

Shropshire Local Plan – Baschurch Parish Council Regulation 18 Submission Summary for Review and Approval

As approved by Baschurch Parish Council at the meetings on 28 September 2020 and 5 October 2020.

This table summarises the responses drafted for review and approval by Baschurch Parish Council and submitted to Shropshire Council as part of the Regulation 18 review. This document summarises the actual submissions, the Risk, Agree/Disagree and Comment columns were transferred to the required forms for submission once the review and drafted text had been approved. The greyed-out rows are not applicable to Baschurch Parish.

This document was included within the submission for information only but represents the current position and submission for Baschurch Parish Council at this stage of the Local Plan Review Regulation 18 consultation. It should be noted that the submissions form the views of Baschurch Parish Council at this time, however it should be recognised that these representations may not necessarily be adopted and included within the Plan by Shropshire Council.

The main risks identified are as follows:

1. The addition of the term “around” in relation to the number of allocated dwellings in Baschurch which provides a subjective loophole for applicants to push the number of dwellings beyond the 360 allocated before the additional measures detailed within the document would need to be met.
2. The ability for areas outside of Baschurch to be targeted for development through exception sites of all kinds due to the vicinity of a school or ease of access to a school. This could very quickly change the character of Stanwardine in the Fields, Walford Heath and Weston Lullingfields through large or multiple exception sites.
3. Multiple single dwelling exception sites could provide development creep to close up gaps between and within settlements that would change the character of the settlement.

Sarah Richards

Chair – Baschurch Parish Council

5 October 2020

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5 October 2020					
Policy Ref	Policy Name	Risk(s)	Para	Agree / Disagree	Comment
SP1	Shropshire Test				
SP2	Strategic Approach				
SP3	Climate Change				
SP4	Sustainable Development				
SP5	High Quality Design				
SP6	Managing Housing Development				
SP7	Managing Development in Community Hub				
SP8	Managing Development in Community Clusters				
SP9	Managing Development in the Countryside	That because of the location of a school, an area may be targeted for a large and/or multiple applications for these exception sites which would not be sustainable and adversely affect the character of the local area.	4 a	Disagree	1. This policy actively encourages affordable exception site dwellings, entry level exception sites and cross subsidy exception housing schemes where they meet the relevant development policies. This provides criteria to be met but doesn't adequately ensure that development in the countryside does not adversely change the countryside from large and/or multiple applications in the same area. This paragraph needs to reflect this through the addition of wording (which could be added to Paragraph 6) such as: "Proposals for affordable exception site dwellings, entry level exception sites and cross subsidy exception housing schemes must be assessed, including in conjunction with other development in the local area, to ensure that local

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		<p>It could also create blocks of affordable homes that goes against the policy for new developments of this being mixed in with market value homes.</p> <p>Exception sites could be targeted for affordable homes outside of the development boundary in blocks, rather than these being mixed in with market value homes within the development boundary where access to services is much better and sustainable than in the open countryside.</p>			<p>services are not overwhelmed and that the character of the local area is not adversely affected by the cumulative effect of the multiple schemes.”</p> <p>2. The cumulative impact on settlements of exception sites being built next to another exception site goes against the policy of mixing affordable housing within market value housing, therefore a control needs to be added to this policy to ensure that multiple exception sites located next to or in the close vicinity to each other don’t create a block of affordable housing in one area, effectively causing “ghettoism” and also a lack of social cohesion. Although it could be argued that the “change of character” requirement prevents this, developers will use design and appearance to counter this as it is not specific enough regarding the mix of housing as required for new development sites. It is recommended that a statement is added to this policy to ensure that exception sites are not easily justifiable adjacent to another exception site and that where a second exception site is proposed in the same locality as an existing exception site, that this shall not change the mix of housing beyond what would be expected within a new development.</p> <p>3. Affordable homes are more sustainable when built within a development boundary as the access to services is much more sustainable than the open countryside; all forms of multiple dwelling exception sites should be placed in higher level settlements where the infrastructure is more suitable and able to cope with the increased demand. Where allocated sites or windfall sites are available within a development boundary, then the policy should require that these are utilised first before any exception sites adjacent to the development boundary or in open countryside are allowed. Proper consideration must be given to housing allocations already identified within the Allocated Sites and other suitable windfall sites within the defined development boundaries. It is inevitable that there will be pressure to add</p>

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					<p>exception sites adjacent to the development boundary, so it should be recognised that development boundaries have been identified for a reason and that expansion of this in some directions would be completely incongruous with the character of the settlement and its undesirability should be respected where appropriate representations are made.</p> <p>The above comments may also need to be reflected into the relevant DP for each type of exception site.</p>
SP10	Shropshire Economic Growth Strategy				
SP11	Delivering Sustainable Economic Growth and Enterprise				
SP12	Whole Estate Plans				
SP13	Strategic Planning for Minerals				
SP14	Waste Management Infrastructure				
DP1	Residential Mix				
DP2	Self-Build and Custom Build Housing				
DP3	Affordable Housing Provision	That the applicant still has the ability to easily argue that the affordable housing	1 g and h	Agree	We welcome and support the requirement for affordable housing to be indistinguishable from the open market housing, including by way of character, design, location and size. We strongly believe that the affordable

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		can be grouped in one area for their convenience and perceived benefit for the selling of the market value houses.			<p>housing shall be distributed amongst the market value housing and not all in one place.</p> <p>We believe that this is the intention of this statement, but would like the distribution of affordable housing throughout the site to be made clear and unambiguous as the wording in paragraph h states “appropriately” and this is could still result in them all in one location if the applicant argues that this is appropriate for convenience rather than the benefit of the residents.</p>
		<p>That low income families may not have sufficient access to private cars to support access to employment and that they become further disadvantaged from the location / infrastructure / services of a particular site.</p> <p>That tenuous and clearly unsustainable statements are made about the ability to meet the walking, cycling and public transport criteria, particularly in open countryside where there might be a bus service, but it is not suitable to support</p>	1 h	Disagree	<p>We welcome and support the requirement for affordable housing to “maximise opportunities for future residents to access services and facilities by walking, cycling or public transport”. However, affordable housing that doesn’t provide sustainable public transport to employment opportunities as a minimum will further disadvantages those with low incomes who do not have access to their own vehicle. We believe that this should be changed to a firm requirement for all affordable housing sites to provide access to services and facilities, including schools and employment, by means other than just private cars.</p> <p>As experience has shown that some of the claims that sites have access to services and facilities by walking, cycling and public transport in a rural setting are very tenuous, we strongly suggest that the following requirements are placed on applicants:</p> <p>a. Claims that access is available by walking shall be risk assessed with appropriate mitigation added to the application to cover where the routes cannot be assessed as safe (eg where there are no pavements and/or the roads are narrow and support large/fast moving vehicles).</p>

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		access to employment and local services.			<p>b. Claims that access is available by cycling shall be risk assessed with appropriate mitigation added to the application where the routes cannot be assessed as safe (eg narrow roads that are also used by large/fast moving vehicles). Where cycle routes are proposed, these shall meet the latest Government Guidelines for the provision of cycle routes.</p> <p>c. Where access is by public transport, the sustainability based on the current timetable shall be assessed and how this works for employment, visiting the local Doctor's Surgery plus access to schools and shops.</p>
DP4	Affordable Exception Schemes	<p>That the criteria allows these sites to be almost anywhere in Shropshire due to the very subjective terms for appropriate, sustainable and, but to a lesser extent, isolated.</p> <p>There is also a risk that areas in the vicinity of a village school will be targeted for multiple applications which are not appropriate for the area which has been covered by the comment to SP9.</p>	1 a iii	Disagree	<p>The suitability criteria for Affordable Exception Sites in "Another settlement with a school or appropriate access to a school by sustainable modes of transport" could be argued to be anywhere in Shropshire as what is meant by the following subjective statements:</p> <ul style="list-style-type: none"> a. Appropriate access b. Sustainable mode of transport c. Isolated Location in Paragraph b <p>Also, many rural locations do not have sustainable access to local services by walking cycling or public transport (including school transport) to support the appropriate access and sustainable mode of transport requirements.</p> <p>This needs to be considered in conjunction with the response to SP9.</p>
		<p>That low income families may not have sufficient access to private cars to support access to employment and that they</p>	1 k	Disagree	<p>We welcome and support the requirement for affordable housing to have "reasonable access to local services by walking, cycling or public transport". However, this should also include employment opportunities to ensure that those without access to a private car, have sufficient opportunity to be able to travel to work.</p>

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		<p>become further disadvantaged from the location / infrastructure / services of a particular site.</p> <p>That tenuous and clearly unsustainable statements are made about the ability to meet the walking, cycling and public transport criteria, particularly in open countryside where there might be a bus service, but it is not suitable to support access to employment and local services.</p>			<p>Also, as experience has shown that some of the claims that sites have access to services and facilities by walking, cycling and public transport in a rural setting are very tenuous, we strongly suggest that the following requirements are placed on applicants:</p> <p>a. Claims that access is available by walking shall be risk assessed with appropriate mitigation added to the application to cover where the routes cannot be assessed as safe (eg where there are no pavements and/or the roads are narrow and support large/fast moving vehicles).</p> <p>b. Claims that access is available by cycling shall be risk assessed with appropriate mitigation added to the application where the routes cannot be assessed as safe (eg narrow roads that are also used by large/fast moving vehicles). Where cycle routes are proposed, these shall meet the latest Government Guidelines for the provision of cycle routes.</p> <p>c. Where access is by public transport, the sustainability based on the current timetable shall be assessed and how this works for employment, visiting the local Doctor’s Surgery plus access to schools and shops.</p>
DP5	Entry-Level Exception Housing	<p>That the criteria allows these sites to be almost anywhere in Shropshire due to the very subjective terms for appropriate, sustainable and, but to a lesser extent, isolated.</p> <p>There is also a risk that areas in the vicinity of a village</p>	1 a iii	Disagree	<p>The suitability criteria for Entry Level Exception Sites in “Another settlement with a school or appropriate access to a school by sustainable modes of transport” could be argued to be anywhere in Shropshire as what is meant by the following subjective statements:</p> <p>a. Appropriate access b. Sustainable mode of transport c. Isolated Location in Paragraph b</p>

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		school will be targeted for multiple applications which are not appropriate for the area which has been covered by the comment to SP9.			Also, many rural locations do not have sustainable access to local services by walking cycling or public transport (including school transport) to support the appropriate access and sustainable mode of transport requirements. This needs to be considered in conjunction with the response to SP9.
		That low income families may not have sufficient access to private cars to support access to employment and that they become further disadvantaged from the location / infrastructure / services of a particular site. That tenuous and clearly unsustainable statements are made about the ability to meet the walking, cycling and public transport criteria, particularly in open countryside where there might be a bus service, but it is not suitable to support access to employment and local services.	1 i	Disagree	We welcome and support the requirement for affordable housing to have “reasonable access to local services by walking, cycling or public transport”. However, this should also include employment opportunities to ensure that those without access to a private car, have sufficient opportunity to be able to travel to work. Also, as experience has shown that some of the claims that sites have access to services and facilities by walking, cycling and public transport in a rural setting are very tenuous, we strongly suggest that the following requirements are placed on applicants: a. Claims that access is available by walking shall be risk assessed with appropriate mitigation added to the application to cover where the routes cannot be assessed as safe (eg where there are no pavements and/or the roads are narrow and support large/fast moving vehicles). b. Claims that access is available by cycling shall be risk assessed with appropriate mitigation added to the application where the routes cannot be assessed as safe (eg narrow roads that are also used by large/fast moving vehicles). Where cycle routes are proposed, these shall meet the latest Government Guidelines for the provision of cycle routes. c. Where access is by public transport, the sustainability based on the current timetable shall be assessed and how this works for employment, visiting the local Doctor’s Surgery plus access to schools and shops.

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DP6	Single Plot Exception Schemes	That multiple applications over time will gradually erode the current gaps between settlements and areas within settlements changing the character of the local area.	1 b	Disagree	<p>The policy of single plot exception sites is acceptable if they do not risk joining together settlements or elements of settlements that are separated by agricultural land as this will adversely affect the character of the settlement.</p> <p>The requirement for “is within and well related to the built form” provides some protection, but the requirement “has permanent and substantial buildings on at least one side”, would allow a slow progression of single plot exception sites to gradually move the built form and close up any current gaps in development. To prevent this, it is suggested that a single plot exception site cannot be built next to another dwelling approved within the plan period, unless it is genuine in-fill.</p>
		<p>That low income families may not have sufficient access to private cars to support access to employment and that they become further disadvantaged from the location / infrastructure / services of a particular site.</p> <p>That tenuous and clearly unsustainable statements are made about the ability to meet the walking, cycling and public transport criteria, particularly in open</p>	1 h	Disagree	<p>We welcome and support the requirement for single plot exception sites to have “reasonable access to local services by walking, cycling or public transport”. However, this should also include employment opportunities to ensure that those without access to a private car, have sufficient opportunity to be able to travel to work.</p> <p>Also, as experience has shown that some of the claims that sites have access to services and facilities by walking, cycling and public transport in a rural setting are very tenuous, we strongly suggest that the following requirements are placed on applicants:</p> <p>a. Where access is by public transport, the sustainability based on the current timetable shall be assessed and how this works for employment, visiting the local Doctor’s Surgery plus access to schools and shops.</p>

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		countryside where there might be a bus service, but it is not suitable to support access to employment and local services. However as these are single dwelling sites, proportionality needs to be in place and therefore the public transport is deemed the key criteria.			
DP7	Cross Subsidy Exception Schemes	That the criteria allows these sites to be almost anywhere in Shropshire due to the very subjective terms for appropriate, sustainable and, but to a lesser extent, isolated. There is also a risk that areas in the vicinity of a village school will be targeted for multiple applications which are not appropriate for the area which has been covered by the comment to SP9.	1 a iii	Disagree	The suitability criteria for Cross-Subsidy Exception Sites in “Another settlement with a school or appropriate access to a school by sustainable modes of transport” could be argued to be anywhere in Shropshire as what is meant by the following subjective statements: a. Appropriate access b. Sustainable mode of transport c. Isolated Location in Paragraph b Also, many rural locations do not have sustainable access to local services by walking cycling or public transport (including school transport) to support the appropriate access and sustainable mode of transport requirements. This needs to be considered in conjunction with the response to SP9.
		That low income families may not have sufficient access to private cars to	1 n	Disagree	We welcome and support the requirement for cross-subsidy exception sites to have “reasonable access to local services by walking, cycling or public transport”. However, this should also include employment opportunities to

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		<p>support access to employment and that they become further disadvantaged from the location / infrastructure / services of a particular site.</p> <p>That tenuous and clearly unsustainable statements are made about the ability to meet the walking, cycling and public transport criteria, particularly in open countryside where there might be a bus service, but it is not suitable to support access to employment and local services.</p>			<p>ensure that those without access to a private car, have sufficient opportunity to be able to travel to work.</p> <p>Also, as experience has shown that some of the claims that sites have access to services and facilities by walking, cycling and public transport in a rural setting are very tenuous, we strongly suggest that the following requirements are placed on applicants:</p> <p>a. Claims that access is available by walking shall be risk assessed with appropriate mitigation added to the application to cover where the routes cannot be assessed as safe (eg where there are no pavements and/or the roads are narrow and support large/fast moving vehicles).</p> <p>b. Claims that access is available by cycling shall be risk assessed with appropriate mitigation added to the application where the routes cannot be assessed as safe (eg narrow roads that are also used by large/fast moving vehicles). Where cycle routes are proposed, these shall meet the latest Government Guidelines for the provision of cycle routes.</p> <p>c. Where access is by public transport, the sustainability based on the current timetable shall be assessed and how this works for employment, visiting the local Doctor's Surgery plus access to schools and shops.</p>
DP8	Gypsy and Traveller Accommodation				
DP9	Strategic Corridors				
DP10	Managing and Supporting Town Centres				

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Policy Ref	Policy Name	Risk(s)	Para	Agree / Disagree	Comment
DP11	Tourism, Culture and Leisure				
DP12	Minimising Carbon Emissions				
DP13	Conserving and Enhancing the Natural Environment				
DP14	Development in the River Clun Catchment				
DP15	Green Infrastructure				
DP16	Open Space Provision				
DP17	Landscaping of New Development				
DP18	Landscape and Visual Amenity				
DP19	Pollution and Public Amenity				
DP20	Water Resources and Water Quality				
DP21	Water Efficiency				
DP22	Flood Risk				
DP23	Sustainable Drainage Systems				

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Policy Ref	Policy Name	Risk(s)	Para	Agree / Disagree	Comment
DP24	Conserving and Enhancing the Historic Environment				
DP25	Green Belt and Safeguarded Land				
DP26	Shropshire Hills AONB				
DP27	Infrastructure Provision				
DP28	Broadband and Mobile Communication Infrastructure				
DP29	Communications and Transport				
DP30	Health and Wellbeing				
DP31	Mineral Safeguarding				
DP32	Sites for Sand and Gravel				
DP33	Managing Development and Operation of Mineral Sites				

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Policy Ref	Policy Name	Risk(s)	Para	Agree / Disagree	Comment
DP34	Waste Management Facilities				
DP35	Landfilling and Landraising				
S1	Albrighton Place Plan Area				
S2	Bishop's Castle Place Plan Area				
S3	Bridgnorth Place Plan Area				
S4	Broseley Place Plan Area				
S5	Church Stretton Plan Area				
S6	Cleobury Mortimer Plan Area				
S7	Craven Arms Place Plan Area				
S8	Ellesmere Plan Area				
S9	Highley Place Plan Area				
S10	Ludlow Place Plan Area				
S11	Market Drayton Place Plan Area				

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S12	Minsterley and Pontesbury Place Plan Area				
S13	Much Wenlock Place Plan Area				
S14	Oswestry Place Plan Area				
S15	Shifnal Place Plan Area				
S16.1	Development Strategy: Shrewsbury Strategic Centre	That the statement that Shrewsbury is the primary focus for new development in the County will be read across to the Community Hubs, Community Clusters and the Countryside within the Shrewsbury Place Plan area. These should be developed with the same priority as all other similar areas with the County.	1	Disagree	There is a risk that the whole of the Shrewsbury Place Plan will be deemed as the primary focus for new development instead of just the town itself as the strategic centre. The wording needs to be made clearer to prevent the whole place plan area being subject to a priority within the County.
S16.2	Community Hubs: Shrewsbury Place Plan Area	Experience has shown that numbers are being treated subjectively and the addition of the word “around” makes that even more subjective and open to interpretation to a much higher number.	1	Disagree	<p>The settlements’ residential guidelines show for Baschurch “Around 360 dwellings”. The term “around” is too loose and open to a very wide interpretation without any limit in the upward direction.</p> <p>It is accepted that the Residential Guideline can be exceeded but this is in accordance with SP6 Paragraph 3 where additional considerations need to be addressed. Therefore, there is no reason for the word “about” or</p>

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		There is already the ability for the numbers to be increased through a process in SP6, so there is no need for an approximate value in this table.			“approximately” to be used and a firm number will ensure that the requirements of SP6 Paragraph 3 will apply at that number and not at 110%, 120% or whatever number can be subjectively applied by an applicant at the time.
S16.2(i)	Site Allocations: Community Hubs in the Shrewsbury Place Plan Area	That a solution to the junction onto Shrewsbury Road is not adequate for the traffic from the current and allocated development sites accessing Shrewsbury Road.	BNP024	Disagree	<p>The Development Guidelines state “All necessary highway improvements, including to the main access junction onto Shrewsbury Road will be undertaken.”</p> <p>To make clear the improvements required, this shall include “....., where at least a mini roundabout shall be provided.”</p>
		<p>That a solution to the junction onto Shrewsbury Road is not adequate for the traffic from the current and allocated development sites accessing Shrewsbury Road if BNP035 is developed before BNP024.</p> <p>That there is no community benefit from this site so therefore the provision of affordable housing should be increased to 20% instead.</p>	BNP035	Disagree	<p>The Development Guidelines state “An appropriate highway access will be provided and all necessary improvements to the local highway network implemented.”</p> <p>Should BNP035 be developed before BNP024, then the road improvements to the main access junction onto Shrewsbury Road shall be undertaken, where at least a mini roundabout shall be provided.</p> <p>This site allocation has no other community benefit within the guidelines and therefore a requirement for a minimum of 20% affordable housing in accordance with DP3 shall be provided on this site, even if this means enlarging the site to accommodate the additional Affordable Dwellings only. We appreciate that the target in DP3 is 10% in the north and 20% in the south, but we would like to ensure 20% in the north where no other community benefit is being provided.</p>

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S16.2(i)	Site Allocations: Community Hubs in the Shrewsbury Place Plan Area	<p>To provide an additional allocated site within the already allocated Residential Guideline.</p> <p>The proposed new site will be landlocked by existing approved developments and is likely to be developed as infill and by considering allocation and working with possible developers, we have the opportunity to influence design and secure significant community benefits.</p> <p>Working with developers on this site allows for a re-working of the sites incorporating BAS019 and BAS026 to provide for:</p> <p>a. Sustainable provision of an area for station car parking (68 is being proposed which matches the number available at Gobowen and will ensure that the station will support the wider local</p>	New	Agree	<p>Please consider the insertion of the following additional Allocated Site:</p> <p>Site Allocation: Land Adjacent to the Station Yard Development (17/02174/REM) and the Land Off Station Road Development (18/05447/REM), known in SAMDev as BAS034.</p> <p>Development Guidelines:</p> <p>Appropriate pedestrian, cycle and vehicular access will be provided to the site via the vehicular access through the already approved site off Station Road (17/02174/REM) which shall also provide the first stage of the Station Road to Eyton Lane link road.</p> <p>Site to be developed at a low-density and to include significant open space to reflect the character of its 'edge of village' location.</p> <p>Development to support the re-instatement of the railway station through the allocation of at least 68 parking spaces adjacent to the old station that shall be made available for conversion to a car park during the plan period (2038). This shall be provided through a revised application for 17/02174/REM and the resultant S106 shall ensure that the land can be transferred for use as a Station Car Park once agreement in principle has been reached with the railway network for the reinstatement process to begin.</p> <p>The development will reflect and respect the sites heritage and heritage assets within the wider area.</p>

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		<p>area, helping with its future justification) b. The first part of the link road from Station Road to Eyton Lane.</p> <p>Both of these community benefits assist the Parish Council with their strategic aspirations for Baschurch which may well go beyond the life of the current plan period.</p>			<p>Mature trees, hedgerows and priority habitats will be retained, forming part of the green infrastructure network.</p> <p>Provision:</p> <p>Overall, the site will accommodate 50 Dwellings. However, it is noted that sites BAS019 and BAS026 will see a reduction from 48 to 43 Dwellings to accommodate for the outlined Community Benefit if this site is granted permission, so the net increase is 45.</p> <p>Note we have an informal extended deadline to accommodate our further work in this area.</p>
S16	Shrewsbury Place Plan Area	<p>The provision of a new Medical Centre has been identified as a priority by Baschurch Parish Council to support the development within the village and catchment area of the existing surgery, with work progressing on development of a Business Case.</p> <p>The provision of a road from Station Road to Eyton Lane has been identified as a</p>	5.229	Disagree	<p>The following to be added to support the proposed New Medical Centre:</p> <p>“Land has already been allocated through a 106 Agreement to support a new Medical Practice which is to be further supported by the requirement to allocate additional land to this project from the adjacent allocated site. The provision of a new Medical Centre is a priority for the residents of Baschurch and the catchment area of the existing Surgery due to the significant existing and planned development within the catchment area.”</p> <p>The following to be added to support the link road:</p> <p>“A link road, suitable for use by coaches, between Station Road and Eyton Lane is a priority to alleviate the traffic and safety concerns adjacent to the</p>

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		<p>priority by Baschurch Parish Council to alleviate the congestion and safety issues adjacent to the schools in Eyton Lane.</p> <p>The reinstatement of a railway station in Baschurch is a long term aim of Baschurch Parish Council and it is important that any development in the vicinity of the old railway station does not preclude the reinstatement of a station and that community benefit is realised to provide infrastructure elements required for a station, such as parking and access.</p>			<p>schools in Eyton Lane. Any future development in adjacent sites will need to contribute towards this.”</p> <p>The following to be added to support the railway station:</p> <p>“The re-instatement of a railway station is a priority for Baschurch Parish Council. Any development in the area of the old railway station shall not preclude this aim and shall provide infrastructure to support the aim as appropriate.”</p>
S16.3	Community Clusters: Shrewsbury Place Plan Area				
S16.4	Wider Rural Area: Shrewsbury Place Plan Area				

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S17	Wem Place Plan Area				
S18	Whitchurch Place Plan Area				
S19	Strategic Settlement: Clive Barracks, Tern Hill				
S20	Strategic Settlement: Former Ironbridge Power Station				
S21	Strategic Site: RAF Cosford				
Map	Place Plan Area – Baschurch				