

Representor unique Part A Ref *	A0418
Matter	7 (S20)
Relevant questions nos	4

SHROPSHIRE LOCAL PLAN EXAMINATION

Stage 1 Hearing Statement

*Your unique reference can be found in the Schedule of Respondents (Schedule 3 of document SD014.01) at:

<https://shropshire.gov.uk/planning-policy/local-planning/local-plan-review/draft-shropshire-local-plan-2016-2038-examination/examination-library/earlier-regulation-18-plan-making-stages-of-consultation/regulation-19-pre-submission-draft-of-the-shropshire-local-plan-consultation/>

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Matter 7 – Strategic settlements (policies S19 - S21)

Issue

Whether the Local Plan has been positively prepared and whether it is justified, effective and consistent with national planning policy in relation to the overall approach to strategic settlements.

Policy S20 – Former Ironbridge Power Station (I shall describe as ‘Buildwas’)

Have the infrastructure requirements of the proposed strategic settlement been adequately identified and costed? Including the requirements for:

- a) road improvements
 - b) air quality mitigation measures
 - c) sustainable transport networks
 - d) the primary school
 - e) healthcare
 - f) green infrastructure
 - g) leisure and sports facilities
 - h) local centre facilities
 - i) contamination remediation.
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a) Road improvements:

This has been covered in detail in submissions to you by A0028 Much Wenlock Town Council and A0088 Much Wenlock Refresh Group. I support those representations.

I will add that there is congestion around William Brookes School on the A4169, and throughout the town at the beginning and end of the school day. Pupils are delivered by coach and by private vehicles. Only a minority of students live in Much Wenlock, with a large cohort travelling from Broseley and many more from outlying villages and towns such as Bridgnorth and Telford. The growth of the school to accommodate the development of the Buildwas morning and evening, is likely to increase this problem.

Between Buildwas and the 30mph zone in Much Wenlock there are five junctions with unclassified roads, all of which are narrow and which require drivers to have quick wits and rapid acceleration for egress onto the A4169. There have been several "shunts" where a vehicle or vehicles have failed to stop when a preceding vehicle is turning. There are also several private driveways, the majority, of which present a challenge, in some cases requiring highways mirrors, to gain egress to the main road. We have vehicles travelling at widely varying speeds, a dearth of good sight-lines, and a long and varying incline/decline, a situation that will be exacerbated by an increase in heavy traffic.

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When the River Severn floods in Ironbridge – an event that occurs usually more than once a year, the road through the town, The Wharfage, has to be closed. Traffic has to follow different routes which inevitably means some goes through the A4169 in Much Wenlock. If The Wharfage is closed this usually means that the B4380 between Eaton Constantine and Cressage is closed as due to the river overtopping and flooding by the river bridge.

Under such circumstances, access on to onward routes may be sought using the unclassified roads from Gleedon Hill, through Sheinton to Cressage, and down Homer bank through the village and on to the A458 at Wigwig. Most will only try the latter once, given its narrowness at the A458 end and the ford - which can be impassable at times of heavy rain. And, in order to access Bridgnorth etc. some may choose to use the single track lane through Wyke, to Posenhall, and onward through Benthall and Broseley. There are few passing places on this lane, so some tricky manoeuvres are necessary.

Nowhere has an assessment been made of these collateral traffic issues, much of which will damage the already crumbling network of lanes around the town. On this basis I contend that, in addition to the challenges posed by the Gaskell Arms junction and the A4169/B4380 junction, road improvements have not been adequately identified and costed.

b) -

c) Sustainable transport networks:

There appears to be a commitment to explore the possibility of a light railway from Buildwas to Ironbridge, and maybe beyond. I have seen no plans or suggestion that a regular bus service will be established between Buildwas and Much Wenlock and beyond. There is none at present. It has been suggested that a cycle route might be encouraged between Buildwas and Much Wenlock. Although cyclists do use the A4169, they tend to be enthusiasts and they tend to use it on weekends and evenings. As a mode of transport for education, employment or shopping the topography, the volume and speed of traffic render it unviable. On these bases I believe that sustainable transport networks have not been adequately identified and costed.

d) -

e) Healthcare:

During the extensive consultation by the developers of the Buildwas site there was an expectation that a primary care facility would be created to serve the residents of 1,075 dwellings and more beyond. During consideration of the planning application for the mixed-use development (19/05560/OUT), it became apparent that the Clinical Commissioning Group had declined to take such a site but was instead to be paid a capital sum. The surrounding medical practices (Coalbrookdale, Broseley, Much Wenlock, Cressage) are all reported to be significantly over capacity currently.

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There is well-documented evidence of the pressure that the ambulance service and the hospitals at Telford and Shrewsbury are facing. No consideration appears to have been given to capacity within the health facilities and I believe that they have not been adequately identified and costed.

- f) -
- g) -
- h) -
- i) -

821 words