan

- 6.1.1 Planning applications are required to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan includes the Core Strategy and the SAMDev Plan.
- 6.1.2 Core Strategy Policies CS1, CS4 and CS5, and SAMDev Policies MD1 and MD3, establish a clear hierarchy directing housing to sustainable settlements. Despite its size, West Felton is not classed as either a Community Hub or Community Cluster settlement and, for planning policy purposes, the site and the village as a whole are classed as a countryside location.
- 6.1.3 In such countryside locations, Policy CS5 states that new development will be strictly controlled and sets out the limited types of development that may be acceptable as exceptions. These include small-scale economic development, agricultural or forestry development, housing for essential countryside workers, and affordable housing to meet an identified local need.
- 6.1.4 The proposed development is predominantly for open market dwellings and does not satisfy any of the exception criteria for countryside development under Core Strategy Policy CS5 or SAMDev Policy MD7a, nor does it represent development of an allocated site. Consequently, the proposal would conflict with the adopted development plan.

6.2 National Planning Policy Framework

- 6.2.1 Since the Core Strategy and SAMDev Plan were adopted, there have

been various iterations of the NPPF, with the most recent and significant revision published in August 2026. The NPPF is a material consideration to which significant weight must be given.

- 6.2.2 The new NPPF introduces a rules-based policy structure, replacing the former paragraph-led approach with separate plan-making and national decision-making policies. The presumption in favour of sustainable development remains central to decision-taking but is now expressed through policies S3 to S5 requiring the decision-maker to consider whether the proposal is within a settlement, outside a settlement, or otherwise falls within one of the categories of development supported by national policy.
- 6.2.3 For this application, the site is outside a recognised settlement for development plan purposes, and the proposal must therefore be assessed against the national decision-making policies for development outside settlements, namely Policy S5, together with the development plan and all other material considerations.
- 6.2.4 The age of the adopted Core Strategy and SAMDev Plan does not, of itself, mean that the relevant policies should be disregarded. Annex A of the NPPF makes clear that policies in adopted development plans should not be considered out of date simply because they were prepared under previous national policy. They remain part of the adopted development plan and continue to provide the starting point for decision-making. However, any material inconsistency with the NPPF affects the weight that can be given to those policies.
- 6.2.5 In this case, the adopted Core Strategy continues to direct open market dwellings towards settlements rather than countryside locations, but this conflict must be weighed against the national decision-making policies of the NPPF 2026, including Policy S5 and the Council's current housing land supply position.
- 6.2.6 The Council is currently unable to demonstrate a five-year supply of deliverable housing land. Policy S5(1) of the NPPF sets out the circumstances where new development outside of settlements should be approved.
- 6.2.7 The NPPF states that development outside a settlement which falls within one of the specified categories in Policy S5(1)(a)–(j), including circumstances where there is a lack of a five-year housing land supply under point (j), should be approved unless its benefits are likely to be substantially outweighed by the adverse effects. This is subject to the development being physically well-related to an existing settlement, unless the nature of the development would make this inappropriate, and being of a scale that can be accommodated having regard to existing or proposed infrastructure, as set out in Policy S5(1)(j)(i).

- 6.2.8 Policy HO7 of the revised NPPF requires substantial weight to be given to the benefits of providing homes which contribute towards meeting evidenced accommodation needs.
- 6.2.9 Policy N2(1)(b) of the NPPF requires decision-makers to take account of the quality of agricultural land, including Best and Most Versatile agricultural land. Where significant development of agricultural land is necessary, areas of poorer quality land should be used where possible. In this case, the land is classified as Grade 3, which is good to moderate quality.

6.3 Draft Local Plan

- 6.3.1 The Draft Local Plan has been withdrawn from examination, meaning its settlement strategies, development boundaries and proposed allocations no longer carry weight as material considerations. The site was not proposed for allocation in the withdrawn plan, although West Felton as a whole was proposed to be reclassified as a Community Hub.
- 6.3.2 Although the Draft Local Plan itself carries no weight, the evidence base that supported it has been endorsed by Cabinet for use as a material consideration in decision-making. That evidence identified West Felton as a sustainable location suitable for growth, having regard to available infrastructure. The withdrawn plan anticipated that the village would deliver around 60 additional dwellings on an allocated site, together with further housing on other sustainable sites within the proposed development boundary over the plan period.

6.4 Whether the site is in a sustainable location

- 6.4.1 Although the site lies outside any defined development boundary, it is closely related to the main part of West Felton. Access would be taken from an existing stub road serving the adjoining housing estate, which connects to the main road through the village.
- 6.4.2 The application site immediately adjoins existing residential development and would relate well to the established settlement pattern. The site is contiguous with the existing built form of the village and would represent a logical, natural extension to the settlement, rather than an isolated or detached form of development. Only the western boundary adjoins open countryside. This boundary is approximately 300m long, with its southern section already defined by an existing hedgerow with intermittent trees. Consequently, only the northern 200m section would create a new boundary between the development and the remaining agricultural field. This relationship limits the extent to which the proposal would project into the wider countryside and supports the conclusion that the site is physically well-related to West Felton.

6.4.3 West Felton is served by a range of facilities, including a shop, public house, primary school, play and recreation areas, churches and a village hall. It also lies on the Shrewsbury to Oswestry bus route, which provides hourly services. With the exception of one church, these facilities are located in the northern part of the village, close to the application site. The Parish Council refer to a loss of facilities in the village but do not set out what has been lost. The local councillor in his comments has set the facilities that were in the village including multiple pubs, garages, multiple retail premises, retirement home and a post office but also acknowledges that this was in the 1990's. Officers considered that leisure, recreation, and retail habits have changed substantially since this time. However, despite these losses the village does continue to have a range of services and facilities for a settlement of this size. Additionally, any increase in the village's population will provide increased economic and social support for them.

6.4.4 From the entrance to the site, the village's services are approximately the following walking distances and times:

Village shop / public house— 330m / 4-minute walk

Bus stop — 270m / 3-minute walk

Primary school — 590m / 8-minute walk

Village hall — 265m / 3-minute walk

Play and recreation areas — 460m / 7-minute walk

6.4.5 The site is not isolated in planning terms. Given its relationship with surrounding development, future occupiers would have reasonable access to day-to-day services and facilities.

6.5 Access and Highways

6.5.1 The application is supported by a Highways and Transport Statement. Following initial comments from the Council's Highway Officer, the applicant submitted a further Highways Technical Note, which has also been assessed.

6.5.2 Vehicular access would be taken from the existing highway stub off Alma Close. The junction between the stub road and Alma Close would be re-prioritised so that the route into the new estate becomes the principal highway, with a new junction serving the existing Alma Close dwellings. Localised highway improvements are also proposed, including tactile crossing points to the north and south of the mini-roundabout at Holyhead Road and Alma Close.

6.5.3 The proposed access arrangements are acceptable in principle and would provide a safe and suitable means of access to the site. The proposed crossing facilities are also appropriate and reflect the expected

function of the development.

- 6.5.4 In response to the Highway Officer's comments, the applicant submitted a detailed assessment of the existing mini-roundabout at Alma Close, Felton Park and Holyhead Road. This demonstrates that the junction would continue to operate well within capacity, with negligible queuing and sufficient reserve capacity to accommodate development traffic.
- 6.5.5 In highway safety terms, the applicant's speed survey and revised visibility assessment show that vehicle speeds are below the posted 30mph limit and that suitable visibility can be achieved in accordance with the relevant design standards.
- 6.5.6 Having regard to the scale of the development, prevailing highway conditions and proposed local highway works, the Highway Authority is satisfied that the access can operate safely without causing unacceptable highway safety impacts or a severe residual cumulative impact on the wider highway network.
- 6.5.7 Residents travelling further afield, including towards Oswestry or Shrewsbury, are likely to use the wider highway network, particularly the A5, which forms part of the Strategic Road Network. Access to the A5 would be via the Queens Head junction to the north or the Weirbrook junction to the south. National Highways acknowledges the accident history at Queens Head, but considers that, given the modest scale of the development, the associated traffic would not materially affect the safety or operation of these strategic junctions.
- 6.5.8 Overall, both the Highway Authority and National Highways consider that the development would not have an unacceptable impact on highway safety or a severe residual cumulative impact on the operation of the wider highway network. Both have recommended conditions should planning permission be granted.

6.6 Site Layout, Scale and Design

- 6.6.1 This outline application seeks approval for the principle of residential development and the proposed means of access only. The submitted layout is indicative and shows one possible form of development.
- 6.6.2 Detailed matters, including the layout, dwelling mix, number of units, scale, appearance, open space and landscaping, would be considered at reserved matters stage.
- 6.6.3 The main consideration at this stage is whether the site could accommodate residential development that responds appropriately to its context, provides acceptable living conditions for future occupiers and maintains a suitable relationship with neighbouring properties.

- 6.6.4 As noted above, the site is subject to several constraints, including nearby listed buildings, trees, neighbouring occupiers and existing vegetation. These matters will need to inform the preparation of any reserved matters submission.

6.7 Impact on Heritage Assets

- 6.7.1 The application site lies outside, but partly adjoins, the West Felton Conservation Area. Three Grade II listed buildings are located nearby: Felton Grange, its garage wall and attached outbuildings, and Old Plough Cottage and the Brick House on the opposite side of Holyhead Road and not closely associated with the application site because of intervening development
- 6.7.2 NPPF Policy HE4 requires decision-makers to give great weight to the conservation of designated heritage assets, regardless of the level of harm identified. The more important the asset, the greater the weight to be given to its conservation. Any harm to significance must be clearly and convincingly justified and weighed against the public benefits of the proposal.
- 6.7.3 In accordance with NPPF Policy HE5, the applicant has submitted a Heritage Impact Assessment (HIA), which assesses the significance of the affected heritage assets, including the contribution made by their settings, and the likely impact of the proposal on that significance.
- 6.7.4 The HIA identifies the application site as lying within the wider setting of Felton Grange. It notes that the site was historically associated with the dwelling, contributing to its parkland setting and wider views across open agricultural land. These views have been partly interrupted by the A5, whose planted embankment screens closer views beyond the site. There is also a strong planted boundary adjacent to the historic sunken boundary (ha-ha) designed to preserve views whilst controlling livestock. along the south-western garden boundary.
- 6.7.5 The submitted HIA concludes that the proposal would not adversely affect the identified designated heritage assets, namely the listed buildings and the Conservation Area. The Council's Conservation Officer disagrees and considers that the development would cause less than substantial harm to the significance of the Conservation Area, albeit towards the lower end of that scale.
- 6.7.6 With regard to Felton Grange, including its associated wall and outbuilding, and Old Plough Cottage, the Conservation Officer considered that there would be a negligible level of less than substantial harm.

- 6.7.7 It should be noted that the new NPPF published in August has removed the previous policy test of 'less than substantial harm'. The distinction in levels of harm now comprises 'total loss', 'substantial harm' and 'harm', as set out in Policies HE5 and HE6.
- 6.7.8 The HIA and the consultation response from the Conservation Officer were both written before the publication of the new NPPF. While the term 'less than substantial' is no longer used in the current NPPF, officers consider that the identified impact falls within the category of 'harm', rather than 'substantial harm' or 'total loss'.
- 6.7.9 Nonetheless, it is considered that the development would cause harm, albeit at differing lower levels, to both the listed buildings and the Conservation Area. Consequently, this engages sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. These sections set out how decision-makers must give considerable importance and weight to the desirability of preserving the setting of listed buildings and preserving or enhancing the character or appearance of conservation areas. These statutory duties are matters of considerable importance in the planning balance and have been afforded significant weight in the assessment of this application.
- 6.7.10 As required by policy HE6(4) of the NPPF, where a development would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal.
- 6.7.11 The public benefits of the proposal include the delivery of a significant number of new dwellings, although the precise number would only be known upon submission of a reserved matters application, and these would be provided in a location that is closely related to the existing village. The scheme would also meet the policy requirement of providing a 10% affordable housing contribution, which, on the basis of the indicative layout and indicative number of 42 dwellings, would equate to 4 on-site affordable dwellings plus a financial payment. The scheme would also make a modest contribution to housing supply in the context of the Council's current housing land supply position, provide economic benefits through construction activity and future household spending, and secure some minor highway improvements. These benefits are considered to outweigh the harm that would be caused to the significance of the identified designated heritage assets.

6.8 Flood Risk and Drainage

- 6.8.1 The application site lies entirely within Flood Zone 1, where there is the lowest risk of fluvial flooding. Residential development on the site is therefore acceptable in sequential flood risk terms.

- 6.8.2 As part of the application, a Flood Risk Assessment has been submitted, with additional technical drainage information provided during the course of the application following the initial comments from the Council's Drainage team.
- 6.8.3 The submitted information indicates that infiltration testing has demonstrated that infiltration drainage is not a viable option due to insufficient percolation rates. Therefore, the surface water management strategy is based on an attenuation solution which discharges at a restricted rate of 13.5 l/s to a drainage ditch. The existing drainage ditch runs along the western boundary of the site.
- 6.8.4 It is proposed that a detention basin will be constructed in the south-west corner of the site, providing sufficient attenuation to accommodate the 1 in 100-year rainfall event plus a 40% climate change allowance. Flow from this will then be controlled via a hydro-brake or equivalent flow-control device to limit discharge to 13.5 l/s, corresponding with 50% AEP (Annual Exceedance Probability) greenfield runoff rate. Any surface water runoff will be managed entirely within the site boundary.
- 6.8.5 Surface-water sewers within adoptable highways will be offered for adoption by the Council, with any private drainage managed by property owners and/or a management company where applicable. The proposed attenuation basin will be maintained by a management company which will be appointed by the developer, in order to ensure its long-term management and maintenance.
- 6.8.6 Following the submission of additional information, the Council's Drainage team raises no objection.
- 6.8.7 An existing foul sewer crosses the site. The applicant advises that it would be diverted to accommodate the development and avoid conflict with proposed building footprints and private gardens. The proposed dwellings would then connect to the diverted section of pipework.
- 6.8.8 Severn Trent Water initially submitted a holding objection while further investigations were undertaken and requested that the developer submit a Development Enquiry. A further response was then received from Severn Trent advising that they had no objection but had concerns regarding the additional flow that the development would generate and how this would align with the timing of their investment plan for the area; currently scheduled for March 2030. As part of their submission the developer has submitted evidence of a response to its Developer Enquiry. Severn Trent advised that *"It is anticipated the approximate foul flows of 0.69l/s (2xdwf) will have no adverse impact on the network. Therefore, a gravity connection to the public sewer (direct or indirect) is acceptable subject to a formal Section 106 sewer connection approval."*

6.8.9 The comments from Severn Trent stress how they wish to avoid the development increasing the amount of rain and surface water in their sewers which increases the flood risk to those living downstream. It is important to note that the proposed development, as detailed above includes SuDS scheme with attenuation basin and any flows restricted to 13.5 l/s which is equivalent to the existing 1 in 2 year (50% AEP) green field run-off rate to the receiving watercourse. Therefore, the only additional flows to Severn Trent's network are the foul flows from the development and not any rain of surface water.

6.8.10 Public concerns about flooding of the field, associated flooding on Fox Lane from the stream, and reports that these issues have worsened in recent years are acknowledged. Members of the public have also commented on flooding within the vicinity of the mini-roundabout. However, Officers are satisfied that the proposed on-site surface water drainage system, including attenuation, would not worsen existing conditions. The proposed connection to the mains sewer, together with the surface water drainage strategy, can be secured by condition to ensure that the development does not increase flood risk either on or off site.

6.9 Ecology and Biodiversity

6.9.1 The application is supported by an Ecological Appraisal and Biodiversity Net Gain Assessment in order to allow an assessment of the impact of the development on habitats and protected species.

6.9.2 The assessment identifies the existing grassland as having negligible ecological value, due to its low botanical diversity and the presence of several undesirable species. It also confirms that the existing boundary hedgerows would be retained, along with an oak tree that offers high potential for bat roosting because of its cracks and crevices. Based on the indicative layout, the development would not encroach on the watercourse. The ditch is currently in poor condition but would be enhanced as part of the proposed on-site biodiversity net gain.

6.9.3 A biodiversity net gain of 0.61 (14.17%) habitat units, 0.80 (30.42%) hedgerow units and 0.15 (46.56%) watercourse units will be provided on-site. As the BNG is considered to be significant, the applicant will need to enter into a s106 to secure the BNG for 30 years. The details of the BNG are a post decision matter and the applicant will need to submit a Biodiversity Gain Plan and Habitat Management and Monitoring Plan in order to discharge the mandatory General Biodiversity Gain Condition.

6.9.4 The site lies within the catchment of Colemere which is part of the Midland Meres and Mosses Phase 2 Ramsar site, as such this application must be considered under the Habitats Regulations Assessment process in order to satisfy the Local Authority duty to adhere

to The Conservation of Habitats and Species Regulations 2017 (known as the Habitats Regulations).

- 6.9.5 New development has been identified as increasing recreational pressure on Cole Mere, with potential adverse effects on the integrity of this designated site and on efforts to restore it to favourable condition. Mitigation is therefore required and would be secured through a financial contribution of £50 per bedroom. This contribution would support visitor management measures consistent with the aims and objectives of the Cole Mere Management Plan 2020–2025. This contribution would be secured by S106.
- 6.9.6 The Council's Ecologist is satisfied by the level of survey work carried out and raises no objection to the scheme subject to conditions to secure mitigation in the form of bat and bird boxes.

6.10 Impact on Trees

- 6.10.1 Several trees are located within or close to the site. The submitted Arboricultural Impact Assessment (AIA) assesses the likely effects of the development on existing trees, hedgerows and shrubs, and identifies the justification and mitigation required for any proposed losses.
- 6.10.2 The AIA identifies 10 individual trees, six tree groups and five hedgerows, and categorises them by their existing and potential public amenity value. This helps determine the weight to be given to any tree loss and informs the final site layout and design.
- 6.10.3 As this is an outline application, the full arboricultural impact cannot be confirmed until the site layout is finalised. However, officers are satisfied that the submitted information demonstrates that residential development could be accommodated without significant harm to trees of amenity value.
- 6.10.4 The indicative layout in the AIA shows minor encroachment into the root protection area of a high-value veteran oak. This will need to be addressed when the final layout is prepared at reserved matters stage.
- 6.10.5 Overall, officers are satisfied that the information submitted at this outline stage is proportionate and sufficient to demonstrate that development of the site is achievable without unacceptable harm to trees of amenity value.

6.11 Affordable Housing

- 6.11.1 Shropshire's adopted affordable housing policy requires qualifying residential developments to provide 10% affordable housing. On a scheme of 42 dwellings, as shown on the indicative layout, this would result in 4 on-site affordable dwellings plus a financial contribution for the

remaining 0.2 dwellings.

- 6.11.2 Full consideration of the number of affordable dwellings and their tenure mix will be undertaken at reserved matters stage. However, as part of any outline approval, a S106 would secure the policy requirement of 10%.

6.12 Residential Amenity

- 6.12.1 The proposed development would introduce new dwellings onto a site where there were previously none, resulting in additional residential activity, noise and vehicle movements typically associated with such a land use. Representations received have also commented on potential noise from the proposed substation.
- 6.12.2 Based on the indicative layout, additional traffic would use only the first 55–60 metres of Alma Close before entering the site via the existing stub road. Most existing residents on Alma Close would therefore not experience additional vehicle movements directly outside their homes. The main properties likely to be affected are Manor House and 2 Alma Close, as development traffic would pass these dwellings. However, given the scale of the scheme and the low speeds expected at the Alma Close entrance, officers consider that associated noise would not cause unacceptable harm to residential amenity.
- 6.12.3 The effects of the development on neighbouring occupiers, including any potential loss of light or privacy, would be considered in detail at reserved matters stage when layout, scale and appearance are assessed. At this outline stage, officers are satisfied that residential development could be accommodated on the site without unacceptable harm to neighbouring amenity. The location and noise emissions of the proposed substation would also need to be considered at reserved matters stage.
- 6.12.4 During consultation, the Council's Public Protection Officers advised that a noise assessment should be submitted before determination of this outline application, due to the proximity of the A5 and the potential effect of road traffic noise on the living conditions of future occupiers.
- 6.12.5 The nearest part of the application site is approximately 150 metres from the A5. In this location, the road sits within a cutting and its embankments are lined with trees. Existing dwellings are also located closer to the A5 than the proposed homes would be. In these circumstances, officers consider it proportionate and reasonable to require a noise assessment at reserved matters stage. By then, the final layout and position of dwellings will be available, allowing a fuller assessment of the potential effects of A5 traffic noise on residential amenity and any necessary mitigation, such as enhanced glazing.

6.13 Other Matters

- 6.13.1 Public concerns about the cumulative effects of this proposal alongside other current applications in West Felton are acknowledged, particularly in relation to local infrastructure. However, each application must be assessed on its own merits, having regard to the submitted evidence, consultee responses and relevant planning policies. Policy S5(1)(j)(i) of the NPPF requires development to be of a scale capable of being accommodated by existing or proposed infrastructure. In this case, no statutory consultee has identified inadequate local infrastructure, and officers are satisfied that unacceptable cumulative infrastructure impacts have not been demonstrated.

7.0 PLANNING BALANCE

- 7.1 The Council must determine this application in accordance with the Development Plan unless material considerations indicate otherwise. As set out above, the proposal conflicts with the adopted Development Plan because the site lies outside an identified Community Hub or Community Cluster settlement, and West Felton is not designated as either. This conflict weighs against the proposal.
- 7.2 As the Council cannot currently demonstrate a five-year supply of deliverable housing land, the proposal must be considered in the context of the new NPPF. Policy S5(1)(j) supports development outside settlements where it would help address an evidenced unmet housing need, provided the site is physically well-related to an existing settlement and the scale of development can be accommodated having regard to existing or proposed infrastructure. In these circumstances, planning permission should be granted unless the benefits would be substantially outweighed by the adverse effects when assessed against the national decision-making policies in the Framework.
- 7.3 The proposal would contribute towards meeting identified housing needs through the delivery of market and affordable housing. The majority of the site's boundary adjoins other residential development. Officers are satisfied that the site is physically well-related to West Felton, as required by the NPPF. Additionally, the development is of a scale that can be accommodated having regard to existing and proposed infrastructure.

Adverse Effects

- 7.4 **Countryside Location:** the site lies outside of any defined settlement boundary in the countryside, resulting in a departure from the spatial strategy of the adopted development plan. This attracts **substantial weight**.
- 7.5 **Harm to Heritage Assets:** The site lies adjacent to the West Felton Conservation Area and also within close proximity of listed buildings.

Officers conclude that the proposal would result in harm to the significance of designated heritage assets although as noted above this is towards the lower end in terms of the Conservation Area and to an even lesser level of harm in respect of the Listed Buildings. Officers have attached significant weight to this harm in accordance with Policy HE4 and in recognition of the statutory duties under sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. Nevertheless, when weighed against the identified public benefits, including housing delivery and affordable housing provision, the heritage harm is not considered to justify refusal. This harm therefore attracts **moderate weight**.

- 7.6 **Loss of Existing Habitat:** the development would result in the loss of modified grassland which is of negligible ecological interest. The scheme will include appropriate mitigation through new habitat creation and increased biodiversity provision. This attracts **limited weight**, reduced to reflect the findings of the technical reports and Ecology consultee comments.
- 7.7 **Landscape and Visual Change:** development of a greenfield site will result in a permanent change to the landscape character at the settlement edge. Part of the site is clearly visible from part of Alma Close. This attracts **moderate weight** in recognition that the site does not lie within a protected landscape and is visually contained by existing development, and is visible from only a very limited number of public vantage points because of intervening development and vegetation.
- 7.8 **Additional Traffic Movements:** the development will result in some increase in vehicle movements, although this has been assessed as acceptable in highway terms, with the local and strategic highway junctions able to accommodate the additional vehicle movements associated with the development. This is therefore considered **neutral**.
- Benefits of the proposal**
- 7.9 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**.
- 7.10 Affordable Housing: the development will provide 10% of the dwellings as affordable units. This carries **moderate weight**.
- 7.11 Social and Community Benefits: improved housing choice for local residents, supporting the sustainability and social cohesion of West Felton and the surrounding settlements. This attracts **moderate weight**.
- 7.12 Economic Benefits: short-term economic benefits during construction, including employment and expenditure in the local area. This attracts

moderate weight.

- 7.14 Location: the residential development of the site would be physically well-related to the settlement. The site has residential development to most of its periphery and would make efficient use of an accessible site that is only a short distance from the centre of the village, services and facilities, and the local bus route. This attracts **moderate weight**.

8.0 CONCLUSION

- 8.1 Taking the proposal as a whole, and applying Policy S5(1)(j) of the NPPF, the development would help meet an evidenced unmet housing need and is physically well-related to an existing settlement. Although adverse effects have been identified, they are not considered to substantially outweigh the benefits of granting permission. The applicant has adequately addressed the principle of development and the proposed means of access, which are the matters being considered at this outline stage. Sufficient information has also been provided on drainage, heritage, ecology and arboricultural matters to demonstrate that the site is capable of accommodating residential development.
- 8.2 In reaching this conclusion, officers have given substantial weight to the delivery of additional homes in accordance with Policy HO7 and have also had regard to the transitional provisions in Annex A of the NPPF.
- 8.3 Accordingly, the application is recommended for approval, subject to conditions and completion of a Section 106 legal agreement to secure affordable housing, public open space and a financial contribution to mitigate recreational impacts on Cole Mere.

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.

10. Background

Relevant Planning Policies

Central Government Guidance:

West Midlands Regional Spatial Strategy Policies:

Core Strategy and Saved Policies:

RELEVANT PLANNING HISTORY:

11. Additional Information

View details online: <http://pa.shropshire.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=T8RM85TDFLT00>

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 David Walker
Appendices APPENDIX 1 - Conditions

APPENDIX 1**Conditions****STANDARD CONDITION(S)**

1. Approval of the details of the appearance of the development, layout, scale, and the landscaping of the site (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: The application is an outline application under the provisions of Article 5 of the Development Management Procedure (England) Order 2015 and no particulars have been submitted with respect to the matters reserved in this permission.

2. Application for approval of the reserved matters 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.

3. 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.

4. A noise assessment shall be submitted with the first reserved matters application, including details of any necessary mitigation measures to adequately protect future occupiers from traffic noise.

Reason: To safeguard the residential amenity of future occupiers.

5. Any application for approval of reserved matters relating to layout shall be accompanied by an updated Arboricultural Impact Assessment (AIA), prepared by a suitably qualified arboriculturist and informed by a current tree survey where necessary. The AIA shall assess the impact of the proposed layout on all retained trees and hedgerows within and adjacent to the site and shall include details of root protection areas, required tree protection measures, any proposed tree works and any arboricultural constraints in accordance with BS5837:2012 Trees in Relation to Design, Demolition and Construction - Recommendations.

Reason: Layout is a reserved matter and insufficient information is currently available to fully assess the impact of a future layout on existing trees and hedgerows. In the interests of visual amenity, biodiversity and local character.

CONDITION(S) THAT REQUIRE APPROVAL BEFORE THE DEVELOPMENT COMMENCES

6. No development shall commence until detailed designs of a surface water drainage scheme in accordance with the national standards for SuDS and Shropshire SuDS handbook, incorporating the following measures have been submitted to and approved by the Local Planning Authority. The approved scheme will be implemented prior to the first occupation of the development. The scheme shall address the following matters:

- The peak allowable discharge rate from the development to surface waters or sewers for the 50% AEP event shall be limited to the equivalent 50% AEP greenfield runoff rate, or 3 l/s/ha, whichever is the greater. The entire development area that could potentially drain to the proposed surface water drainage system in an extreme event shall be used for estimating greenfield runoff rates and volumes (including both permeable and impermeable surfaces).
- Provision of surface water attenuation storage, 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 (1 in 30 year) and 1% AEP (1 in 100) rainfall events (both including allowances for climate change). The design of the attenuation basin will incorporate an emergency spillway and any drainage structures include appropriate freeboard allowances. Plans 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 (1 in 100) rainfall event plus climate change allowance.
- Evidence of correspondence with the LLFA regarding Land Drainage consent for the proposed headwall and alterations to the ditches.
- Confirmation of onward connectivity of the surface water network beyond Fox Lane.
- A maintenance and management plan detailing the activities required and details of who will adopt and maintain the all the surface water drainage features for the lifetime of the development

Reason: To prevent flooding 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.

7. (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.

8. 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.

9. No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with both the Highway Authority and National Highways. The approved Plan shall thereafter be implemented throughout the construction period.

The Plan shall include:

- ' construction vehicle routing;
- ' delivery management;
- ' details of any special or abnormal deliveries or vehicular movements.
- ' contractor parking;
- ' clear and detailed measures to prevent debris, mud and detritus being distributed onto the Local highway and SRN.
- ' details of signage including type, drawings, timescales and locations
- ' temporary traffic management;
- ' protection of pedestrians and cyclists;
- ' measures to prevent mud and debris being deposited on the public highway;
- ' construction hours relating to deliveries.

Reason: To minimise the impact of construction traffic upon the local highway network and the Strategic Road Network in the interests of highway safety.

10. No development shall take place until a scheme of foul drainage has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is occupied/brought into use (which ever is the sooner).

Reason: The condition is a pre-commencement condition to ensure satisfactory drainage of the site and to avoid flooding.

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

11. Detailed engineering drawings of the proposed site access, associated junction works, carriageways, footways, visibility splays, drainage, road markings, traffic signs and all associated highway infrastructure shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved works shall be completed in accordance with the approved details prior to the occupation of the first dwelling unless otherwise agreed in writing.

Reason: To ensure that the development is served by a safe and suitable means of access in the interests of highway safety.

12. Prior to first occupation, following wildlife 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 8 external woodcrete bat boxes or integrated bat bricks, suitable for nursery or summer roosting for small crevice dwelling bat species.

- A minimum of 10 artificial nests, of either integrated brick design or external box design, suitable for a range of bird species, including starlings (42mm hole, starling specific), sparrows (32mm hole, terrace design), swifts (swift bricks), house martins (house martin nesting cups), wrens (wren specific) and robins/blackbirds (open-fronted design).

- A minimum of 8 invertebrate boxes.

- A minimum of 2 hedgehog boxes,

The boxes shall be sited in appropriate locations 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.

13. Prior to the occupation of the 25th dwelling, a Full Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Travel Plan shall include implementation measures, monitoring arrangements, modal shift targets, annual review procedures and the appointment of a Travel Plan Coordinator. The approved Travel Plan shall thereafter be implemented and monitored for a minimum period of five years.

Reason: To encourage sustainable travel choices and reduce reliance upon the private car.

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

14. Prior to the occupation of any dwelling, the off site highways works as shown on drawing no. WFE00-AA-405 shall be fully constructed in accordance with the approved details.

Reason: In the interest of highway safety and encouraging pedestrian movements.

15. All site clearance, development and landscaping shall occur strictly in accordance with Appendix 1 (RAMMS), Appendix 2 (Lighting), Appendix 3 (hedgehog connectivity) and Appendix 4 (hedgerow protection) of the Preliminary Ecological Appraisal & Biodiversity Net Gain Assessment (Arbor Vitae, November 2025).

Reason: To ensure the protection of and enhancements for wildlife.

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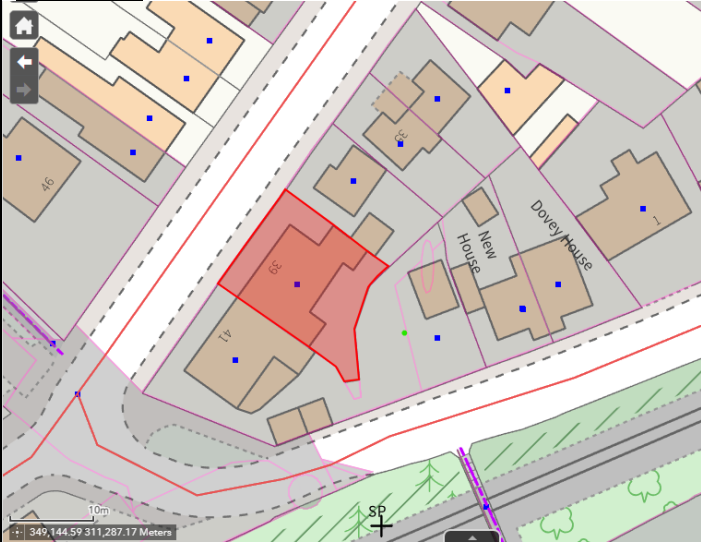
Committee and date
Northern Planning Committee
22 nd September 2026

Development Management Report

Responsible Officer: Kassandra Polyzoides, Service Director - Place Shaping

Summary of Application

<u>Application Number:</u> 26/02359/FUL	<u>Parish:</u>	Shrewsbury Town Council
<u>Proposal:</u> Creation of a terrace above existing conservatory, porch to front and insertion of an additional window at second floor level		
<u>Site Address:</u> 39 Oak Street Shrewsbury Shropshire SY3 7RQ		
<u>Applicant:</u> Mr Rob Wilson		
<u>Case Officer:</u> Didi Kizito	<u>email:</u> didi.kizito@shropshire.gov.uk	

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Recommendation:- subject to the conditions set out in Appendix 1.

The proposed terrace above the existing conservatory, front porch and additional second floor window are considered acceptable forms of development that would preserve the character

and appearance of the host dwelling and the wider Belle Vue Conservation Area. The Conservation Officer raises no objection to the proposals, subject to appropriate detailing, and considers that the development would preserve the significance and character of the Conservation Area. Furthermore, whilst the terrace would provide additional outdoor amenity space, it is noted that the dwelling already benefits from existing first and second-floor windows that overlook neighbouring gardens. The terrace would therefore not introduce an unusual or materially greater degree of overlooking than already exists. In addition, the adjoining property benefits from a similar terrace arrangement, such that the proposal would not appear out of keeping or incongruous within its context. Given its position, the existing built form, surrounding vegetation and established pattern of development, the proposal would not result in significant harm to the living conditions of neighbouring occupiers. Accordingly, the development is considered to accord with Policies CS6 and CS17 of the Shropshire Core Strategy, Policies MD2 and MD13 of the SAMDev Plan, and the relevant provisions of the NPPF.

REPORT

1.0 THE PROPOSAL

- 1.1 The scheme proposes the creation of a terrace above existing conservatory, porch to front and insertion of an additional window at second floor level.

2.0 SITE LOCATION/DESCRIPTION

- 2.1 The property is a semi-detached dwelling within the boundaries of the Belle Vue Conservation Area and is subject to an Article 4(2) Direction.

3.0 REASON FOR COMMITTEE DETERMINATION OF APPLICATION

- 3.1 The applicant is a Shropshire Council elected member, and the Scheme of Delegation requires that such applications are considered by Committee.

4.0 Community Representations

Consultee Comment

SC Conservation:

The subject property comprises the north-east half of an attractive substantial pair of traditional semi-detached houses positioned at the original south extent of Oak Street at the corner junction with Drawwell Street. This pair of houses and its neighbouring properties to the north and north-east are within the boundaries of the Belle Vue Conservation Area, and are subject to an Article 4(2) Direction, the aim of which is to better preserve the traditional character and appearance of the area and the street scene.

Referring to historic OS mapping, Numbers 39 and 41 are indicated on the 1881

surveyed detailed Town Plan as a symmetrical pair in plan form, where current Streetview image capture from Oak Street shows their balanced and matching elevational appearance and design details which contribute to the building's character and appearance, where it is a positive built form within the Conservation Area. As these properties have dual frontage on Drawwell Street their rear elevations are particularly visible as are their rear gardens. Streetview image capture shows that there has been modification and extension to these rear ranges but there is still an overall consistency in form and appearance.

There are several components to this proposal. With the reinstatement of the front entrance modest but decorative porch detail, this is supported where the original porch, which matched that on Number 41, appears to have been removed between August 2015 and August 2020 according to Streetview image capture.

A small upper floor window is proposed to be introduced on the rear elevation where this appears to have a proportionate scale and detailing appropriate to the overall fenestration pattern, and this should be a timber sash window in keeping with the Article 4(2) Direction which applies to this elevation facing Drawwell Street. We note that the existing and proposed elevation drawings might be mixed up however relevant to this proposed window.

There is also an external terrace with metal upright balustrading proposed over an existing flat roof projection off the rear elevation (where there appears to have been a large lantern light previously looking at earlier Streetview image capture), to be accessed by a new spiral staircase. Taking into account the relatively low position of this flat roof projection and concealment provided by the adjacent projecting outrigger at Number 41 and the vegetative screening in the garden, this introduction is unlikely to comprise harm subject to conditions to agree some finer detailing where necessary.

With these elements proposed we do not raise a heritage objection and recommend that conditions to agree finer detailing of the staircase and balustrading is imposed, as well as a condition to agree the new timber sash window detail similar to standard condition JJ20, and a condition to agree the finer detailing of the new porch.

With these comments we would reference the following local and national policies and guidance in terms of historic environment matters where consideration has been taken: CS6 Sustainable Design and Development and CS17 Environmental Networks of the Shropshire Core Strategy, Policies MD2 and MD13 of the SAMDev component of the Local Plan, the National Planning Policy Framework (NPPF) as revised, and relevant Historic England guidance including GPA3 The Setting of Heritage Assets. As the application site is within the Conservation Area, legislatively special regard to Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended would be required in terms of the extent to which this proposal would preserve or enhance the character or appearance of the Conservation Area, and meet the aims of the Article 4(2) Direction.

SC Archaeology:

We have no comments on this application in regard to archaeological matters.

Public Comments

At the time of writing this report no public comments had been received.

5.0 THE MAIN ISSUES

Impact on the Conservation Area
Amenity

6.0 OFFICER APPRAISAL

6.1 Impact on the Conservation Area

- 6.1.1 The proposed works, comprising the reinstatement of a traditional front porch, the insertion of a modest upper-floor rear window, and the formation of a roof terrace with associated spiral staircase, have been carefully assessed having regard to the significance of the host dwelling, its positive contribution to the character and appearance of the Belle Vue Conservation Area, and the requirements of the Article 4(2) Direction. The reinstatement of the front porch would restore a traditional architectural feature that historically formed part of the original symmetrical design of the pair of semi-detached dwellings, thereby enhancing the property's historic character. The proposed rear window is appropriately proportioned and, subject to the use of a traditional timber sash design secured by condition, would respect the established fenestration pattern and architectural detailing of the building. The roof terrace and staircase are modest interventions which, owing to their limited visibility, screening provided by existing built form and vegetation, and subordinate appearance, would not result in harm to the significance of the Conservation Area.
- 6.1.2 Taken as a whole, the development would preserve and, in part, enhance the character and appearance of the Belle Vue Conservation Area, satisfying the statutory duty under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal accords with Policies CS6 and CS17 of the Shropshire Core Strategy, Policies MD2 and MD13 of the SAMDev Plan, and the heritage objectives of the National Planning Policy Framework 2026, which seek to conserve and enhance the historic environment, support development that preserves elements making a positive contribution to conservation areas, and encourage proposals that enhance or better reveal their significance. Accordingly, the proposal is considered acceptable, and planning permission is granted, subject to conditions securing the detailed design and materials of the porch, staircase,

balustrading and replacement timber sash window.

6.2 Amenity

6.2.1 Whilst the terrace would provide additional outdoor amenity space, it is noted that the dwelling already benefits from existing first and second floor windows that overlook neighbouring gardens. The terrace would therefore not introduce an unusual or materially greater degree of overlooking than already exists. In addition, the adjoining property benefits from a similar terrace arrangement, such that the proposal would not appear out of keeping or incongruous within its context. Given its position, the existing built form, surrounding vegetation and established pattern of development, the proposal would not result in significant harm to the living conditions of neighbouring occupiers.

7.0 CONCLUSION

The proposal is considered to be sympathetically designed and appropriately scaled, such that it would preserve the character and appearance of the host dwelling and make a positive contribution to the Belle Vue Conservation Area. Furthermore, the development would not give rise to any unacceptable impact on the amenities of neighbouring residents and would maintain the established character and appearance of the surrounding street scene. As such, the proposal accords with Policies CS6 and CS17 of the Shropshire Core Strategy, Policies MD2 and MD13 of the SAMDev Plan, and the heritage objectives of the NPPF 2026.

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.

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

Central Government Guidance:

West Midlands Regional Spatial Strategy Policies:

Core Strategy and Saved Policies:

RELEVANT PLANNING HISTORY: _

18/03669/FUL Installation of replacement windows at rear ground floor; renewal of roof covering and installation of balustrade to flat roof to create roof terrace; install external spiral staircase APPRET

26/02359/FUL Creation of a terrace above existing conservatory, porch to front and insertion of an additional window at second floor level PCO

SA/86/1039 Use of basement and one ground floor room of existing private dwelling house as commercial recording studio and formation of vehicular access and off street car parking facility. REFUSE 18th December 1986

SA/90/0236 Change of use of lower floors into nursery and upper floors to private dwelling. REFUSE 25th April 1990

SA/98/0875 Erection of a car port to side of house. PERCON 21st October 1998

SA/08/1407 Replace flat roof with glazed pitched roof and doors and windows with double glazing on existing single storey extension WDN 25th November 2008

SA/08/1218 Erection of a conservatory to rear following removal of existing flat roof extension WDN 29th October 2008

11. Additional Information

View details online: <http://pa.shropshire.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TH3JJITDJE600>

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 Kate Halliday
Appendices APPENDIX 1 - Conditions

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.

3. Prior to the relevant works commencing details of the spinal staircase, balustrading and detailing of the porch 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 relevant work details of all external windows and doors and any other external joinery shall be submitted to and approved in writing by the Local Planning Authority. These shall include full size details, 1:20 sections and 1:20 elevations of each joinery item which shall then be indexed on elevations on the approved drawings. All doors and windows shall be carried out in complete accordance with the agreed details

Reason: To safeguard the architectural and historic interest and character of the Heritage Asset.

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Committee and Date
Northern Planning Committee
22 nd September 2026

SCHEDULE OF APPEALS AS AT COMMITTEE 22.09.2026

LPA reference	25/04108/FUL
Appeal against	Refusal
Committee or Del. Decision	Delegated
Appellant	Mr John Roscoe
Proposal	Siting of a glamping pod
Location	The Grange Marsh Lane Cheswardine Market Drayton
Date of appeal	12.08.2026
Appeal method	Written Representations
Date site visit	
Date of appeal decision	
Costs awarded	
Appeal decision	

LPA reference	26/02293/CPE
Appeal against	Refusal
Committee or Del. Decision	Delegated
Appellant	Mr Philip George
Proposal	Application for a Lawful Development Certificate for the existing use of 2No. cabins
Location	Digital Court Waymills Industrial Estate Whitchurch Shropshire SY13 1TT
Date of appeal	27.08.26
Appeal method	Written Reps
Date site visit	
Date of appeal decision	
Costs awarded	
Appeal decision	

APPEALS DETERMINED

LPA reference	25/04158/FUL
Appeal against	Refusal
Committee or Del. Decision	Delegated
Appellant	Betton Mobile Home
Proposal	Siting of an agricultural worker mobile home for a period of 3 year
Location	Free Range Egg Unit North Of Betton Market Drayton
Date of appeal	12.03.2026
Appeal method	Written Representations
Date site visit	24.06.2026
Date of appeal decision	19.08.2026
Costs awarded	
Appeal decision	ALLOWED

LPA reference	25/03653/FUL
Appeal against	Refusal
Committee or Del. Decision	Delegated
Appellant	Dr Charlesworth-Jones & Dr Williams
Proposal	Proposed side, rear and basement extensions and refurbishment of existing house
Location	20 Kennedy Road Shrewsbury SY3 7AB
Date of appeal	31.03.2026
Appeal method	Written Representations
Date site visit	28.07.2026
Date of appeal decision	07.09.2026
Costs awarded	
Appeal decision	DISMISSED



Appeal Decision

Site visit made on 24 June 2026

by **D Wilson BSc (Hons) MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 19 August 2026

Appeal Ref: 6006151

Free Range Egg Unit north of Betton, Market Drayton, Shropshire TF9 4AD

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Mr Rupert Chitty on behalf of Merlott Chitty Farms Ltd against the decision of Shropshire Council.
 - The application Ref is 25/04158/FUL.
 - The development proposed is siting of an agricultural worker mobile home for a period of 3 years.
-

Decision

1. The appeal is allowed and planning permission is granted for siting of an agricultural worker mobile home for a period of 3 years at Free Range Egg Unit north of Betton, Market Drayton, Shropshire TF9 4AD in accordance with the terms of the application, Ref 25/04158/FUL, and the plans submitted with it, subject to the following conditions:
 1. The development shall be carried out in strict accordance with submitted plans 'SITE PLAN A1 Drwg no. IP/25/MCF/02'; 'LOCATION PLAN Drwg no. IP/25/MCF/01'; 'ELEVATIONS A1 Drwg no. IP/25/MCF/03'.
 2. The development hereby permitted shall be for a limited period being the period of three years from the date of this permission. At the end of this period the development hereby permitted shall cease, the mobile home shall have been removed from the site and the site restored to its former condition.
 3. The dwelling unit hereby permitted shall only be occupied by a person solely or mainly employed, or last employed, in agriculture (as defined in Section 336 of the Town and Country Planning Act 1990) or forestry, or a dependent of such a person residing with him or her, or a widow or widower or surviving civil partner of such a person.
 4. The approved parking and turning area as shown on plan 'SITE PLAN (tracking added) A1 Drwg no. IP/25/MCF/02a' shall be kept clear and maintained at all times for that purpose.

Preliminary Matters

2. I observed during my site visit that the development has been carried out, which appears to accord with the plans before me. I have therefore considered the appeal on the basis that the development has already taken place.

3. The appellant submitted an amended plan¹ with the appeal which is a site plan that includes vehicle tracking. The Council had the opportunity to comment on the amended plan which has not resulted in any significant changes to the development. Accordingly, I am satisfied that no one would be prejudiced were my decision to have had regard to the amended plan.
4. During the course of the appeal a new National Planning Policy Framework (the Framework) was published on 17 August 2026. However, as any policies in the Framework that are material to this decision have not fundamentally changed, I am satisfied that this has not prejudiced any party and I have had regard to the latest version in reaching my decision.

Main Issues

5. The main issues are:
 - whether there is an essential and functional need for an agricultural worker to reside on site, and
 - highway safety with regard to parking and turning spaces.

Reasons

Essential and functional need

6. The appeal site is a small parcel of land which is located within a large area of hardstanding which is used as a turning and parking area for a large free range egg unit nearby. At the time of the applications submission, the free range egg unit was not in operation, however, from observations during my site visit and based on the information before me it would now appear to be operational.
7. The free-range egg unit is large in size and accommodates 32,000 hens split across two internal areas. The unit uses the latest technology and relies on automated systems with two full-time workers being identified for its operation. The Shropshire Local Development Framework Type and Affordability of Housing Supplementary Planning Document (SPD) Adopted 12th September 2012 states that it should be demonstrated that a dwelling at the business is essential by showing a functional need for the occupier to be present at the business for the majority of the time.
8. The appeal has been accompanied by a rural enterprise dwelling appraisal which identifies that due to the number of hens, and reliance on automated systems that 24-hour supervision is required. There are also many management tasks that are required daily as well as security concerns that rely on a presence on site at all times. It is also evident that there are short windows of time to deal with problems before there is panic and distress with the birds and the potential for mortality. As such, there is an essential and functional need for someone to be present on site for the majority of the time.

¹ SITE PLAN (tracking added) A1 Drwg no. IP/25/MCF/02a

9. I note the Council's concerns that alternative accommodation has not been properly explored as required by Policy MD7a of the Shropshire Council Site Allocations and Management of Development (SAMDev) Plan Adopted 17th December 2015. However, while there may be accommodation available within the area, these are a moderate distance away from the appeal site. Furthermore, while the family home is located a moderate distance from the appeal site, this is privately owned and due to its listed status, there is limited scope for change, the appellant also lives a long distance from the appeal site at another poultry unit.
10. The evidence before me suggests that there are short windows of time to respond and deal with problems that may arise and flocks of hens are prone to panicking. As such, accommodation a moderate distance away from the appeal site would unlikely be suitable for the 24-hour presence that is required for the operation of the free-range egg unit. Particularly as many aspects would need to be spotted or heard within a short amount of time.
11. I therefore conclude that there is an essential and functional need for an agricultural worker to reside on site. I find no conflict with Policies CS5 of the Shropshire Council Shropshire Local Development Framework: Adopted Core Strategy March 2011 (CS), MD7a of the SAMDev and guidance contained within the SPD. Amongst other things, these seek to ensure that in the case of an additional dwelling to provide further accommodation for a worker who is required to be present at the enterprise for the majority of the time that a functional need is demonstrated.

Highway safety

12. The development uses up some of the space which was shown to be a turning and parking area for the free-range egg unit. However, based on the small scale of the development which only takes up a small section at the edge of the site and the submitted site plan which shows vehicle tracking, taking account of the development and parking, it is evident that delivery vehicles would still have sufficient space to be able to enter, turn and park within the remaining car parking area. I am satisfied that this could be secured by a suitably worded planning condition.
13. I therefore conclude that the development would not harm highway safety with regard to parking and turning spaces. I find no conflict with Policy CS6 of the CS which amongst other things, seeks to ensure development is safe and accessible for all.

Other Matter

14. I note that interested parties suggest that there are rental properties nearby, however, no information has been provided on what might be available. In any case, they would unlikely be a suitable distance from the appeal site to ensure that problems could be spotted or heard within a short period of time.

Conditions

15. Condition 1 is necessary to ensure that the development is carried out in accordance with the approved plans for certainty. Conditions 2 and 3 are necessary as the mobile home is to support an essential need in a location where residential development would not normally be permitted and as such it is necessary to restrict occupation and require removal after a period of three years as this is what has been requested. Condition 4 is necessary to ensure that the parking and turning area is kept free and made available for vehicles accessing the free-range egg unit.

Conclusion

16. For the reasons given above the appeal should be allowed.

D Wilson

INSPECTOR

Appeal Decision

Site visit made on 28 July 2026

by **N Bromley BA (Hons) DipTP MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 7 September 2026.

Appeal Ref: 6007355

20 Kennedy Road, Shrewsbury, Shropshire SY3 7AB

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Dr Charlesworth-Jones & Dr Williams against the decision of Shropshire Council.
 - The application Ref is 25/03653/FUL.
 - The development is proposed side, rear and basement extensions and refurbishment of existing house.
-

Decision

1. The appeal is dismissed.

Preliminary Matters

2. A new National Planning Policy Framework (Framework) was published on 17 August 2026. As such, I have had regard to the new Framework in reaching my decision, which both main parties have had the opportunity to comment on.
3. The proposed development lies within the Shrewsbury Conservation Area. Therefore, in accordance with Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) (the Act), I have paid special attention to the desirability of preserving or enhancing the character or appearance of the CA.
4. As part of the appeal the appellant has submitted a series of documents and plans, including a Heritage Statement, March 2026 and Tree Survey, December 2025. I acknowledge that the Council did not have this information with the original planning application, but the information does not materially alter the proposal, and it was submitted with the appeal submission in a timely manner. Therefore, I am satisfied that no party, including the Council, would be prejudiced by my assessing the scheme with regard to the additional documents and I have taken them into account in determining this appeal.

Main Issue

5. Whether the proposed development would preserve or enhance the character or appearance of the Shrewsbury Conservation Area (the CA), including the effect on trees and hedges.

Reasons

6. The appeal site comprises a large, two-storey semi-detached house which includes a basement, as well as living accommodation in the roof. The property is set within

a spacious plot, located in a residential area, within the CA. Neighbouring houses are primarily detached buildings that are similarly large, occupying sizeable plots that front the road.

7. The CA encompasses an extensive area, incorporating the historic town centre and surrounding suburbs. The site falls within the Kingsland Special Character Area (the Kingsland SCA).
8. While my attention has not been drawn to a formal appraisal or character assessment for the Kingsland SCA, the significance and special interest of this part of the CA, in my view, is primarily derived from the well-preserved, late Victorian suburban housing, set within generous plots and with spacious gaps between the buildings. The buildings, although varied in appearance, demonstrate architectural influences of the period, and there is also historic interest from the growth of the estate as a Victorian suburb. Highly noticeable ornate front boundary walls contribute to the commanding appearance of the houses, as do the large side and rear gardens. Frontage garden hedges, a preponderance of mature trees, including those within gardens, ensure this part of the CA has an open, verdant character which further contributes positively towards its significance.
9. Identified as a non-designated heritage asset (NDHA), the significance of the appeal property largely derives from its age, architectural appearance and substantial size, set within a generous verdant plot, which maintains the prevailing rhythm of development along the street.
10. It is the case that there are houses along the road which are built up close to side boundaries, and some plots are atypical, but the majority of the garden plots along the road are spacious with significant gaps between houses, including to the front and rear. Indeed, although other pairs of semi-detached houses along the road have very little space to the side, and some detached properties along the road have outbuildings to the side, the side garden of the appeal property and the adjoining neighbour have a significant and spacious gap to their respective side boundaries. In combination with the generous side gardens of the other properties in the row, large gaps between buildings are a consistent feature along sections of the road, forming an important characteristic of this part of the CA.
11. With an extensive width, built up close to the side boundary with 22 Kennedy Road (No 22), the proposed extension, including the covered side passage, would dominate the side garden of the appeal property. Significantly reducing the spacious gap between the two properties.
12. Although the height of the main part of the proposed extension would be single storey, with a substantial footprint, the bulk and mass of the proposal would be noticeable from certain viewpoints along the road. Coupled with the extensive width, the proposed extension would be a hefty development at the side of the property, and its mass would not be mitigated or softened by the proposed timber panelling.
13. The height, visual presence and mass of the proposed development within the street scene would be further exacerbated by the proposed first-floor barrel-vaulted element, which would protrude above the front wall and hedge, introducing an uncommon, large design feature into an area which lacks similar features. The distance of the feature from the side elevation of the main house, and its prominent appearance, would emphasise the vast width of the proposed extension.

Consequently, the proposed extension would harmfully erode the spacious appearance of the existing plot which would be at odds with the prevailing pattern of development along this part of the road, and within the CA.

14. The barrel-vaulted element, with a curved roof, seeks to replicate other arched features in the area, as part of its contemporary / innovative design approach. Indeed, the contemporary design, the finish and use of materials would ensure that aspects of the proposed extension would be high-quality. The subservient height and roof alignment of the proposal with the main dwelling would also help to retain the principal architectural and historic interests of the original building, as a NDHA. Thus, the fabric of the NDHA would not be altered and therefore would be unharmed by the proposed extension.
15. I am mindful that this part of the CA and wider area is not defined by a single architectural style or uniform design approach, and other schemes identified by the appellant¹ have successfully progressed a contemporary design concept within the CA. Furthermore, even though substantial weight can be given to innovative designs which promote high levels of sustainability, or which help raise the standard of design more generally in an area, a development should also be consistent with the overall form and layout of surroundings. In this case, the proposal would be a vast single storey extension that would not sit comfortably within the plot, and there would be harm to the character and appearance of the CA.
16. My attention has been drawn to previous planning approvals² along the road and elsewhere in the CA, which have resulted in an increased built form within the plots. In particular, 19 Kennedy Road (No 19), which is opposite the appeal site. No 19 has planning permission³ for the demolition of the existing house and the erection of a replacement dwelling. Although that development is not completed, the evidence suggests that the replacement dwelling would be a vast building, particularly at the rear, built up to each side boundary. Nevertheless, it is on the opposite side of the road, whereby the appearance of houses and the spacings is different to the side of the road that the appeal site sits on. I also have limited details of the reasons for the decision at No 19. Similarly, details of the extension to 27 Kennedy Road are limited but on the information that I do have it does not appear comparable to the appeal scheme. In respect of Rosemount Cottage, it is a notable distance from the appeal site, set within a different built context and pattern of development compared to this part of Kennedy Road.
17. Inevitably, it is the detail and specific context of any development which determines whether it is acceptable in practice. Therefore, notwithstanding the development at No 19, and those other approvals highlighted, having considered the design and layout of this proposal, for the reasons given, I consider that there would be unacceptable harm to the CA. Given this, these examples do not add weight in favour of the development, and I have determined the case before me on its own merits. In any event, while I acknowledge that consistency of decision making is important to ensure public confidence, I am not bound by previous decisions of the Council, and I have exercised my own judgement on the appeal proposal.

¹ Rosemount Cottage, Council ref. Ref. 17/03372/FUL

² 27 Kennedy Road, Council ref. 25/04818/FUL - large extension to a dwelling.

³ Council ref. 23/03766/FUL

18. In a similar vein, even though I acknowledge the positive comments made by the Victorian Society and other interested parties, they have not eased my concerns that harm would arise.
19. As identified in the Tree Survey, it is proposed to remove large parts of the hedge on the shared boundary with No 22, and a small section to the front. The removal would provide an opportunity to introduce a more appropriate landscaping outcome for the site by planting specimen native hedges on the side and front boundary, as well as trees within the site. The Tree Survey and accompanying Arboricultural Statement are robust documents which demonstrate that appropriate mitigation would not result in the loss or harm to visually significant trees and hedges within the CA.
20. Overall, for the reasons outlined above, I conclude that there would be harm to the significance of the CA. Accordingly, the proposal would fail to preserve or enhance the character or appearance of the CA, contrary to the expectations of the Act. The appeal scheme would therefore have a harmful effect on the area's character and appearance and conflict with Policies CS6 and CS17 of the Shropshire Local Development Framework: Adopted Core Strategy, 2011 and Policies MD2 and MD13 of the Shropshire Council Site Allocations and Management of Development Plan, December 2015, which together and amongst other things, require high quality design and development which avoids harm to the significance of designated heritage assets.

Other Matters

21. I am told that there are no Article 4 Directions in place for the CA that remove permitted development rights for domestic outbuildings and structures within side gardens, and that there remains a realistic prospect that the appeal site could accommodate built form under permitted development. However, in the absence of further information which substantiates that claim, I am not persuaded that a scheme carried out under permitted development would be comparable to the appeal scheme, and the harm identified to the CA. Thus, I attach limited weight to this point.
22. I acknowledge the comments with regard to the Council's handling of the planning application, and a perceived inconsistency in their decision-making. Nevertheless, I confirm that I have considered the appeal scheme on its planning merits.

Heritage Planning Balance

23. As recognised in Policy HE4 of the Framework, heritage assets are an irreplaceable resource which should be conserved in a manner appropriate to their significance. Development proposals which would affect the significance of heritage assets should maintain or secure a use consistent with their conservation, taking into account the importance of maintaining the assets, and the positive contribution they can make to local character and distinctiveness. Development should avoid (or if that is not possible, minimise) harm to the significance of heritage assets.
24. Policy HE6 of the Framework states that substantial weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential effect amounts to a positive effect, harm, substantial harm, or total loss of its significance. Harm to a designated

heritage asset will be a matter of considerable importance and weight and should be weighed against any public benefits resulting from the proposal.

25. Not all elements of a conservation area will contribute to its significance, as set out in Policy HE9 of the Framework. However, where a development proposal would result in the loss of a building or other element which contributes to the character or appearance of a conservation area that is desirable to conserve, the assessment of impact should take into account the relative significance of the element affected. As well as its contribution to the significance of the conservation area as a whole, and the effects of this considered in accordance with Policies HE5 and HE6
26. The proposal would result in the loss of an important spacious gap between buildings, and even though it would only affect a small part of the CA, there would be harm (insofar as it relates to the categories of “harm” listed in the Framework) to the significance of this part of the CA. In this case I have judged the extent of harm to be minor given the extent of the development and the localised perspectives from where it would be viewed. Nevertheless, still of considerable importance and weight.
27. Heritage benefits would accrue from the removal of the two-storey rear extension, revealing the three-storey rear projection with its pitched roof form, resulting in an improvement to the legibility and coherence of the property with the adjoining building. I have also concluded that the fabric of the NDHA would be unharmed, and there is some support in this respect from Policy HE7 of the Framework. In addition, as an energy efficient extension, the proposal would reduce carbon emissions by 67%, and, in accordance with the Framework, substantial weight can be given. However, due to the nature and domestic scale of the development the contribution to climate change mitigation would be minor. Even so, the above factors amount to important public benefits.
28. Aspects of the proposed design would also be high-quality, and there would be internal modernisation, and refurbishment works to the existing building. The proposed extension would also provide open plan living accommodation and additional space for a large family, including within the proposed basement level, as well as working from home space to create a live / work residence, and improved connectivity from the house to the garden. These providing private benefits for the appellants. The access and parking arrangements for the site and occupants would also be improved, and hard and soft landscaping proposals for the rear and front garden could be achieved.
29. There would be some economic benefits brought about through the investment into the property and the construction phase would contribute to the local economy using local companies and suppliers. I am also mindful that there is public support for the proposal, which includes praise for the appellants and their representatives. However, these matters are relatively minor in the context of the small-scale nature of the scheme.
30. With an innovative structural approach to construction there would be minimal impacts on neighbouring occupiers during the build phase. No objections have been raised with regards to archaeology, ecology, drainage matters, the effect on neighbouring residential amenity, and there would be no harm to trees. Nonetheless, these are requirements of planning policy and taken together they carry limited positive weight.

31. Overall, the public benefits which would accrue from the proposal would generally be localised and minor in scale and would not be sufficient to outweigh the substantial weight that I attach to the conservation of the CA and the irreversible harm that the development would incur upon it, which in accordance with the Framework is a matter of considerable importance and weight. Therefore, there would be insufficient public benefit to offset the identified harm, and the proposed development would not accord with the Framework.

Conclusion

32. Given the above, I conclude that the proposal would harm and thus not preserve or enhance the character or appearance of the CA and its significance. There are no other considerations or public benefits that would outweigh this harm. It would therefore fail to satisfy the requirements of the Act, policies of the Framework and the development plan. Consequently, for the reasons given, the appeal should be dismissed.

N Bromley

INSPECTOR