

## Part B: Your Response

Please complete a separate **Part B form** for each response that you wish to make. One **Part A form** must be enclosed with your **Part B form(s)**.

To assist in making a response, separate **Guidance** is available on the Council's website.

Responses should be returned by **5:00pm on Tuesday 11<sup>th</sup> June 2024**.

Name and Organisation:	David Turner
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### Q1. To which document(s) does this response relate?

<b>a. Draft policy on Housing Provision for Older People and those with Disabilities and Special Needs and its explanation.</b>	<input type="checkbox"/>
<b>b. Updated Additional Sustainability Appraisal of the Draft Shropshire Local Plan Report.</b>	<input type="checkbox"/>
<b>c. Updated Housing and Employment Topic Paper.</b>	<input checked="" type="checkbox"/>
<b>d. Updated Green Belt Topic Paper.</b>	<input type="checkbox"/>

### Q2. To which paragraph(s) of the document(s) does this response relate?

Paragraph(s):

### Q3. Do you consider the document(s) are:

- A. Legally compliant      Yes:       No:
- B. Sound      Yes:       No:

### Q4. Please detail your comments on the specified document(s).

**Please be as precise as possible.**

Paragraph 6: There are still swathes of brownfield land, identified by Shropshire for the genesis of Dawley New Town (now Telford) in 1963 that have yet to be exploited. That inroads are being made within Shropshire Council's boundaries, in many cases on good quality agricultural land, and in some cases impacting on the National Landscape (AONB) and Green Belt seems to fly in the face of good sense. Of course, there is also plenty of brownfield land across the Black Country.

Paragraph 16.125: The presumption that Much Wenlock is considered to have a functional relationship to the Black Country is without basis. I challenge the authors of this to justify how this can be except for a handful of people driving from Much Wenlock

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

**See below**

**Please succinctly provide all necessary evidence and information to support your response. After this stage, further submissions may only be made if invited by the Planning Inspectors, based on the matters and issues identified for examination.**

### Q5. Do you consider it necessary to participate in relevant examination hearing session(s)?

*Please note: This response provides an initial indication of your wish to participate in relevant hearing session(s). You may be asked to confirm your request to participate.*

- No, I do not wish to/consider it necessary to participate in hearing session(s)
- Yes, I consider it is necessary/wish to participate in hearing session(s)

*The Inspectors will determine the most appropriate procedure to consider comments made during this consultation.*



Paragraph 16.125 (continued): driving from Much Wenlock/ to the Black Country for employment. I cannot conceive that any, other than possibly teachers, would be driving from the Black Country to Much Wenlock.

Paragraph 16.127: "Proposed development guidelines for Much Wenlock envisage the delivery of around 200 dwellings and 2ha of employment land in *Highley* between 2016 and 2038." I can only assume this is an error...?

Paragraph 16.130b: That Much Wenlock is designated as a highest category Flood Rapid Response Catchment is not just "a very significant local consideration, which impacts on the identification of development sites." Since the Partial Review process started there has been a marked change in the pattern and severity of flooding, with properties on higher ground affected as never before. The proposed housing allocation will do nothing to alleviate flooding for the majority of the town and may well exacerbate it for many older properties that lie along the line of the combined sewer, and further downstream as the Farley river wends its way to the River Severn. The modelling that has taken place, and has not been challenged by Shropshire Council, is already out of date.

Paragraph 16.130c: The "A458 corridor" is an artificial construct which is not recognised locally as leading to the West Midlands. It is not a trunk road and has many constraints, including Much Wenlock, Stourton, Stourbridge and the tortuous route through to Halesowen.