Shropshire Council Local Plan Review: Preferred Sites consultation

Clive Parish Council response

Q58a: Do you agree with the identification of Clive as a Community Hub?
YES
The Parish Council only accepts Community Hub status as per the conditions listed below and in the answers to the remaining consultation questions. However, the Hierarchy of Settlements evidence base is incorrect for Clive. There are no outdoor sports facilities in Clive following the closure of the bowling club, and Clive's score needs adjusting from 54 to 51.

Housing figure: Max 25 in total.
Allocation to be fulfilled by a single development area of 10-15 dwellings, 50% of which to be mixed housing needs of 2 & 3 bedroom bungalows and family houses. The remaining 50% of single development area to be open market. The remaining allocation of 10-15 dwellings (up to 25 dwellings in total) will be fulfilled by infill development of no more than 3 properties per development.

Development Boundary: See attached map. Development Boundary to be revised to allow inclusion of CVL012, CVL013, and CVL 017, and the removal of CLV010. To be clear, CLV010 will fall outside of proposed development boundary.

Site allocation: Clive Parish Council strongly objects to CLV010 and proposes CLV012, 013, and 017 as more suitable sites for development.

Q58b: Do you agree with the preferred housing guideline for Clive?
NO

40 dwellings is considered too many as it is not in keeping with the historical expansion of the village, the infrastructure would not cope with the additional load, and local services and roads would be stretched beyond viable limits. The Parish Council feels that 25 dwellings would be a realistic and safer proposition for Clive.

Clive is a small sized village situated to the south of Wem off the A49 and B5476. There are no significant roads (A or B Roads) leading to, or running through, the village. The village is accessed by single track country lanes. The village is also used as a cut through to the A49 or to the B5476, with little consideration given to the 30-mph speed limit.
Once in the village, the main thoroughfare, Station Road leading into High Street, has no continuous footpaths running from one end to the other (approximately 1 mile). Cars are often parked on the side of the streets, forcing pedestrians into the middle of the road to navigate round them. This is a challenge for the large number of senior citizens living in Clive, one of whom had a fall that required medical attention after trying to avoid a speeding vehicle.
There have already been several concerns raised to the Parish Council about the level of traffic parked in the village, the volume of traffic travelling through the village and the speed at which traffic drives through the village.

Given that several premises abut directly on to the road there seems little that can be done, other than to limit as far as possible vehicles coming through these congested parts of the village (Station Road and High Street).
The proposed development of 40 dwellings would result in an increase in traffic, with potentially an additional 80 plus vehicles in the village on a day to day basis. We have grave concerns for the safety of pedestrians, and other road users, the safety of which would be put at risk if additional traffic were travelling through the village.

Q58c: Do you agree with the proposed development boundary for Clive?
NO – see attached map.

The development boundary needs to be altered to include CVL012, 013 and 017 as these are the preferred sites for development and have safer access to village services, schools and surgery. In addition any development traffic would not be required to travel through the village to access construction sites if Easterly access routes are used.
CLV010 is to be removed from the development boundary area as it underperforms as a site (see scoring below) and does not have the benefits of other proposed areas.

CLV010 sustainability appraisal score: Fair.
CLV012 sustainability appraisal score: Good.
CLV013 sustainability appraisal score: Fair.
CLV017 sustainability appraisal score: Good.

There have also been passionate objections raised in the village against the inclusion of site CLV010 (see response to Q58d).

The Parish Council is also aware that the landowner of site CLV012 is proposing extending the existing development boundary of that site to abut the western border of site CLV018, which we understand makes a significant difference to the suitability of site CLV012.

Q58d: Do you agree with the preferred housing allocation CLV010 in Clive?
NO

As mentioned above site CLV010 is no better than the alternative sites being proposed by Clive Parish Council and is less sustainable than some sites by Shropshire Council's own admission in their site assessments.

Many valid concerns and objections have been raised by residents with specific regard to site CLV010.

Number of dwellings on one site: (11 comments)
There are strong objections amongst residents against building a large housing 'estate' on one single site in the village which would be a radical shift from the existing character of the village and how it has gradually growth historically, predominantly through smaller-sized developments and in-fill.

Drainage: (8 comments)

There are already existing issues with surface water-run off at the West end of the village, and with CLV010 being higher up than existing dwellings on Field Drive for example, there are already problems with flooding and damage being caused to driveways. There is a strong feeling among many residents that a large development on this site would further exacerbate these drainage problems.

Visual impact: (13 comments)
There have been strong objections from residents about the visual impact of developing on site CLV010, and that a development of the proposed size (25 houses) would drastically alter the view of the village from the approach from that side, and would ruin the visual impact of the existing open countryside. It is felt that the alternative sites being proposed by Clive Parish Council (CLV012, 013, 017) would have much less of an impact visually as they would be predominantly smaller-scale developments, on approximately the same level topographically speaking as the existing developed parts of the village that would surround them. Whilst the Parish Council respects that individuals do not have a right to a view, it is felt that the visual impact of CLV010 will have a significantly negative impact on a larger number of existing residents on that side of the village, than the alternatives sites would have on the Eastern end of the village.

Distance from CLV010 to amenities: (3 comments)
Shropshire Council's belief that site CLV010 is more suitable for development because it is more central to Clive village is not based on fact, as it is actually further away from the school and the medical centre etc. than the proposed alternative sites CLV012, 013, 017.

Road safety: (8 comments)
As mentioned under Q58b, there are considerable concerns that increasing the number of vehicles in the village would increase the risks to pedestrian safety, particularly of school children, and the large number of senior citizens in Clive. Site CLV010 is situated along a stretch of road with no pavements or streetlights and there are already concerns about the excessive speed of vehicles in that part of the village.

Traffic: (11 comments)
As site CLV010 is further away from the school and as there are no pavements on that stretch of road it is highly likely that people living in those homes would feel unsafe walking to the school and medical centre, and would drive instead, which would further exacerbate the problems of traffic in the village around these hot spots. These serous concerns have already been highlighted by Clive Parish Council and recognised by Shropshire Highways. If development was focussed on the alternative sites as proposed by Clive Parish Council, they would be closer to these amenities and people living on those sites would be able to walk more safely to school etc., without using vehicles and adding to the already difficult traffic and parking problems that the Parish Council and Shropshire Highways are struggling to resolve.