



Bishop's Castle Community-Led Plan ANNEXES



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ANNEX A: Employment and Housing Statistics

Table 1

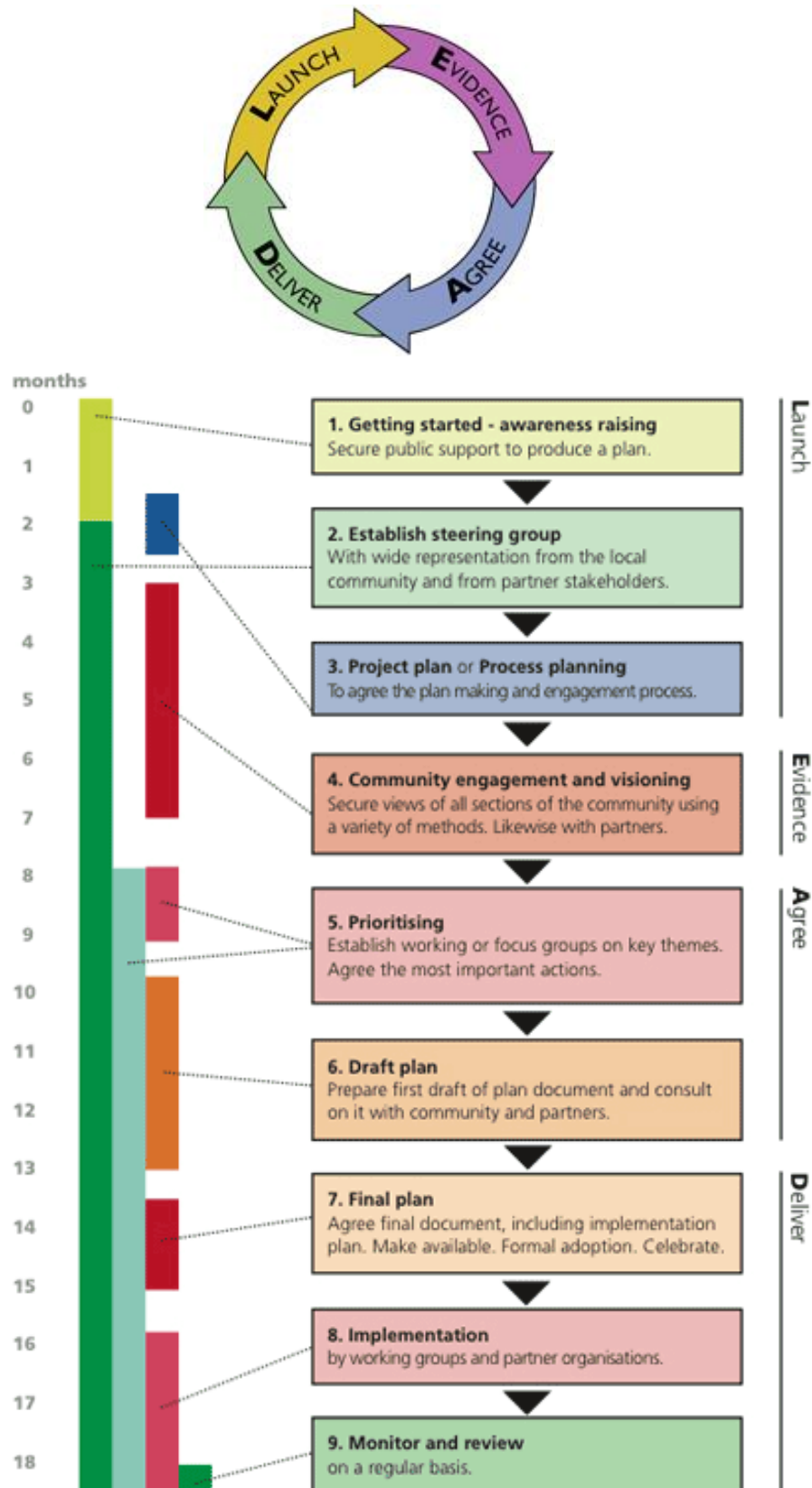
Economic Activity - Office for National Statistics - 30/01/2013

	Bishop's Castle Ward	Bishop's Castle % of Pop	Shropshire Unitary Authority	Shropshire % of Pop	England Country	England % of Pop
All Usual Residents Aged 16 to 74	2747		223892		38881374	
Economically Active; Total	1959	71.31%	158983	71.01%	27183134	69.91%
Economically Active; Employee; Part-Time	442	16.09%	34760	15.53%	5333268	13.72%
Economically Active; Employee; Full-Time	722	26.28%	83106	37.12%	15016564	38.62%
Economically Active; Self-Employed with Employees; Part-Time	18	0.66%	1126	0.50%	148074	0.38%
Economically Active; Self-Employed with Employees; Full-Time	120	4.37%	6130	2.74%	715271	1.84%
Economically Active; Self-Employed Without Employees; Part-Time	167	6.08%	6852	3.06%	990573	2.55%
Economically Active; Self-Employed Without Employees; Full-Time	379	13.80%	14427	6.44%	1939714	4.99%
Economically Active; Unemployed	54	1.97%	7350	3.28%	1702847	4.38%
Economically Active; Full-Time Student	57	2.07%	5232	2.34%	1336823	3.44%
Economically Inactive; Total	788	28.69%	64909	28.99%	11698240	30.09%
Economically Inactive; Retired	477	17.36%	37833	16.90%	5320691	13.68%
Economically Inactive; Student (including Full-Time Students)	84	3.06%	8764	3.91%	2255831	5.80%
Economically Inactive; Looking After Home or Family	88	3.20%	7529	3.36%	1695134	4.36%
Economically Inactive; Long-Term Sick or Disabled	91	3.31%	7237	3.23%	1574134	4.05%
Economically Inactive; Other	48	1.75%	3546	1.58%	852450	2.19%

Table 2**Tenure - Households - Office for National Statistics - 30/01/2013**

	Bishop's Castle Ward	Bishops Castle %	Shropshire Unitary Authority	Shropshire %	England Country	England %
All Households	1621		129674		22063368	
Owned; Total	1029	63.48%	89688	69.16%	13975024	63.34%
Owned; Owned Outright	720	44.42%	49998	38.56%	6745584	30.57%
Owned; Owned with a Mortgage or Loan	309	19.06%	39690	30.61%	7229440	32.77%
Shared Ownership (Part Owned and Part Rented)	11	0.68%	830	0.64%	173760	0.79%
Social Rented; Total	204	12.58%	17448	13.46%	3903550	17.69%
Social Rented; Rented from Council (Local Authority)	22	1.36%	6458	4.98%	2079778	9.43%
Social Rented; Other Social Rented	182	11.23%	10990	8.48%	1823772	8.27%
Private Rented; Total	315	19.43%	19421	14.98%	3715924	16.84%
Private Rented; Private Landlord or Letting Agency	270	16.66%	17013	13.12%	3401675	15.42%
Private Rented; Employer of a Household Member	7	0.43%	777	0.60%	55211	0.25%
Private Rented; Relative or Friend of Household Member	37	2.28%	1203	0.93%	199428	0.90%
Private Rented; Other	1	0.06%	428	0.33%	59610	0.27%
Living Rent Free	62	3.82%	2287	1.76%	295110	1.34%

ANNEX B: The 'LEAD' Community-Led Plan Process



Source: Action with Communities in Rural England (ACRE) and Action for Market Towns (AMT)

ANNEX C: Town Plan Steering and Working Group Terms of Reference

Figure 1. Community-Led Plan - Steering Group Terms of Reference

Objective

The purpose of the group is to act on behalf of the community and the Town Council to launch and undertake a Plan for the parish and ensure its adoption by the Town Council.

Profile

Experience suggests that the optimum group size is between 8 and 15 members to include a maximum of 3 Town Councillors. Residents of the parish and individuals representing local groups or with an otherwise strong local connection are eligible for membership of the Steering Group (SG).

Roles and Responsibilities

1. To ensure that the plan process continues even if interest in it fades.
2. To be responsible for budgeting and monitoring expenditure on the plan against the £1,600 budget accessible through the Town Council and to report back to the Town Council.
3. To report back to the Town Council on progress, issues arising and any outcomes arising from process.
4. To appoint such Working Groups (WGs) as considered necessary to carry out functions specified by the SG. Where possible, at least one member of the SG should be allocated to each WG to ensure coordination of activities of the Steering and Working groups and/or to lead the WG if no other WG member wishes to take the role. (see also WG Terms of Reference for roles and responsibilities of Working Groups).
5. To provide a clear and full brief for each WG regarding issues that they will need to address and to continuously monitor and support them through the process. The brief to include: relevant principles of the CLP process; issues raised by the plan process and; the need for compliance with/consideration of existing external policies and strategies that have relevance to the plan.
6. To progress the plan process in a coordinated fashion and in an agreed timetable that takes account of the work being undertaken by the WGs.
7. To act as link between WGs, identifying and communicating on any issues or processes that may be integral to more than one group's investigations so as to avoid any duplication or conflict of purpose arising.
8. In consultation with the WGs, identify priorities for the use of CIL monies to be specified in the plan.
9. To identify and pursue any elements of the plan of a general nature or which cannot be undertaken by a WG.
10. To undertake and be responsible for a robust communication, consultation and engagement process within the community and co-ordinate with the WGs to enable their input when appropriate.
11. To liaise with Shropshire Council and any other relevant authorities or organisations on an ongoing basis to ensure that a) any activity or likely outcomes of that activity which is being undertaken either by the SG or the WGs, is relevant to the CLP process and/or conforms with the requirements of both national and County strategies and b) that there are likely to be no significant objections to approval of the final plan by Shropshire Council.
12. After validation by the community and the Town Council, produce a Draft CLP for comment by Shropshire Council.
13. To produce and distribute the CLP and obtain its formal approval by Bishop's Castle Town Council and Shropshire Council.
14. To identify any issues and priorities for action that might have arisen that are separate to the CLP and/or might be included as part of a follow up Implementation Plan, indicating timescales, lead organisations and potential sources of income where relevant.

Modus operandi of the group

1. Key tasks/roles need to be identified, including a Chairperson and allocated to group members.
2. The group shall meet at least bi-monthly.
3. Meeting agendas to be notified at least 5 days prior to a meeting. All meetings to be minuted and circulated to members within 14 days of a meeting. Both agendas and minutes to be available to view by the community.
4. All matters to be determined by a majority vote of members present at a meeting. The quorum necessary to take a vote will be more than half of the committee and at least 5 and the Chairperson to have a casting vote when votes are equal.

Funding

Funding for the production and delivery of the CLP has been provided by Shropshire Council through the Community Led Planning Fund. This amounts to a grant of £1,500 (maximum allowable for communities with a population of less than 10,000) from Shropshire Council together with £100 cash match funding from Bishop's Castle Town Council. It is required that 'in kind' contributions including time spent by volunteers should amount to a minimum of £400.

Funding can be used for any costs relating to the process and production of the plan including meetings and consultation resources, support on data entry and analysis or from specialist CLP consultants, any direct costs necessarily incurred by volunteers in carrying out activities related to the plan process and any costs related to the production of the final plan.

The funding is held by the Town Council through which all transactions must be processed. All expenditure is required to be evidenced, where possible by receipted invoices. Expenditure is to be continually assessed against an indicative budget prepared at the time that the grant was considered. All expenditure, whether it is to be incurred by activities organised by the SG or a WG, requires to be authorised by the SG in advance.

On dissolution of the group, any remaining funds shall be disposed of by the group in accordance with a decision reached at an Extraordinary Meeting, open to the public for the sole purpose of disposing of funds. No individual member of the group shall benefit from the disposal.

Figure 2. Community-Led Plan - Working Group Terms of Reference

Objective

The purpose of the group is to work with the Bishop's Castle Community-Led Plan Steering Group in producing a plan for Bishop's Castle which will set out a common vision for the community together with ideas and/or actions towards achieving that vision. The (topic- e.g. housing)....Working group (WG) will investigate issues and propose possible outcomes relating to(topic- e.g. housing)..... This can include specific land use planning content which will help in determining planning development decisions but can also examine opportunities for action on other community aspirations.

Roles and Responsibilities

1. Investigation of the issues and any resulting policies or actions that may be proposed must take account of the community's responses to the initial research as summarised in the Brief below.
2. To take account of any relevant policies in Shropshire Council's Core Strategy, Local Development Framework and Place Plan that might impact on the potential outcomes of the investigation (see the Brief below).
3. To gather information on issues being investigated in order to support any eventual proposals that may arise from the investigation.
4. To liaise with the Steering Group (SG) regarding:-
 - the progress of the investigation and coordination with their timetable for the process and delivery of the plan;
 - proposed communications with Shropshire Council;
 - any issues that may have relevance and/or an impact on other WGs and their activities;
 - any proposed communications or engagement with the community that the group wishes to make;
 - any activity within the investigation that may incur cost. There is a **small** budget available for undertaking a Community-Led Plan (CLP) which may be accessed by prior approval.
5. Communication is to be through reports to SG meetings and, at other times as necessary through the SG Chairman.
6. To ensure that any outcomes of the work being undertaken, whether they be a declared aspiration, a policy or an action, can reflect community consultation and support.
7. To consider the potential of Community Infrastructure Levy (CIL) monies to fund actions being proposed and liaise with the SG.
8. For those actions that cannot be addressed immediately within the CLP but which may be required in order to fulfil the aspirations of the CLP, an Implementation Plan should be considered indicating timescales, lead organisations and potential sources of funding to implement actions where relevant.

Brief

The investigation and strategy should address the principles set out in the attached Community-Led Plan Briefing Note and take account of the following:-

1. Issues highlighted in the responses to the initial Invitation to the community to comment.
2. Relevant issues within Shropshire Council's Local Development Framework Implementation Plan (LDF) and Place Plan
3. Issues, in addition to the above that have been identified (either specifically or indirectly) by the Town Council.
4. Relevant material planning matters as follows:-
5. Other

ANNEX D: The Community Survey

Figure 1. Survey Data

The Community Survey, carried out in 2014-15, generated a total of 110 responses covering a wide variety of topics. The Steering Group recorded these responses for analysis in a spreadsheet, where they were categorised into major subject headings and then further collated into subject sub-headings. The table below contains a summary of the data captured, with repetitions shown in brackets:

SURVEY RESULTS : TOWN CENTRE			
Parking	Traffic Flow	Infrastructure	Townscape
<p>Parking problems were mentioned 39 times, of which 29 (74%) specifically referred to the town centre where problems of on street parking was specifically mentioned 12 times (43% of the town centre mentions). Of the other 10 problems the majority did not specify a location and so could also have been directed at the town centre. The remaining 8 comments related to solutions and included creating more off street parking around the edge of the centre (5 mentions), 2 of which also referred to the prevalence of traders and camper vans being long-term parked on the Harley Jenkins Street carpark; having time restrictions on parking on the main street and the use of bollards to prevent parking. The importance of FREE parking was also mentioned 5 times.</p>	<p>Of the 37 mentions of traffic flow, 19 (51%) were problems, the majority of which, 12 (63%), related to the current town centre. In addition, 3 (16%) suggested a future increase in problems with further new development, 3 were surrounding roads and 1 referred to 'loud music'. The town centre problems related primarily to the congestion created in the main street and Market Square area of the town. In addition problems with the livestock market on Station Street were highlighted as well as at the Boars Head junction. 18 (49%) of the Traffic flow comments related to solutions. One third of these proposed a one way system. Pedestrianising the High Street and Market Square constituted a further 17% of comments and the remainder included closing the High Street at certain times/days of the week; providing timed access for residents and deliveries to properties on the High Street and; introducing speed restrictions or traffic calming measures.</p>	<p>Comments on infrastructure related to footpaths and pavements beyond the town centre (3); poor road conditions (3); the need for improved signage particularly in the town centre (3) and the problems created by the livestock market (2). In addition there was a comment that the passing places on the High Street should be removed.</p> <p>Miscellaneous</p> <p>a) Important to maintain the fabric of the town to ensure it remains an attractive destination [1] b) Maintain attractiveness of town by restricting planning on green-fields [1] c) Attractive countryside must be valued [1] d) Natural and built environment must be valued [1] e) Dog mess, litter, drugs [not specific], smoking outside pubs, general dilapidation [6] f) Expansion will spoil the town [6]. Town needs to expand to survive [1]. Problems caused by attractiveness of town to incomers [2]. g) Need for a democratically elected council. Need a new</p>	<p>a) Deteriorating Town Centre fabric [14] b) dup. traffic and parking [1] c) Importance of attractive townscape to tourism economy [6] d) Inadequate/deteriorating footpaths, road and/or pavement infrastructure [13] e) Inappropriate TC land use/buildings [13] f) Lack of amenity space [1] g) Solutions and TC strategies [29] h) TC Street Furniture dislikes [10] i) Things we value [11] J) Intrusive parked and moving vehicles [1] k) Other [3] l) Important to maintain the fabric of the town to ensure it remains an attractive destination [1] m) Maintain attractiveness of town by restricting planning on green-fields [1] n) Attractive countryside must be valued [1] o) Natural and built environment must be valued [1]</p>

		Town Council. Too much arguing in Council meetings. More involvement of community in decisions. Too much 'tripe' in Council meetings. [5]	
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SURVEY RESULTS : COMMUNITY & SERVICES			
Youth Facilities	Volunteers	Statutory Provisions	Miscellaneous Facilities
a) Employment support, apprenticeship programmes [2] b) Encouraging youth to get more involved [2] c) More job opportunities to encourage youth to stay or relocate back [3] d) Pre teens well catered for [1] e) Provide more activities and facilities [16] f) Youth not considered [1]	a) More volunteers needed [4] b) Withdrawal of council services will require more volunteers to fill the gap [1] c) Supply older people with warm soup and fleeces [1] d) Volunteer litter collections [1] e) Volunteer scouts for elderly [1] Improvements:- a) Acknowledge existing volunteer force [2] b) Carry-out audit of voluntary activity, visitor numbers & revenue generated by festivals [1]	a) Banking Provision [2] b) Better Community Hall [1] c) Threat to SpArC [10] d) Shropshire Council Cut Backs [28] e) Solutions and Strategies[5] Services:- a) Health Service Provision [8] b) Health Service Provision - ageing population [3] c) Health Service Provision - remoteness	a) SpArC [10]: Extend opening hours (in particular the Swimming Pool). More exercise classes. Health benefits of exercise. b) TOWN HALL [2]: Not big enough for events such as weddings. Lack of car parking facility. c) COMMUNITY HALL [3]: Need one that matches some nearby Village Halls; multi-purpose facilities, to be run by Enterprise House; how will it fit-in with new Town Hall use? d) GENERAL [6]: Better disabled access. More sports initiatives needed, e.g. Soft-play outlet (c.f. Oswestry). Improved publicity of Library events. Establish science group. More sports groups & youth clubs.
Miscellaneous (Services)	Miscellaneous (Social)		
a) HEALTH [11]: Better utilised & more co-ordinated use of Community Hospital (e.g. re-locate GP surgery) ; retain Shrewsbury A&E. b) EDUCATION [4]: Co-ordinated, full-life education strategy needed. More adult education and evening classes (e.g. sewing and languages). c) LOCAL [1]: Importance of retaining local services. d) POLICE [1]: Better policing service needed. e) EMPLOYMENT	a) Low wages, rising costs (transport, energy, fuel, housing), rural poverty [8] b) Unemployment. Introduce work experience [3] c) Introduce a Food Bank, local Credit Union, lobby for the poor [2] d) Social isolation, lack of social support [1] e) More social housing [1]		

SURVEY RESULTS : INFRASTRUCTURE			
Transport Issues	Transport Solutions	Infrastructure: Digital and Power	Infrastructure: Miscellaneous
<p>Bus Services:-</p> <p>a) services cut [2]</p> <p>b) gaps in provision [18]</p> <p>Poor transport negatively affects:-</p> <p>a) employment [5]</p> <p>b) education/training [1]</p> <p>c) access to essential services [3]</p> <p>d) leisure opportunities [2]</p> <p>e) mental health [2]</p> <p>High costs:-</p> <p>a) of public transport [3]</p> <p>b) of running a car [1]</p> <p>c) local car hire scheme [1]</p> <p>d) in general [4]</p> <p>Impacts on local economy:-</p> <p>a) poor access to jobs without a car [4]</p> <p>b) poor access for visitors to area [2]</p> <p>c) poor access for businesses to area [1]</p> <p>From Sustainability:-</p> <p>a) Improved fuel-saving local transport including car sharing [1]</p> <p>b) Improved transport facilities, e.g. bus service [1]</p> <p>c) Provide transport to/from Craven Arms station [1]</p>	<p>a) Better co-ordination of buses & trains needed [5]</p> <p>b) Create affordable alternatives:-</p> <p>i) wheels to work [1]</p> <p>ii) organise lifts/car share [1]</p> <p>iii) maintain/extend Dial-a-Ride [1]</p> <p>iv) general [1]</p> <p>c) Improve the infrastructure:-</p> <p>i) general [1]</p> <p>ii) the road surface [3]</p> <p>iii) number and width of roads [2]</p> <p>iv) create a rail link [1]</p>	<p>Digital</p> <p>a) Improved broadband required particularly for businesses and critical services [8]</p> <p>b) Improved, locally-supplied broadband [1]</p> <p>c) Digital exclusion is a problem (broadband and mobile) [1]</p> <p>Power</p> <p>a) Local power supply variable and requires improvement [1]</p> <p>b) Impact of power cuts on older, vulnerable residents and businesses [1]</p>	<p>a) Street lighting to stay on longer [1]</p> <p>b) Road maintenance improvements: pot holes & pavements (e.g. to Love Lane) [1]</p> <p>c) Sympathetic paving in conservation area; more cobbles [1]</p> <p>d) Blocked drains & flooding [2]</p> <p>e) Re-locate Livestock market to Business Park & build affordable homes on vacated site [1]</p> <p>f) More affordable homes [4]</p> <p>g) Make use of old Countrywide store site [1]</p> <p>h) Decide future of Business Park [1]</p> <p>i) Better Road links [1]</p>

SURVEY RESULTS : ECONOMY & DEVELOPMENT			
Economy: Jobs and Businesses	Economy: Town Promotion Ideas	Development: Housing: Issues	Development: Housing: solutions
<p>a) Lack of diverse job opportunities [27]</p> <p>b) More job opportunities to encourage youth to stay or relocate back [15]</p> <p>c) Attract and encourage new businesses [27]</p> <p>d) Promoting business park [9]</p> <p>e) Start-up plan for new businesses [3]</p> <p>f) Support local businesses [6]</p> <p>g) High speed broadband services [4]</p> <p>h) Employment support, apprenticeship programmes [2]</p>	<p>a) Develop [10-year] tourist & business strategy.</p> <p>b) Seek grants to encourage business relocation.</p> <p>c) Promote Town's good labour to business investors.</p> <p>d) Run 'shop local' campaign. Introduce a local currency & local investment fund.</p> <p>e) Find out how Hay-on-Wye markets itself. Improved cultural events.</p> <p>f) Develop Town 'brand'. [28]</p>	<p>a) Too little of all types [6]</p> <p>b) Affordable to rent/buy [22]</p> <p>c) Affordable for the young [18]</p> <p>a) Conflict of interest: locals priced out by wealthy incomers /second home buyers [12]</p> <p>b) Unfair outside competition for social housing [7]</p> <p>c) Jobs as important as housing esp. for the young [14]</p> <p>d) Older demographic 'blocking' family</p>	<p>a) Convert derelict/underused properties [7]</p> <p>b) Re-designate specific sites in town centre [6]</p> <p>c) More flats would help young and old [7]</p> <p>d) Counter high housing costs/low wages with social support [1]</p> <p>e) Support BCCLT [1]</p>

<p>i) Support & encourage tourism [8] j) Agriculture is important [1] c) Wide variety of shops [1] d) Unexpected shops' day closures [2] e) Improvements to town including shop fronts etc. [2] f) Signage and Marketing improvements [2] g) Cycle hire [1] h) Better transport links [3] i) A variety of different shops and services [1] j) Livestock market relocated with easy access [2]</p>	<p>g) Better graphics on Town web-site. h) Town Hall to make better use of social media. i) Greater use of countryside (e.g. walks). j) Publicise Town as 'dark sky'. k) Enable weddings at Town Hall. l) More Public and Street Art & planters. m) Improved information boards. n) Produce a directory of classes. Longer Pub opening hours. o) Develop BC as a cycling town p) Walkers Welcome scheme to recycle funds to Walking Festival q) Develop the Walking Festival, including young walkers r) Local countryside, festivals, pubs and community spirit must be valued [55]</p>	<p>accommodation [6] e) Too much new building could damage what we value [6] f) More housing [2] g) Increase in house prices, rent etc. is a concern [3]</p>	
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SURVEY RESULTS : SUSTAINABILITY			
<p>Sustainability:(General)</p> <p>a) Promote town to sustainable technology entrepreneurs [1] b) Carry-out Future technology opportunities survey [1] c) Nurture and build sustainable tourism [1] d) Invest in the creation of local green jobs (e.g. solar panels, wood burners, repair and recycling) [2]</p>	<p>Sustainability: local energy and waste projects</p> <p>a) Encourage 'green' local energy projects [6] b) Improved energy efficiency of local housing and public buildings is required [2] c) Promote community energy initiative [1] d) Affordable energy needed [1] e) Install anaerobic digester for sewage works f) Assist with fuel poverty (as proposed by BC Community Energy Coop)[1] g) Produce cardboard briquettes for the elderly to burn [1] h) Create local co-operatives to run power, waste and water [1]</p>	<p>Sustainability:</p> <p>Local food, fruit & wood production a) Promote local food production for local consumption (allotments, community gardens, etc.) [4] b) Plant a community forest for wood heat supply [1] c) Future problems will threaten sustainability and require resilience [1]</p>	<p>Sustainability: (Countryside)</p> <p>a) Make use of local expertise to produce bio-diversity town plan [1] b) Identify tree planning and wild flower sites [1] c) Restore ancient ponds [1]</p>

SURVEY RESULTS : SUSTAINABILITY	
Sustainability: recycling a) Improved local recycling facilities [3] b) House-to-house cardboard recycling facility needed [1]	Sustainability: Miscellaneous a) Explore Transition Town ideas [1] b) Use Todmorden guerrilla gardening approach [1] c) Fund private water supplies (e.g. bore holes) [1] d) Carry-out a Drainage survey [1] e) Climate change [2] a) Make use of local expertise to produce bio-diversity town plan [1] b) Identify tree planning and wild flower sites [1] c) Restore ancient ponds [1]

Figure 2. Survey Results – Overall Summary

The issues below constitute issues that were most often raised by respondents based on all of the 110 responses received. Not all responses featured comments relating to this table as a very few focussed on a single issue of a limited nature which was not reflected in a significant number of other responses. The figure for the % of responses is however based on all 110 responses, regardless of whether they made a comment that is captured below.

SUMMARY OF ISSUES QUOTED	
TOPIC	% of all 110 Responses
Business and Employment Opportunities	41%
Affordable Housing	40%
Streetscape/Infrastructure Improvements	33.6%
Viable Retail Centre	30%
Threats to Key Services/Facilities	29.1%
Importance of the Landscape	29.1%
Parking Problems	27.3%
Transport Problems	24.6%
Traffic Issues	22.7%
Sustainability Issues	20%
Demographic Changes	18.2%
Change versus Retention of Character	14.6%
Facilities for the Young	12.7%
Significance of Tourism	10.0%
Dependence on Volunteers	9.1%

Figure 3. Survey Results - What is Valued by the Community

WHAT YOU HAD TO SAY ABOUT WHAT YOU VALUE IN BISHOP'S CASTLE



"A special place"

"One of the great secrets of this country"

This feeling was amplified by the following groups of comments:-

The Community Spirit (referred to 38 times)

The most frequently stated qualities were: friendly (19); caring (10); Others included: welcoming; tolerant; courteous and trusting

A great range of facilities for a town this size (referred to 28 times)

The most frequently referenced facilities were: SpArC (19); pubs (15); shops and services (14); library (11); hospital (10); other medical services (9); ESWS (8); and good schools (7)

A special town (referred to 27 times)

The most frequently referenced reasons were: architecture (10); size (7); pace and quality of life (7); Others were quirkiness; a working town; and vibrant

The beauty of the surrounding countryside (referred to 23 times)

A vibrant culture (referred to 20 times)

The most frequent comments were: festivals and events (15); Others included: sports and arts opportunities, provided by SpArC and local groups; live music sessions; a range of activities for all ages; and the diversity and colour of available culture.

A dynamic population (referred to 9 times)

The most frequently stated qualities were: diverse age range; pragmatism; positivity; imaginative and creative; and happy people.

Total Number of Respondents on this topic: 71

Total Number of comments recorded: 154

FOOTNOTES

1. The total number of respondents to the Survey was **110**.
2. The figure for the total number of respondents includes respondents only once, regardless of how many comments they have made relating to this topic.

ANNEX E: Community-led Town Plan Themes

BISHOP'S CASTLE COMMUNITY-LED TOWN PLAN: THEMES MAPPED TO BISHOP'S CASTLE PLACE PLAN

Town Plan Theme	Town Plan Objectives	Bishop's Castle Place Plan 2014-15
Town Centre	<ul style="list-style-type: none"> • To examine potential threats to the viability of the town centre retail and service provision, including the possible impact of general trends in the retail sector and in consumer behaviour and identify any options/actions that might help address the situation. • To address town centre traffic and highways related problems and the impact these may have on usage of the town centre and consider potential improvements. (E.g. Main St and Market Square, Livestock Market and Boar's Head junction). • To examine the perceived shortage of parking facilities within the town centre and identify problems resulting from current on street and off street parking and their potential solutions. • To consider the impact that the townscape might have on the economy and vitality of the town and address the need for improvements to buildings, infrastructure and/or the streetscape. 	<p>To include consideration of:</p> <ul style="list-style-type: none"> • Lower speed limit on A488 at Bishop's Castle • Review of traffic management and parking issues with a view to improving the current situation. • Establish where modern railings should be replaced with more traditional design. • Review existing historic railings and repair where necessary. • Identify opportunities to improve visual amenity of town centre through landscaping. • Survey all streets for existing signage and replace, repair or introduce where necessary. <p>To be determined as part of particular development proposals, as part of the planning application process</p>

Town Plan Theme	Town Plan Objectives	Bishop's Castle Place Plan 2014-15
Community and Services	<ul style="list-style-type: none"> • To address the need for/lack of job opportunities other than of low wage • To address the difficulties in attracting businesses/employers to the town • To address the importance of the landscape both within the town and its environs and as the basis for the tourism economy • To address issues that recognise the importance of tourism to the economy of the town and to consider drawing-up a business strategy including improved promotion of the Town. 	<p>The Playing Pitch Strategy has identified that:</p> <ul style="list-style-type: none"> • Bishop's Castle should have a minimum of 1 multi-pitch site providing for competition and training, with good quality on-site changing and toilet provision, appropriate for, and accessible to, all user types. • Bishop's Castle does not currently have a multi-pitch site. • Bishop's Castle Recreation ground requires improvements to its quality. • The Community College requires improvements to its quality. <p>On-site design standards are identified within the Open Space Interim Planning Guidance (IPG) (Jan 2012) and the Natural Environment Supplementary Planning Document (SPD) (to be completed).</p> <p>An updated assessment of the effect on primary and secondary school places locally has been made based on proposed levels of development with delivery spread evenly over the remaining Plan period. This currently indicates that capacity will exist in the town overall to meet the demand.</p>

Town Plan Theme	Town Plan Objectives	Bishop's Castle Place Plan 2014-15
Infrastructure	<ul style="list-style-type: none"> • To address the difficulties of access for work, leisure and services and the inadequacy of public or voluntary transport schemes for those without a car. • To consider traffic and highways related problems leading into and out of the town and examine possible ways to address them. • To monitor and consider solutions to overcome rural digital exclusion, in particular for improved broadband supply, mobile phones, etc. • To identify improvements to prevent flooding, such as blocked drains, and review street lighting needs. 	<p>The Town Council has identified the need to:</p> <ul style="list-style-type: none"> • Improve public transport which could be achieved through ensuring Shropshire Link is bookable on the day and available earlier and later, or smaller mini buses being used to feed into the busier routes. • Provide safer routes for pedestrians. • Improved street lighting scheme. <p>'Connecting Shropshire' aims to provide a minimum of 2 Mbps to all of Shropshire and as much superfast broadband as possible. The project will deliver to those communities that are not going to get either basic broadband or superfast broadband under the private sector rollout. This is a community priority for many towns, villages and rural areas of Shropshire.</p> <p>A Planning Application for a biomass heating plant was approved at appeal. Discussions are ongoing regarding the location of the facility on the business park.</p> <p>Construction of 33kV interconnector between Bishop's Castle and Priest Weston (10km). Wayleaves and planning permission required. Installation of an additional 6/12MVA primary transformer at Bishop's Castle.</p> <p>The Local Flood Risk Management Strategy has identified that a number of properties in Bishops Castle may be at risk of flooding.</p> <p>In accordance with the Local Flood Risk Management Strategy the operational flood response plans, produced from condition surveys of the land drainage systems, will flag who is responsible for the maintenance of the systems which serve communities. The aim is to promote community awareness of these drainage systems such that communities can be more resilient.</p> <p>Upgrade Bishops Castle Wastewater Treatment Works. Improvement works to reduce phosphate loads within the WwTW to assist in protecting the Clun SAC, in accordance with the Clun Nutrient Management Plan.</p>

Town Plan Theme	Town Plan Objectives	Bishop's Castle Place Plan 2014-15
Economy	<ul style="list-style-type: none"> • To address the need for/lack of job opportunities other than of low wage • To address the difficulties in attracting businesses/ employers to the town • To address the importance of the landscape both within the town and its environs and as the basis for the tourism economy • To address issues that recognise the importance of tourism to the economy of the town and to consider drawing-up a business strategy including improved promotion of the Town. 	
Development	<ul style="list-style-type: none"> • To address the need for/lack of an affordable, low cost housing stock to ensure the retention of local, young adults and families. • To address the challenge of accommodating necessary changes and improvements in line with local and national development frameworks, without compromising the charm and vitality that is Bishop's Castle • To address an increasing demographic imbalance, resulting from the young leaving due to lack of suitable jobs and housing and an increasingly older, retired population that will make increasing demands on services that are currently being cut and lost 	<p>Within Shropshire, it is the Council's aspiration that all developments contribute to a sustainable mix of dwelling types, sizes and tenures. This will be either through on-site provision or payment of a sum to be used for provision of affordable housing.</p>
Sustainability	<ul style="list-style-type: none"> • To seek new initiatives in response to climate change and technological developments to ensure a sustainable future. These may include identifying local renewable energy, energy efficiency and food production projects (e.g. community garden), and improvements to local management of waste and re-cycling. 	

ANNEX F: Delivery Partners

This list represents the local organisations and groups that the Steering Group has identified. Nb it is probably not exhaustive.

	Group		Contact
1	Town Centre Working Group	54	Abbeyfield local committee
2	Traders (Nb a catch-all for businesses: shops, pubs, etc.)	55	Grange Rd. community group
3	Enterprise House Business Support Unit	56	Wintles residents group
4	Civic Society	57	South Shropshire Housing Association
5	Dial-a-Ride	58	BC Parochial Church Council
6	Wheels to Work	59	Old Castle Land Trust
7	Shropshire RCC	60	Civic Society
8	Community Land Trust	61	BC Railway Society
9	Young Farmers	62	House on Crutches/BCHRC
10	Town Hall Trust	63	SW Shropshire Historical & Archaeological Soc.
11	Shropshire AONB	74	Abbeyfield local committee
12	BCCIC??	65	Grange Rd. community group
13	BC Walking Group	66	Wintles residents group
14	New Street Cycle Shop	67	South Shropshire Housing Association
15	BC & Clun Tourism Group	68	BC Parochial Church Council
16	Lightfoot	69	Old Castle Land Trust
17	BC Climate Change Coalition	70	BC Railway Society
18	Tourism Group	71	Teme Leisure
19	Enterprise House	72	Arts Alive
20	Town Trail	73	Sports & Arts in the Community (SpArC)
21	CLP Steering Group	74	Arts Festival committee
22	Bus Users' Group	75	Castle Artists
23	Shropshire County Council	76	About Music Project
24	Michelle Gaspar	77	Castle Players
25	Town Council	78	BC Film Society
26	Country Landowners Association	79	BC Badminton Club
27	BC Parish Paths Partnership	80	BC Cricket Club
28	Footpath Group	81	BC Football Club
29	Town Plan Sustainability WG	82	BC Rugby Club
30	BC Cycling Group	83	Church Barn Youth Club
31	BC & Clun Walking Groups	84	BC Primary school
32	BC Community Environment Cooperative	85	Community College BC
33	Albert Howard Society	86	BC Scouts, Beavers and Cubs group
34	Tourism Group	87	Church Barn Youth Club
35	Enterprise House	88	Marches Energy Agency
36	Town Trail	89	BC Allotment group
37	CLP Steering Group	90	Natural England
38	Bus Users' Group	91	BC Community Hospital
39	Coverage Care	92	School Lane Medical Practice
40	National Farmers' Union	93	BC Patients' Group
41	BC Dental practice	94	BT Open Reach
42	Grange Rd. Community Centre	95	Shropshire Council (Homes & Community Agency)
43	Castlehaven Care Ltd.	96	Environment Agency
44	Friends of BC Community, Home and Hospital	97	Bishop's Castle Library
45	BC Womens' Institute	98	Stone House
46	Just Credit Union	99	Abbey Fields
47	CAB	100	Veolia Waste Management
48	St John the Baptist Church	101	Health & Wellbeing in Shropshire
49	BC Methodist Church	102	BC Town Hall
50	The Quakers	103	Shropshire Housing Group
51	BC Public Hall Management Committee	104	Bishop's Castle Primary School
52	BC Police Service	105	Bishop's Castle Community College
53	BC Fire Service	105	The South-West Shropshire Learning Trust

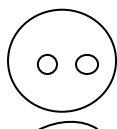
ANNEX G: The Town Centre

Figure 1. WHAT YOU HAD TO SAY ABOUT THE TOWN CENTRE



“An amazing range of services for a town this size”

(currently 9 positive town centre comments identified)



“Focus on helping the struggling high street”

(currently 24 general comments around this sentiment)

Specific items referred to:-

- **traffic and/or parking are major problems in the town centre**
(mentioned 62 times)
- **the impact of empty shops**
(mentioned 27 times)
- **the range of shops is limited**
(mentioned 14 times)
- **the need to keep vital services including the bank and a weekly market**
(mentioned 13 times; within that, the market specified 5 times and the bank 7 times)
- **the town centre looks tired**
(mentioned 33 times)

Total Number of Respondents on this Topic: **74** (67% of all respondents – see Footnote 3)

Total Number of comments recorded on this Topic: **222**

Footnotes

This is a **working document in progress** based on a manual analysis of the responses listed in the ‘Retail’ and ‘Traffic and Parking’ and ‘Townscape’ spreadsheets only. The basis for the above figures is as follows:-

- Within each of the above headings, the figure for the total number of mentions are all different comments. Where the same comment has been listed under both spreadsheets, it has only been counted once within a heading. Not all comments are incorporated in the above headings.
- Where a response relates to more than one heading e.g. a comment on the town centre looking tired which also incorporates a reference to the type/range of shops, the response will be listed under both headings.
- The figure for the total number of respondents on this Topic is based on separate source reference numbers and includes respondents only once, regardless of how many comments they have made relating to this topic and regardless of whether they were listed in more than one spreadsheet. **The total number of respondents on the entire survey was 110.**

Table 1. PARKING CAPACITY AND TAKE-UP IN THE TOWN CENTRE

PARKING LOCATION	NUMBER OF SPACES AVAILABLE	NUMBER OF OCCASIONS WHEN*			DAYS WHERE CAPACITY WAS <u>EXCEEDED</u>						DAYS WHERE CAPACITY WAS <u>LESS THAN 3 SPACES</u>					
		PARKED CARS <u>EXCEEDED</u> CAPACITY	1 SPACE ONLY WAS AVAILABLE	3 OR MORE SPACES WERE AVAILABLE	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
High St. - from Town Hall to New St.	21 + 1 disabled	3	1	12	am &pm					am			pm		pm	pm
Church St. - from New St. to Boar's Head crossroads	28 + 1 disabled	7	1	8	am		pm	am &pm	am &pm	am	pm	am &pm	pm	pm	pm	pm
Market Square	11	4	3	4	am		pm	am	pm			pm		pm		am
Salop St.	9	15	1	1	am &pm	am &pm	am &pm	am &pm	am &pm	am &pm			pm			
Harley Jenkins St.	15 + 1 disabled	0		17	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Station St.	59	0		17	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Church St. - from Boar's Head crossroads to Brampton Road	24	0		17	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Union St.	36	0		17	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

FOOTNOTE: NUMBER OF OCCASIONS* The total number of occasions when surveys were undertaken to record this information was 17.

Table 2. OCCUPANTS' SURVEY - SUMMARY OF RESPONSES BY ZONES

DESCRIPTION	ALL PREMISES			RESIDENTIAL only			BUSINESS only			BUSINESS + RESIDENTIAL			email unknown profile
	No	I	%	No.	I	%	No.	I	%	No.	I	%	
All Premises Surveyed	14		100	89		100	43		100	9		100	N/A
All Responses Received	41		29.08	16		17.98	16		37.21	9		100	1
ZONE 1													
Premises Surveyed	57		100	34		100	19		100	4		100	N/A
Responses Received	18		31.58	6		17.65	8		42.11	4		100	N/A
ZONE2													
Premises Surveyed	54		100	38		100	13		100	3		100	N/A
Responses Received	14		25.93	7		18.42	5		38.46	2		67	N/A
ZONE 3													
Premises Surveyed	30		100	17		100	11		100	2		100	N/A
Responses Received	8		26.67	3		17.65	3		27.27	2		100	N/A

Footnote:

ZONE 1: Church St. northwards - from Harley Jenkins St. on the west and no. 72 on the east (i.e. opposite Harley Jenkins St.) and High Street- up to but excluding the Town Hall.

ZONE 2: Market Square, including the Town Hall, Salop St. and Bull St.

ZONE 3: Church St. from Harley Jenkins St. to the north side of the Boar's Head crossroads.

Table 3. OCCUPANTS' SURVEY RESPONSES - QUANTIFIED ATTITUDES TO SIGNAGE, SPEED BUMPS AND ONE WAY SYSTEM: All ZONES

Respondents were asked whether they would consider it problematic to introduce additional, clearer signage; speed bumps or a one-way system on High St. (between New St. and Market Square).

ZONE	All Occupants	Respondents to this question	Attitudes to SIGNAGE			Attitudes to SPEED BUMPS			Attitudes to 1 WAY SYSTEM		
			POSITIVE	NEGATIVE	OTHER	POSITIVE	NEGATIVE	OTHER	POSITIVE	NEGATIVE	OTHER
All Zones	141	39*	1 (3%)	11 (28%)	27 (69%)	3 (8%)	13 (33%)	23 (59%)	10 (26%)	12 (31%)	17 (44%)

All ZONES: 39* excludes 2 responses in Zone 2 for which this question was not verifiable.

SIGNAGE:

The majority of responses to the question of more signage (27 - 69% of responses) either made no comment or saw no problem with its introduction. Of the remaining 12 responses, 11 (28% of responses) were negative to its introduction.

SPEED BUMPS:

The majority of responses to the question of speed bumps (23 - 59% of responses) either made no comment or saw no problem with its introduction. Of the remaining 16 responses, 13 (33% of responses) were negative to its introduction and only 3 (8%) were positive.

ONE WAY SYSTEM:

As regards the question of a one way system, 12 (31%) of responses were negative and 10 (26%) were positive. The majority however fell into the 'Other' category, i.e. either making no response or finding no problem with its introduction.

Figure 2. Traffic and Parking Solutions from Public Consultation 2016

BULL STREET

The Facts:-

- Bull Street is the main access into town for pedestrians/walkers following the Shropshire Way from Montgomery Road and Foxholes Campsite.
- At its narrowest point, the road-way is less than 8 feet from the kerb to the house on the right. To pass this pinch-point, vehicles go right up to (if not onto) the pavement. This often means that their wing-mirrors overhang the already very narrow pavement making it too dangerous for pedestrians to pass.
- Traffic using Bull Street is unaware of walkers coming from the path from the bowling green.
- Residents are in danger from traffic as they exit their properties onto the narrow kerb.
- Access is already restricted to 2 Tonnes only (2 T sign displayed). This means that is illegal for any vehicle larger than a 'car-derived van' to use the street –i.e. a 'Transit'-type van is illegal.

An Option:-

- Close Bull Street to through traffic by putting bollards at the Salop Street end.

The Impact:-

- Residents-only access signs would be needed at the Bull Lane end
- Pedestrianising the lower end of Bull Street would enhance the Old Market Square
- Possibly increase traffic flow along Salop Street



SALOP STREET

The Facts:-

- Salop Street is the main pedestrian route to and from the doctor's surgery from the town centre.
- It is impossible to use the footpath because of vehicles parking on the pavement.
- Pedestrians, including the elderly and those with push-chairs must walk down the centre of the road where it is narrow.

An Option:-

- Put bollards on the edge of the carriageway at the narrow points of the road to stop on-pavement parking.

The Impact:-

- It will not be possible to park where the bollards are.
- Displaced current parking will go to surrounding streets.



LABURNUM ALLEY

The Facts:-

- Laburnum Alley is an important footpath access between Oak Meadow and the Market Square, Station St. bus stop and the doctors' surgery.
- The alley is not surfaced and is quite narrow in places making it difficult to use particularly with prams, once the vegetation grows thick.

An Option:-

- Surface the footpath.

The Impact:-

- Some loss of wild flowers on parts of the route.



HARLEY JENKINS St. CAR PARK

The Facts:-

- Although well used, the parking survey undertaken daily at different times of the year revealed that there was always some spare capacity on this and the other car parks in Bishop's Castle.
- Although the car park was intended for use as a short stay car park to support local businesses, it is not formally designated as such.
- Restricting long term parking would increase capacity.

An Option:-

- Place a height restriction barrier at the entrance to the car park to prevent large vehicles occupying spaces.

The Impact:-

- The displaced vehicles that are currently using the car park for long term parking would have to park on surrounding streets instead.
- Visitors with camper vans wishing to use the car park to visit local traders and events would be unable to do so.



CHURCH STREET CAR PARK

The Facts:-

- Could be used more – difficult to know it's there.
- Could be used more efficiently – parking spaces not defined.

Options:-

- Improved signage – including above entrance arch.
- Mark out proper parking bays.

The Impact:-

- Visual impact of sign above arch.
- Car park better used – reducing pressure to park elsewhere.



BOAR'S HEAD JUNCTION

The Facts:-

- SATNAV currently directs through traffic along Church Street/High Street.
- Extra through-traffic leads to congestion in Church Street/High Street.
- Exacerbates traffic problems by the Town Hall, along Market Square, Bull Street and Salop Street, all of which are less suited to traffic than Station Street.
- Makes deliveries harder – causing problems for suppliers, traders and shoppers.
- Results in a slower through route for through-traffic than the signed route.
- In order to encourage through traffic along Station Street a recent re-alignment of the Boars Head junction by use of road markings was trialed. It created some confusion amongst drivers and pedestrians alike and was abandoned.

Options:-

- A comprehensive re-modelling of the Boar's Head junction to define Church Street/High Street as a heritage area, thereby encouraging through-traffic to follow the signed route via Station Street.
- Make the entrance to Church Street/High Street 'Access-only' from the Boar's Head junction.

The Impact:-

- Access-only would result in a change to SATNAV routing.
- Would reduce the volume of through-traffic along Church Street/High Street.
- Greater volume of through-traffic following Station Street route.



HIGH STREET CONGESTION

The Facts:-

- The carriageway is restricted to a single car width by parking on one side of the road yet traffic is two way.
- Congestion is commonplace, exacerbated by parked vehicles in passing places,
- Passing places were provided to facilitate two-way traffic but are frequently used as parking places.
- Daily vehicular access to both residential and commercial properties along the High Street is essential and includes large vehicles.
- SATNAV currently directs through traffic along Church St./High St.

An Option:-

- Make High Street and Church Street from New Street to Market Square a one way street.

The Impact:-

- Congestion would be limited and parking potential could be increased.
- The choice of direction could have implications e.g. downhill may encourage speeding, uphill may be inconvenient for some delivery vehicles.
- It could lead to increased traffic on surrounding roads.



STREET PARKING ISSUES

The Facts:-

- A detailed parking survey undertaken at various time of the day and across the year demonstrates that there is always spare parking capacity in town.
- Evidence exists to show that parked cars slow traffic down.
- Parking on yellow lines is not enforceable by law and frequently they are being ignored (e.g. in Market Square).
- Parking on white lines is enforceable but must be accompanied by intrusive signage and government spending cuts ensure that it will not be able to be policed.
- A strong reluctance has been expressed by the community to the introduction of white lines.
- Parking on pavements is an increasing problem causing pedestrians to have to use the carriageway and increasing traffic congestion particularly in narrow streets (e.g. Salop Street and Market Square).
- There is a shortage of dedicated parking for town centre residents resulting in occupancy of car park places or long stay, on-street parking in certain areas (e.g. Welsh Street).
- Inconsiderate parking frequently causes traffic congestion

Options:-

- Erect kerbside bollards to prevent pavement parking in key problem areas (e.g. Salop Street).
- Create a better map of Bishop's Castle to direct visitors to the various car parks.
- Create better signage to car parks (including signs in car parks themselves directing users to alternatives if full).
- Create better signage at entrances to town to direct visitors to car parks.

The Impact:-

- Less congestion as visitor vehicles will be directly accessing car parks.
- Fewer problems for pedestrians particularly on key problem roads.
- Easier access to car parks.
- Visual impact of new signage.



Figure 3. TRAFFIC PRIORITIES – Summary of Responses from Public Consultation 2016

PLEASE SCORE THE POSSIBLE SOLUTION ON A SCALE OF 0 – 10 0 being a 'bad idea' and 10 being a 'great idea'	SCORE 0 – 10
Bull Street Close street to through traffic by putting bollards at the Salop Street end?	19
Salop Street Put bollards on the edge of the carriageway at the narrow points of the road to stop on-pavement parking?	45
Laburnum Alley Surface the footpath?	34
Harley Jenkins Car Park Place a height restriction barrier at the entrance to the car park to prevent large vehicles occupying spaces?	38
Church Street Car Park 1. Improved signage – possibly including above the entrance arch?	67
2. Mark out proper parking bays?	62
Boars Head Junction 1. A comprehensive re-modelling of the Boar's Head junction to define Church Street/High Street as a heritage area, thereby encouraging through-traffic to follow the signed route via Station Street?	79
2. Make the entrance to Church Street/High Street 'Access-only' from the Boar's Head junction?	38
High Street Congestion 1. Make High St. and Church St. from New St. to Market Square a one way street going up ?	44
2. Make High St. and Church St. from New St. to Market Square a one way street going down ?	4
On-street Parking 1. Erect kerbside bollards to prevent pavement parking in Welsh St.?	25
2. Erect kerbside bollards to prevent pavement parking in other key problem streets? (Please state where)	16
3. Create a better map of Bishop's Castle to direct visitors to the various car parks?	88
4. Create better signage to car parks (including signs in car parks themselves directing users to alternatives if full)?	101
5. Create better signage at entrances to town to direct visitor to car parks?	103

Figure 4. Summary of Feedback from Public Consultation 2016

TOWN CENTRE ISSUES

A. Written comments on traffic and parking issues

The following comments were made by visitors using post-it notes in answer to the question – **What do YOU think?** – which was posed in relation to specific topics. Many were amplified by discussion. Text in *italics* are our comments to explain the context of the comment.

General Traffic Problems

1. Parking on Brampton Road outside the church right up to the 3 way junction with Church St. and Kerry Lane requires cars coming towards the junction from the direction of the A488 to drive on the wrong side of the road. As the bend at the 6 Bells is blind, these cars cannot be seen by those travelling down Church St and onto Brampton Road. There have been a number of near collisions.
2. We need a Bishop's Castle traffic warden. (*Someone has later added **No!** to this comment*).
3. We should be able to walk/cycle along Love Lane. A footpath is needed to continue beyond Old Brick Meadow. (*Someone has later added **Yes!** to this comment*).
4. There should be pedestrian/cycle access to the Business Park and allotments across the A488 to include a pedestrian crossing and slower speed limits at this point. (*Someone has later added **Yes!** to this comment*).
5. Priority should be given to pedestrians on non-pavement streets e.g. New St.
6. The parking pedestrian conflict outside the Spar needs to be sorted out. It will get worse when the Post Office moves there. (*This was mentioned a number of times in relation to cars parking on the pavement by the petrol pumps and blocking the pavement to pedestrians. Someone has also later added **Yes!** to this comment*).
7. Parking on many pavements e.g. Kerry Green, Corporation St etc. is dangerous – pushchairs etc must use the road.
8. "Primary School entrance in Corporation St. – 'no parking' on pavements. Too many cars! Use space below. " (*This is the exact transcript as not sure of linkages between the different comments.*)
9. Stop lorries over a certain size unless they are delivering.
10. Could the footpath to Brick Meadow be improved? It would be better used.
11. A 20mph speed limit should be introduced soon on all streets in Bishop's Castle.

The following 4 comments appear to have been written by the same person.

12. Slow moving traffic due to close parking SLOWS traffic. Reducing on street parking or making streets one way will speed up traffic. NOT a good result.
13. If you stop parking on pavements there will be frequent gridlock..... For pedestrians, pushchair and wheelchair/mobility scooters etc. take measures to highlight and keep clear DROPPED kerbs.
14. Make effort to identify a/some potential car parking space/s OFF street at top of town e.g. Wintles. Any plots off Station St. which could serve?
15. No ONE WAY systems please. It will seriously disadvantage businesses by putting off potential customers. Passing places are parked on BUT for short times. They mostly work.

The following 2 general comments were also made.

16. ITS FINE Leave it all as it is.
17. Leave it all alone. We will have to live with it. – Adjust to cars.

High Street Congestion

1. Park everyone out of town and totally ruin the place.
2. The town centre is safe because traffic is slow. Don't take measures which speed it up.
3. The bigger the congestion, the slower the traffic thus increased safety.
4. Leave High St. alone – it works.
5. A one way system would help.
6. There are numerous challenges to rise to but pedestrianise Church St/High St. above the crossroads and make union St. one way going up and Station St. one way going down.
7. Agree with remodelling the Boars Head junction. Church St. north, High St., Market Square and Salop St. should be access only.

Laburnum Alley

1. A lot of dog poo here.
2. It should be surfaced. Someone has used weed killer on the verges. There is no dog poo now!
3. Check the footpath going across the top of the Wintles allotments to the Foxholes, laid through the Parish Paths Partnership (PPP) (with SCC). This could be repeated here with materials supplied by SCC and work undertaken by the PPP.
4. Consider the run-off towards houses. Leave it done.
5. Love it as it is. Plenty of alternatives for prams.
6. Leave it alone. Give and take re access etc.
7. Don't change it!
8. Agreed!! No change.

Bull Street

1. The junction of Salop St. and Market Square is a problem for vehicles needing to drive straight ahead into Bull St. because cars parked outside The Ganges restaurant force vehicles into the right hand lane just as the blind corner is reached.
2. This is simply dangerous! (*the comment refers to the photograph on display showing a van above 2T driving up Bull St.*)
3. If High St. is made one way UP the street and Bull St. is closed off at Salop St., then Salop St. could also be one way too to join Station St.??
4. Stopping traffic using Bull St. would increase the use of Market Square and Castle St. Unwise.
5. Bull St. is a useful exit to Bull Lane and Kennels Bank when Salop St. is congested at The Tuns.
6. Leave it alone. We manage.

Welsh Street

1. Making Welsh St. one way would make the problem very much worse – faster traffic. (There was no suggestion made to make Welsh St. one way) More should be done to encourage use of Wintles road.
2. Would the Wintles let some of their land (e.g. the grass) be used for parking? Maybe for Welsh St. residents?
3. A problem! The Fire Engine cannot go through if needed.

Salop Street

1. This needs help as people walk down here to the surgery. Try going on the pavement with a zimmer frame.
2. Working on Salop St., I am aware that speed is also an issue as well as parking. Speed bumps in conjunction with bollards are required.
3. Overhanging hedges and trees need cutting back below the Tuns and near the surgery and below the Auction Yard as well. Especially when wet!
4. Dangerously narrow pavements outside the Tuns – probably no solution to this.
5. Not that many cars or people use this street. We cope.
6. *see also the caption no. 7. under High St. Congestion above which states that Salop St, along with Market Square and Church St. north/High St should be access only.*

Harley Jenkins St. Car Park

1. A height restriction bar would be an eyesore.
2. Camper vans etc. could use the car park next to the Livestock Auction site, so a height barrier is a good idea.

Church St. Car Park

1. Parking spaces should not have to be defined. Consideration for others and common sense. (*This is a response to one of the possible actions suggested in the display that marking spaces would encourage better parking*).
2. Usually “full” at night.
3. Did not know it existed!! – lived here 5 years. (*The author said that he thought it was a private, residents’ parking space*).
4. Tarmac and make good with better car park signage.
5. Better signage please! And include on the town MAPS - both the paper and the freestanding town map signs.

Boar’s Head junction

1. Parking on the corner by the old Dudley and Boars Head is a concern. Two near misses of people pulling out to see but traffic coming down the street not slowing as they now have the right of way.
2. Don’t like the change back (*to the original priority flow*) at the Boars Head junction. Traffic is too fast and it encourages lorries up the street.
3. *see also the caption no. 7. under High St. Congestion above which states agree with remodelling the Boars Head junction.*

B. Comments on the Conservation Area

1. We need a ‘master plan’ for BC’s inner area: the Public Hall, cattle market, and 2 car parks to make better use of land and to meet future needs. (*This was a written comment on a post it note*)
2. The Civic Society is very interested to be involved in undertaking a Conservation Area Study in the autumn.

Figure 5. SHOPPING – Summary of 6 Responses from Public Consultation 2016

What might encourage more people to shop locally?	YES	NO
Celebrate what makes BC unique	5	0
Market what the town has to offer (e.g. map of shops, online directory)	4	0
Create a local produce and traders directory	5	0
Seek ways to increase parking spaces close to shops	2	2
Create a joint delivery service for local goods	5	0
Promote on-line trading for local shops	3	0
Establish a Traders Group	3	0
Run a 'support your local shops' campaign (e.g. loyalty cards, etc.)	3	0
Rejuvenate the Christmas Lights Festival	4	0
Stage events to attract shoppers (e.g. live music)	4	0
Other ideas?		
<ul style="list-style-type: none"> • Clarity on what days shops are open and encourage more to open on Mondays and Wednesdays • Encourage 'pop-up' shops especially in vacant premises (e.g. fruit and veg, bakers, fish, charity/fund-raising) • Open a garden centre/tea room on the proposed Business Park 		

Figure 6. TOWNSCAPE – Summary of 11 Responses from Public Consultation 2016

What aspects of the townscape do you think make a **POSITIVE** impact on the local and tourism economy?

- Quirky and different – the variety of buildings especially their colours and styles
- The mix of old and new
- Friendly
- Free parking
- Interesting and independent shops with specialist products
- Knitting, metalwork and artwork
- Well-kept premises
- Specific tourist landmarks (Town Hall, 'Zip house', 'Spotty house', church, 3 Tuns, 6 Bells)
- Livestock market – important from a business viewpoint

What aspects of the townscape do you think make a **NEGATIVE** impact on the local and tourism economy?

- Empty shops – especially near the Town Hall
- Dilapidated/semi-derelict buildings
- Shops having different closing days
- Parking problems
- Lack of outdoor eating areas
- New development out of keeping with town character (e.g. Wintles, Coppall's Paddock, Brick Meadow)
- Dog poo on paths!
- Wasteland areas e.g. near the Public Hall
- Road signage poor and often blights the townscape character

How might we best preserve the heritage of the built environment in Bishops Castle?

- Retain the town as much as possible
- Less parking on High Street
- Stronger observation of the Conservation Area rules
- Preserve the Conservation Area
- Encourage property owners to maintain their properties
- Put on heritage events to foster greater appreciation of the townscape
- More litter / dog poo bins
- Encourage 'guerilla' gardening on wasteland

ANNEX H: List of Services/Events

Statutory Local Authority/Town Council	Voluntary	Events
Stone House Hospital	Public Hall	Party in Park (AMP)
SpArC	Church Barn	Tandem Triathlon
Allotments	Enterprise House	Stone Skimming Championships
Playing Fields	Methodist Hall	Carnival
Community College	Dial a Ride	Michaelmas Fair
Primary School	House on Crutches Museum	Xmas Lights
Library	Heritage Resource Centre	Walking Festival
Housing	Railway Museum	Beer Festival
Buses	Old Castle Land Trust	Round & About Walk
Doctors	Town Hall Trust	BC Challenge Walk
Dentist	Patients Group	Mid-Summer Rejoicing
Fire Service	Friends of Stone House	Art Festival
	Abbey Field	Marches Choir Concerts
	Civic Society	Mojo Festival
	About the Music Project (AMP)	
	BC Walking Group	
	Film Society	
	Cycle Group	
Private Sector	Castle Voices	
Coverage Care	Castle Artists	
The Grange	Art Society	
The Pines	Carers Group	
Opticians	Bowling Clubs	
Pharmacy	Tennis Club	
Bank	Tai Chi	
Post Office	League of Friend	
	Hospital Equipment Fund	
	Churches	
	Parish Paths Partnership	
	Walking for Health	
	Marches Choir	
	Community Land Trust	

ANNEX I: Community and Services Precept feedback from Public Consultation 2016

Would you be willing to pay an additional amount in the Precept to maintain services?

Yes	No
34	0

If YES how much would you be willing to pay a month?

£1	£5	£10	£15-plus
2	5	22	5

NB One resident of Lydbury North would pay more towards services in Bishop's Castle

ANNEX J: Affordable Housing

1. The need for Affordable Housing was the single issue that concerned the great majority of Bishop's Castle residents in the 2004/5 Parish Plan. In the last 10 years Housing Association properties have been provided at Drewes Leasowe and at Clove Piece and 1 unit adjacent to the Auction Yard has been created by the private developer, the Community Land Trust. In addition there have been a few single 'self-build' properties on privately owned sites elsewhere within the Parish boundary.

In addition there are two outstanding approved planning applications for housing at Kerry Lane and Woodbatch Road, both for 9 houses, which included an allowance for an affordable housing property together with a financial contribution. This requirement remains (see bullet point 3 below).

The need for affordable housing continues to be the main concern of the community today.

3. Key elements of Shropshire Council's (SC) 2011 affordable housing strategy:-

- The Core Strategy Policy CS11 requires that all private developments make a contribution to affordable housing either by construction of affordable properties on site or by a financial contribution, normally to construction elsewhere. The level of contribution on open market developments was based on the following:-
 - Developments of less than 5 units are expected to make an equivalent financial contribution to SC provision elsewhere in the locality.
 - Developments of 5 dwellings should include the construction of 1 affordable house.
 - Developments of 6 or more dwellings must provide 20% as affordable homes. Where 20% constitutes a figure that amounts to less than a whole dwelling, the fractional portion is provided in the form of a financial contribution to SC which is pooled for provision elsewhere in the locality and the whole number(s) is/are provided on site as dwelling(s).
- In November 2014 however, SC policy was compromised by a government Written Ministerial Statement (WMS) which sets minimum thresholds for affordable housing contributions. The WMS states that an Affordable Housing Contribution (AHC) will not be required on developments of 10 houses or less where the gross combined floor area amounted to 1,000sq. m. or less except in designated protected rural areas where the development threshold for AHC is reduced to 5 dwellings.
- Currently therefore, in the light of the WMS, SC has amended its policy as follows:-
 - Developments of 10 dwellings or less with a gross floor area of 1000sqm or less are no longer automatically required to provide an AHC if the site is not located in either the AONB or one of the 107 designated rural Parishes.
 - In the AONB and the 107 designated rural Parishes, developments of 5 dwellings or less are no longer automatically required to provide an AHC.
 - In Bishop's Castle Parish (is/isn't a designated Parish) developments of 6 or more dwellings must provide 20% as affordable homes. Where 20% constitutes a figure that amounts to less than a whole dwelling, the fractional portion is provided in the form of a financial contribution to SC which is pooled for provision elsewhere in the locality and the whole number(s) is/are provided on site as dwelling(s).
- For affordable properties that are built for sale, various mechanisms are in place through s106 agreements to ensure that they are affordable and remain so over time. This includes: restrictions on the size of properties and on the potential to extend them which apply in perpetuity; a sale value that is a fixed % of the prevailing open market value (omv) and which will apply in perpetuity through subsequent change of ownership; a requirement where possible to obtain a mix within the affordable element of 70% rented and 30% shared ownership; and restrictions on title that ensure that new ownerships cannot be registered with the Land Registry without written confirmation of compliance with the affordable criteria.

- There is no requirement to allocate the affordable housing element of an open market development to local residents. Similarly, unless a Housing Association development takes place on an exception site (land outside the development boundary that would not be eligible for development other than for affordable housing) the local connection criteria do not take precedence over the Association's priorities of housing need. As Housing Associations cover a much wider area than Bishop's Castle it is possible that clients on the Housing Associations' list would have greater priority of needs than those with a local connection. In the case of exception sites, local connection criteria take precedence.
 - Current single plot exception sites: on exception sites the affordable dwelling is also subject to a S106 agreement which proscribes the occupancy, the size and the sale/resale value. A typical, discounted, current omv for a 100sq. m., 3-4 bed affordable house would translate as £140k (this is intended to represent 60% of omv although in South Shropshire 60% would be higher than £140k). Owners are required to apply for planning permission for **any** future extensions to the property including those normally allowed without planning permission. Occupants must demonstrate a local connection.
 - For homes that are delivered and managed by registered providers such as Housing Associations, wherever possible, restrictions have been put on the Right to Buy/Right to Acquire rented properties and on the ability of purchasers to acquire more than 80% ownership of shared ownership properties. Similar restrictions are placed on affordable housing tenures managed by private individuals for rent, shared ownership and equity share purchase with mechanisms to ensure that the properties remain affordable in perpetuity.
 - The ability of Housing Associations to provide affordable housing has however been impacted by recent government directives and the possibility of providing affordable homes for rent is now considerably reduced as there are no longer any grants available to potential developers for rental accommodation. In addition, the building of Housing Association rental property will now only be possible if the organisation can generate sufficient business capacity from commercial activities to make the project viable. In addition, as the government have also introduced a rent reduction on housing association homes from 2016 to 2020, any gains from increased commercial activity undertaken by associations are likely to be wiped out by the loss of rental income.
 - The SAMDEV plan allocated a site on School Lane for 40 houses. This site would require affordable houses to be built on the basis of 20% of the total development as indicated in the second bullet point above. However, there is no requirement that the affordable element would be allocated to local people.
3. The Housing and Planning Act 2016 which was adopted in May gives power to Government to make secondary legislation to achieve minimum thresholds for affordable housing contributions. It refers to the provision of 'starter homes' on development sites. This may have implications for some of the existing requirements for share ownership/rented dwellings. Regulations which outline how the Act should be interpreted are not yet available but should be later in the year. It could be that starter units would be sold at 80% of open market value and will include criteria as to who is eligible to purchase them (e.g. those under 40 years of age).

Shropshire Council's Local Connection Policy

Occupancy of affordable accommodation is dependent on an ability to evidence 'local connection'. Local connection as defined by a government Act states that a person has a local connection because of: normal residence (current or previous) of their own choice; employment; family associations; or special circumstances.

Shropshire Council's Local Connection policy is based on a set of criteria that evidences local connection. Occupants of affordable housing, including self-build, are required to demonstrate that at least two of the policy criteria apply to at least one of the adult members of the household.

Policy Criteria:

- Their parents were permanently resident in the local area at the time of the applicant's birth;
- They were in permanent residence in the local area for any period of five years as a child attending a local school (or who for special reasons attended a school outside the local area but would have been expected to attend a local school but for those special reasons);
- They are currently lawfully resident in the local area and have lived there for at least the previous 5 years;
- They don't currently live in the local area but have previously lived there at some point for 15 continuous years as an adult;
- They are currently employed or routinely carry out self-employed work within either the local area or 5km of the site;
- They can demonstrate active community involvement in the local area sustained for at least the previous 2 years; or are determined by the Council as having some other form of strong connection with the local community and/or its hinterland.
- Their parents currently live in the local area; or another close family member who provides or requires a substantial degree of support currently living in the local area.

As part of the verification process local Town and Parish Councils are asked to confirm that at least two of the criteria apply.

ANNEX K: Business Support Unit

Bishop's Castle Business Support Unit tasks	Mapping of ESWS's existing activities	Estimated Resource requirements
<p>Remit. To assist existing and prospective businesses in Bishop's Castle and its immediate environs by:-</p> <ul style="list-style-type: none"> i. Giving practical support in identifying grant opportunities for start-up and existing businesses; assisting with grant applications; developing business cases, etc. ii. Acting as a clearing house to match required and available business premises, and tracking and identifying future requirements.. iii. Acting as a focal point for local businesses to: - (Economy Action 1b) <ul style="list-style-type: none"> a. meet and discuss changes required to improve the local economy, b. draw-up a business strategy, c. assist in the promotion of these outputs. iv. Develop a database of local business contacts & services, skills-sharing (free & charged), volunteering opportunities, business property availability, etc. (Economy Action 2b & Sustainability 3 ii) v. Carry-out a survey to establish a health baseline of the local economy to make statistics available for current use and to track future trends. vi. Establish a Farmers' Forum. (Economy Action 1c) vii. Assist with in the delivery of the Tourism Plan (Economy Action 4a, b & e) viii. Explore need for a BC Festivals' Forum (Economy Action 4c & Development 2 ii) ix. Assist with encouraging local shopping (Town Centre Action 1, various) x. Establish feasibility of on-line lift-sharing (Infrastructure Action 1 iii) 	<ul style="list-style-type: none"> I. Yes, covered. II. Yes, covered. III. a. Not covered b. Not covered c. Not covered IV. Yes, partly covered V. No, but see on-line survey. VI. Not covered VII. Yes, covered VIII. Not covered IX. Not covered X. Not covered 	<ul style="list-style-type: none"> iii a,b,c & ix 0.5 FTE iv 0.2 FTE v & vi, viii: 0.2 FTE x 0.1 FTE Plus ESWS supervisory resources to be included
		Total = 1 FTE + ESWS (tba)