

## Representation Form

Please complete a separate **Part B Representation Form** (this part) for each representation that you would like to make. One **Part A Representation Form** must be enclosed with your **Part B Representation Form(s)**.

We have also published a separate **Guidance Note** to explain the terms used and to assist in making effective representations.

### Part B: Representation

Name and Organisation:	Sophie Northridge
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#### Q1. To which document does this representation relate?

- Regulation 19: Pre-Submission Draft of the Shropshire Local Plan
- Sustainability Appraisal of the Regulation 19: Pre-Submission Draft of the Shropshire Local Plan
- Habitats Regulations Assessment of the Regulation 19: Pre-Submission Draft of the Shropshire Local Plan

(Please tick one box)

#### Q2. To which part of the document does this representation relate?

Paragraph:  Policy:  Site:  Policies Map:

#### Q3. Do you consider the Regulation 19: Pre-Submission Draft of the Shropshire Local Plan is:

- A. Legally compliant Yes:  No:
- B. Sound Yes:  No:
- C. Compliant with the Duty to Co-operate Yes:  No:

(Please tick as appropriate).

#### Q4. Please give details of why you consider the Regulation 19: Pre-Submission Draft of the Shropshire Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

If you wish to support the legal compliance or soundness of the Regulation 19: Pre-Submission Draft of the Shropshire Local Plan or its compliance with the duty to co-operate, please also use this box to set out your comments.

##### **Cressage is currently Open Countryside and should not qualify as a Community Hub.**

I feel that the point scoring justification used by Shropshire Council was not appropriate for the village of Cressage and should be revisited. For example, Cressage was awarded the same points for a infrequent mobile library van as Bayston Hill receives for a properly functioning library. The doctors surgery dispensery has been incorrectly scored as a pharmacy (it is not a pharmacy by definition) and it has very limited accessibility and product availability. The village does also not have have a functioning place of worship or a post office. The shop facilities are very limited and the bus service is skeletal. The school and doctors surgery services are also stretched and would struggle greatly to accommodate a larger population.

The Cressage Community Hub proposals stated within S13.2 state that employment development will be delivered, however the proposals go on to seek a change of use of the most commercially viable site in the village, that being the Eagles site (CES006) – which is the only

commercial site that is central to the village and with access directly off the A458. This site would be ideal for commercially viable facilities and could not be replicated elsewhere.

I strongly believe that if the Council wish to define new Community Hubs, improvements must first be made to existing local community services and amenities to ensure that they could meet future demand. Until these improvements have been made, **the village SHOULD REMAIN OPEN COUNTRYSIDE**. Improvements to services and amenities should be set out clearly and commercially viable sites for these should be earmarked and defined with some level of commitment. The proposals as they stand lack the required foresight, especially with the change in classification of the Eagles site – Where else is a more commercially viable site in the village? This should be identified. Until these improvements have been made, the village SHOULD REMAIN OPEN COUNTRYSIDE.

Finally, the A458 is a very busy road, and the village of Cressage suffers from speeding traffic. This has long been an issue for residents and concerns are regularly raised and yet the Council seem very unwilling to address them and seem set on maintaining journey times between Bridgnorth and Shrewsbury. All of the proposed development sites lie alongside the A458, **TRAFFIC SPEEDS MUST BE ADDRESSED and safe crossings and walkways provided NOW**. The village is very much sliced in two by the A458 is at present - many residents on the Western side of the A458 chose to drive their children to school on the other side of the A458 as the road speeds are too dangerous and the footpaths are too narrow with no safe crossings.

*(Please continue on a separate sheet if necessary)*

**Q5. Please set out the modification(s) you consider necessary to make the Regulation 19: Pre-Submission Draft of the Shropshire Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified at Q4 above.**

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**Q6. If your representation is seeking a modification to the Regulation 19: Pre-Submission Draft of the Shropshire Local Plan, do you consider it necessary to participate in examination hearing session(s)?**

Office Use Only	Part A Reference:
	Part B Reference:



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No, I do not wish to participate in hearing session(s)

Yes, I wish to participate in hearing session(s)

(Please tick one box)

**Q7. If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:**

(Please continue on a separate sheet if necessary)

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Signature:

Date:

26/2/21

Office Use Only	Part A Reference:
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### Part B: Representation

Name and Organisation:	Sophie Northridge
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#### Q1. To which document does this representation relate?

- Regulation 19: Pre-Submission Draft of the Shropshire Local Plan
- Sustainability Appraisal of the Regulation 19: Pre-Submission Draft of the Shropshire Local Plan
- Habitats Regulations Assessment of the Regulation 19: Pre-Submission Draft of the Shropshire Local Plan

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#### Q2. To which part of the document does this representation relate?

Paragraph:  Policy:  Site:  Policies Map:

#### Q3. Do you consider the Regulation 19: Pre-Submission Draft of the Shropshire Local Plan is:

- A. Legally compliant Yes:  No:
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I have two main concerns for the site policy for the land adjoining The Vicarage.

**1. Shropshire Council have a duty to address the speeding traffic and safety concerns of current residents prior to building large housing developments which will place further strain on the system and place more pedestrians in danger.**

The A458 is a very busy road, and the village of Cressage suffers from speeding traffic. This has long been an issue for residents and concerns are regularly raised. This site is on the opposite side of the A458 to the school, village hall, doctors surgery and shop. If housing developments are to be proposed for that side of the A458, **TRAFFIC SPEEDS MUST BE ADDRESSED and safe crossings and walkways provided FIRST.** That side of the A458 is very much cut off from the rest of the village at present - most residents on that side of the A458 chose to drive their children to school, as the road speeds are too dangerous and the footpaths are too narrow. A mobile police speed camera vehicle regularly operates at the Shrewsbury end of the village and I understand is very successful. During the hours in which it is present, traffic speeds are noticeably lower and acceptable, however when it is not present,



traffic speeds of up to twice the limit have been observed. This development is at the other end of the village, where concerns regarding speeding are also regularly raised as well as out towards the Cressage bridge. CRESSAGE NEEDS A PERMANENT AVERAGE SPEED CAMERA SYSTEM through the village, ideally with 3 cameras - one at either end of the A458 and one out towards the Cressage bridge. The initial expense would easily be covered by the revenue such cameras would bring and the improvement to the village would be immeasurable. Such a system would also be least disruptive to traffic flow along the A458, which Shropshire Council seem most concerned with. Safe crossings must also be put in place.

**2. Shropshire Council need to reconsider the density of any proposed development, as it is wholly inappropriate for the village setting, where the existing land is rich in wildlife.** My second concern is simply for the density of any housing development on this side of the village and its impact on the environment of the village and surrounding countryside. Lower density development is far better for wildlife and also reduces the impact of surface water runoff. The existing fields are rich, with wildlife - hares, buzzards, yellow hammers, bats and deer are regular sightings among others. Each property should have a suitably large garden space to facilitate the planting of trees and mixed native hedging. Large-scale developers do not like to plant hedges due to the time it takes for them to establish.

*(Please continue on a separate sheet if necessary)*

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Office Use Only	Part A Reference:
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Yes, I wish to participate in hearing session(s)

*(Please tick one box)*

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### Part B: Representation

Name and Organisation:	Sophie Northridge
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I strongly believe that the site of The Eagles public house on A458 should REMAIN AS A COMMERCIAL SITE as the land that it stands on is of outstanding community value that could not be replicated elsewhere in the village. It should be protected as such – the current owners should not be allowed to force a decision of the council by leaving the site to waste – they should be compelled to sell it if they have no intention of making it available as a commercial site.

The proposals as they stand lack the required foresight to sustainably provide for the commercial needs of existing and future residents of the village and local community. The change in classification of the Eagles site shows a total lack of vision - The Eagles site is the only commercial site that is central to the village and directly accessible off the A458. It could offer wonderful, commercially viable business opportunities for much needed improvements to village shop services. No other site that is central to the village and with access directly off the main road could offer such opportunity.

I believe that shop and post office (or parcel collection) services in this location, directly off the A458, with high levels of passing traffic, would be far more commercially viable and offer much needed services to Cressage and its surrounding villages. As it stands villagers are forced to travel to Much Wenlock, Cross Houses or Shrewsbury on a near-daily basis, placing further strain on the road network.

The sites position on the A458 is absolutely key to its commercial success and as such the whole community could benefit from the improved services that it would be able to provide, not to mention local employment opportunities. The traffic turning movements could also serve to calm traffic on the A458.

The premises of the existing village shop at the top of The Moors could be redeveloped to have a hair salon or other business which would have a commercial viability that is less dependent upon the main road accessibility / passing trade. The village shop in its existing location does not benefit from passing trade and has always struggled commercially and I would say that there is a real risk of Cressage having no shop in the future as a consequence, despite proposals for future residential development.

The site could also link very nicely, via the contaminated land of the former garage site to its rear, to the existing village hall, greatly improving pedestrian access in the village. This contaminated land could be remediated, landscaped and potentially become home to the village war memorial in a pleasant garden setting, opening up the opportunity for much needed junction improvements adjacent to the Eagles and making a much more family friendly remembrance space for memorial services and community events.

If the Council wish to define new Community Hubs, improvements must first be made to existing local community services and amenities to ensure that they could meet future demand. Improvements to services and amenities should be set out clearly and commercially viable sites for these should be IDENTIFIED assessed, consulted upon, defined and protected with some level of commitment.

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