

Appendix A

Jun. 14 - Publicity for developer's public exhibition

Hay End Lane

The developers are moving in this Autumn

*Your Village will
never be the same again*

**damage
limitation**
is still possible
If You Act Now

*Its time to get involved
and have your Say*

Sat 28th June
12-5pm

**Fradley Village
Hall**

Hall This is a Repeat Meeting
if you missed it on 3rd June

Appendix B

Jun. 14 – Barratt Homes exhibition summary notes

28th June meeting:

I (Linda Wild) am on the neighbourhood plan committee, and attended all afternoon today, and spoke at length with Wynne Thomas, the Barratt Homes land director. These are my summary findings and proposals I will present to the committee from speaking to people today.

(Apologies if I missed something)

If you want to help, have any specific experience that will be beneficial to the committee then please inbox me your email address, and we can keep you informed.

Anyone who missed the meeting can leave feedback TO BARRAT HOMES

- until 12th July online at:

<http://www.consultation-online.co.uk/hayendlane/feedback>

Start dates and duration:

Wynne Thomas told me that there are still some issues to be agreed between the education dept and LDC, that he has no control over, but as soon as this has been resolved and the final paperwork signed then they can start work.

the timescale is dependent upon how quick they can sell the houses. Only a few houses are built at a time, with money from each sale funding the next build.

If the properties sell quickly this could be 2 years, but it could also be as long as 5+ years. (He did say if it takes that long they will be in trouble)

Developers proposed routes for construction traffic:

Majority will be small vans and contractor vehicles:

- A38 Hillards cross junction. Wood Lane, Gorse Lane, (over the blind brow - listed - 7.5 tonne limited -humpback canal bridge).

Some public objections to the feasibility of this route due to:

- the narrowness of the lanes
- the safety of the bridge
- the concern over contractors just ignoring it and using common lane / Turnbull road.

Large Lorries over 7.5 tonne:

- A38 Fradley Arms Junction, Fradley Lane, church Lane past the school and church.

Estimated between 1 and 5 vehicles per day.

Many many public objections to the feasibility of this route due to:

- the restrictive access on and off the A38
- the triangle junction onto church lane being impractical for HGV's
- the congestion / complete inaccessibility of the road particularly at school drop off and pick up
- the noise and pollution to the residents particularly on Church lane / Fradley lane.

Wynne Thomas says:

The subcontracted companies, will agree to these routes within their contracts, however we cannot enforce that they use them, as all roads are public highways and therefore cannot be restricted.

Barratt have had to give LDC a sum of money towards improving the infrastructure of the road junctions onto the A38. (section 106 money)**(see note)

I spoke to a lady who works at LDC (in HR) who had some concerns as to the time taken for LDC to spend this money to improve the junctions.

She said (in her experience, and knowledge of council procedure) while it would eventually be done, it would not be in time to relieve the issues for the imminent construction traffic.

- Fradley Neighbourhood plan to:

- investigate with LDC on policing and enforcing the designated routes.
- policing the restricted time access past the school
- policing an amount of vehicles accessing past the school
- enquire with LDC on the time scales for improving the junctions.
- investigate other routes

Other routes suggested:

1. To straighten out Common lane - to its original position and have the HGV's come past Wyndham Wood and over the other bridge.
2. To provide a separate access road from the back of the development onto Daisy Lane and the A513 (Alrewas A38)
3. To access a route across the old airfield (which already had concrete runways) coming down common lane, along Halifax Avenue, across the airfield and linking onto Turnbull Road just before the bridge.

Objections issues with these other routes:

1. Cost implications with straightening out Common Lane
2. This is also a school walking route (better if restricted times can be enforced).
3. Too much traffic already down congested common lane (would restricted access time help commuters?)
4. 15 or so houses (particularly Fletcher Drive) that would have HGV's running directly past them.
5. Daisy Lane is another narrow lane, probably not up to lots of HGV traffic, and too much cost implications in building a completely new road, it's just never going to be a viable option.
6. The airfield land being owned by Evans of Leeds - they would need to provide permission to access this land.
7. The airfield land is due to be built upon as well, and is apparently further along than this one?! - (this is news to the neighbourhood plan committee).
8. Some confusion as to a possible 8 tonne weight limit on the Turnbull Road bridge.

2 theories suggested about the bridge weight limit:

- it was built with a limit purposely to restrict access for HGV traffic?
- it was built to facilitate access for the Statfold Lane development, with 106

money** (see note) and therefore done at a minimal cost.

if it was good enough for the Statfold Lane development, then surely it would be good enough again?

- Fradley Neighbourhood plan to:

- investigate with LDC on the weight limit on the bridge
- investigate with Evans of Leeds regarding acquiring access across the airfield land.
- investigate with LDC regarding the state of the Airfield development plan.

Other public concerns raised over the development:

- The flooding on the development land
- The capacity of the sewerage plant, which has only this week seen raw sewage overflow and have to have Severn Trent deal with it.
- I was told that 106 money is not allowed to be used to improve sewage capacity, (and one man spoke of another development that never went ahead, once it was proved that the sewage plant needed considerable improvement)
- Various objections/approval to the pub
- Concerns over the 25% social housing

The Pub:

While some people were in favour of a nice quiet little country pub for village use, unfortunately the plan is for a 180 seater all day eating establishment offering shared parking for the school.

some people felt the best location for a pub would be nearer to the co-op.

However, this location has been offered in the past and not been taken up, the reason I was told - not enough people to sustain it.

Therefore, neither the committee or the developers felt that there would be any uptake from a pub chain to build any kind of pub, so this is not a major concern.

- Fradley Neighbourhood plan to:

- attempt to check again regarding the flooding issues, which have apparently been addressed.
- investigate the sewerage issues of the last week and ascertain viability/ capacity of the plant
- keep abreast on any development regarding the possible pub, and be influential in the change of use for the land if there is no pub uptake.
- investigate issues with social housing in other areas, to see if there is anything we can do (personally not too hopeful here as it is a government objective)

This is my personal summary of today's meeting. (I was there the whole time)

The committee is trying to represent the best outcome for the whole village, wherever you live. (and avoid the 'not in my back yard' attitude of the occasional person)

If you feel you have experience that will be beneficial to the committee in any capacity (particularly knowledge of construction / planning) then please get in touch, or if you are a go getter type of person or just want to get involved in any way, all help is gratefully received.

email me at fully.wild@tiscali.co.uk

Linda Wild (neighbourhood plan committee).

****What is Section 106 (S106) money?**

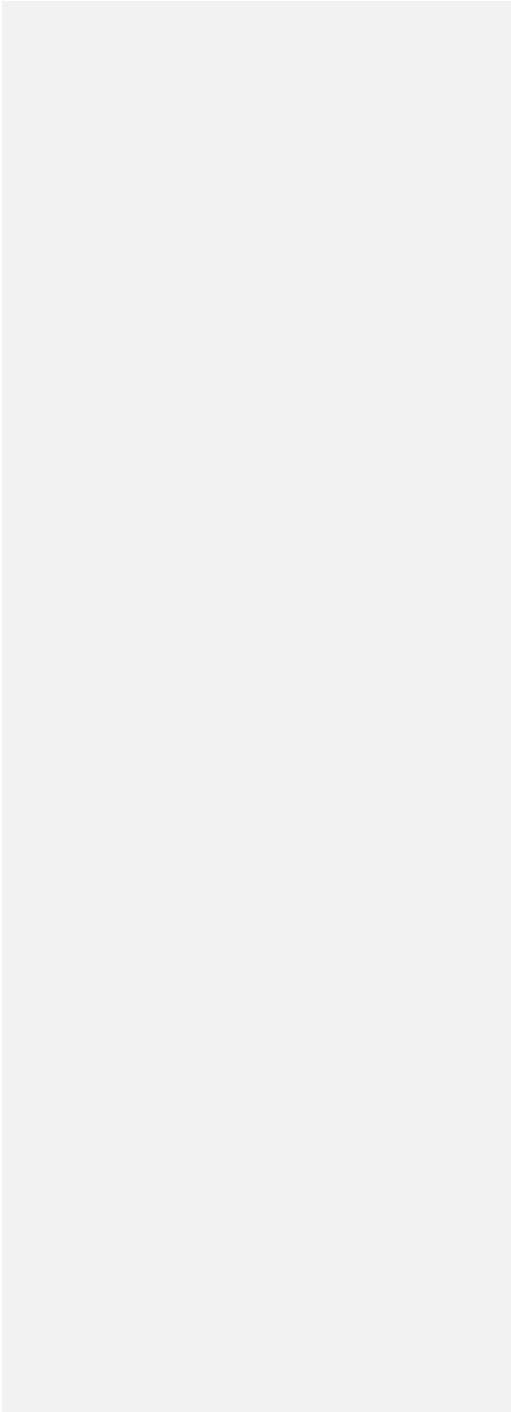
This is money that developers of larger sites pay to the council to reduce the impact of the development. Developers sign a S106 agreement as part of their planning permission. This is a legal document that specifies what the money is spent on and where. For example, S106 money is used to make improvements to highways, parks, public transport, schools.

How is S106 money spent?

The neighbourhood partnerships decide how to spend S106 money in their local area (this is called “devolved” money). But the council decides how to spend S106 money for strategically important and citywide improvements (“non-devolved” money.)

Appendix C

Aug. 14 - Traffic Review



Technical Note

Project: Proposed Residential Development off Hay End Lane, Fradley	To: Fradley Neighbourhood Plan Committee (FAO Bob Carruthers)
Subject: Traffic Review	From: Sam Grundy BEng CEng MICE
Date: 5 th August 2014	cc:

1. Foreward

This report was produced by Sam Grundy. Sam holds an Honours Degree in Civil and Structural Engineering. He is a Chartered Engineer and a Member of the Institution of Civil Engineers and has been for the last 36 years. Sam started his career in local government with the Borough of Sutton Coldfield and the West Midlands County Council, specialising in highway design. In 1986, following the abolition of the County Council, Sam joined Sandwell MBC as a Group Engineer in Highways Forward Planning. Part of the work of this group involved a review of all highway impacts of planning applications received by Sandwell. Sam moved into the private sector in 1991 where he worked for Wootton Jeffreys and then Atkins. At Atkins he was Group Leader of the Network Management Team which was involved in various Traffic, Safety and Development Schemes. These schemes included all traffic and transportation input for three of the Highways Agency's Maintenance Areas Contracts, where Atkins was the Managing Agent. Sam took early retirement in 2011 when much of the HA's programmes were cut. Since this time he has maintained links with the industry, working as a freelance engineer on a number of different commissions and as Secretary of the West Midlands ICE Committee.

2. Introduction

The Fradley Neighbourhood Plan Committee (FNPC) commissioned me to advise them on the traffic and highway issues of the proposals to develop 250 residential units and a public house / restaurant with a gross floor area of 700sqm on land to the north of Hay End Lane, Fradley. The development would be accessed from Hay End Lane via a new priority junction that would replace the existing roundabout at the Hay End Lane / Turnbull Road junction. The development proposals have been submitted for Outline Planning Application (13/00633/OUTM) to Lichfield District Council

It was agreed with FNPC that this commission would be made up of:

A visit to the site and the surrounding highway network.

An initial review of the Transport Assessment (TA) produced in support of the initial planning application.

This technical note details my findings from this review.

2.1 Site Visit

2.2 I undertook the site visit on the afternoon of Thursday 3rd July 2014. I was accompanied by Bob Carruthers Chairman FNPC. The visit involved a drive through of the area - to include all possible routes into and out of the proposed development and included using the A38 junctions at Alrewas, Fradley Village and Hilliard's Cross. Away from the A38 traffic flows were reasonably light and there was little evidence of congestion on the roads around the development site. However, when it came to school finishing time, the roads around the school were extremely busy with cars parked at every available point. One could see how these problems would be exacerbated by the proposed development, both during construction and when fully built. The site visit also highlighted the substandard nature of the A38 Fradley Village Junction when compared to other junctions on the A38.

2.3 Review of Previous Transport Assessment

The initial TA in support of the planning application was produced by Phil Jones Associates (PJA) in May 2013. In September 2013 a Transport Assessment Addendum Report was produced by PJA to provide additional information to satisfy concerns raised by a number of bodies in relation to the TA. Based on these two documents, there are five key issues where I have concerns that the TA does not support the conclusions that the development's 'impact on the local highway network is likely to be minimal' and 'the proposed development is acceptable in transport terms'. These five key issues are covered in detail below.

Trip Distribution

The initial work, based on journey time surveys, showed that all development traffic using the A38 would use the Fradley Village junction to access the A38. However, an arbitrary reassignment was made of 10% of this traffic to the Alrewas Junction for trips to and from the A38 north and the Hilliard's Cross Junction for trips to and from the A38 south. I see no evidence to support this reassignment.

VISSIM Modelling

I agree with the Halcrow Technical Note that there is no evidence that the updated 2013 base model was re-validated against the actual operation of the highway network in 2013. Indeed I would suggest that some of the results quoted in the PJA's reports do cause concerns. The only difference between the base + committed development and the base + committed development plus the proposed development is an on-line improvement of Wood End Lane between Lancaster Road and the A38 and the inclusion of generated traffic from the proposed development. However, the VISSIM modelling shows a reduction in queuing at approaches to the A5 Muckley Corner Junction, the A5 Wall Island Junction and the Eastern Avenue/ Trent Valley Junction. These results are counter intuitive.

Construction Traffic

The routing of construction traffic to the site is briefly touched on in the Addendum Report and a plan showing tracking for a low loader accessing the site from the Fradley Village A38 Junction forms part of the report. However, no details of likely vehicle numbers or timings of deliveries are yet available. The plan included within the Addendum report does show that at certain locations the low loader will be taking up most of the available road width. It is understood that there have been suggestions that all construction traffic would use the Hilliard's Cross A38 Junction to access the site, but the question remains as to how this would be enforced.

A38 Junction at Fradley Village

The initial site visit identified the substandard nature of this junction in terms of the length of the diverge lane and the absence of a merge lane on either carriageway. The Halcrow Technical Note describes these shortcomings in detail. PJA have not attempted to refute any of these observations but have sought to dismiss these concerns by extending the Road Safety Audit to consider this junction within the report. The RSA makes the point that there are 'similar layouts' on the A38 at Hilliard's Cross and Barton-Under-Needwood. That is correct if they are talking about the layout of the side roads away from the A38 and the bridge over the A38. However, in terms of the actual priority junctions with the A38 there are major differences. Both of these other junctions have significantly longer diverge lanes and merge lanes are also provided at both junctions. The report goes on to say that after looking at the accident history 'it is not considered that highway factors contributed to the four collisions'. Given the fact that there are no merge lanes at this junction, and that 3 of the 4 collisions involved merging traffic, I find that statement difficult to understand. With regard to the assumptions made in the RSA about HGVs, those driving into the village are signed to use this junction, while those visiting Fradley Park are signed to use the Hilliard's Cross junction. However, vehicles from the north do occasionally drive through the village to access Fradley Park.

Hilliard's Cross Improvement

The TA currently shows that the proposed development would generate a total two way flow of 6 vehicles along Wood End Lane in both the AM and PM peak hours. Flows of this level are not significant and would be much lower than the general daily variations in flow one would expect. Given these levels of flow, it would be impossible for a local authority to justify the need for the development to fund improvements of any nature at this location. However, the TA promises to deliver a significant on-line improvement of Wood End Lane between Lancaster Road and the A38. It is also worth noting that Table 8.4 in the TA purports to show that the improvement along Wood End Road, as part of the proposed development, would deliver a reduction in journey times along the A38 into Lichfield. In fact the development will actually increase flows along the A38 into and out of Lichfield which would increase journey times. What this table actually shows is that the Hilliard's Cross improvement will reduce congestion and delays along Wood End Lane between the Lancaster Road Roundabout and the A38.

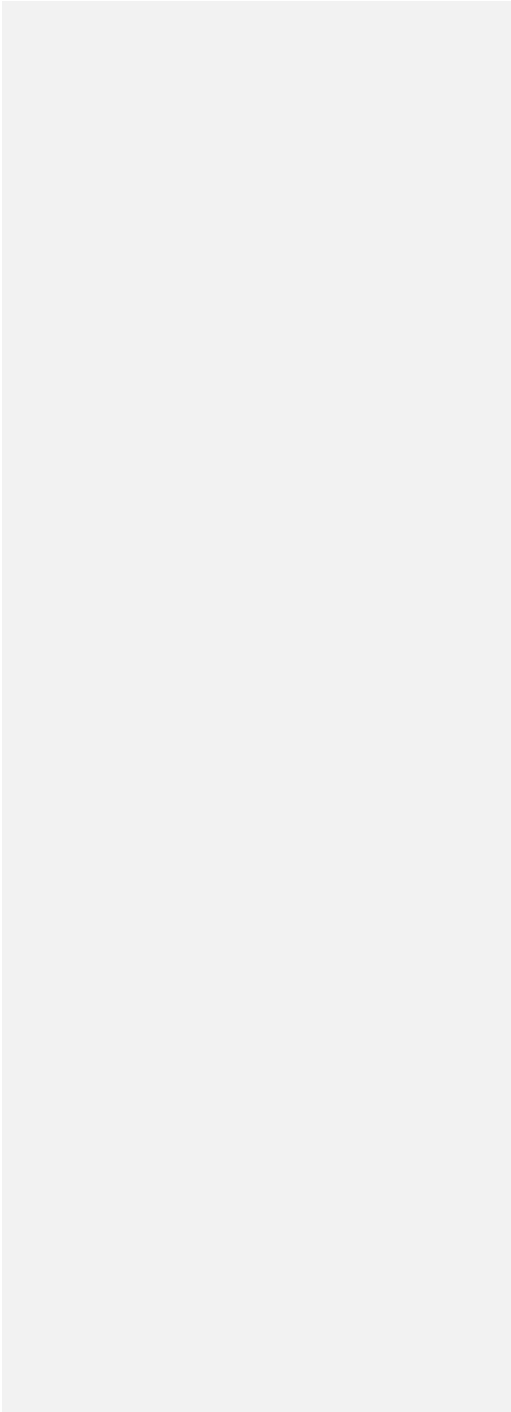
3. Summary

It is evident that there are existing traffic problems within and around Fradley, most of which are not related to highway capacity and congestion. There are problems with HGV signing on the network. While the proposed development will not, in the long term, mean more HGVs driving through the village, the increase in traffic levels as a result of the development will increase the impact of these HGVs. There is also the problem of the availability of on-road car parking in the vicinity of the school, particularly at the start and finish of the school day. The road improvement proposed in the TA in this location would reduce on-street parking. It is accepted that there would be additional parking made available at the pub / restaurant but there is no guarantee that parents/carers would use these.

Based on my review of the PJA Transport Assessment and the Transport Assessment Addendum I would reiterate the concerns made in the Halcrow Technical Note that there is insufficient evidence on traffic and mitigation to grant planning permission.

Appendix D

Dec. 14 – Designation Letter





Your ref
Our ref
Ask for Patrick Jervis
email Patrick.jervis@lichfielddc.gov.uk

**District Council House, Frog Lane
Lichfield WS13 6YU**

Switchboard +44 (0) 1543 308000
Fax +44 (0) 1543 309899
Direct Line +44 (0) 1543 308196
Minicom only +44 (0) 1543 308078

Ms Viv Evans
Fradley & Streethay Parish Council
Wellington Crescent
Fradley Park
Lichfield
WS13 8RZ

10th December 2014

Dear Ms Evans

Neighbourhood Planning (General) Regulations 2012 – Fradley Neighbourhood Area

Further to the application of Hammerwich Parish Council as the Relevant Body for the purposes of section 61G of the Town and Country Planning Act 1990 (as amended), I can confirm that area of Alrewas & Fradley Ward within Fradley & Streethay Parish, as shown on the attached map, was designated as Fradley Neighbourhood Area by Lichfield District Council on 9th December 2014.

Yours sincerely

**Patrick Jervis
Planning Officer**

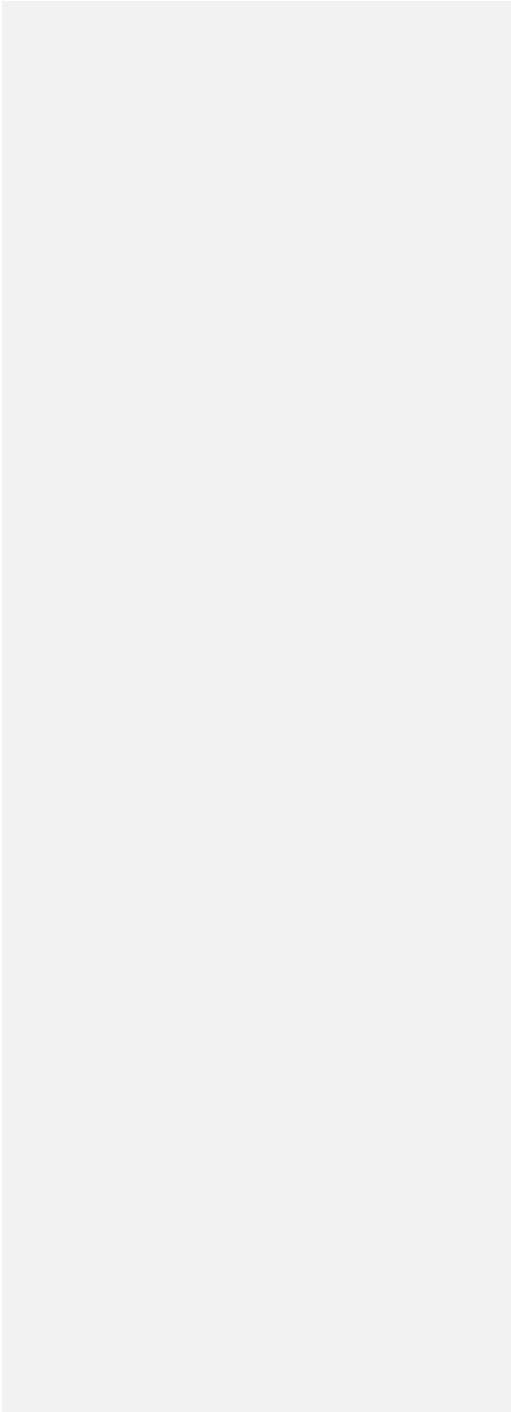


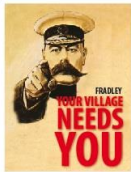
Democratic, Development & Legal Services
Strategic Director: Richard K King FCIS MIMgt



Appendix E

Dec. 14 – Publicity for 2nd Public Meeting





THE FRADLEY NEIGHBOURHOOD PLAN

You are Invited to a

PUBLIC MEETING

10.00am VILLAGE HALL

SATURDAY 24th JANUARY 2015

THE FRADLEY NEIGHBOURHOOD PLAN



FRADLEY

**YOUR VILLAGE
NEEDS
YOU**

You are invited

10.00am

Fradley Village Hall

Saturday 24th January 2015

THE FRADLEY NEIGHBOURHOOD PLAN

**YOUR VILLAGE
NEEDS
YOU
FRADLEY**

You are invited

to an update on the current
development issues
affecting your village.

With your help we can create a
Neighbourhood Plan which
allows you to have your say about
how new housing is developed

**FRADLEY
VILLAGE
PLAN**



Act now in a combined effort,
and have a **real influence** on
the future of **your** village.

Join forces with us:

THE FRADLEY NEIGHBOURHOOD PLAN

Saturday 24th January 2015

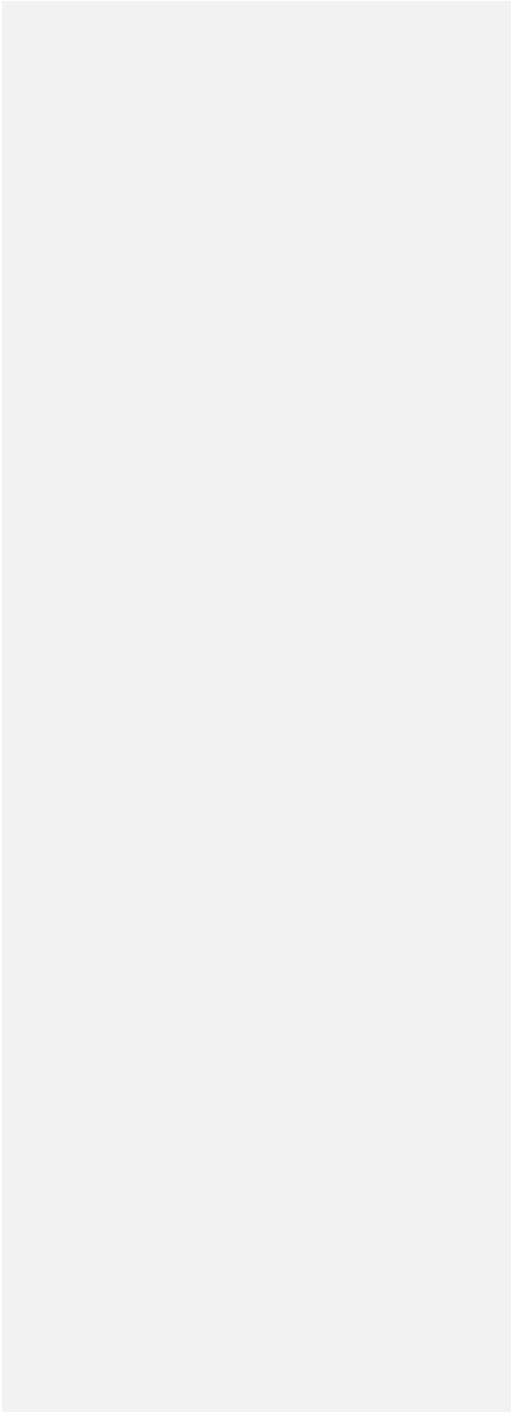
10.00am

Fradley Village Hall

- meet the team.
- see how much we have already achieved.
- learn how you can help us even more.

Appendix F

Jan. 15 – Fradley Sewerage Summary

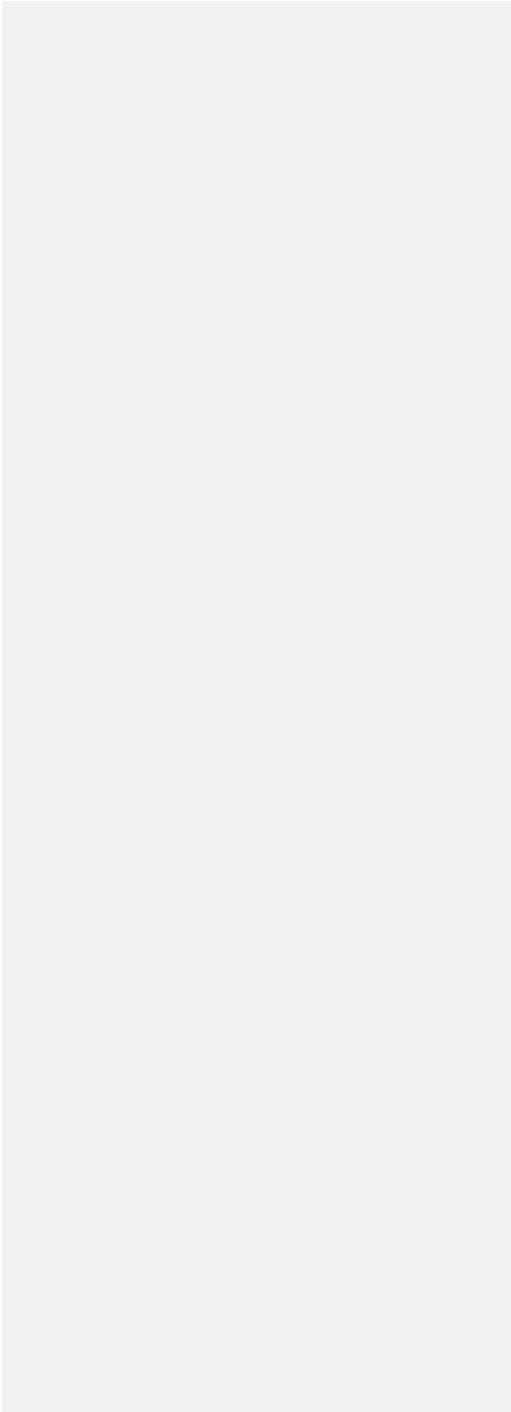


FRADLEY SEWERAGE SUMMARY

2007, 2011	Burst sewage pipe in field off Cow Hill Lane.
November 2012 – January 2013	Various bursts of effluent experienced in Edwards Farm Road, Long Lane, and Dumore Hay Lane when pumping station failed exacerbated by heavy rainfall.
June/July 2014 + <i>2nd March 2010 Margaret Handhope involved.</i>	Broken pipe in field off Dumore Hay Lane discharging raw sewerage over field that horses grazed in, Dumore Hay Lane and polluting the duck pond at The Cottage.
2014 – various dates	Correspondence with Severn Trent Water, Environment Agency, Lichfield District Council, Mr Michael Fabricant, MP, raising these issues.
Current	<p>We are awaiting confirmation date for sewerage upgrade. STW plan a £2m exercise. The Dumore Hay Lane Pumping Station is to be enlarged with a bigger pump. Pipes will be rerouting the sewerage away from the current route to Alrewas and leading down to Curborough Treatment Plant.</p> <p>We have been assured by the Environment Agency that this work must be done before the 250 houses at Hay End Lane are ready as there is currently insufficient capacity to cope with extra houses.</p> <p>There is a discrepancy in dates, but we are hopeful that this will be finalised satisfactorily.</p>

Appendix G

Jan. 15 – Task Group hand-out



FRADLEY NEIGHBOURHOOD PLAN

TASK GROUPS

I would be interested in joining a task group which will contribute towards the development of a Neighbourhood Plan document for Fradley.

Please tick below what area you would be interested in:

HOUSING – Greg Jones

House design, density, size of houses and mix of affordable housing, etc.

I have experience

I am keen to help in any way I can

TRANSPORT - Mark Edwards

Managing of construction traffic and general traffic in and out of village, signage, parking, etc.

I have experience

I am keen to help in any way I can

ENVIRONMENT - Julia Usher

Conservation, wildlife corridors, maintaining historic hedgerows, supporting biodiversity, etc.

I have experience

I am keen to help in any way I can

FACILITIES - Jo Spence

Recreation areas, public houses, retail outlets, health care, education, etc.

I have experience

I am keen to help in any way I can

COMMUNICATION - Linda Wild

Publicity, emails, website, surveys, etc.

I have a keen interest

I am keen to help in any way I can



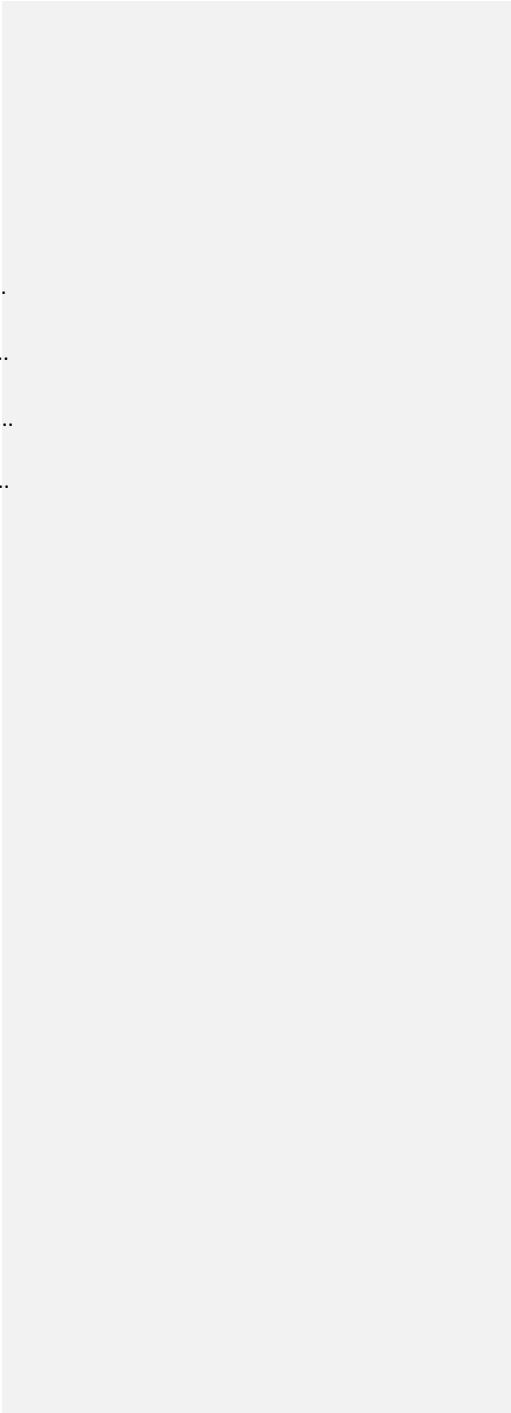
I am interested in joining the Steering Group
I will help in any of the above groups

Name:

Address:

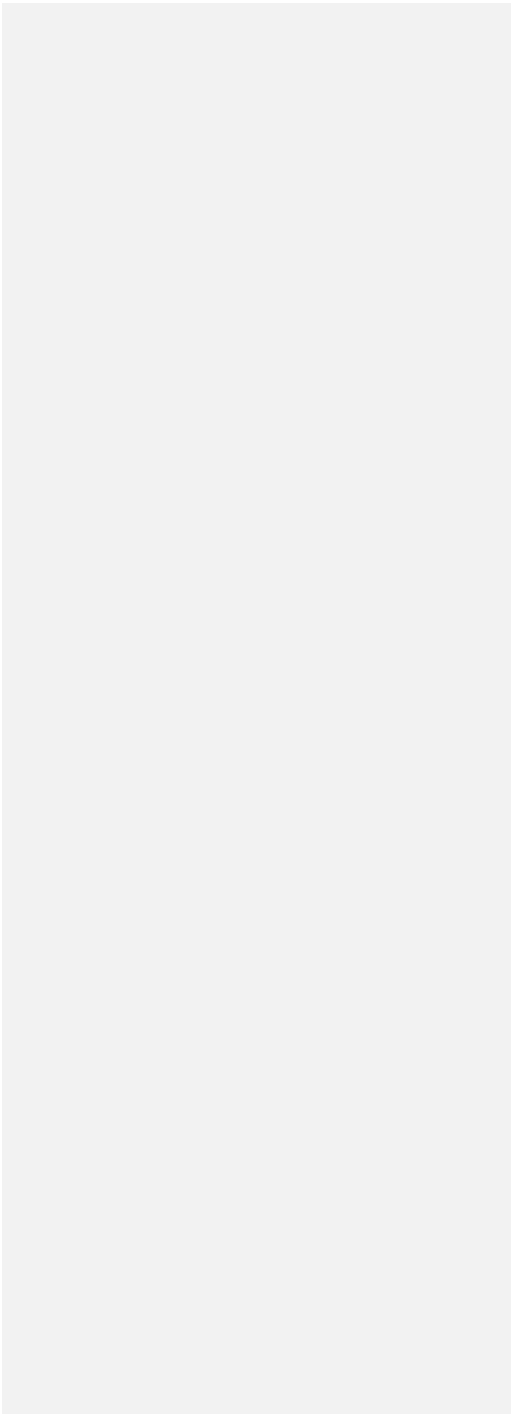
Email:

Tel:



Appendix H

Oct. 15 – Flyers advertising 3rd Public Meeting



FRADLEY
YOUR VILLAGE
NEEDS
YOU

You are invited

to a progress update of the steering committee and task groups.

With your help we are creating a Neighbourhood Plan which allows you to **have your say** about how our village is developed



Fradley
Neighbourhood plan



PUBLIC MEETING

Saturday 7th November
10.00am St Stephen's School

£100
PRIZE
DRAW

Your answers in our questionnaire will have a **real influence** on the future of **your** village.

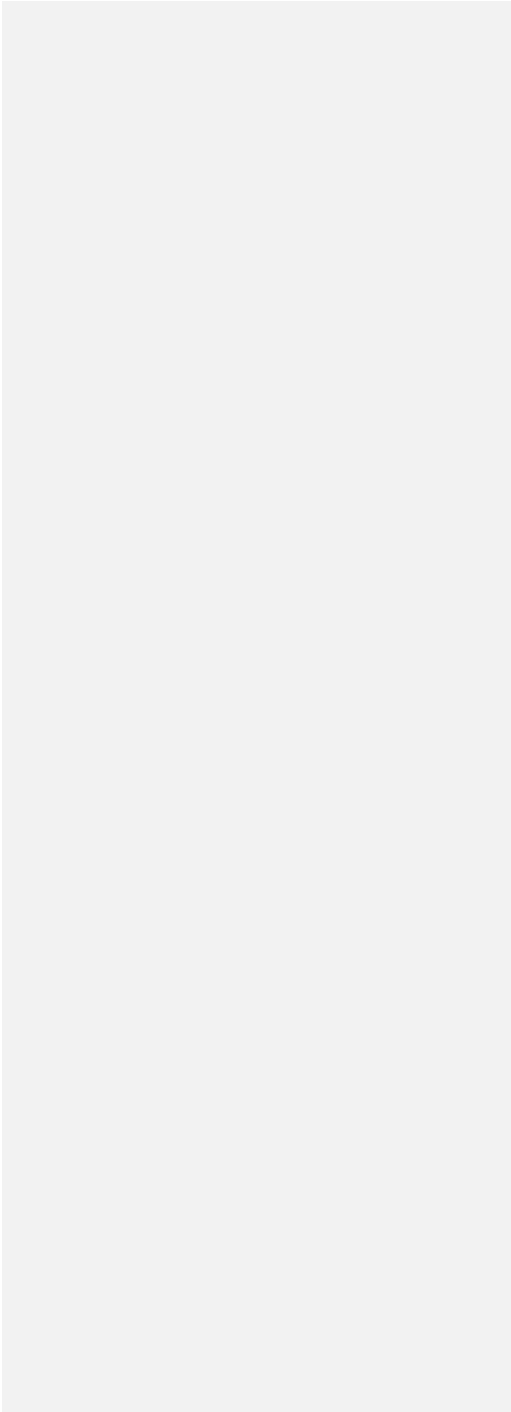
All completed questionnaires will be entered into the prize draw.

KIDS COMPETITION: Win a day at Whitemoor lakes for you and a friend.

See our new website: **www.fradleynp.org.uk**

Appendix I

Nov. 15 – Presentation notes





Fradley
Neighbourhood plan

Public Meeting
7th November 2015



Public Meeting Agenda

- Introductions and Groups
- What is the Neighbourhood Plan?
- Planned Developments
- Our Questionnaire
- Our Website





Introductions



- Fradley Neighbourhood Plan Steering Group has been set-up as a stand-alone, non-profit making group with 4 Fradley residents as the principal officers and a further 6 residents making up the total committee.
- The aim of the committee is to create a [Neighbourhood Plan](#) for Fradley, which allows us to influence how the area will be developed over the coming years.
- We still have 5 vacancies for this committee, so please feel free to contact us, if you would like to find out more, or volunteer to help.





Introductions



Simon Roberts
Chairman

Greg Jones
Vice Chair

Sandy Carruthers
Secretary

Chris Harrington
Treasurer

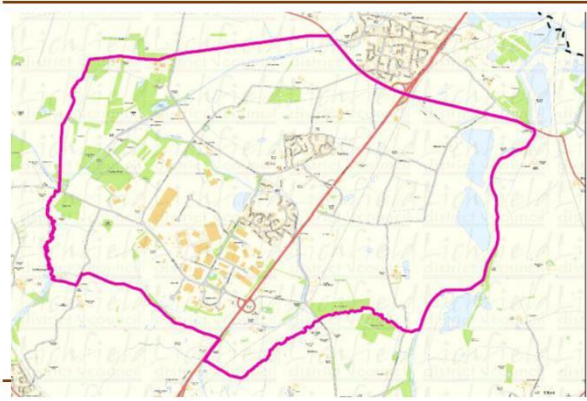
- Greg Jones Housing group co-ordinator
- Sandy Carruthers Strategy group co-ordinator
- Chris Harrington Transport group co-ordinator
- Jo Spence Facilities group co-ordinator
- Linda Wild Communications support group co-ordinator
- Lynn Beaumont Environment group co-ordinator

- David Derrick, Richard Green, Chris Gillie





Fradley Neighbourhood Area



Fradley
Neighbourhood plan



What is a Neighbourhood Plan

A Neighbourhood Plan can be used to:

- Develop a shared vision for the neighbourhood
- Choose where new homes, shops, offices and other development should be built.
- Identify and protect important local green spaces.
- Influence what new buildings should look like.



Fradley
Neighbourhood plan





Planned Developments – Hay End Lane Site



Ref	13/00633/OUTM
Website	https://planning.lichfielddc.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=MO8JZDJEO5C00

- Residential development,
- Comprising of up to 250 dwellings;
- Public house/restaurant
- Comprehensive green infrastructure,
- Open space network and multifunctional open space



Planned Developments – Airfield Site



Fradley
Neighbourhood plan



Ref	10/01498/OUTMEI
Website	https://planning.lichfielddc.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=LCPBFJJED5C00

- Redevelopment of the site to provide up to 1000 new homes
- Primary school
- Health centre
- Nursery
- Public house
- Public and private open space
- Car and cycle parking



Planned Developments – Brookfield Site



Fradley
Neighbourhood plan



Ref	14/01038/OUTM
Website	https://planning.lichfielddc.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=NDQV0XJEH9V00

- Erection of up to 70 dwellings



Planned Developments – Marina Site



Fradley
Neighbourhood plan

- Construction of a 60 berth canal boat marina including
- Mooring jetties
- Walkways
- Workshop / toilet block
- Service quay



Ref	15/00974/FULM
Website	https://planning.lichfielddc.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=NTC6HLJE05C00



Questionnaire



Fradley Neighbourhood Plan
Shaping the development of our village

Questionnaire

www.fradleyyp.org.uk



Fradley is going to grow!

We can't stop development from happening, but we can certainly have more of a say in making sure we have the right facilities and infrastructure to ensure Fradley grows as a community in the best way it can.

IT'S TIME TO HAVE YOUR SAY

£100 PRIZE DRAW

Your answers in our questionnaire will have a **real influence** on the future of **your** village.

All completed questionnaires will be entered into the prize draw.

KIDS COMPETITION. 8 – 14yrs

On an A4 sheet of Paper, write / draw / attach a photograph:

What you like about Fradley and why

Remember to add your **name, age** and a **contact number/email** and post in the collection boxes together with this household questionnaire.

WIN a day at Whitemoor Lakes for you and a friend.

For more details and to fill in the questionnaire, please read on...

Fradley is going to grow

- Lichfield District Local plan allocates 1320 houses to Fradley up to 2026
- Review of this due in next 5 years but development is going to happen
- Fradley Neighbourhood Plan gives the community influence on these next stages

Fradley Neighbourhood Plan (also known as FNP for short)

- Development of FNP is by and for local people
- FNP is taken into account when future development decisions are made
- FNP needs your views and opinions via this questionnaire

Questionnaire: aims to understand your opinions on:

- What is good about the village
- Things you would like to see protected
- What is not so good about the village
- Things you would like to see improved

It's your opportunity to have your say.

The more responses we get from this questionnaire, the greater the influence the Fradley Neighbourhood Plan will have when talking to developers and local councils.

What to do next

Please fill in only ONE questionnaire per household.
DEADLINE 10PM SUNDAY 13TH DECEMBER 2015.

- Take 20 minutes to complete the questionnaire.
- The questionnaire is in 6 sections:
 1. Living in Fradley
 2. Facilities
 3. Development and Housing
 4. Environment and Open Spaces
 5. Traffic and Transport
 6. About You

Return it by 10PM SUNDAY 13TH DECEMBER 2015 via collection boxes situated at:

Northwood Pharmacy - Stirling Centre	Fradley Fryer - Stirling Centre
Fradley Community Hall	Fradley Village Hall
St. Stephens School	St. Stephens Church
Fradley Post Office	Co-op - Stirling Centre

The more people who respond to the survey, the more reliable the information and the more likely that a viable Neighbourhood Plan can be prepared.

Feedback

- Results posted on website: www.fradleyyp.org.uk
- Public meeting in Spring 2016

Competition

All COMPLETED questionnaires will be entered into the £100 prize draw on 21st December 2015 in time for Christmas!

KIDS don't forget to enter your ideas too!





Questionnaire – Q1



Fradley
Neighbourhood plan

Q1 It would assist us to know what aspects and issues are important to you living in Fradley? <i>Please tick one option for each issue.</i>					
Issues	Very unimportant	Unimportant	Neither	Important	Very important
Living in a small community, not a town	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Feeling part of the community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Village activities and community groups	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Easy access to major road networks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Living in a rural location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A variety of local shops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Village School	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other, please specify:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





Questionnaire – Q5



Fradley
Neighbourhood plan

Q5 Please indicate which of the following facilities your household is aware of. For those that you are aware of indicate how often you use them; please answer for the whole household.
Please tick one option for each facility.

Type of Facilities	Aware of		Frequency of use			
	Yes	No	Daily	Weekly	Monthly or less	Never
Airfield	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Allotments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Boat Repairs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Book Clubs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cafes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Canal Walks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Caravan Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cashpoint	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Children's Nursery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





Questionnaire – Q32

Q32 Please answer the following questions:		
	Yes	No
Do you wish to enter the prize draw to win £100*	<input type="checkbox"/> PLEASE PROVIDE CONTACT DETAILS BELOW	<input type="checkbox"/>
Do you wish to be contacted and kept informed about the Neighbourhood Plan by the Fradley Neighbourhood Plan Steering Group?***	<input type="checkbox"/> If not already done so, PLEASE PROVIDE CONTACT DETAILS BELOW	<input type="checkbox"/>
Your Surname		
Your First Name		
Contact Phone Number		
Email Address		

*One person will be selected at random to win the £100. The money will be awarded on the 21st December.

***These details will only be used to inform you about the Neighbourhood Plan, such as dates of public meetings, task groups meetings and information events taking place.

KIDS COMPETITION. 8 – 14yrs

On an A4 sheet of Paper, write / draw / attach a photograph:

What you like about Fradley and why.

Remember to add your name, age and a contact number/email and post in the collection boxes together with this household questionnaire.

WIN a day at Whitemoor Lakes for you and a friend.



Fradley
Neighbourhood plan



Fradley
Neighbourhood plan



Website - <http://www.fradleynp.org.uk>



Fradley
Neighbourhood plan



Fradley
Neighbourhood plan
COME & HAVE YOUR SAY

Home

Who we are

What is a neighbourhood plan?

The Task Groups

News and updates

Documents to read

Useful links

Contact Us

A pictorial journey around

Fradley (20/9/15)

PUBLIC MEETING
Saturday 7th November
10:00am St Stephen's School

£100 PRIZE DRAW Your answers in our questionnaire will have a real influence on the future of your village.
All completed questionnaires will be entered into the prize draw.

KIDS (8-14yrs) COMPETITION: Look out for your questionnaire through your door soon
Win a day at Whitemoor Lakes for you and a friend. [Click here for full details](#)

If you can spare a bit of time and want to find out more then please

COME & GET INVOLVED

HELP YOUR VILLAGE NEEDS YOU



Other Community Activities

- Best Kept Village
- Fradley Towpath Taskforce - 1st Saturday of every month



Best Kept Village Working Party

CONTACT:
Mark
07590 384115

Working Party Dates:
Saturday 14th Nov
Saturday 28th Nov
Saturday 12th Dec

Although we did not win this year's Best Kept Village Competition, the judges were very complimentary on many things.

By continuing our working parties, we can strive to keep a tidy village all of the time and improve our chances of winning next year.

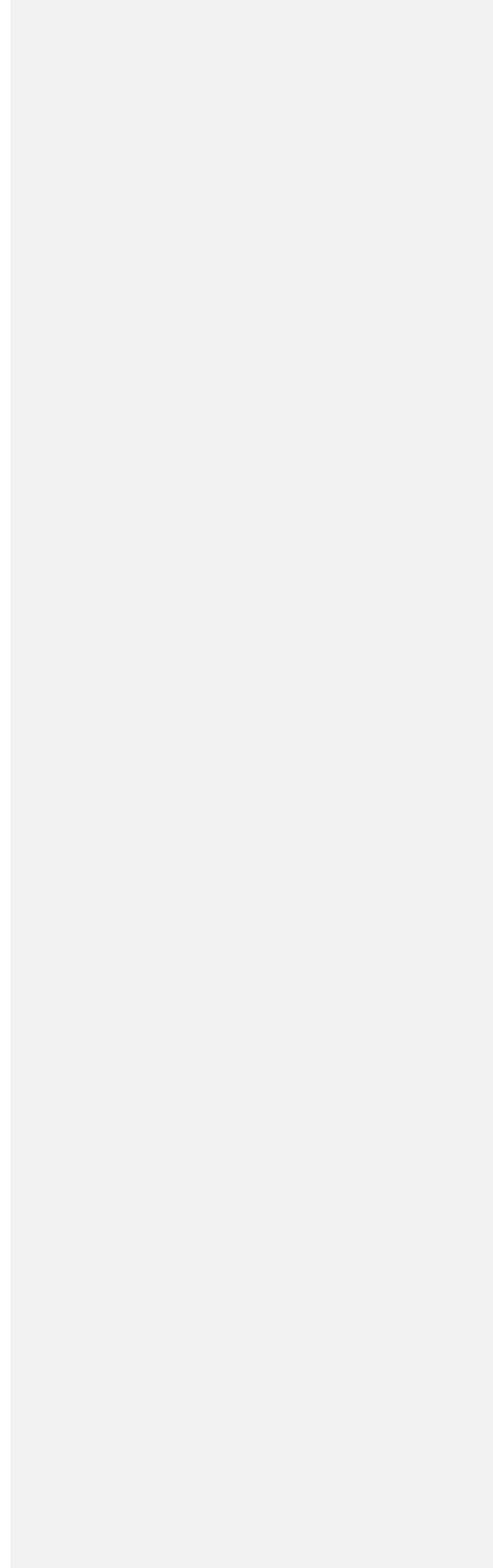
**Meet 10am
Community Hall
Car Park
(Skate Park)**

The Best Kept Village Competition 
Please help to keep our village tidy.

To help with our organised working parties, please call Mark on **07590 384115**

Appendix J

Nov. 15 – Kids Competition poster



www.fradleynp.org.uk



Fradley
Neighbourhood plan

KIDS ENTER THE COMPETITION

8 – 14yrs

On an A4 sheet of Paper,
write / draw / attach a photograph:

What you like about Fradley and why

Remember to add your name, age and a contact number/email

WIN a day at Whitemoor Lakes for you and a friend.

RETURN WITH YOUR PARENTS QUESTIONNAIRE

BY 10PM SUNDAY 13TH DECEMBER 2015

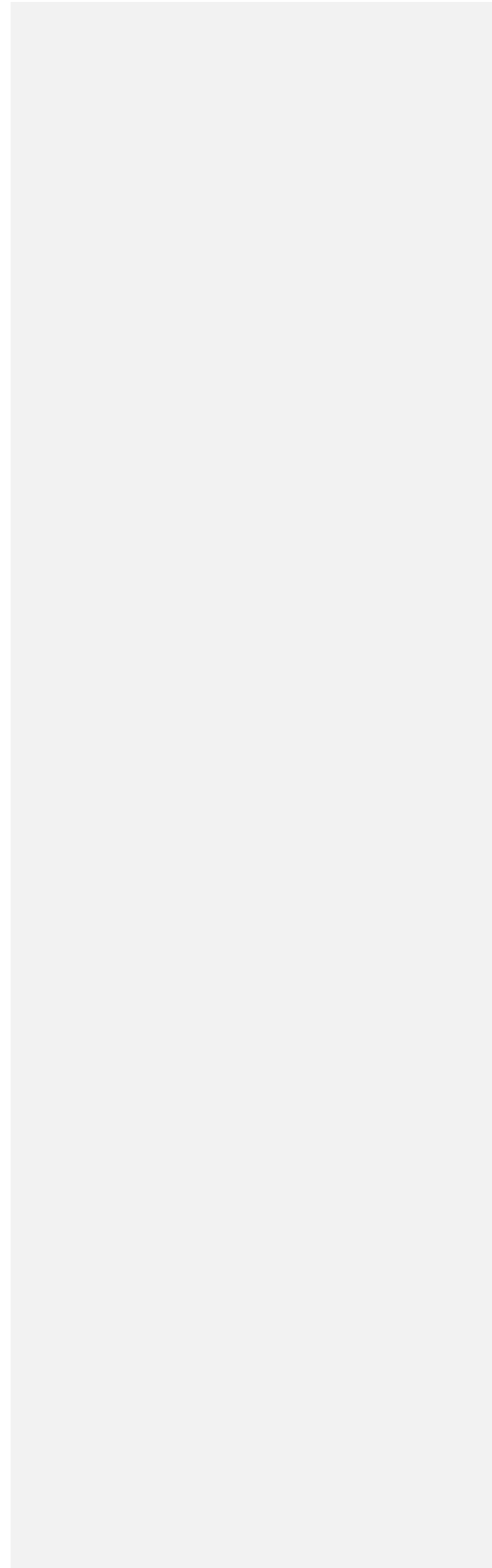
via collection boxes situated at:

Northwood Pharmacy - Stirling Centre
Fradley Fryer – Stirling Centre
Co-op – Stirling Centre

Fradley Community Hall
Fradley Village Hall
St. Stephens School
St. Stephens Church
Fradley Post Office

Appendix K

Jan. 16 – Results of 1st Questionnaire





Fradley Neighbourhood Plan

Shaping the development of our village

Questionnaire Results

(number of people who responded to the question)

All other figures are nearest whole percentages of the number of people who responded to the question.

Section 1 – Living in Fradley

Q1 It would assist us to know what aspects and issues are important to you living in Fradley?						
<i>Please tick one option for each issue.</i>						
Issues		Very unimportant	Unimportant	Neither	Important	Very important
Living in a small community	(306)	3%	2%	6%	41%	48%
Feeling part of the community	(305)	3%	1%	11%	51%	35%
Village activities and community groups	(306)	2%	5%	18%	51%	24%
Easy access to major road networks	(305)	2%	3%	14%	46%	35%
Living in a rural location	(307)	2%	1%	5%	38%	53%
A variety of local shops	(304)	2%	8%	18%	48%	25%
Village School	(305)	8%	10%	16%	23%	44%
Other, please specify:						

Q2 How well do you think Fradley provides these elements? Please tick one option for each issue.					
Issues	Very poorly	Poorly	Neither	Well	Very well
Living in a small community, not a town	1%	4%	9%	60%	27%

	(306)					
Feeling part of the community	(306)	1%	9%	17%	54%	19%
Village activities and Community Groups	(306)	1%	7%	21%	52%	19%
Easy Access to major road networks	(306)	2%	7%	5%	44%	43%
Living in a rural location	(306)	0%	4%	11%	54%	31%
A variety of local shops	(305)	2%	19%	20%	49%	10%
Village School	(304)	0%	1%	10%	45%	44%
Other, please specify:						

Q3 Are there any other aspects and issues that are important to living in Fradley, not mentioned here, that you wish to raise? If so, please write in below.

Q4 What attracted you to come and live in Fradley? Please write in below.

Section 2 – Facilities

Q5 Please indicate which of the following facilities your household is aware of. For those that you are aware of indicate how often you use them; please answer for the whole household.
Please tick one option for each facility.

Type of Facilities		Aware of			Frequency of use			
		Yes	No		Daily	Weekly	Monthly or less	Never
Airfield	(302)	90	10	(260)	2	3	10	85

Allotments	(304)	40	60	(120)		2	2	97
Boat Repairs	(302)	79	21	(228)			2	98
Book Clubs	(302)	30	70	(90)		2	19	79
Cafes	(307)	99	1	(293)		14	66	20
Canal Walks	(309)	100	0	(301)	13	36	47	4
Caravan Park	(305)	93	7	(279)			9	91
Cashpoint	(309)	98	2	(298)	3	57	32	7
Children's Nursery	(305)	93	7	(279)	13	7	5	75
Chip Shop (Fradley Fryer)	(307)	100	0	(301)		22	68	10
Church Choir	(304)	80	20	(240)		6	6	88
Co-operative Shop	(305)	100	0	(299)	28	59	12	1
Community Hall	(306)	99	11	(295)		19	42	39
Conservation Area and Bird Hide	(308)	85	15	(257)	2	7	68	24
Cycle Paths	(306)	87	13	(257)	4	9	38	49
Drama Groups	(306)	79	21	(235)		6	12	82
Fishing Pool	(306)	81	19	(241)			7	93
Fitness Groups / Gym	(306)	97	3	(289)	3	10	9	78
Flower Club	(305)	51	49	(152)			10	90
Hairdressers	(307)	96	4	(290)		1	34	65
Horse Riding	(302)	66	34	(192)	3	2	5	90
Hotel (Premier Inn)	(306)	97	3	(291)		2	23	75
Indian Restaurant (Bilash)	(307)	99	1	(299)		10	68	22
Karting	(306)	98	2	(293)			25	75
Martial Arts Group	(302)	60	40	(179)		6	3	91
Messy Church	(306)	90	10	(272)			21	79
Mobile Library	(305)	84	16	(254)		2	24	74
Multi Use Games Area (Football, basketball, tennis, etc.)	(304)	90	10	(272)	5	9	21	65
Needlework Group	(301)	30	70	(88)			6	94
Parks and Play Areas	(308)	97	3	(291)	7	22	41	30
Petrol Station	(304)	98	2	(291)		16	55	29
Pharmacy	(309)	99	1	(303)		20	72	8
Post Office / General Store	(308)	100	0	(304)	13	47	34	6

Public House - Swan, Fradley Junction	(308)	100	0	(303)		8	65	27
Public House – Fradley Arms	(307)	99	1	(301)		4	58	38
RAF Memorial / War Graves	(306)	91	9	(273)		2	41	57
Running Club	(304)	58	42	(174)		6	3	91
Skate Park	(306)	96	4	(289)	3	9	11	77

Q5 Continued from previous page (Please tick one option for each facility)

Type of Facilities		Aware of		Frequency of use			
--------------------	--	----------	--	------------------	--	--	--

Type of Facilities		Yes	No		Daily	Weekly	Monthly or less	Never
Statfold Lane playing field	(306)	79	21	(239)	3	8	25	64
Uniformed Organisations (Scouts, Cubs, Beavers, Rainbows, Guides)	(304)	86	14	(257)		22	4	74
Village Hall	(305)	99	1	(297)		18	52	30
Wacky Warehouse	(301)	90	10	(267)		3	34	63
Whitemoor Lakes Activity Centre	(303)	77	23	(230)			10	90
Worthington Road Play Area	(307)	90	10	(272)	6	15	38	41
Others, please specify: The most frequently mentioned facilities, not listed on the questionnaire, that residents were aware of are the church and toddler groups with 3 responses each.								

Q6 Please indicate how much you would like to see any of the following facilities developed. (Please tick one only per row)

Type of Facilities		Very undesirable	Undesirable	Neither	Desirable	Very desirable	Essential
Bakery	(300)	3	4	29	37	24	4
Butcher	(300)	3	4	28	38	24	4

Bowling Green	(301)	6	11	52	24	6	1
Civic / Historical Society	(299)	6	9	57	24	4	1
Cookery Club	(298)	3	8	61	23	5	
More frequent road sweeping	(304)	1	4	39	34	14	9
Craft Shop	(297)	3	14	53	23	7	
Cricket Pitch / Club	(302)	3	6	38	38	12	3
Football Pitch	(301)	4	7	33	41	10	6
Health Services /Doctor Surgery	(307)	2	2	7	27	27	36
Improved Internet Access	(305)	1		5	10	19	64
Mobile Cinema	(301)	3	12	44	29	9	2
More Play Areas	(300)	3	15	41	24	13	5
More Waste Bins	(303)	2	4	26	38	19	11
Photography Club	(299)	5	9	67	15	3	1
Public House on the Airfield site	(306)	7	10	18	28	21	16
Public House on Hay End Lane site	(303)	13	20	19	22	14	12
Sports hall – Gymnastics/ Badminton/Table Tennis etc.	(303)	3	3	26	37	24	7
Swimming Pool	(302)	3	6	33	26	25	8
Watersports on current balancing pool	(298)	7	10	45	24	12	2
Others, please specify: The most popular facilities that residents would like to see developed included; more post boxes, tennis club/courts(4 responses each), clubs/activities for older people and greengrocers/farm/local produce shop (3 responses each).							

Q7	Would you be willing to establish a new organisation for the village, e.g. Historical / Civic society, football team, tennis club? If so, please detail below any ideas you may have and leave us your contact details at the end of the questionnaire. (Q32).
	5 respondents showed interest in establishing football teams under various guises, e.g Sunday/childrens/5 aside teams. Other interest shown for a youth club, cricket club and a knitting group with 2 responses each.

Section 3 – Development and Housing

Q8 Under the Lichfield District Council Local Plan, within the Fradley Neighbourhood Plan area there is currently outline planning permission for 1320 houses which will effectively double the size of the village over the next 10-15 years. Please indicate whether you feel additional development is needed and if so, in which areas? (Please tick one only per row)				
		Yes	No	Don't know
Is further Development needed?	(301)	28	61	11
Industrial units	(297)	4	86	10
Office units	(295)	13	73	14
Small cluster housing developments spaced through the village	(295)	43	47	10
Standalone housing developments such as the proposed Hay End Lane site and the Airfield site	(298)	25	63	12
Others, please specify:				

Q9 For each types of housing listed below, please indicate the quantity you would like to see developed in Fradley? (Please tick one only per row)					
Type of Housing		None	Need a few more	Need a lot more	No opinion
Flats & Apartments	(295)	52	34	4	10
Bungalows	(308)	23	48	18	10
Affordable housing	(301)	42	33	15	10
3 – 4 Bedroom houses	(300)	31	38	20	11
5 – 6 Bedroom houses	(297)	56	26	5	13
Sheltered housing	(300)	50	29	6	15
Retirement housing	(302)	26	45	17	12
Care home	(301)	38	31	6	25
Social housing	(302)	60	18	3	19

Q10 Please indicate how important the following are to you? (Please tick one only per row)	

		Very unimportant	Unimportant	Neither	Important	Very important
Owning a garage	(308)	8	6	7	28	52
Parking on your drive	(308)	7	1	2	19	71
Parking in a designated off road parking area	(298)	9	11	24	27	29
Garages built wider in future	(309)	7	10	18	31	34
Future houses having adequate parking provision	(306)	7	1	1	16	75
Others, please specify:						

Q11 To try and understand the requirements and development of local businesses in Fradley, please answer the following: (Please tick one only per row)			
		Yes	No
Do you work in Fradley?	(308)	19	81
Do you regularly work from home?	(309)	35	65
Is your current broadband provision sufficient for all your needs?	(305)	34	66
Does poor broadband provision prevent you from working from home?	(298)	32	68
Would you like to see more retail units in Fradley to provide more local jobs?	(303)	55	45
Would you like to see more industrial units built to provide more local jobs?	(306)	15	85

Q12 Do you have any comments on what any future developments should avoid? Please write in below.	

Section 4 – Environment and Open Areas

Q13 Thinking about the future development of Fradley, please indicate how important the following are to you? (Please tick one only per row)						
		Very unimportant	Unimportant	Neither	Important	Very important
Leave Fradley as it is: no change	(296)	6	12	32	26	24
Retain access to open spaces and views	(308)	3	1	2	28	66
Increase number of pedestrian footpaths and cycle routes	(308)	3	5	21	47	24
Ensure easy access between any new development and existing housing	(307)	4	10	21	42	24
Develop a 'village centre'	(309)	5	8	16	42	29

Preserve current access to canals	(309)	3	1	1	27	68
Retain a 'village atmosphere'	(308)	3		4	21	72
Protect existing wildlife habitats	(310)	3		2	24	71
Increase areas for walking, cycling and other leisure pursuits	(309)	4	2	8	40	46
Others, please specify:						

Q14 Please indicate how concerned you are about the following in our village? (Please tick one only per row)						
		Very unconcerned	Unconcerned	Neither	Concerned	Very concerned
Noise from A38	(308)	5	20	22	31	22
Air pollution from A38	(307)	4	13	20	38	24
Amount of speeding traffic in the Village	(309)	1	4	10	34	51
Future loss of fields around village	(309)	1	2	4	30	63
Future loss of trees and hedgerows	(309)	1	1	4	30	63
Maintaining existing wildlife	(308)	1	1	3	35	60
Flood Risk	(308)	2	13	23	32	30
Crime / Vandalism / Anti-Social Behaviour	(307)	1	5	14	39	41
Dog fouling	(309)	1	5	9	38	47
Litter	(308)	1	2	11	46	40
Others, please specify:						

Q15 Are there other areas of concern for the environment not included here, that you wish to raise? Please write in below.	

Section 5 – Traffic and Transport

Q16 Please record your CURRENT level of concern regarding the current traffic levels at the areas in and around Fradley detailed below: (Please tick one only per row)					
Current Level of Concern		Not concerned	Quite concerned	Very concerned	Don't know
A38 - Fradley Lane / Fradley Arms (On and Off)	(305)	17	25	57	2
A38 - Hilliards Cross (On and Off)	(307)	17	29	52	2
St Stephen's School (drop-off & collection times)	(308)	11	20	61	9

	Fradley Park (Industrial Estate)	(307)	21	36	38	5
	Stirling Centre (Shops)	(307)	38	38	23	1
	Others, please specify:					

Q17 Please indicate how important it is to you that you can: (Please tick one only per row)						
	Very unimportant	Unimportant	Neither	Important	Very important	
Get on and off the A38 safely (309)	3			12	85	
Travel around Fradley by car without getting stuck in traffic? (307)	3	2	10	38	47	
Travel around Fradley by car without having to stop to pass parked cars (309)	3	5	16	37	39	
Not encounter HGV's in the village (309)	3		2	15	80	
Not queue at junctions for more than 5 minutes (307)	3	2	8	29	59	
Travel around Fradley on foot easily (309)	2		3	22	73	
Cycle around Fradley (309)	4	5	15	25	52	
Cycle out of Fradley (308)	4	7	21	22	46	
Park on a drive (307)	3		2	19	75	
Walk to a bus stop within 10 minutes of your house (309)	4	7	15	29	45	

Q18 How important is it to you that the following traffic issues are improved in Fradley? (Please tick one only per row)						
	Very unimportant	Unimportant	Neither	Important	Very important	
Safety around the school (309)	2	1	5	27	65	
Safety around Fradley Park (308)	1	1	12	37	48	
Safety around the whole village (309)	1	1	6	28	64	
A38 (On and Off) at Hilliards Cross (308)	1	1	7	27	64	
A38 (On and Off) at Fradley Lane/Fradley Arms (309)	1		3	23	73	
Key roads into Fradley (306)	2	1	10	34	54	
Need for further off-road parking around the school (305)	2	1	11	30	56	

Need for further parking at the Stirling Centre (305)	2	8	24	30	36
Need for further parking at Fradley Junction (308)	3	8	33	29	26
Off road parking in Fradley South (307)	2	3	15	33	48
Parking restrictions in Fradley village (304)	5	13	28	26	28
Parking restrictions in Fradley South (307)	4	10	27	27	32
Parking restrictions in Fradley Park (307)	3	6	24	32	36
Signage for lorry drivers at Fradley Park (308)	1	1	5	27	65
Road signage into Fradley (308)	2	3	17	31	47

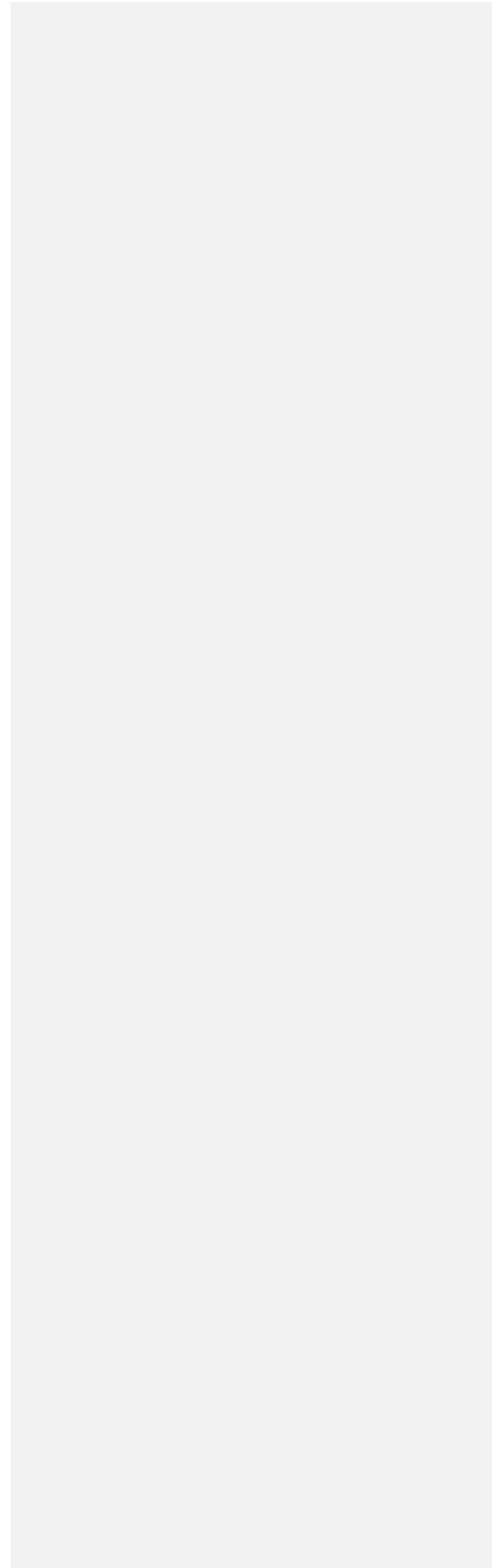
Q19 Please answer the following questions: (Please tick one only per row)				
		Yes	No	NA
Do you take your children to school in Fradley by car?	(308)	11	24	65
Do you collect your children from school in Fradley by car?	(307)	11	24	65
Would you like to see a 20mph zone defined around St. Stephens School?	(306)	74	7	19
Would you like to see a dedicated crossing person at St. Stephens School?	(302)	57	17	26
Do you own a bicycle that is in working condition and not an exercise bike?	(304)	76	24	
Do you have any mobility issues?	(301)	11	89	

Q20 If the following were installed in Fradley, how likely are they to encourage you to use sustainable modes for some trips that you would normally make in a car? (Please tick one only per row)							
		Very unlikely	Unlikely	Neither	Likely	Very Likely	Don't know
More regular bus service	(305)	16	19	11	26	25	3
More reliable bus service (arrive/depart on time)	(305)	16	19	11	26	27	2
Cheaper bus fares	(300)	17	15	22	22	20	4
Installation of cycle racks at the Stirling Centre	(301)	20	13	25	24	14	4
Installation of cycle racks at the Post Office	(303)	22	16	30	18	11	3
Installation of cycle racks at the Skate Park	(303)	28	18	30	12	8	5
More dedicated cycle paths in and around Fradley	(302)	15	10	20	26	26	3
Improved signage of public footpaths	(302)	11	8	26	28	24	3
Better access to the rail network	(303)	10	7	14	29	39	1
Free Electric Vehicle (EV) charging points	(299)	30	15	31	10	7	6

Q21 Do you own or are thinking of owning the following? (Please tick one only per row)				
		No	Own	Thinking of owning
An electric vehicle	(301)	90		10
A hybrid engine car	(303)	81	1	18

Q22	Do you have any comments on other areas that need improvement in terms of traffic or transport issues in and around Fradley? You could also use this box to expand on views given to Q18.

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Section 6 – About You

Q23 (308)	Including you, please indicate how many people live in your household. <i>Please tick one box only.</i>									
	1	2	3	4	5	6	7	8	9	10+
	10	39	18	24	6	3	0.5	0.5		

Q24 (308)	For each person in your household, please provide their age and gender. <i>Please tick one box for age, one for gender.</i>										
	<i>Number of people who responded</i>	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6	Person 7	Person 8	Person 9	Person 10
	0-9	30	16	38	41	11	2	2	1		
	10-17	13	13	36	14	4	3				
	18-24	5	8	27	11	2					
	25-34	19	23	9	6		1				
	35-44	51	56	17	15	7					
	45-54	46	56	13	3		1				
	55-64	59	48	5	3	1					
	65-74	62	43	1			1				
	75-84	16	12	1							
	85+	4	2								
	Total	305	277	147	93	25	8	2	1		
	Male	159	57	41	29	3	3				
Female	73	151	52	28	12		1	1			

Q25 (308)	How many children do you have attending St. Stephens School? <i>Please tick one box only.</i>									
	0	1	2	3	4	5	6	7	8	9+
	78	11	9	2						

Q26	How long have you lived in Fradley? <i>Please tick one box only.</i>		
	Less than 12 months	4	4-5 years 3

(308)	1-2 years	8	5-10 years	14
	2-3 years	4	10-20 years	41
	3-4 years	4	20+ years	22

Q27	Please indicate how many cars your household has. <i>Please tick one box only.</i>			
(307)	None	5	3	13
	1	24	4	3
	2	54	5+	2

Q28	Thinking about any garages and driveways at your property, how many parking spaces does your property provide? <i>Please tick one box only</i>									
(309)	0	1	2	3	4	5	6	7	8	9+
	2	8	28	24	19	9	6	2	1	3

Q29 Please indicate where each vehicle is parked					
	Vehicle 1	Vehicle 2	Vehicle 3	Vehicle 4	Vehicle 5
	(301)	(234)	(60)	(17)	(10)
Garage at my property	27	10	10	12	10
Garage elsewhere	1				
On-street	4	7	11	18	30
Driveway	67	80	77	70	60
Elsewhere (please specify)	2	3	2		

Q30 What type of housing best describes your household: <i>Please tick one box only</i>	
Flat or Apartment	
Bungalow	8
Affordable / Social housing	2
1 – 2 Bedroom house	8
3 – 4 Bedroom house	60
(308) 5 – 6 Bedroom house	23

Q31 In order to avoid duplication of surveys, please provide the following information:						
Postcode (this will only be used for mapping purposes)	DE13	2%	WS13	98%		
Your house number or house name						

Q32 Please answer the following questions:			
		Yes	No
Do you wish to enter the prize draw to win £100*	(294)	80	20
Do you wish to be contacted and kept informed about the Neighbourhood Plan by the Fradley Neighbourhood Plan Steering Group?***	(267)	77	23

*One person will be selected at random to win the £100. The money will be awarded on the 21st December.

****These details will only be used to inform you about the Neighbourhood Plan, such as dates of public meetings, task groups meetings and information events taking place.**

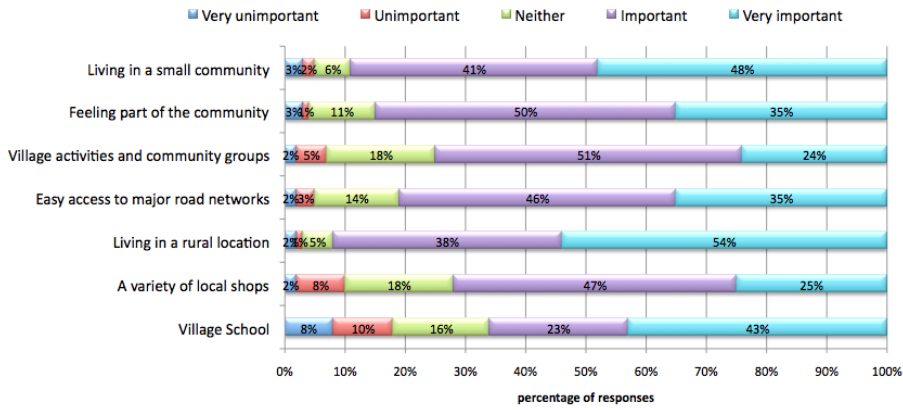


www.fradleynp.org.uk

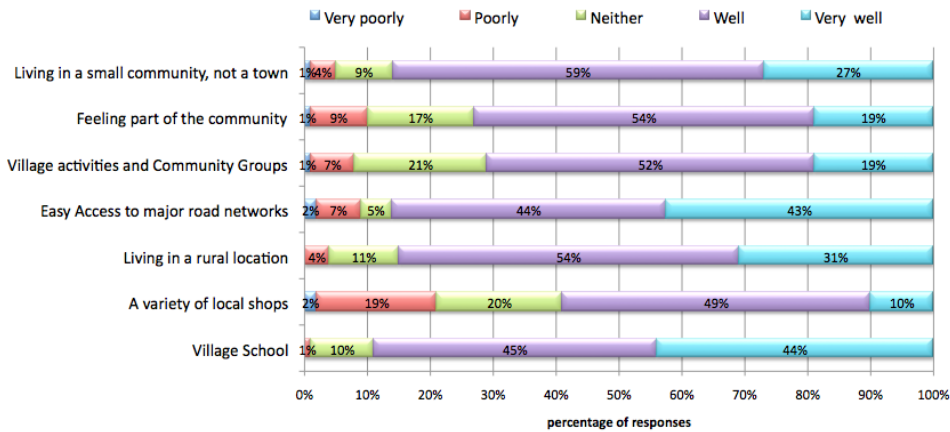
Appendix L

Jan. 16 – Graphical results of 1st Questionnaire

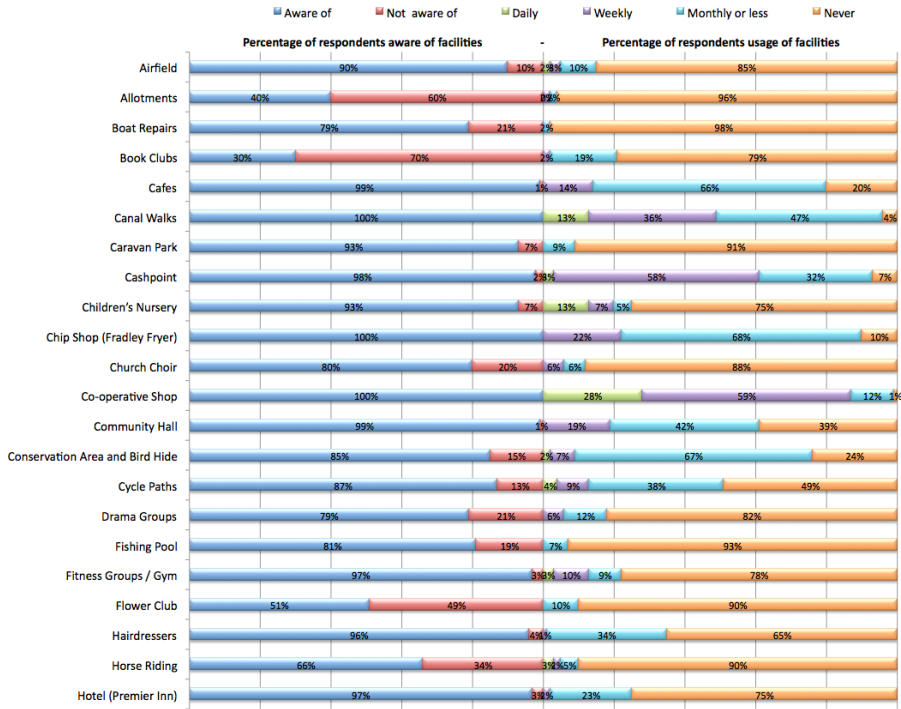
LIVING IN FRADLEY - Q1 Importance for



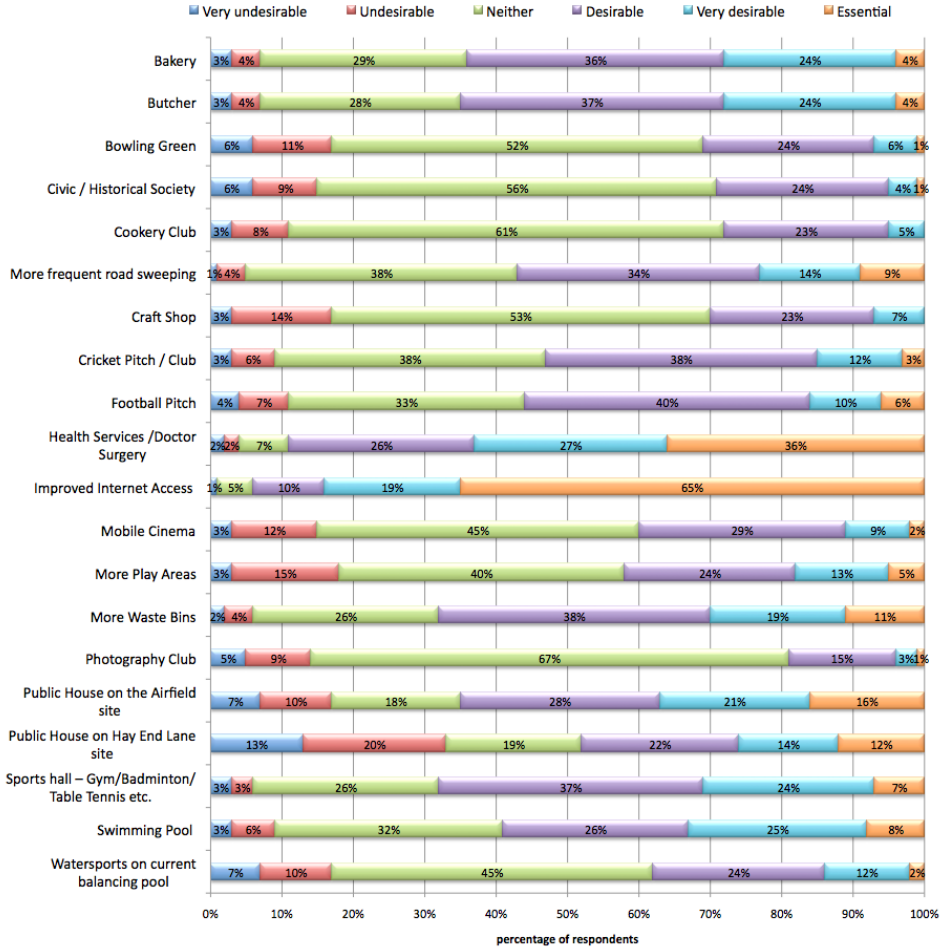
LIVING IN FRADLEY - Q2 Successful provision of



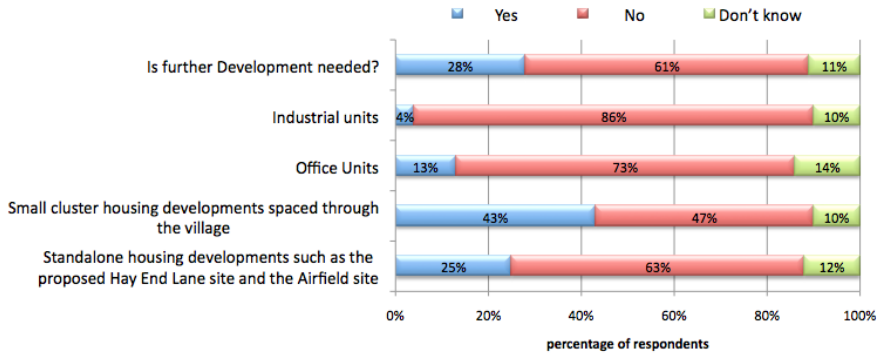
FACILITIES Q5 - Awareness and usage (PART 1)



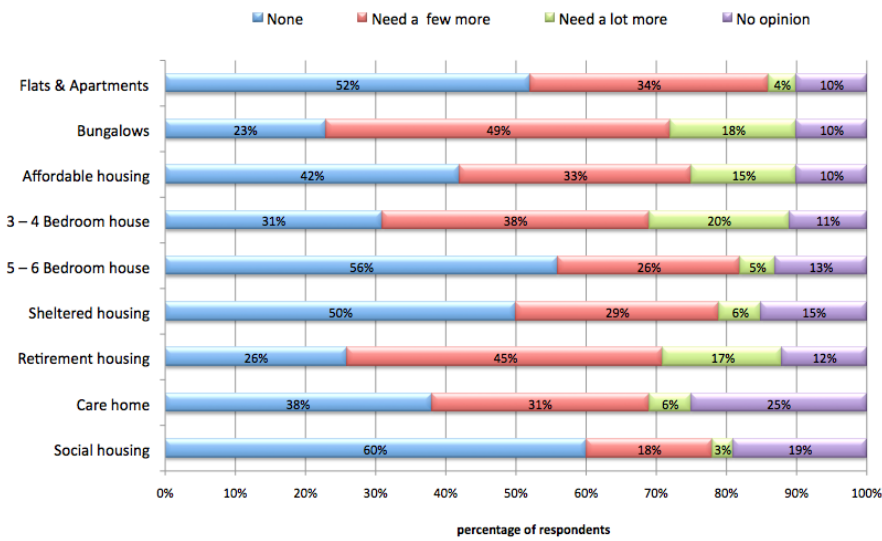
FACILITIES IN FRADLEY - Q6 Aspirations for



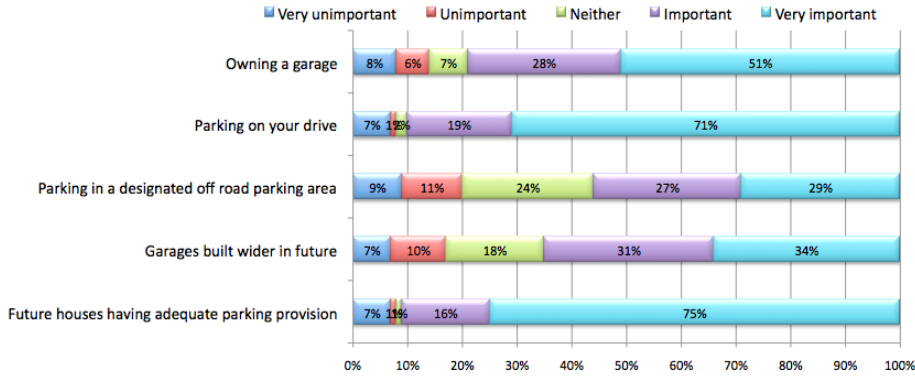
DEVELOPMENT AND HOUSING Q8 - The need for



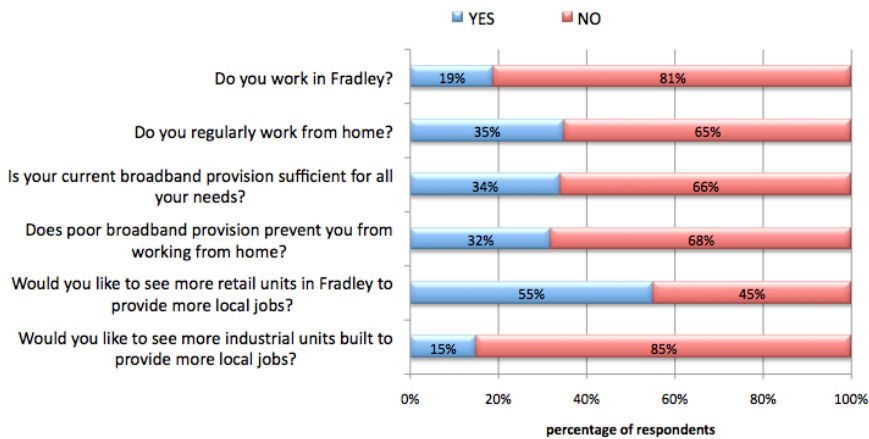
DEVELOPMENT AND HOUSING Q9 - Type preferred



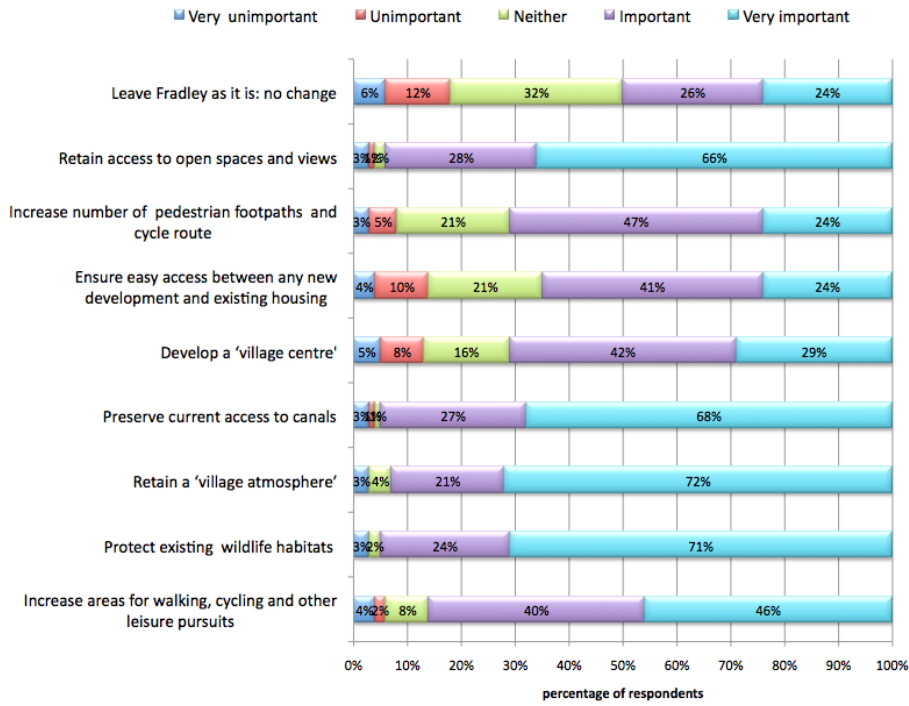
DEVELOPMENT AND HOUSING Q10 - parking and garage importance



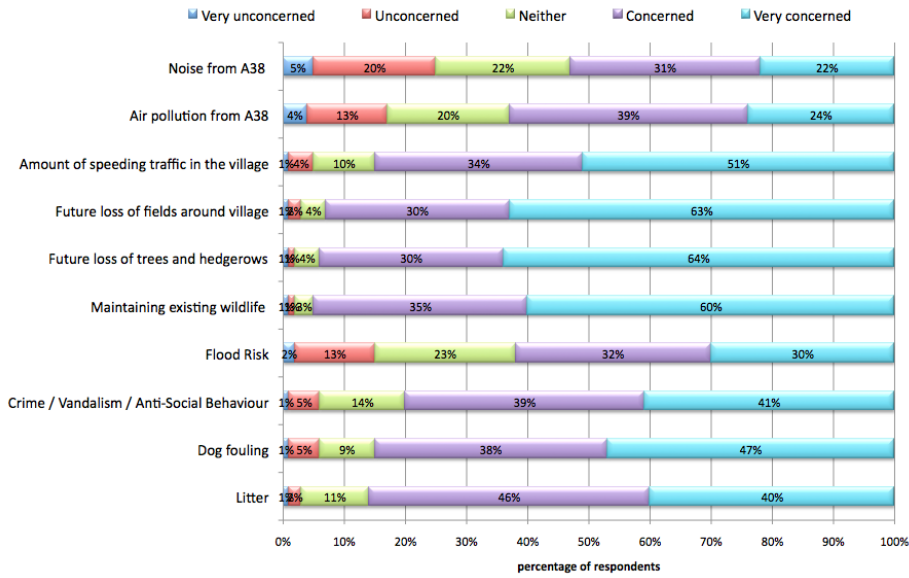
DEVELOPMENT AND HOUSING Q11 - Job provision in Fradley



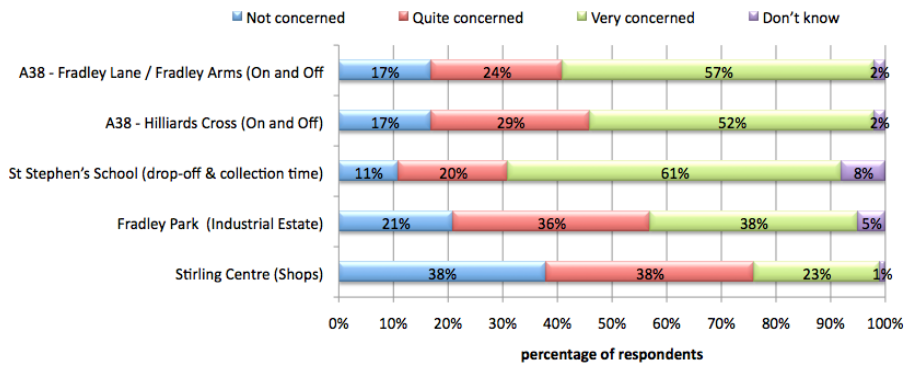
ENVIRONMENT AND OPEN AREAS Q13 - Aspirations to



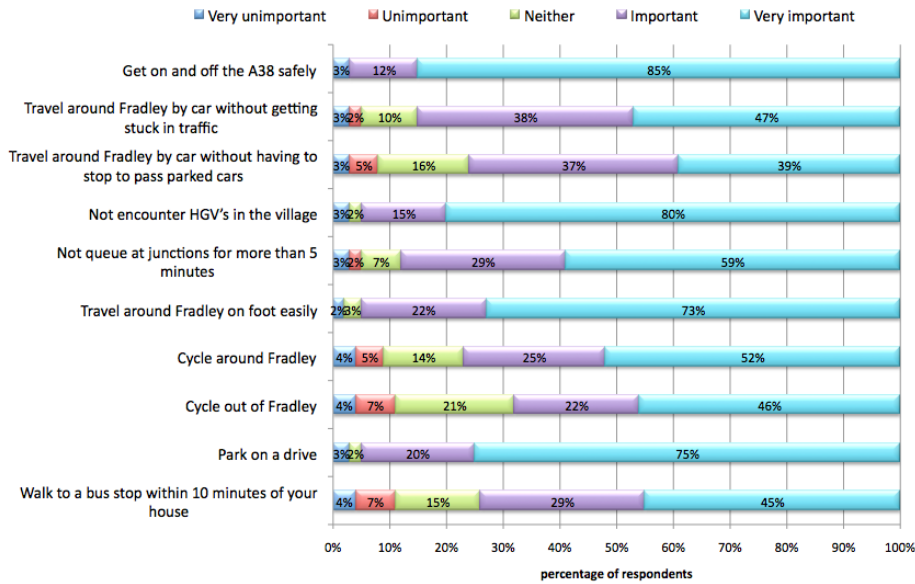
ENVIRONMENT AND OPEN AREAS Q14 - Concerns about



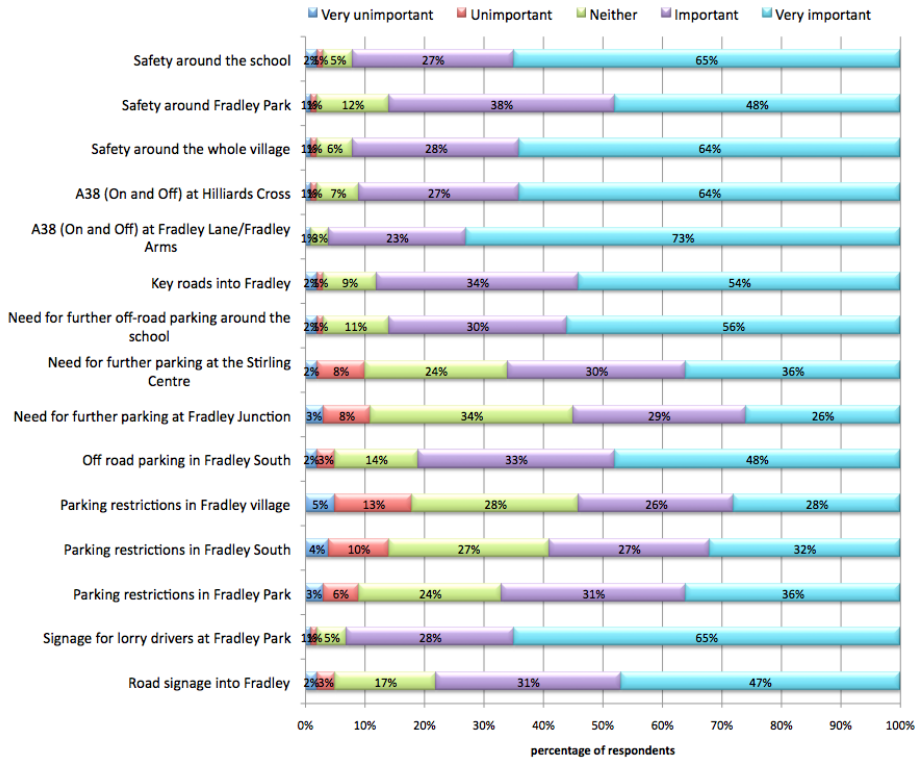
TRAFFIC AND TRANSPORT Q16 - Concerns about



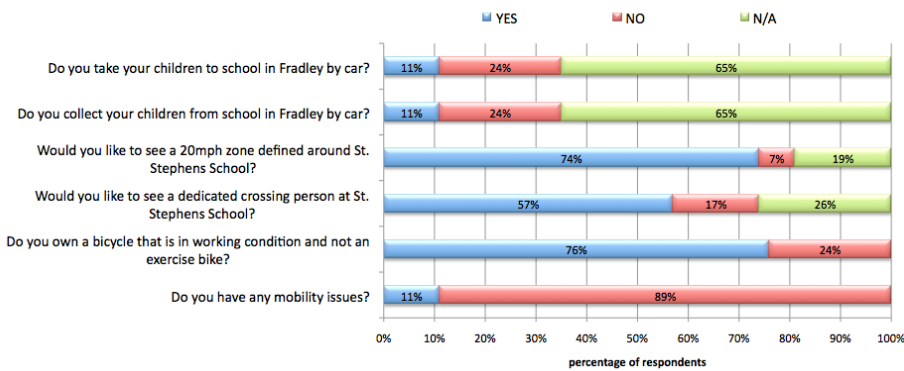
TRAFFIC AND TRANSPORT Q17- Ability to travel around Fradley



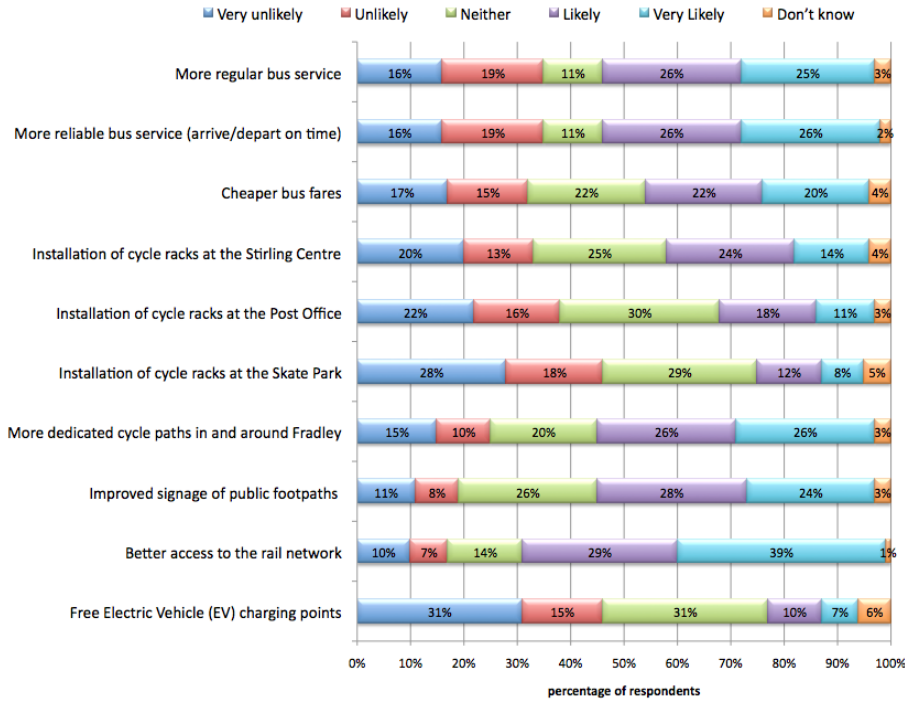
TRAFFIC AND TRANSPORT Q18 - Importance of improving



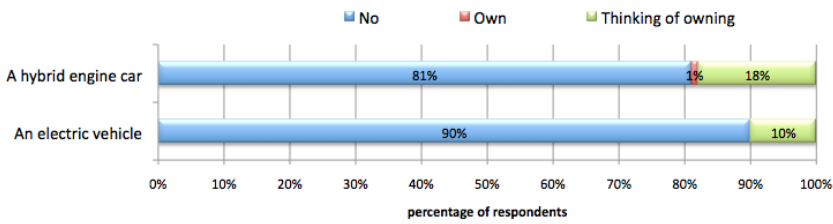
TRAFFIC AND TRANSPORT Q19 - Travel to St Stephen's school



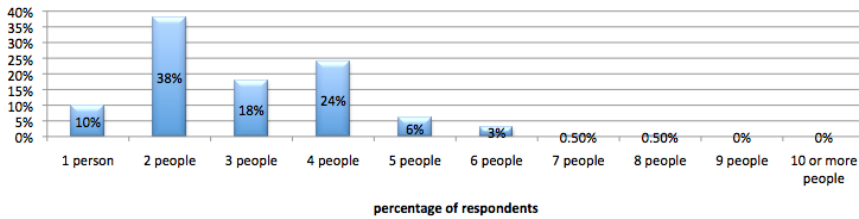
TRAFFIC AND TRANSPORT Q20 - Likelihood for using sustainable modes



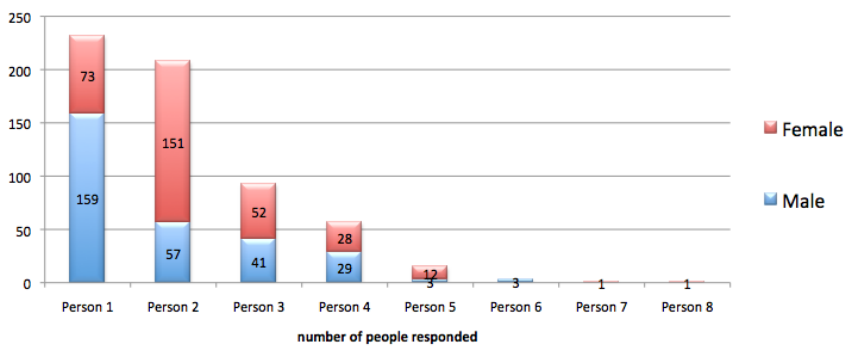
TRAFFIC AND TRANSPORT Q21 - Owning electric/hybrid car



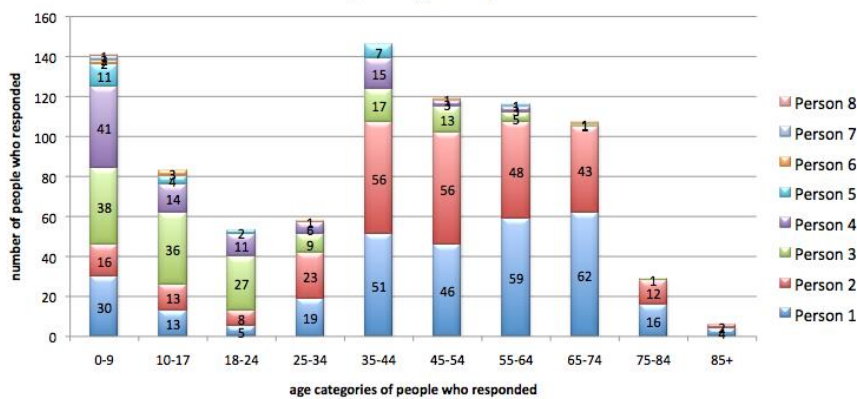
ABOUT YOU Q23 - amount in your household



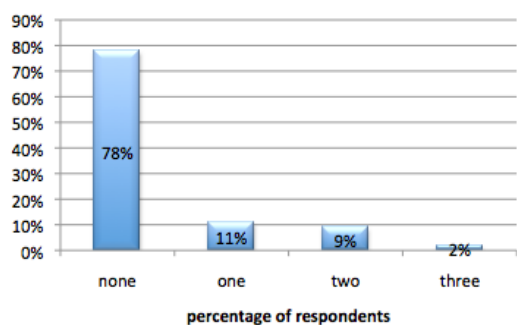
ABOUT YOU Q24 - Gender in your household



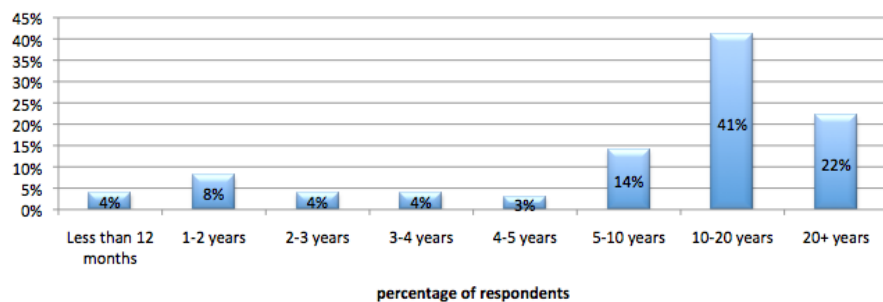
ABOUT YOU Q24 - Ages in your household



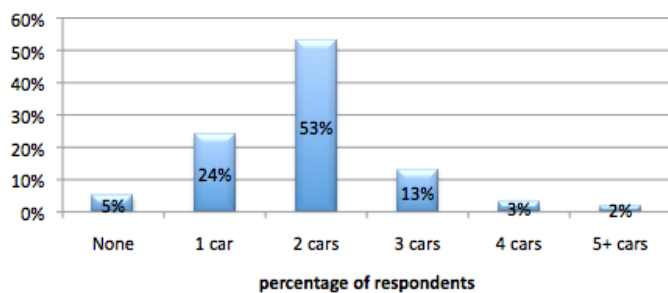
ABOUT YOU Q25 - Children attending St. Stephens



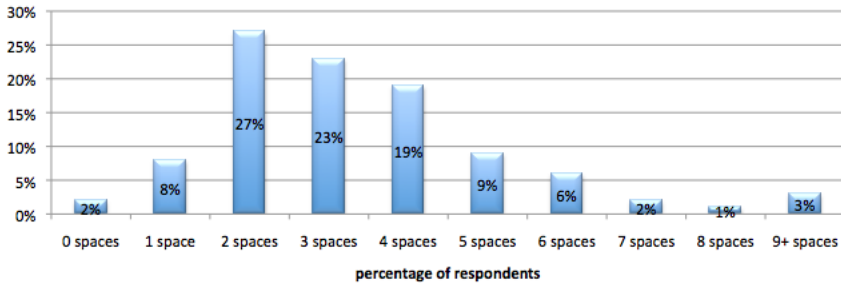
ABOUT YOU Q26 - Time lived in Fradley



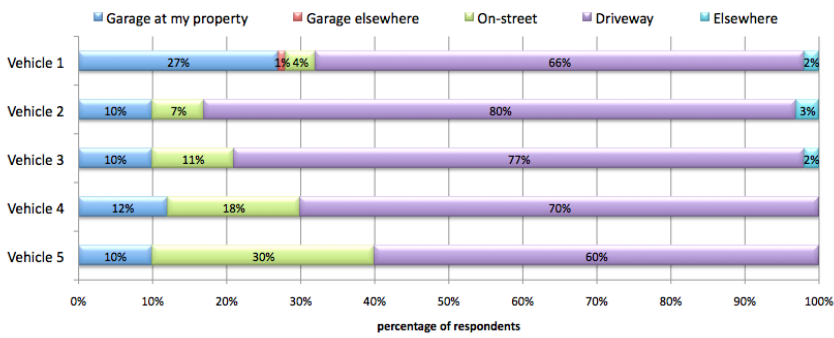
ABOUT YOU Q27 - Cars in your household



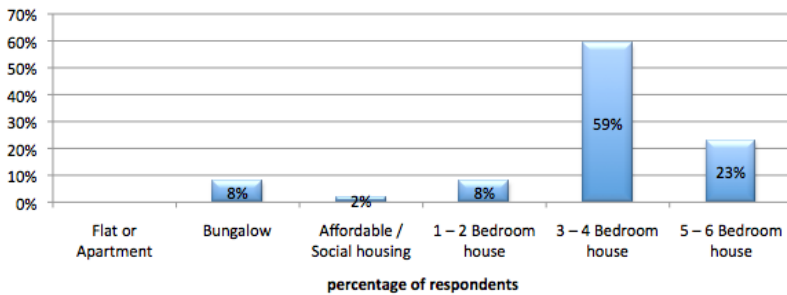
ABOUT YOU Q28 - Parking space at your property



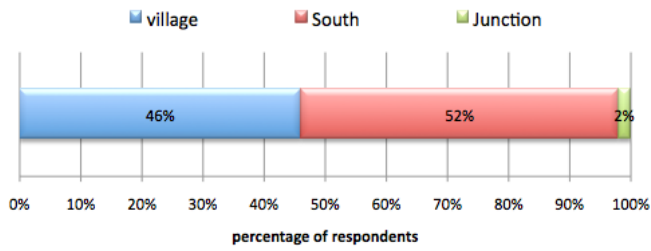
ABOUT YOU Q29 - Where my vehicles are parked



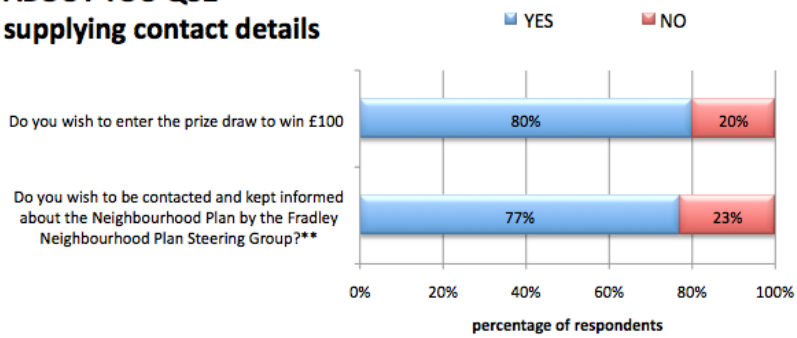
ABOUT YOU Q30 - My property



ABOUT YOU Q31 - Postcode Areas of completed forms



ABOUT YOU Q32 - supplying contact details



Appendix M

Mar. 16 – Exit Poll at Bellway Public Exhibition

EXIT POLL AT BELLWAY EXHIBITION
March 2016

POSITIVES

Upgrades pool
Good housing mix

NEGATIVES

Access to site
Traffic increase at A38 Fradley Lane as all traffic will use the shortest route rather than use Fradley Park
No measures to address access/egress from the A38
Dangerous exit from site at canal bridge

COMMENTS

Should be traffic calming by shops
Consolidate the green corridor along canal first to preserve wildlife
Mixed comments re pub
Should be more shared ownership housing
Hay End Lane – would like a cycle path and have speed limit placed on lane. Fix potholes
School should be built swiftly (infant and junior)
No secondary school
No doctor's surgery

Appendix N

Aug. 16 – Aecom Technical Support Report

Fradley Neighbourhood Forum

August 2016

Final Report

<i>Project Role</i>	<i>Name</i>	<i>Position</i>	<i>Date</i>
Advisor	Matthew Kay	Principal Planner, AECOM	26/07/2016
Qualifying Body	Fradley		

<i>Project Role</i>	<i>Name</i>	<i>Position</i>	<i>Actions Summary</i>	<i>Signature</i>	<i>Date</i>
Project Manager	Matthew kay	Principal	Worked with group, & wrote report		26/07/2016
Director/QA	Stuart Woodin	Director	Three Reviews of Report at first & second draft, after comments from Locality		02/08/16 04/08/16
Qualifying Body					
Project Coordinator					

Glossary

DCLG	Department for Communities and Local Government
HCA	Homes and Communities Agency
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
PPG	Planning Practice Guidance
LDLP	Lichfield District Local Plan
HA	Highways Authority
HE	Highways England

Limitations

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Where the conclusions and recommendations contained in this Report are based upon information provided by others it is upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by AECOM has not been independently verified by AECOM, unless otherwise stated in the Report.

The methodology adopted and the sources of information used by AECOM in providing its services are outlined in this Report. The work described in this Report was undertaken in the period December 2015 to February 2016 and is based on the conditions encountered and the information available during the said period of time. The scope of this Report and the services are accordingly factually limited by these circumstances.

Where assessments of works or costs identified in this Report are made, such assessments are based upon the information available at the time and where appropriate are subject to further investigations or information which may become available.

AECOM disclaim any undertaking or obligation to advise any person of any change in any matter affecting the Report, which may come or be brought to AECOM's attention after the date of the Report.

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Where field investigations are carried out, these have been restricted to a level of detail required to meet the stated objectives of the services. The results of any measurements taken may vary spatially or with time and further confirmatory measurements should be made after any significant delay in issuing this Report.

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2 Planning Context	26
3 Analysis	28
4 Conclusions and Recommendations	32

1 Introduction and Approach

1. Fradley Neighbourhood Forum developed from Fradley Parish Council with the express aim to protect and enhance the environment and character of Fradley as a village. Fradley sits within Lichfield District Council and there are a number of significant development proposals planned for the village set out within the Development Plan and currently progressing through the planning process.
2. Fradley is a village of approximately 3,700 residents located to the north of Lichfield. Fradley Aerodrome sits to the west of the village and was the site of RAF Lichfield before being sold off. The 'Fradley Park' area now hosts a lot of warehousing/ storage and distribution. The village has 1350 houses planned on a number of sites, much of it enabled by the strategic development allocation in the Development Plan. These include:
 - o Airfield site – 750 homes
 - o Hay End Lane – 250 homes
 - o Brookfield –70 homes
 - o Bridge Farm – 80 homes
3. The issues for the Neighbourhood Forum with the proposed development are understood to be: Construction traffic – which has hopefully been resolved; and the phasing of access road infrastructure, which the NF feels is of potentially significant impact.

Aims

4. AECOM has been commissioned to provide a 'Facilitation' support package to Fradley Neighbourhood Forum in terms of helping them develop their plan following recent and current planning applications to deliver the strategic development allocation planned for Fradley. This was with a view to supporting the group to:
 1. Obtain clarity over how they can influence through Reserved Matters which haven't been discharged in relation to the strategic development sites not yet granted permission;
 2. Work with the new developer; and
 3. Provide support to feedback this work to the LPA etc.
5. After initial work to engage relevant parties on this project it was agreed that a technical focus on highways data was vital for providing relevant background information and advice, particularly as both AECOM and the group found it difficult to engage with the developer directly during the support period. In particular a robust understanding of the junction issues and evidence base behind it would be able to provide an essential understanding of the issues affecting the planning permissions granted and those yet to be considered.
6. Additionally it would be most useful in providing a data source to be used by the NF and LPA later in the process given the reality that future engagement would be partly through written evidence and appropriate evidence is a key area for the group in order for it to be taken seriously.
7. If the evidence base is sound, it will allow further liaison to create better understanding between the forum and council, potentially in the form of informing emerging Neighbourhood Plan policy. If the highways evidence base can be challenged by this review, then it will provide the evidence on behalf of the Forum to pursue with the Council.

8. The outcome of this support was agreed as a short report prepared by AECOM that summarises the outcomes of the evidence base investigation. This will help provide clarity and a clear set of next steps with regard to key transportation issues in the preparation of their plan.

The Purpose of the Plan

9. Fradley Neighbourhood Forum has been active for approximately two years and is currently developing their policies. The Fradley Neighbourhood Plan Objectives as set out by the Steering Committee in July in 2016 include:
 - To provide suitable facilities for the village as it expands
 - To prevent duplication of these facilities by the various developers on different sites
 - To encourage residents to take an interest in and participate more in village life and the wider community
 - To promote the integration of Fradley village and Fradley South
 - To maintain Fradley as a safe environment to live
 - To protect and enhance the integrity of the environment
 - To remain attractive to residents and visitors
 - To continue to have a close relationship with the open countryside around it
 - To resist developments that may look to join Fradley with neighbouring villages or Lichfield
 - To develop and grow cycle paths and footpaths through the Parish

2 Planning Context

10. Strategic development at this location has been planned for some time and forms part of the Lichfield Council Infrastructure Delivery Plan (2015). This is part of the Local Plan and planning policy evidence base.
 11. Further, there are a number of planning applications that form part of this strategic development allocation that are either determined or under consideration at an outline or reserved matter stage. These applications include the following:
 - Hay End Lane Site – 250 Units
App Ref: 13/00633/OUTM (*Outline application granted 08/06/16*)
 - Brookfield Site – 70 Units
App Ref: 14/01038/OUTM (*Outline application granted 03/06/16*)
 - Airfield Site – 750 Units
App Ref: 10/01498/OUTMEI
App Ref: 16/00001/REM (*Reserved matters for Phase 1 at the Airfield – 216 units approved 30/06/16*)
 - Bridge Farm – 80 Units
App Ref: 16/00272/OUTM (*outline application validated 16/03/16*)
 12. AECOM made contact with the Local Planning Authority (LPA) in both Neighbourhood Planning support teams and Development Management. This was to understand both the extensive and complicated planning application context and also the engagement that has taken place and further opportunities possible for the Neighbourhood Forum (NF).
 13. Discussions with the Local Planning Authority (including area case officer Jon Allinson, 27/05/2016) indicate that the development proposals have been planned for up to 30 years and there is understood to have been tension over the phasing and delivery of such development for some time. This is especially the case with multiple parties involved such as the developers of the industrial park and the housebuilders who are building out the development plots.
 14. Phasing of development was understood by the LPA case officer to be resolved by discussions with the Highways Authority (HA) and Highways England (HE). It is understood that both HA and HE staff would be unavailable to engage directly over these phasing and delivery issues at this time due to restricted resourcing of the HA for development management cases since the service was outsourced. However, should further review of the planning applications bring forward new information, there would be the opportunity for the Council and Neighbourhood Forum to formally approach both HA and HE to resolve the matter.
 15. AECOM also made attempts to contact developers, but at the point in time that the report was coming to a conclusion, we could not get a response. Should we have got through to developers we would have advised that they work constructively with the NF and the LPA to deliver appropriate and agreed infrastructure enhancements and mitigation to be agreed by the NF and LPA.
- Reserved Matters**
16. There are two types of planning application: full applications, which determine all the detail for the project, and outline applications which establish the principle of development at a location, with only certain details being specified (such as access). For outline applications where the principle of development has been established (such as residential extension to Fradley)

reserved matters applications fill in the details that support the outline principle established in the outline application.

17. The time limit for an approval of reserved matters is usually three years from the date that the outline permission was granted. Once permission is granted, conditions imposed on the grant of permission will need to be discharged. This involves further detailed work to determine and approve details which require approval from the LPA. The LPA then endeavours to discharge conditions within 21 days.
18. To be able to maximise the potential benefits of proposed development in terms of influence, the NF will need to be able to utilise a sound evidence base with relevant parties. What the NF might expect from developers would be a willingness to provide relevant infrastructure and capacity to meet development needs and that it would be detailed and in line with the evidence base that supports the planning permission.
19. What the NF might expect from the council is the ability for the Council to advocate on behalf of the NF to ensure the developer meets identified needs of the local population identified through the public consultation process, planning application process, and through identification of neighbourhood planning policies.

3 Analysis

20. We have approached our review from two angles. Firstly to briefly look at the evidence base surrounding the Litchfield Local Plan as set out in:
 - *Integrated Transport Strategy 2015 – 2029*;
 - *Infrastructure Delivery Plan* (August 2015);
 - *Litchfield Developer Contributions SPD*; and
 - *Fradley Spatial Strategy Report – May 2012*.
21. Secondly, to examine each of the following residential planning applications to check the adequacy of assessment:
 - 13/00633/OUT – Hey End Lane – 250 Units;
 - 14/01038/OUT – Brookfield – 70 Units;
 - 10/01498/OUT – Airfield Site – 750 Units;
 - 16/00272?OUT – Bridge Farm – 80 Units.

Review of Evidence Base

22. The Infrastructure Delivery Plan (IDP) is a high level document which is subject to ongoing change and review through an annual monitoring programme. The current version acknowledges that 1,250 homes will be delivered in Fradley in the period 2015 – 2024 and sets out the infrastructure needs to accommodate this development as follows:

Infrastructure Requirement Fradley SDA	Cost	Funding	Phasing	Delivery Lead
Junction access on to the A38 and local highway improvements will be addressed where necessary, and also local connections to the surrounding villages and Lichfield. Measures will need to be modelled to ensure that they are an effective solution and should be capable of delivery at an appropriate time in the delivery of the development.	Will vary	S278	Alongside development 2015 - 24	Developer with Staffordshire County Council and Highways Agency.

23. This extract from the IDP clearly identifies that any improvements will be identified on an application by application basis and funded by the developer as a Section 278 improvement scheme. A Section 278 scheme allows a developer to carry out improvement works to the public highway associated with a planning approval, in line with Section 278 of the Highways Act, 1980.
24. It should be noted at this stage that the A38 forms part of the Highways England core network and is therefore managed and maintained by them. All other roads in the Fradley area are managed and maintained by Staffordshire County Council as the local highway authority.
25. Appendix A of the IDP contains the Lichfield District Integrated Transport Strategy 2015 – 2029. This states at paragraph 5.7 that ‘.....Highways England has identified that a range of measures, including junction improvements, will be required for the A38(T),’ It also identifies at paragraph 5.22 that the transport package in Plan 3 (reproduced below) will support the delivery of Strategic Development Allocations in Fradley.

30. The Integrated Transport Strategy, the Infrastructure Delivery Plan and the Fradley Spatial Strategy are all consistent in identifying relatively modest and small scale developer funded improvements to the two A38 junctions to accommodate the 1,250 residential units. It is only the Litchfield Developer Contributions SPD that identifies major junction improvements at an estimated cost of £10million. As the funding body is identified as Highways England, this would be likely to be high capacity roundabouts or limited grade separation to accommodate the longer term increase in baseline traffic flows rather than to accommodate specific developments.

Site Specific Development Proposals.

31. Our review of the planning applications has concentrated on a review of the Transport Assessment (TA) information submitted with the applications and the mitigation proposed to accommodate the development proposal. Where available, we have cross referenced with the committee report so that any amendments made to the assessment during the consideration of the planning application are picked up. Our findings are as follow:

32. 13/00633/OUT – Hey End Lane – 250 Units (CONSENTED):

Has a TA been provided?	Yes
Overview of the Baseline	Five Peak Hour Junction Counts undertaken in September 2012. VISSIM modelling undertaken at A38 junctions at Fradley village and Hilliards Cross; SCC have highlighted that there is an existing highway capacity constraint at the Hilliard's Cross junction on the A38 where the southbound on/off slips connect to Wood End Lane; Committed Development includes Airfield Site (750 Units), Prologis and vacant units on Fradley Park Employment Area.
No. of Dwellings and Delivery	Up to 250 dwellings. Assumed completion by 2023.
Mitigation Proposed	Existing roundabout at Hay End Lane / Turnbull Road to be removed and returned to priority junction. Proposed development to be served by one-way loop with entrance to west of Turnbull Road and exit to east; Development to provide footway connections to existing routes through to Hay End Lane, Old Hall Lane and existing residential development to the east of the site; Shared surface street from the access to Church Lane; Right turn lane facility on Wood End Lane for vehicles travelling south on A38; Taxi-bus service to be introduced to provide one additional return service in the AM and PM peak periods to/from Lichfield to complement existing Arriva service. Funding is to be provided to SCC to procure service for initial five year period.

33. 14/01038/OUT – Brookfield – 70 Units (CONSENTED):

Has a TA been provided?	No but a Transport Statement has been provided.
Overview of the Baseline	Count obtained for the Hay End Lane / Turnbull Road junction undertaken in September 2012.
No. of Dwellings and Delivery	Up to 70 dwellings. Assumed completion by 2019.
Mitigation Proposed	2 metre wide footway on Hay End Lane across the site frontage and extending south along Turnbull Road for 40m to provide access to NB bus stop; Pedestrian crossing to be provided across the southern arm (Turnbull Road) of the Hay End Lane / Turnbull Road roundabout; Contribution towards highway improvement works at Hilliards Cross through a Section 106 agreement

	specifically the introduction of a right turn lane on Wood End Lane; Contribution towards enhancement of bus service which serves Fradley village through Section 106 agreement.
--	---

34. 10/01498/OUT – Airfield Site – 750 Units (CONSENTED):

Has a TA been provided?	Yes
Overview of the Baseline	Base traffic flows taken from HE's 2008 Base VISSIM model
No. of Dwellings and Delivery	Up to 750 dwellings.
Mitigation Proposed	New pedestrian crossings on Common Lane and Hay End Lane; Developer to support a peak hour enhancement to existing services in the early phases of development, then provide a new half hourly bus service on occupation of the 425 th dwelling. Developer has agreed to provide sum of money to SCC to tender the service under an agreed phasing plan. Sum of money would be equal to running the bus for five years.

35. 16/00272/OUT – Bridge Farm – 80 Units (CURRENTLY IN PLANNING):

Has a TA been provided?	No but a Transport Statement has been provided.
Overview of the Baseline	7-day ATC on Worthington Road dated Feb 2015; Count obtained for the Hay End Lane / Turnbull Road junction undertaken in September 2012.
No. of Dwellings and Delivery	Up to 80 dwellings.
Mitigation Proposed	None

36. A multi-modal approach to mitigation is being promoted by the consenting authorities in an attempt to minimise as far as possible the impact on the highway network. Travel Plans have not been individually reviewed as the substantial work required to do this would fall outside this brief.
37. The current policy background against which development proposals are judged (in transport terms) is paragraph 32 of the National Planning Policy Framework which states that consent should only be withheld where the impacts of development are severe.
38. In conclusion, it is considered that the applications are being assessed on a case by case basis against the known baseline conditions and the mitigation measures proposed are consistent with the problems identified in the evidence base. On the strength of this response, our recommendations are set out below.

4 Conclusions and Recommendations

Outputs

39. AECOM's commission sought to support Fradley Neighbourhood Forum to:
1. Obtain clarity over how they can influence through Reserved Matters which haven't been discharged;
 2. Work with the new developer; and
 3. Provide support to feedback this work to the LPA etc.

The conclusions of the report are framed by these identified aims.

40. After initial work to engage relevant parties on this project it was agreed that a technical focus on highways data was vital for providing relevant background information and advice. In particular a robust understanding of the junction issues and evidence base behind it would be able to provide an essential understanding of the issues affecting the approach to reserve matters relating to planning permissions granted and those yet to be considered.

Influence on Reserved Matters

41. Regarding the Site Specific Development Proposals, the mitigation proposed in reserved matters is seen as consistent and appropriate. This means that the Neighbourhood Forum is unlikely to be able to bring forward the delivery of any further mitigation. The analysis undertaken appears to have adopted sound processes, with the 'asset owner' (Highways England) having assessed capacity and possible improvements to protect the overall function of the A38 (which is the expeditious movement of long distance traffic).
42. Against this baseline, developers have promoted proposals incorporating the improvements identified as necessary by the HE. The measures required to be implemented by developers are considered to be satisfactory. However, there remains a need for the LPA and Highways Authority to clarify the issue of the £10m A38 junction improvement which AECOM understands would be funded by the Highways England rather than developers since these are likely to be general works to improve traffic flow (such as roundabout capacity) rather than development-specific works. Litchfield DC setting out more clearly in writing a definitive list of what is due from strategic to local level would also help the Forum in terms of its own community infrastructure priorities and use of its CiL share. This may also help with the contentious issue of the phasing of highways works.

Engaging with Developers

43. We sought to engage with the developer through contacts provided by the Neighbourhood Forum but received no feedback, in spite of e-mail and telephone requests at the time we were reaching our conclusions. This was fed back to Navigus Planning, who are providing support to the Neighbourhood Forum in the preparation of the plan.

Provide support to feedback this work to the LPA

44. AECOM had useful conversations with the LPA in both Neighbourhood Planning and Development Management. From this it became clear that a clear awareness of the evidence base of the highways issues would be required. This approach was also agreed with Navigus Planning.

45. We conclude here that the Council's approach to reserve matter and the mitigation measures being discussed with developers is reasonable. Whilst there appears to be little to be gained by the Forum further attempting to influence the reserve matters, there are clearly longer term policy issues to address and a more consistent approach to future development of transport policy relating to Fradley and especially more clarity on who will deliver what transport infrastructure is required. This would be ideally tackled with a topic-based sub-group in the Forum dealing with Traffic and Highways issues and a more positive dialogue with Litchfield and the Highways Authority. There are also other issues relating to community infrastructure that neighbourhood planning can prioritise, but this also requires further open discussion with the LPA.
46. District Councillors also have an important role with regard to good engagement and communications during a neighbourhood plan process. They work between the Parish and District and are able to liaise and make progress with Council officers as well. We recommend that the Neighbourhood Forum undertake a 3-way meeting between parish, district and LPA. We would still see the optimal approach to be a round table process to take the groups through evidence found and try to come to an accommodation to take it forward. District Councillors and MPs have also been mobilized by some neighbourhood planning groups to help gain access to their Highways Authority and Highways England. Given the current resource restrictions, this might be useful here.
47. More specifically, given that the mitigation proposed for the current applications reviewed here have been deemed to be satisfactory it is therefore recommended that the Forum seeks to develop local accessibility policies in conjunction with Lichfield District Council in order to re-focus the delivery of developer contributions as future proposals are determined through the planning process. These could include:
- Pedestrian or cycle access to amenities through footpath or cycleway enhancements;
 - Safeguarding and developing public transport provision;
 - Electric vehicle charging points;
 - Highways layouts that minimise potential conflicts between cycles, pedestrians and cars;
 - Potential for shared space in agreed areas;
 - Ensuring through vehicular routes and the avoidance of dead ends; and
 - Particular junction alignments and improvements could also be set out to help direct future development.
48. By tackling the commission in the way we have we believe there has been significant progress made in the group's understanding of the evidence base underlying the highways proposals supporting the planning applications for the extension of Fradley. AECOM has provided here evidence for the NF to approach the LPA and other key parties to discuss the details of the highways works associated with the housing proposals; and also a list of potential policy areas for the NF to approach the LPA with when developing their plan policies.
49. It is likely, however that the NF group would benefit from further support with regard to face to face engagement with key parties and the subsequent refinement of neighbourhood planning policy.
50. AECOM is happy to support a further bid to Department for Communities and Local Government by the Forum for an additional technical facilitation package to address, facilitate and resolve any further issues. AECOM would of course be keen to continue working with the Forum along these lines, if invited; and
51. That, after consideration of this report, if the Forum still wishes to proceed with additional technical facilitation packages it do so via the Locality's mycommunity.com application portal who will receive a copy of this report.

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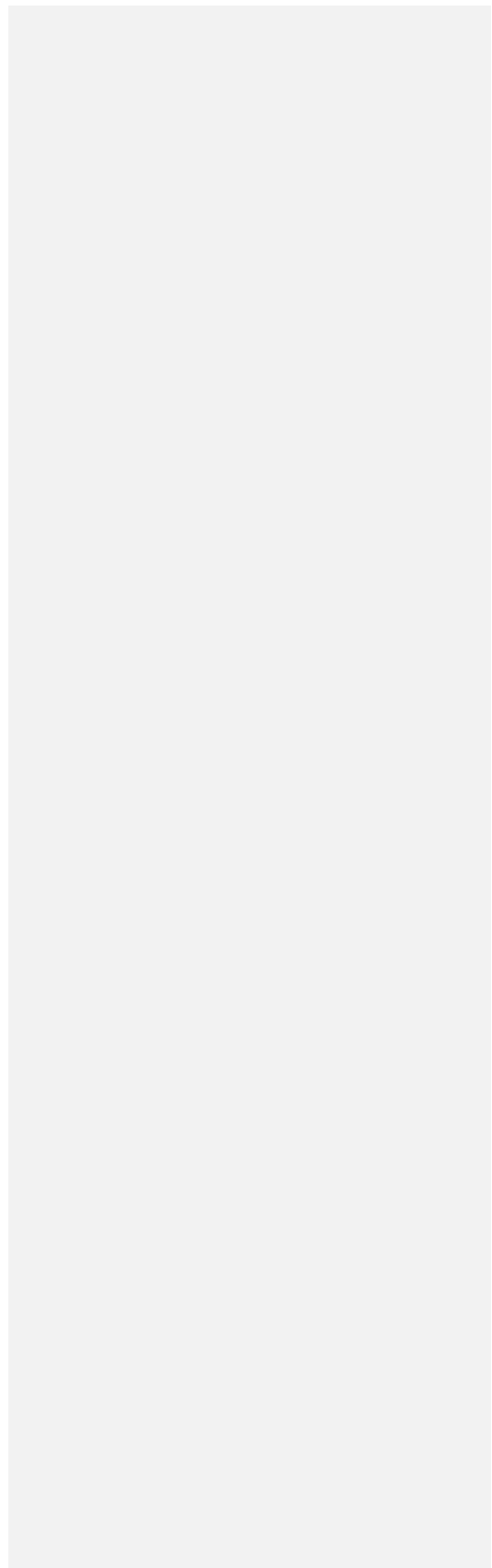
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Appendix O

Oct. 16 – Wilson Bowden meeting notes



NOTES OF MEETING WITH MR DAVID WARD, PLANNING DIRECTOR, WILSON BOWDEN HOMES
26th OCTOBER 2016

Present: Cllr Simon Roberts, David Ward, Linda Wild, Richard Green, Jo Spence, Sandy Carruthers

The purpose of the meeting was to discuss matters mainly regarding Hay End Lane development and its current ~~position~~. ~~schedule for starting work~~.

Hay End Lane

Marley Eternit Ltd, Mrs-Williams (jnr) and Wilson Bowden Developments all have a financial interest in the Hay End Lane development; Marley having taken a Charge on the land in question ~~for mineral extraction many years ago~~.

The conditions of the Section 106 main payments are as follows (other minor payments not listed):

£1.4m	Primary School provision (monies held by SCC)
£860,000	Secondary School provision (Friary Secondary School) (SCC)
£178,000	Indoor sport provision (LDC)
£122,000	Transport provision (SCC)
£72,000	Managing travel demands (SCC)

With regard to school parking problems it has been agreed that a vehicle drop-off zone will be created (currently to be sited in the pub area). There is a legal requirement for this to be completed in accordance with the Drop-Off Area Scheme on or before the occupation of the first house. Map of area to be provided by David.

The school extension ~~land has been allocated within the Hay End Lane development and is now protected and cannot be developed other than by the school. It is likely to be used for recreational activities. site is also a legal requirement to be completed by _____ and will be used for recreational facilities.~~

Wilson Bowden plan to alter the location of the playing field and pavilion on the current plan and re-site it next to the school, which would provide the opportunity for joint use (school and public use). The committee agreed that this was a good idea. The playing fields will be managed by a management company ~~as will the 'drop-off zone' / parking area~~.

Wilson Bowden have had to address the problem of flooding on the site and have had to raise the houses to mitigate this. Any excess surface water will be running into the balancing pond away from the houses.

The committee discussed the situation of the sewage system in the old village and how this would be impacted by the Hay End Site. ~~However~~ Mr Ward did not have any prior knowledge of this and he confirmed that he would investigate this. The committee had previously been informed by STW that a complete new upgrade with a new pumping station would take place in 2018.

Other Wilson Bowden land

Mr Ward confirmed that the area of land that Sandy had identified at the junction of The Moor and Long Lane, that might be protected in the Neighbourhood Plan, did not belong to Wilson Bowden Developments but still belonged to Marley Eternit. He would give her a name to contact. A copy of the Land Registry document was provided to confirm ownership.

Mr Ward agreed to email Sandy various maps showing land ownership in Fradley, mainly those areas owned by Wilson Bowden. Marley have a charge on virtually all of the land to the north of Fradley. Wilson Bowden's land holdings in the Fradley area are extensive. They will inevitably be looking to develop this land over the coming years.

Other planning considerations

The committee is aware that the Neighbourhood Plan document will not be able to exclude large areas of land for development. Therefore it was concluded that the document should include policies within it that will ensure that any new developments comply with the inevitable need for appropriate health care provision, open areas for sports facilities, play areas, walkways, cycleways and landscaped areas that enhance the area for the good of Fradley residents.

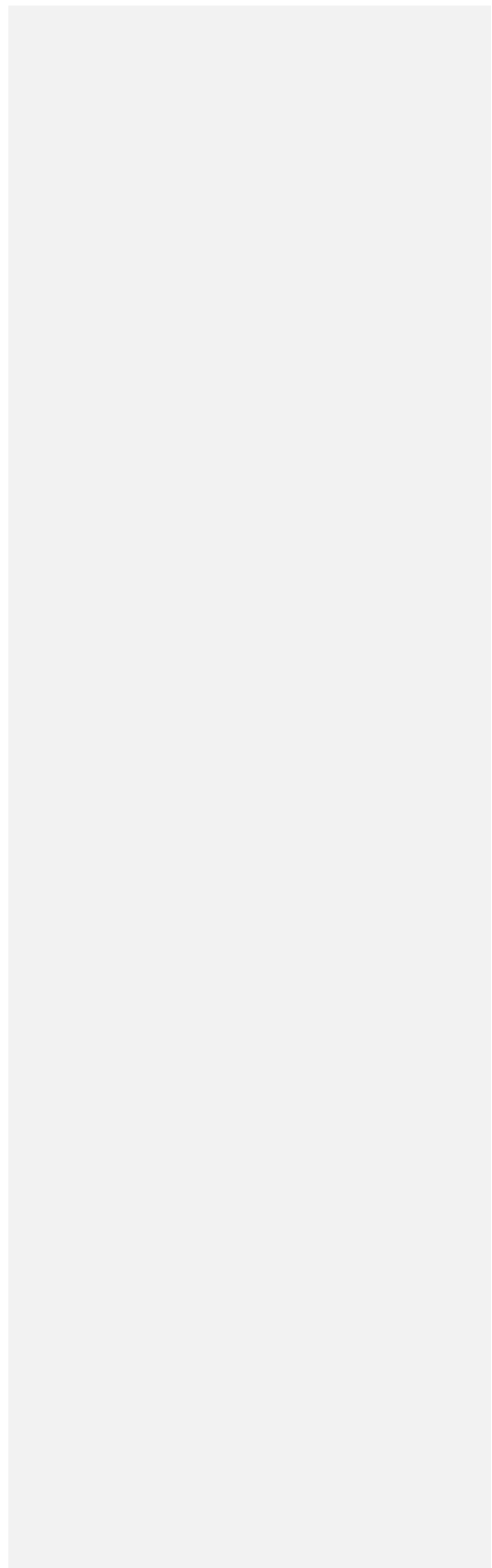
Safe vehicle access would be strongly addressed within the Plan to avoid disruption to residents such as the current difficulties endured by people living on or around Williams Avenue and Turnbull Road and outside the school.

Use of the old bridge with its 7.5 ton weight limit at Gorse Lane would have to be addressed also in the Plan.

Brookfields site - The developers for this site will be Redrow and Mr Ward was well aware that this site is likely to start relatively soon.

Appendix P

Nov. 16 – Booth Associates meeting notes



Minutes of the meeting at 10:30am on 24th November 2016 in the Marketing Suite Office to discuss a new housing development on land in Fradley (no. 132 on the SHLAA map)

Present: Fradley Neighbourhood Plan Group - Linda Wild, Richard Green, Sandy Carruthers and Simon Roberts (Chairman), Kate Roberts (Parish Clerk), Nigel Gough and Gill Brown, Nigel Gough Associates Ltd, Chartered Surveyors and Chartered Town Planners.

Mr Gough had been trying for a number of year to have the employment zoned 10 acres of land allocated for housing on behalf of clients, a small local trust called Booth Trustees.

The current tenant was coming to the end of the tenancy and would probably not wish to continue using the land. There was only one entrance to the site, via the A38, which would be closed off if a housing development was built. Mr Gough explained that they had looked at turning the site into a care village in the past, but this had not been given the go ahead by LDC. Noise surveys would be carried out, plus a mound and bund could be installed next to the A38 to make it safe for children. It was anticipated that there would be eighteen months of construction problems if planning permission were granted.

The Chartered Surveyors were happy to consult with members of the community, perhaps by means of an open day in the Village Hall. As well as an open space, they would comply with requirements for affordable housing and would also consider starter homes and suitable accommodation for the elderly. Although probably not bungalows, which take up a lot of land, these could include disabled facilities, such as wheelchair access along with a bedroom and shower on the ground floor.

The only way into the development would be through the Worthington Road estate, built by Cala Homes and this was in the process of being arranged as a formalised scheme. On the other side of the land, an electricity substation and industrial buildings were accessed by a road which was only adopted part way, then became a private road.

Mr Gough confirmed that buffering and an open space would most likely be next to the A38. Members of the Neighbourhood Plan group thought that a housing development on the land would not really affect anyone, with the only problem they could foresee being access to the site.

There followed a discussion on the Neighbourhood Plan and the lack of sports facilities in the area. Sport England could be contacted to help highlight what was needed and to apply for a grant. Obtaining a contribution via the precept through the District Council, from Section 106 monies and from Lottery funding could also be options for establishing a sporting base. The head of Sports and Recreation in Lichfield might be able to offer advice on ways of supporting sports provision. Approximately ten acres would be needed, with sufficient car parking spaces and facilities such as a community centre, tennis courts, a bowling green, cricket and football pitches.

The Neighbourhood Plan should comply with what was required in the Local Plan and include the needs of the village, with evidence supported by residents' surveys. Six thousand of the ten thousand houses needed in Lichfield had been allocated. The provision for one thousand homes in Fradley was a large percentage of the allocation. Because of this, the Neighbourhood Plan could be an opportunity to put a hold on future development, as it would be reasonable to state that people needed time to consolidate and acclimatise.

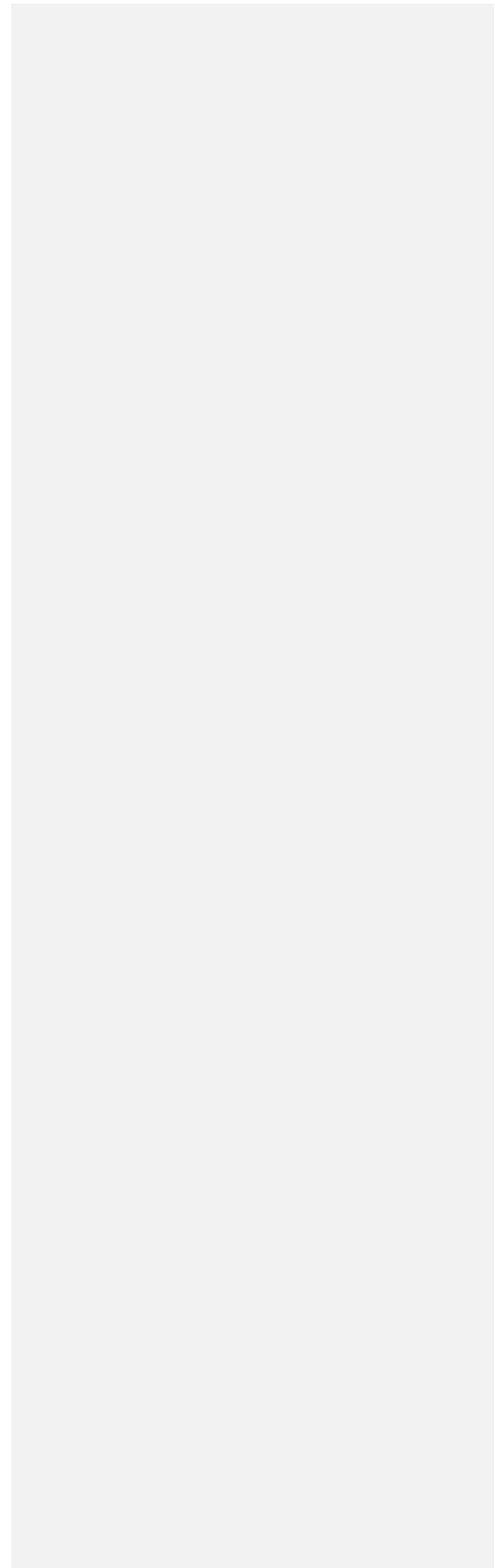
If the group got a petition for re-opening Common Lane, this could be a key aspect of the Neighbourhood Plan. Depending on the results of questionnaires, small areas could be allocated for allotments or specialist housing for the elderly, as affordable housing or starter homes.

Organisations might be willing to take on an integrated GP Surgery and if this was needed, it should be included in the Neighbourhood Plan, which the group hoped would be adopted next year.

The meeting closed at 2pm.

Appendix Q

Mar. 17 – Results of 2nd Questionnaire





Fradley Neighbourhood Plan

Shaping the development of our village

Focus Survey



Thank you

Thank you for the valuable information you have already supplied by completing our questionnaire.

The results/statistics are available at: www.fradleynp.org.uk/documents-to-read/questionnaire-results/

Please now help us again

This survey is to focus directly on specific community issues.

The information you provide will form an integral part of our draft Neighbourhood Plan document. This should be ready by early 2017 and available to view on our website.

All figures are percentages, with the number of respondents to each question in brackets ()

Figures in red high-light

Fradley Neighbourhood Plan

Shaping the development of our village

Questionnaire

www.fradleynp.org.uk

FACILITIES / LEISURE

Q1	How frequently would you and/or your children use the following sports facilities if they were available in Fradley?									
	Facility	You				Your children				
		At least weekly	At least monthly	Less often	Never	Not applicable	At least weekly	At least monthly	Less often	Never
	Football pitch	10	7	10	73 (227)	40	31	17	16	36 (124)
	Cricket pitch	3	8	14	75 (225)	40	12	14	26	48 (124)
	Tennis court	9	17	22	52 (233)	41	17	26	25	32 (121)
	Bowling green	8	12	22	58 (236)	43	0	4	15	81 (114)

Q2	Would you like a pub in Fradley?					
	Yes	79	No	18	Don't know	3 (262)

Q3	Which of the two site options below would you prefer for a pub in Fradley? Please tick one only. <u>Both sites already have planning permission for a pub.</u>		
	Common Lane/Stirling Centre	67	Hay End Lane
			33 (221)

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Q4	How often do you think you might visit the Fradley pub at the site selected at Q3?			
	At least weekly	At least monthly	Less often	Never
	42	46	8	4 (231)

Q5	Would you be interested in helping to run a Community Pub if a commercial partner cannot be found by the developer to run a pub in Fradley, would you be interested in helping to run a Community Pub?				
	Yes	21	No	55	Don't know
					24 (234)

Commented [FL1]: You might need to explain what a Community Pub is so that everyone has the same understanding of the question.

Commented [FL2R1]: I agree. May be add "(if a commercial partner cannot be found by the developer, we may have an opportunity establish a community-run pub with our own financial backing)
Or something along those lines

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Q6	Would you like a library/book share facility in Fradley?				
	Yes	55	No	30	Don't know
					15 (257)

Q7	How often do you think you might use a library/book share facility in Fradley?			
	At least weekly	At least monthly	Less often	Never
	17	55	15	13 (189)

Q8	When the Hay End Lane housing development starts, then St Stephen's School will have to expand. It is likely possible that the land to the side of the school, that currently houses the Multi-Use Games Area (MUGA) and skate park, will be incorporated into the school grounds. Should this happen, another piece of land will have to be made available for the MUGA and skate park. Please indicate your views on where this land should be.	
	This alternative land should be very close to the existing MUGA	72
	This alternative land should be in Fradley South	15
	This alternative land should be in Fradley Village	8
	Other (please write in) Facilities should be available in both Fradley South & Fradley Village	4 (253)

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Commented [FL3]: I'm not sure about this as the PC have decided against

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Q9	<u>If the MUGA has to move from its current location, there might be an option to change the equipment for the new site. Do you think that the MUGA and stake park should be re-instated as it is on the new site?</u>				
<u>Yes</u>	38	<u>No</u>	24	<u>Don't know</u>	38 (248)

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Q10	<u>What would you like to see the new land used for instead of the MUGA and stake park? Please tick all that apply and indicate your top priority. The MUGA and stake park should be re-instated as it is</u>	
	<u>All preferences</u>	<u>Main preference</u>
<u>Trim trail</u>	30	13
<u>Outdoor fitness equipment</u>	32	20
<u>Play equipment</u>	41	31
<u>Scooter park</u>	22	12
<u>Football pitch</u>	29	19
<u>Other (please specify)</u> BMX Track	6 (264)	5 (130)

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- Commented [FL4]: Is this two questions? It seems that you're asking two things here – where the facility should be moved to should the school expand and whether to keep the MUGA equipment. If this is the case I think you should split this question up – first question – where should the relocated site be? Keep the current options but add one that the MUGA stays where it is and the land shouldn't be given to the school. The second question then looks at the equipment on this new site – do they keep the MUGA and skate park as is, replace it with something new, if so what or add stuff to the existing equipment.
- Commented [FL5R4]: Yes. It is 2 questions. The first is to decide where it should go and second what to have on it. I don't think we should include a 'stay where it is' option, as they will just compulsory purchase the land off the PC if they want it, so I don't think we will have any say?
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Q9Q11	How frequently do you walk/run or cycle in the lanes in and around Fradley?							
	Walk/run				Cycle			
	At least weekly	At least monthly	Less often	Never	At least weekly	At least monthly	Less often	Never
	69	16	12	3 (253)	24	23	21	32 (211)

BUSINESS

Q10 Q12	Please indicate which of the following statements applies to you	
	I currently run a business from my home in Fradley	12
	I'm thinking about running a business from my Fradley home	2
	I often/sometimes work from home	28
	None of the above	58 (261)

Q13	If office space were available in Fradley, how likely would you be to move your business to it?				
	Very likely	Likely	Not sure	Unlikely	Very unlikely
	0	4	9	13	74 (107)

Q14	If a meeting room were available in Fradley, how likely would you be to use it?				
	Very likely	Likely	Not sure	Unlikely	Very unlikely
	3	11	16	14	56 (109)

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PARKING

Q15	Please indicate your level of agreement with the following statements:					
	Strongly agree	Agree	Neither	Disagree	Strongly disagree	
Residential parking provision is adequate in your street	23	40	5	16	16 (260)	Formatted: Font color: Auto
Residential parking provision is adequate in your part of Fradley	16	37	4	17	26 (255)	Formatted: Font color: Auto
Parking provision at local facilities is adequate in Fradley	3	29	7	34	27 (253)	
Parking provision is adequate for HGVs at Fradley Park	2	6	22	19	51 (248)	

Q16	If you have disagreed with the statements at Q15, please indicate how parking could be improved. Please mention specific roads, areas or facilities where parking is an issue.	
Residential parking in your street	Williams Avenue, Rogerson Road, Worthington Road, Shaw Drive, Milne Avenue, Rumbold Avenue, Wyndham Wood Road	
Residential parking in your part of Fradley	Turnbull Road, Worthington Road, Church Lane. Cars parked behind traffic calming measures	
Parking at local facilities	School, Village Hall, Church needs a car park. Stirling Centre	

	<p>Double yellow lines are ignored.</p> <p>Gorse Lane, Halifax Avenue and Wellington Crescent used over-night and are constantly littered and ruining verges.</p> <p>Dedicated lorry park with toilet facilities should be provided.</p>
--	--

Q17 If you have a garage, do you regularly park a vehicle in it?					
Yes	29	No	58	I don't have a garage	13 (259)

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Q18 How many off-road/driveway parking spaces do you have?							
0	1	2	3-4	5	6+		
2	19	37	23	11	5	3	(262)

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Q19 How many parking spaces does your household need?							
0	1	2	3-4	5	6+		
1	14	59	17	6	2	1	(262)

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Q20 Do you consider that you have adequate parking for your household?							
Now				In the Future			
Yes	90	No	10 (259)	Yes	76	No	24 (210)

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Q21 Do you regularly park on the street outside your house?					
Yes	17	No	83 (260)		

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Q22 Why do you park on the street outside your house?	
Garage used for other purposes.	
Not enough parking provision allowed for visitors.	
Not enough driveway spaces	

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HOUSING

Q23 What type of housing do you think you and your family may need in this area over the next 15 years?
Please tick as many boxes as you feel necessary (number of respondents/total respondents)

No change – stay in existing house	67 (176/264)	36% (176/487)
Starter Homes	14 (36/264)	8%
Apartments	7 (18/264)	4%
Warden-assisted housing	12 (31/264)	6%
Retirement Village	21 (55/264)	11%
Bungalows	24 (63/264)	13%
1-bed houses	4 (11/264)	2%
2-bed houses	8 (21/264)	4%
3-bed houses	12 (31/264)	6%
4-bed houses	10 (27/264)	6%
5-bed+ houses	7 (18/264)	4%

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Q24 Percentages of respondents by postcode

DE postcodes	2%
WS13 8NJ	3%
WS13 8NN	3%
WS13 8NR	5.5%
WS13 8NY	6%
WS13 8NZ	3%

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	WS13 8PF	3%
	WS13 8PG	7%
	WS13 8PQ	4%
	WS13 8SA	4%
	WS13 8SD	3%
	WS13 8TQ	3.5%
	WS13 8TR	3%
	WS13 8UZ	4.5%

Fradley South 50%

Fradley Village 50% (248)

Thank you for your participation. We are very grateful for your help in understanding our community's views.

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Appendix R

Mar. 17 – Summary of results of 2nd Questionnaire

Fradley Survey Summary

Q1

Approx. 10% of adults said they would use a football pitch, tennis court and bowling green at least weekly

A further 15% said they would use a tennis court and bowling green at least monthly

A cricket pitch was the least likely to be used by adults.

40% of respondents do not have children living at home or have no children.

30% of kids would use a football pitch at least weekly, with a further 17% at least monthly.

17% of kids would use a tennis court at least weekly, with a further 26% at least monthly.

A bowling green would be the least used by kids.

Q2

79% of respondents would like a pub

Q3

67 % of respondents said they would want the pub locating near the Stirling Centre

Q4

47% of respondents said they would use the pub at least weekly, with a further 48% saying they would use it at least monthly

Q5

23% of respondents said they would be interested in running a community pub (47 people) and 25% said they didn't know.

Q6 / 7

55% of respondents said that they would like a library/book share facility in Fradley with 22% saying they would use it at least weekly and 71% saying that they would use it at least monthly.

Q8

72% of respondents said they would like the MUGA relocating close to it's existing site

Q9

38% of respondents said they would like the MUGA reinstating as it is, 38% said they didn't know and 24% said it should be different.

Q10

Most respondent's preference on the new MUGA site would be play equipment, with a football pitch or outdoor fitness equipment being the next preference

Q11

69% of respondents said that they walk/run around Fradley at least weekly

24% of respondents said that they cycle around Fradley at least weekly, with a further 23% at least monthly.

Q12

12% of respondents run a business from home and 28% of people often/sometimes work from home

Q13

Only 4% of respondents said they would be likely to move into local office space.

74% are people said they would be very unlikely to move into local office space

Q14

14% of respondents said they were very likely or likely to use a local meeting room

Q15

63% of people said that they either agreed or strongly agreed that residential parking provision was adequate in their street

53% of people said that they either agreed or strongly agrees that residential parking provision was adequate in their part of Fradley. 43% of people said they disagreed or strongly disagreed that parking provision was adequate

61% of people said that they either disagreed or strongly disagreed that parking provision at local facilities was adequate

70% of people said that they either disagreed or strongly disagreed that parking provision was adequate for HGV's

Q16

See survey for comments

Q17

58% of respondents do not park in their garage, 29% of people do park in their garage and 13% do not have a garage.

Q18

37% of people have 2 parking spaces, 23% have 3 parking spaces & 19% have just 1 parking space.

Q19

59% of people said that their household needed 2 parking spaces, 17% said 3 parking spaces & 14 % said they needed just 1 space.

Q20

90% of people said that they have adequate parking for their household now and 76% said they will have adequate parking in the future

Q21

83% of respondents said that they do not regularly park on the street outside of their house

Q22

Garages used for other purposes

Not enough parking provision for visitors

Not enough driveway spaces provided

Q23

67% of respondents said they are likely to stay in their house over the next 15 years.

21% & 24% of respondents said that a retirement village and bungalows are the most needed type of housing they will want over the next 15 years

Q24

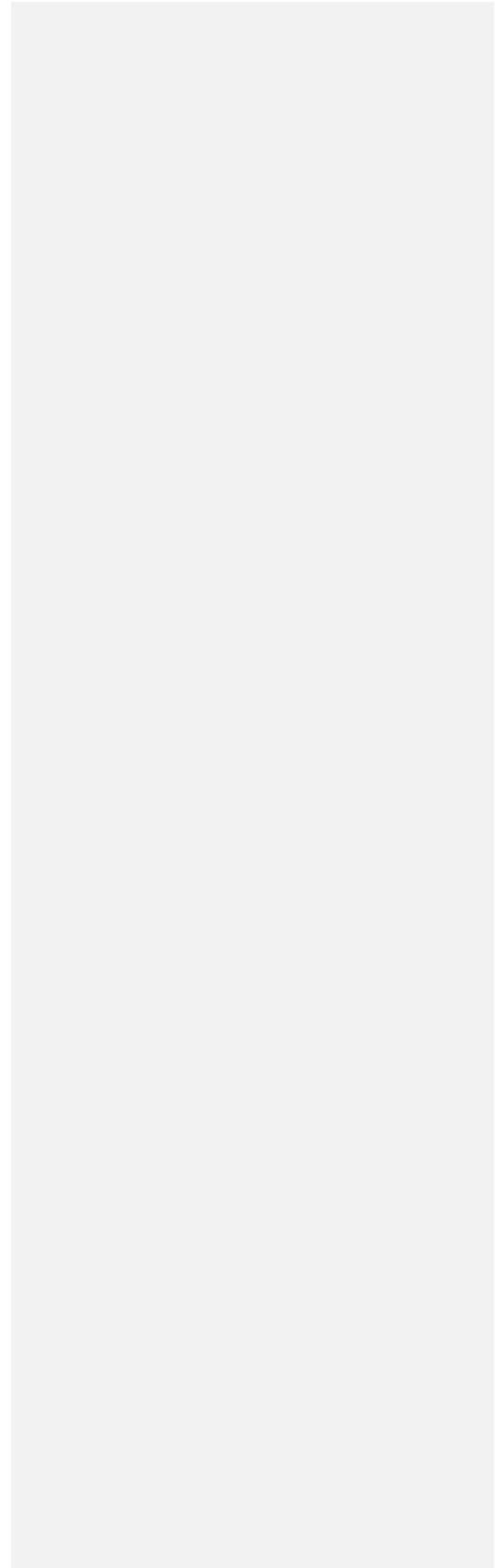
50% of respondents said they have lived in Fradley South

50% of respondents said they lived in Fradley village

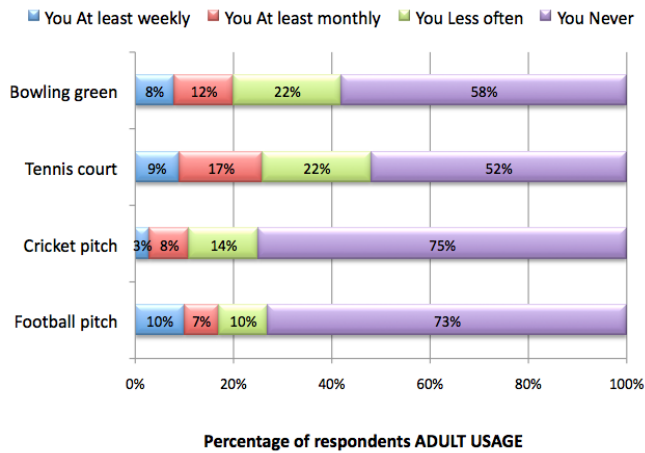
The largest postcode to reply (7%) was Worthington Road (WS13 8PG)

Appendix S

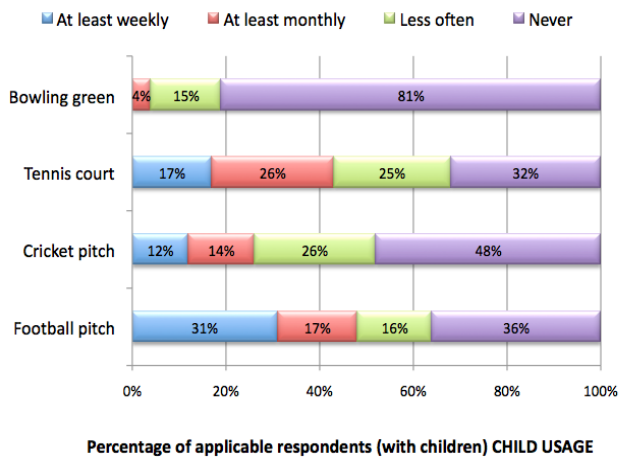
Mar. 17 – Graphical results of 2nd Questionnaire



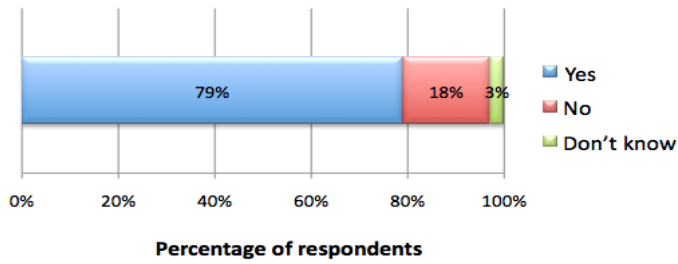
Q1 How frequently would YOU use the following sports facilities if they were available in Fradley?



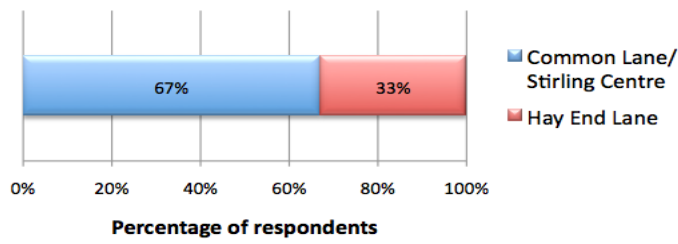
Q1 How frequently would YOUR CHILDREN use the following sports facilities if they were available in Fradley?



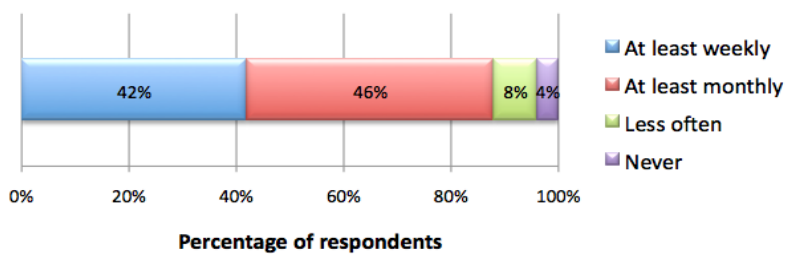
Q2 Would you like a pub in Fradley?



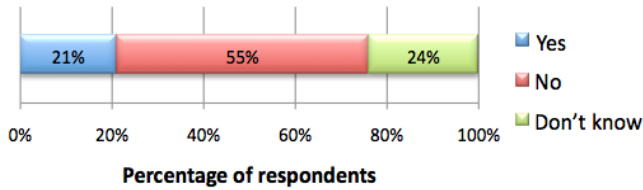
Q3 Which of the two site options would you prefer for a pub?



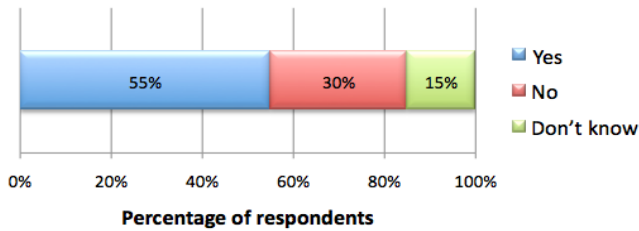
Q4 How often do you think you might visit the Fradley pub at the site selected at Q3?



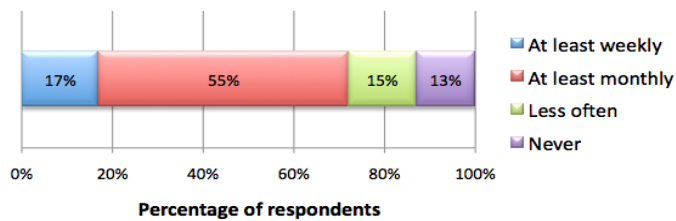
Q5 If a commercial partner cannot be found by the developer to run a pub in Fradley would you be interested in helping to run a Community Pub?



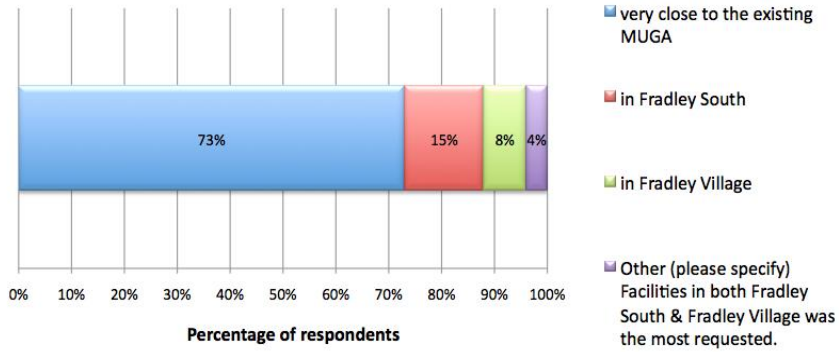
Q6 Would you like a library/book share facility in Fradley?



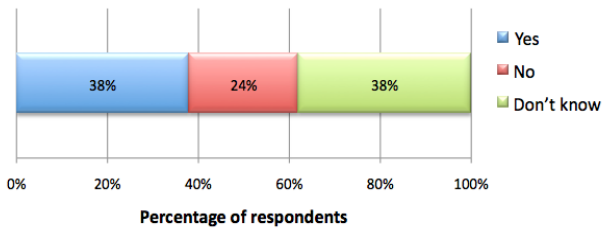
Q7 How often do you think you might use a library/book share facility in Fradley?



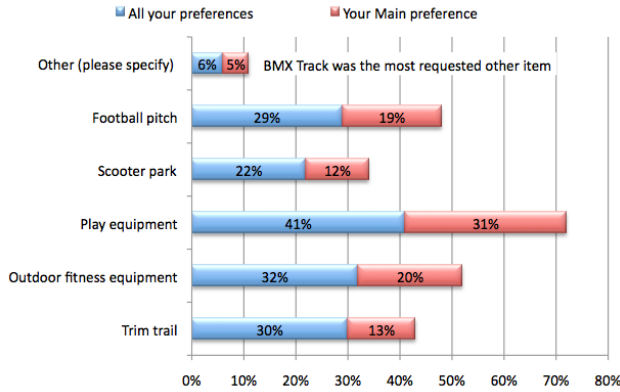
Q8 Preferences for possible re-location of MUGA/skate park



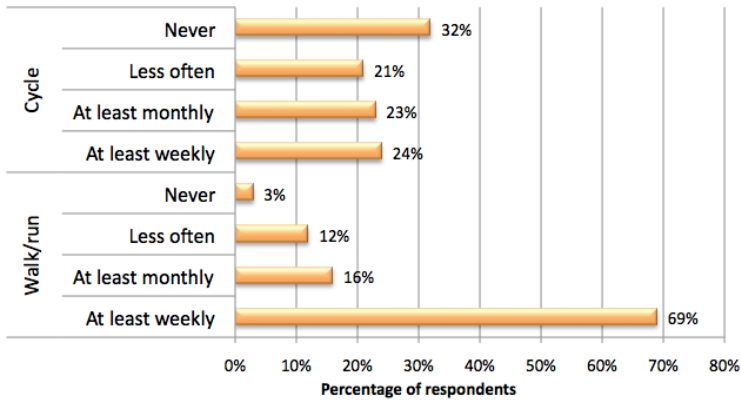
Q9 Do you think that the MUGA and skate park should be re-instated as it is on the new site?



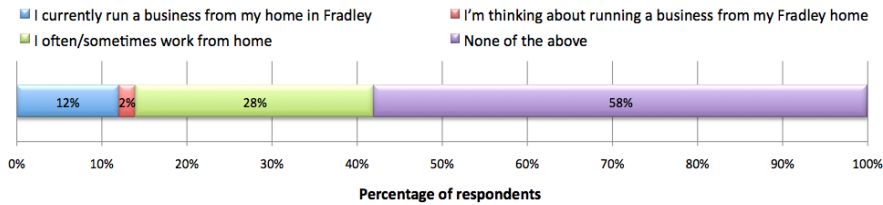
Q10 What would you like to see the new land used for instead of the MUGA and skate park?



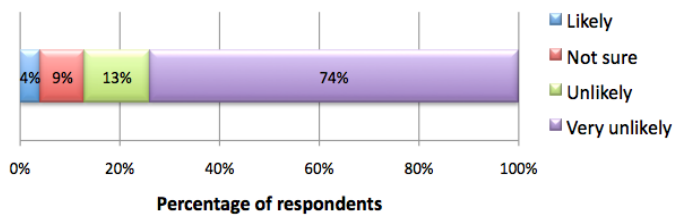
Q11 How frequently do you walk/run or cycle in the lanes in and around Fradley?



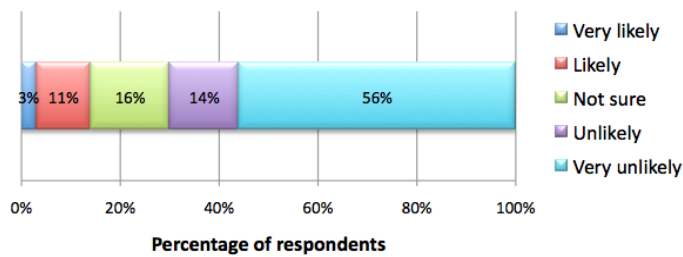
Q12 Please indicate which of the following statements applies to you regarding working from home



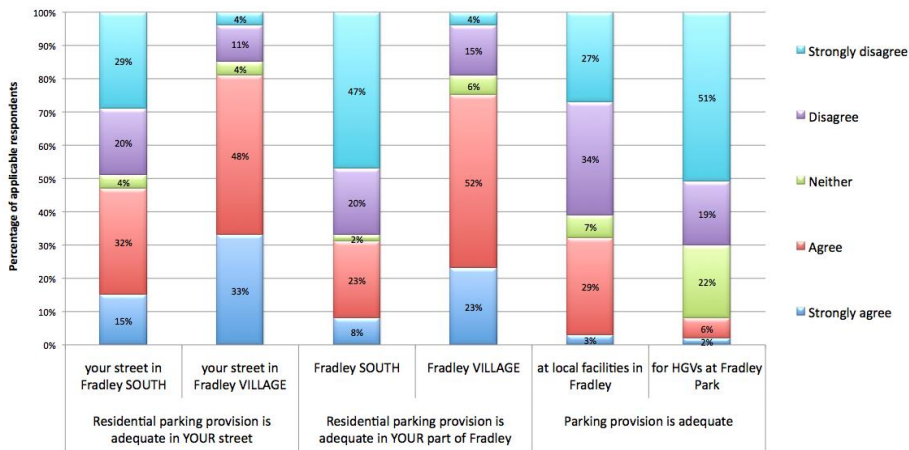
Q13 If office space were available in Fradley, how likely would you be to move your business to it?



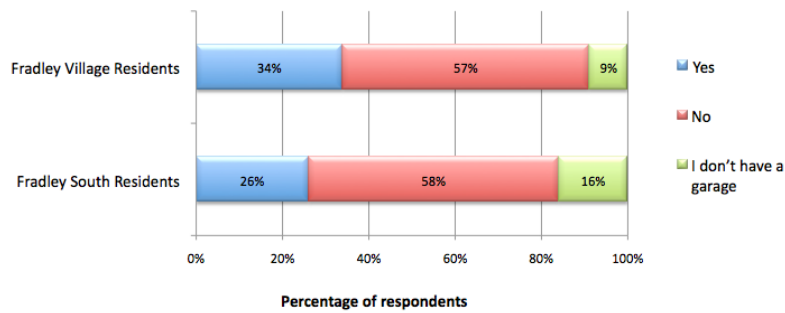
Q14 If a meeting room were available in Fradley, how likely would you be to use it?



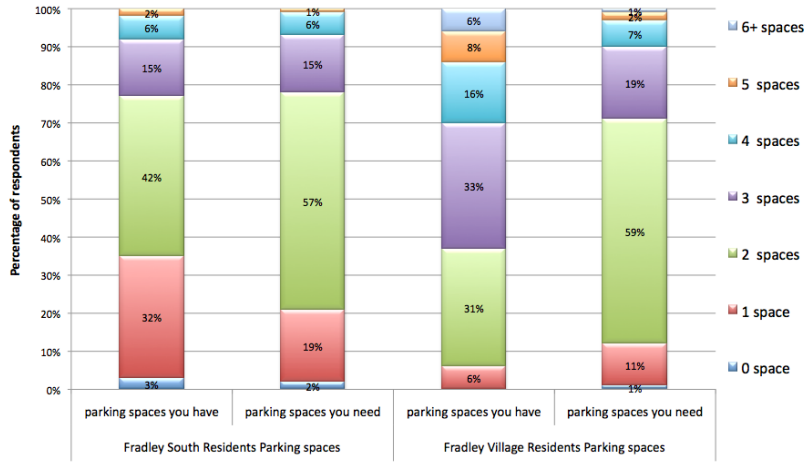
Q15 Please indicate your level of agreement with the following statements about Parking in Fradley



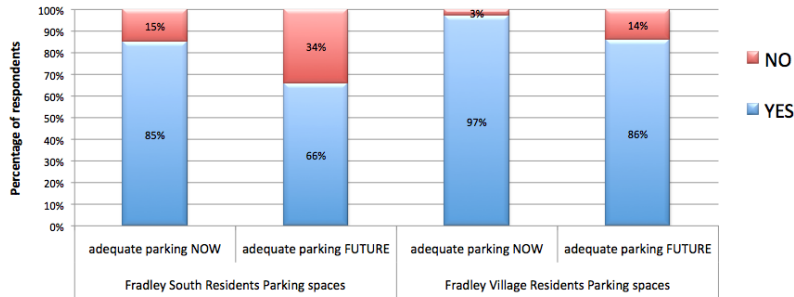
Q17 If you have a garage, do you regularly park a vehicle in it?



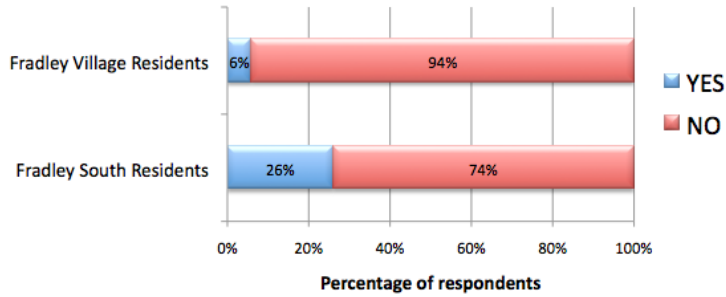
Q18/19 How many off-road/driveway parking spaces do you have and need?



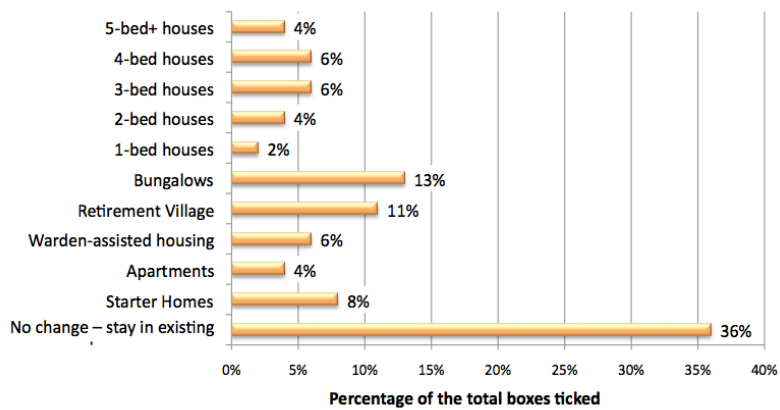
Q20 Do you consider that you have adequate parking for your household?



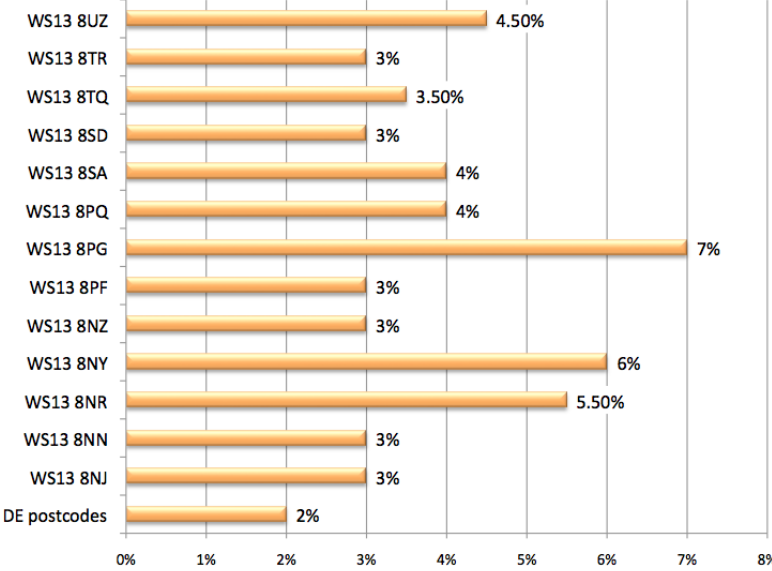
Q21 Do you regularly park on the street outside your house?



Q23 What type of housing do you think you and your family may need in this area over the next 15 years?

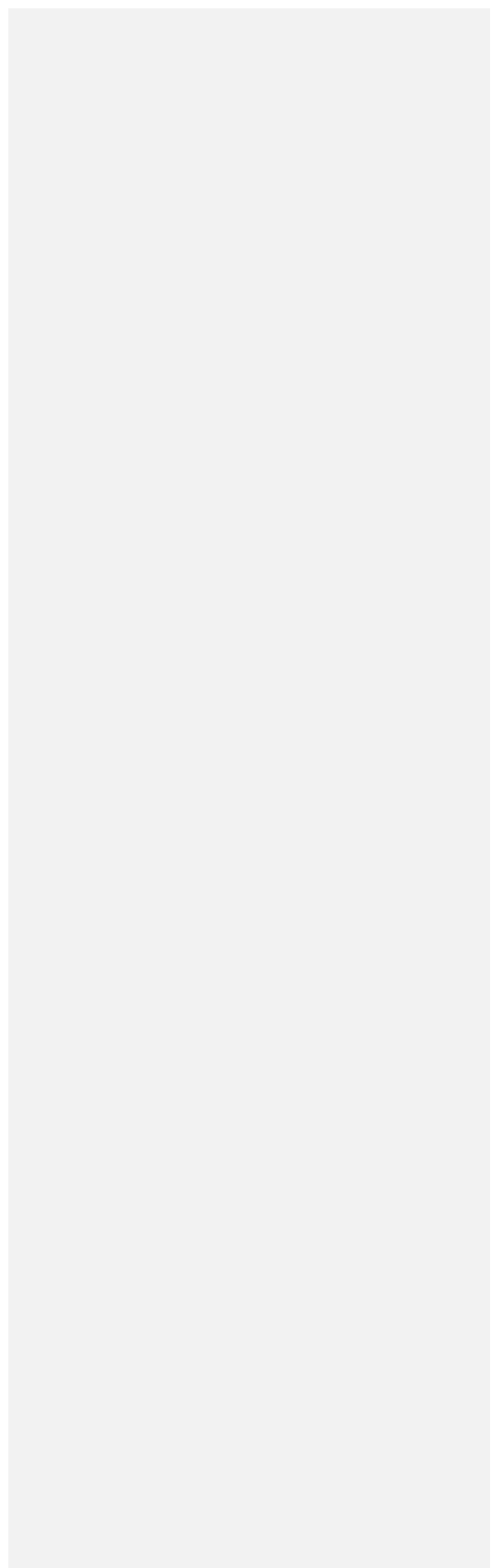


Q24 Highest percentages of respondents by postcode



Appendix T

Apr. 17 – Pushchair access – Facebook comments



The following text is copied directly from the Fradley Mums facebook group.

Comments in response to a posted question about issues with pushchair access around the existing village

Linda Wild original post: On behalf of Fradley neighbourhood plan

<http://www.fradleynp.org.uk>

I'm trying to establish if anyone has any difficulty with using pushchairs around the village and access into buildings etc.

Both positive and negative comments are all helpful for information into the final document.

please comment below thank you

[Like](#) [Show more reactions](#)

[Comment](#)

Comments

[Amanda O'donnell](#) Shouldn't we be more concerned about the amount of traffic on the lanes with all the new development rather than pushchairs?

[Like](#) · [Reply](#) · [Yesterday at 12:50pm](#)

<https://www.facebook.com/groups/414909715251820/>

[Sarah Wilson](#) Surely Linda is able to ask for comments on more than just one aspect for the plan?!

[Like](#) · [Reply](#) · [7 hrs](#)

<https://www.facebook.com/groups/414909715251820/>

[Linda Jean Wild](#) We are dealing with all relative aspects and traffic issues have already been noted particularly well in the survey we just need a little bit more information about access for pushchairs hence this post

[Like](#) · [Reply](#) · [4 hrs](#)

<https://www.facebook.com/groups/414909715251820/>

[Emma 'Emmie' Freeman](#) A drop kerb is needed on the path just outside the church before the school to cross over to the dead end lane/old bridge.

[Like](#) · [Reply](#) · 4 hrs

<https://www.facebook.com/groups/414909715251820/>



Write a reply...



[Cyndie Short](#) Missing the point here, what is mean is are push chairs having a problem getting around the village and yes can't get past cars parked on the pavements. Cars are parked on the pavements as there isn't enough parking space any where.

[Unlike](#) · [Reply](#) · 2 · Yesterday at 1:23pm

<https://www.facebook.com/groups/414909715251820/>

[Cyndie Short](#) Also need footpath to fradley junction or at least animal crackers.

[Unlike](#) · [Reply](#) · 4 · 19 hrs

<https://www.facebook.com/groups/414909715251820/>

[Kalee Moulding](#) i agree with foot path down to nursery and fradley junction. x

[Like](#) · [Reply](#) · 5 hrs

<https://www.facebook.com/groups/414909715251820/>

[Emma 'Emmie' Freeman](#) The road needs widening for cars first then maybe a footpath. People can take a better scenic walk down the canal to fradley junction..x

[Like](#) · [Reply](#) · [4 hrs](#)

<https://www.facebook.com/groups/414909715251820/>

[Linda Jean Wild](#) The trouble with widening this road cars would just travel even faster particularly as it's a clear straight run making it dangerous

[Like](#) · [Reply](#) · [4 hrs](#)

<https://www.facebook.com/groups/414909715251820/>

[Hannah Jayne Howes](#) Speed bumps? Or a camera? Something is needed down there being close to a nursery anyway.

[Like](#) · [Reply](#) · [54 mins](#)

<https://www.facebook.com/groups/414909715251820/>

[Emma 'Emmie' Freeman](#) It's National speed limit anyway... Won't make a difference unless the speed is lowered!

[Like](#) · [Reply](#) · [52 mins](#)

<https://www.facebook.com/groups/414909715251820/>

[Hannah Jayne Howes](#) Seems strange to have it as national speed limit outside a nursery but 20 outside the school. I know it's in the village but the principle of it x

[Like](#) · [Reply](#) · [1](#) · [50 mins](#)

<https://www.facebook.com/groups/414909715251820/>

[Emma 'Emmie' Freeman](#) Every road in fradley needs the speed to be lowered and roads that aren't wide enough to be widened to accommodate the ridiculous amount of traffic that goes through fradley and will go through fradley because of all the new houses/factories/tourist parts that will be and have been developed!

[Like](#) · [Reply](#) · [1 hr](#)

<https://www.facebook.com/groups/414909715251820/>

[Linda Jean Wild](#) The last time the NP steering committee discussed this, the general feeling amongst us was not to encourage road widening, as we are trying to keep the village as a village. Turning back-country lanes into 2 lane routes makes them accessible to larger vehicles and encourages even more traffic. The policies being written for the NP document will reflect the need for better residential off-street parking, accessibility and safe traffic routes with any further development.

Like · Reply · 1 · Just now



[Emma 'Emmie' Freeman](#) It's a good job fradley have got you to keep us informed! I congratulate you and thank you for your effort [Linda Jean Wild](#)! Sadly the village lost its village feel back in 2000 when the houses opposite the school we're built and also the factories! :(x

Like · Reply · 3 mins

[Linda Jean Wild](#) We are hoping to be able to hold another public meeting in the coming months, as the draft NP document is almost completed if you want to keep up with progress then the best way is to read the minutes of our monthly meetings on our website <http://www.fradleynp.org.uk/documents-to-read/>

[Documents to read - Fradley Neighbourhood Plan](#)

Write a reply...



[Cyndie Short](#) And it's not just push chairs but also wheel chair access.

Like · Reply · 19 hrs

<https://www.facebook.com/groups/414909715251820/>

[Linda Jean Wild Mel Halacre](#) and her husband who is in a wheelchair have been particularly helpful with information about this

[Like](#) · [Reply](#) · 4 hrs

<https://www.facebook.com/groups/414909715251820/>

Write a reply...

[Elaine Evans](#) when my children are out on their bikes they have to cycle into the road to get around the parked cars blocking the pavements, we have taken parking up with PCSO Tracey Horton and cars get moved for a while then return to their old places causing the obstruction again.

[Unlike](#) · [Reply](#) · 2 · 16 hrs · [Edited](#)

<https://www.facebook.com/groups/414909715251820/>

[Emma 'Emmie' Freeman](#) I know you are on about children and their safety, but isn't it illegal for bicycle users to use footpaths?

[Like](#) · [Reply](#) · 4 hrs

<https://www.facebook.com/groups/414909715251820/>

[Elaine Evans](#) not when they are too young to ride on a road and have passed their cycle proficiency.

[Like](#) · [Reply](#) · 4 hrs

<https://www.facebook.com/groups/414909715251820/>

Write a reply...



[Alison Victoria](#) Inconsiderate parking (ie parking on pavements) has meant ive had to walk my daughter into the road on many occasions. Really frustrating and at times dangerous. Access to buildings personally hasn't been an issue for me.

[Unlike](#) · [Reply](#) · 3 · 15 hrs

<https://www.facebook.com/groups/414909715251820/>

[Sarah Wilson](#) I would say the same as the above comments re parked cars and getting to animal crackers/Fradley junction. Shops etc are fine including the post office.

[Unlike](#) · [Reply](#) · 1 · 7 hrs

<https://www.facebook.com/groups/414909715251820/>

[Sarah-Louise Baines](#) When I had the triple and double pushchair i couldn't get past the cars on worthington. Now the kids are learning to ride bikes the amount of times they have panicked when the road has become too narrow and crashed into the parked car on the pavement!!

[Unlike](#) · [Reply](#) · 2 · 7 hrs

<https://www.facebook.com/groups/414909715251820/>

[Hannah Jayne Howes](#) I struggle with my pram sometimes. And my older 2 struggle when on bikes. Same as in our close, there is one drop down kerb which constantly gets blocked by cars for wheelchair / mobility scooters and pushchair users.

[Like](#) · [Reply](#) · 7 hrs

<https://www.facebook.com/groups/414909715251820/>

[Emma 'Emmie' Freeman](#) That's illegal Han, report it to police and also the council xx

[Like](#) · [Reply](#) · 1 · 4 hrs

<https://www.facebook.com/groups/414909715251820/>



Write a reply...



[Emma 'Emmie' Freeman](#) I took a stroll to the coop from village the other day with my two children in my double pushchair, I had only one issue, and that is the pavement outside the church nearest to the school. A drop kerb would be ideal...

[Like](#) · [Reply](#) · [4 hrs](#) · [Edited](#)

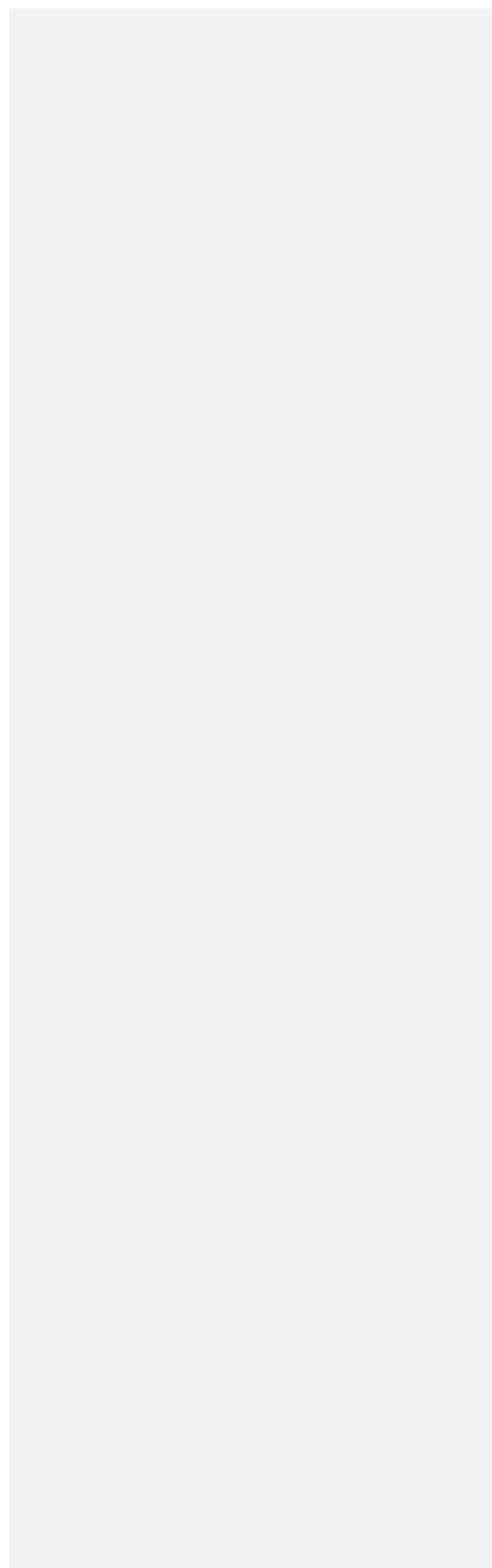
<https://www.facebook.com/groups/414909715251820/>

[Linda Jean Wild](#) Thank you for all your comments these provide very useful information to include in the neighbourhood plan document. unfortunately it doesn't help the existing houses but will be evidence of why new developments need to be built to make sure these problems do not exist in the future

[Like](#) · [Reply](#) · [4 hrs](#)

Appendix U

Apr. 17 – Booth Associates / CALA meeting notes



FRADLEY NEIGHBOURHOOD PLAN STEERING GROUP

Brief notes of meeting with Booth Associates and CALA Homes 6th April 2017, Parish Council Office

A meeting took place between Nigel Gough and Gill Brown of Booth Associates and CALA Residential Land Manager, Sam Back and members of the Steering Group (Simon, Sandy, Linda, Richard).

The meeting was requested by Nigel Gough and it was in connection with the parcel of land fronting the A38, Fradley and the edge of Fradley South development close to Horner Avenue.

The steering group reiterated that nothing had changed from our point of view since our last meeting. We had no real objection to the land being built on provided an acceptable access was constructed onto the site. The previous proposals of accessing the site from the Fradley South estate side was unacceptable.

A discussion took place with regard to who owned the land alongside the Wincanton building and the bund which protected the residential area of Fradley South. There was no clear answer to this and Mr Gough said he would investigate further. This narrow area of land may provide the answer to the access objections.

Following discussions between the steering group members at the end of the meeting, queries were raised that should residential dwellings be built on this particular site, there could be an issue with noise and light pollution at night from the neighbouring distribution centres (Wincanton and Great Bear) which are very close by.

A discussion took place between the steering group and Mr Back regarding the layout of the existing Fradley South estate. Mr Back made notes on the serious issues of lack of enough off-site parking provision to the houses which result in difficult driving conditions throughout the estate and the narrowness of the roads. Mr Back stated that the current personnel at CALA Homes are different to those than when the estate was built.

Mr Gough enquired how we were progressing with the draft neighbourhood plan and this was discussed. He was keen for the neighbourhood plan to allocate this land in our plan. We advised that at the present time a decision had been made not to allocate land. However, he stated that neighbourhood plans are obliged to consult on future land development and that Inspectors would take a dim view if this was not done; this could result in the plan not being passed.

It was resolved by the steering group to put this question to Navigus for their opinion.

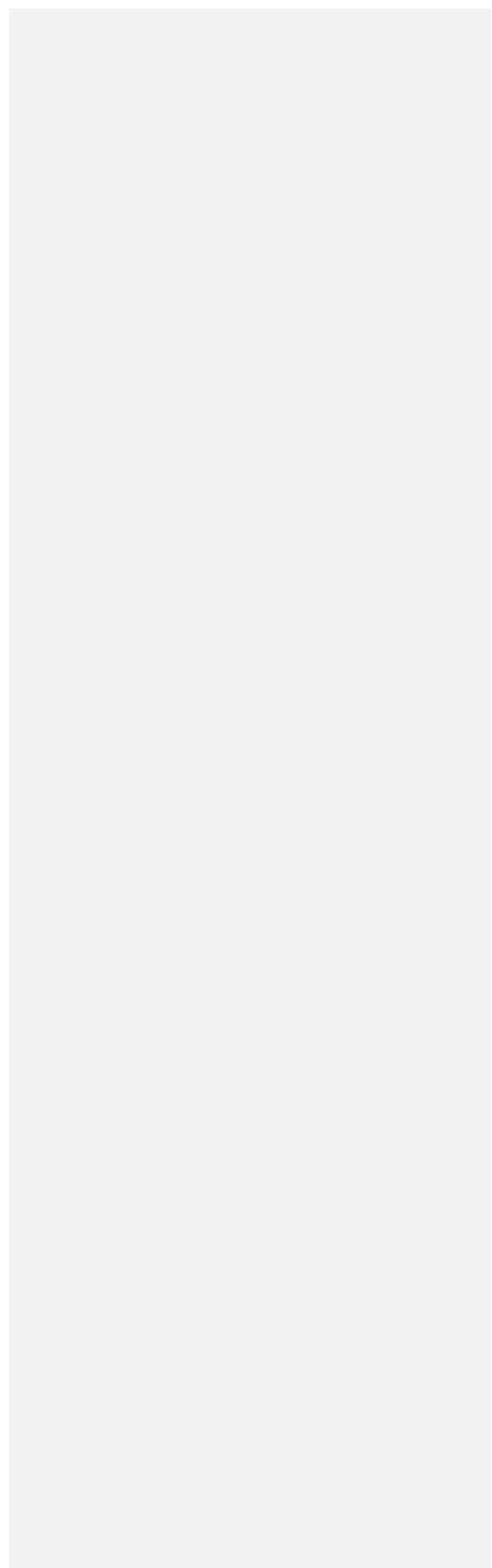
When discussion sporting provision, Mr Gough promised to send us the phone number of a Mr Bob Sharples (known to him) of Sport England who should be helpful to us.

On health provision, Mr Gough also promised to send Simon a link to someone who can help with setting up a health centre.

The meeting last approximately 2 ½ hours.

Appendix V

June. 17 – Publicity for developer’s public exhibition



Don't Forget . . .

The Leavesley Group

**CANALSIDE
DEVELOPMENT PLANS**

**PUBLIC
EXHIBITION**

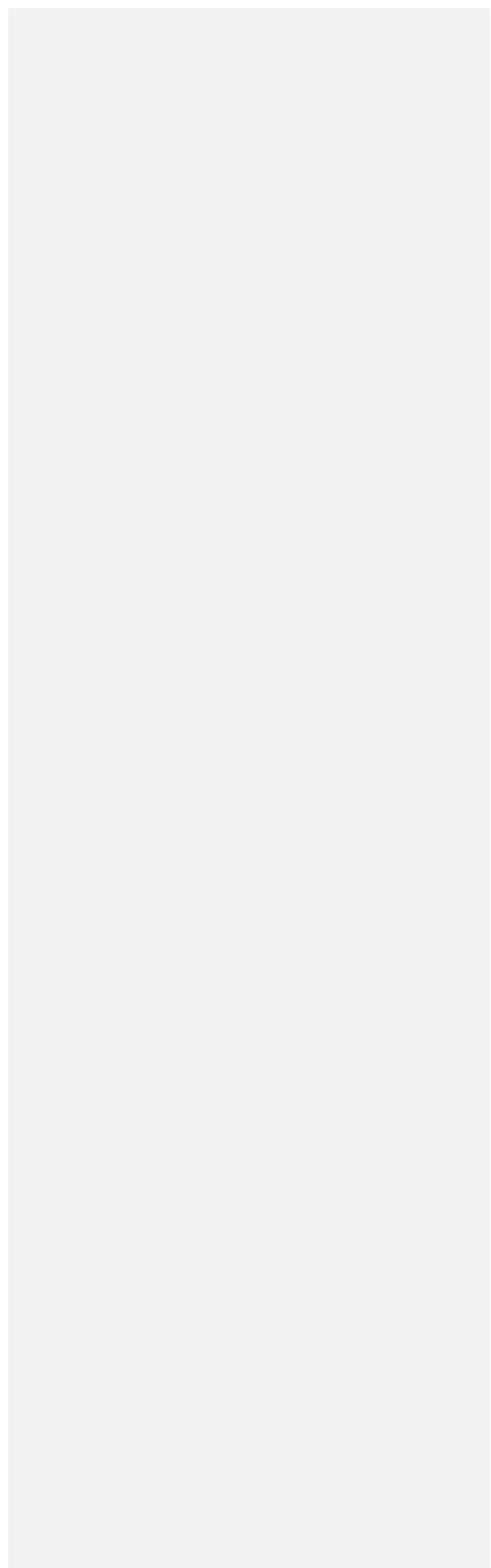
is
TODAY
20TH JUNE



Village Hall
3pm til 8pm

Appendix W

Oct. 17 – SEA Screening Report



Fradley Neighbourhood Plan

Strategic Environmental Assessment (SEA) &
Habitat Regulations Assessment

Screening Report
(October 2017)

Contents



1. Introduction



2. Legislative Background



3. SEA Screening



4. HRA Screening



5. Conclusions and recommendations of the Screening Assessments

Appendix

- Appendix 1 – Map of Natura 2000 sites within 15km of Neighbourhood Plan Boundary
- Appendix 2 – HRA review of Proposed Policies in Fradley Neighbourhood Plan
- Appendix 3 - SEA & HRA Screening Opinion and Statutory Consultee Responses

1. Introduction

- 1.1 This screening report is an assessment of whether or not the contents of the Fradley Neighbourhood Plan 2017-2032 (hereafter known as 'FNP') requires a Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004.
- 1.2 This report will also screen to determine whether the FNP requires a Habitats Regulations Assessment (HRA) in accordance with Article 6(3) and (4) of the EU Habitats Directive and with Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). A HRA is required when it is deemed that likely adverse significant effects may occur on protected European Sites (Natura 2000 sites) as a result of the implementation of a plan/project. As a general 'rule of thumb' it is identified that sites with pathways of 10-15km of the plan/project boundary should be included with a HRA. Cannock Chase Special Area of Conservation (SAC), Cannock Extension Canal SAC and Humber Estuary SAC are within a 15km radius of the plan boundary. Whilst the River Mease SAC is within 15km of the FNP boundary, the FNP boundary is outside the water catchment area. Appendix 1 shows the Plan Boundary in relation to the 15km radius of Natura 2000 sites.
- 1.3 The purpose of the FNP is to provide a set of statutory planning policies to guide development within the Fradley neighbourhood area over the life of the plan. The Plan sets out the community's vision of how the area will look by 2032. The FNP also provides support for improved facilities to serve the community, improvement of movement networks and seeks to protect and enhance important elements of the local environment.
- 1.4 The legislative background set out in the following section outlines the regulations that require the need for this screening exercise. Section 3, provides a screening assessment of both the likely significant environmental effects of the FNP and the need for SEA. Section 4, provides a screening assessment of both the likely significant effects of the implementation of the FNP and the need for a Habitats Regulation Assessment.
- 1.5 This report will be split into two parts. The first will cover the screening for the SEA (see section 3) and the second will cover the screening process for the HRA (see section 4). A summary of findings and conclusions for both screening processes can be found in the conclusions chapter at section 5.

2. Legislative Background

Strategic Environmental Assessment (SEA)

- 2.1 The basis for Strategic Environmental Assessments and Sustainability Appraisal legislation is European Directive 2001/42/EC and was transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004, or SEA Regulations. Detailed Guidance of these regulations can be found in the Government publication 'A Practical Guide to the Strategic Environmental Assessment Directive' (ODPM 2005).
- 2.2 The Planning and Compulsory Purchase Act 2004 required Local Authorities to produce Sustainability Appraisals (SA) for all local development documents to meet the requirement of the EU Directive on SEA. It is considered best practice to incorporate requirements of the SEA Directive into an SA as discussed within the NPPF at paragraph 165. However, the 2008 Planning Act amended the requirement to undertake a Sustainability Appraisal for only development plan documents (DPD's), but did not remove the requirement to produce a Strategic Environmental Assessment. As a Neighbourhood Plan is not a development plan document it therefore does not legally require a Sustainability Appraisal. Where appropriate, however, an SEA still needs to be undertaken in line with the SEA regulations. The purpose of this report is to determine if SEA is required for the Fradley Neighbourhood Plan.
- 2.3 The District Council is required to consult three statutory consultation bodies designated within the regulations, these are; Historic England, Natural England and Environment Agency on whether a SEA is required, Details of the consultation bodies responses can be found at Appendix 3.

Habitat Regulation Assessment (HRA)

- 2.4 It is required by article 6 (3) of the EU Habitats Directive and by regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended) that an appropriate assessment is carried out with regard to the Conservation Objectives of the European Sites and with reference to other plans and projects to identify if any significant effect is likely for any European Site.
- 2.5 To fulfil the legal requirements to identify if likely significant effects will occur with the implementation of the FNP upon European Sites (Natura 2000 sites) a screening assessment has been undertaken and is set out in section 4 of this report.
- 2.6 The legislation requires where there is a "risk" of a significant effect on a European Site, either individually or in combination with other plans or projects then there will be requirement for the plan to progress from HRA screening to an Appropriate Assessment. This is known as the precautionary principle.

Description of the Plan or Programme

- 2.7 The FNP has been prepared by the Fradley Neighbourhood Plan Steering Group on behalf of the Qualifying Body (Fradley & Streethay Parish Council). For the purposes of this screening report Fradley & Streethay Parish Council provided the Fradley Neighbourhood Plan 2017-2032 (Draft 4 – September 2017). It should be noted that any

subsequent changes to the plan could require this screening process to be updated or undertaken again. The Plan includes 13 Planning Policies within five policy themes which relate to the whole of the designated Neighbourhood Area. These themes are; Spatial Strategy, Community Infrastructure, Character and Environments, Economy and Movement.

- 2.8 The policies relate to the Neighbourhood Area and seek to provide planning policies to be a material consideration in the determination of planning applications. The policies seek to guide development within a defined settlement boundary, provide support for proposals which enhance community facilities. There are a number of policies relating to the neighbourhood areas character and seek to protect character and identify key local green spaces.

3. SEA Screening

Criteria for Assessing the Effects of FNP

3.1 Criteria for determining the likely significant effects referred to in Article 3(5) of Directive 2001/42/EC are set out below:

1. The characteristics of plans and programmes, having regard, in particular, to
 - the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources,
 - the degree to which the plan or programme influences other plans and programmes including those in a hierarchy,
 - the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development,
 - environmental problems relevant to the plan or programme,
 - the relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste-management or water protection).
2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to
 - the probability, duration, frequency and reversibility of the effects,
 - the cumulative nature of the effects,
 - the transboundary nature of the effects,
 - the risks to human health or the environment (e.g. due to accidents),
 - the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected),
 - the value and vulnerability of the area likely to be affected due to:
 - special natural characteristics or cultural heritage,
 - exceeded environmental quality standards or limit values,
 - intensive land-use,
 - the effects on areas or landscapes which have a recognised national, Community or international protection status.

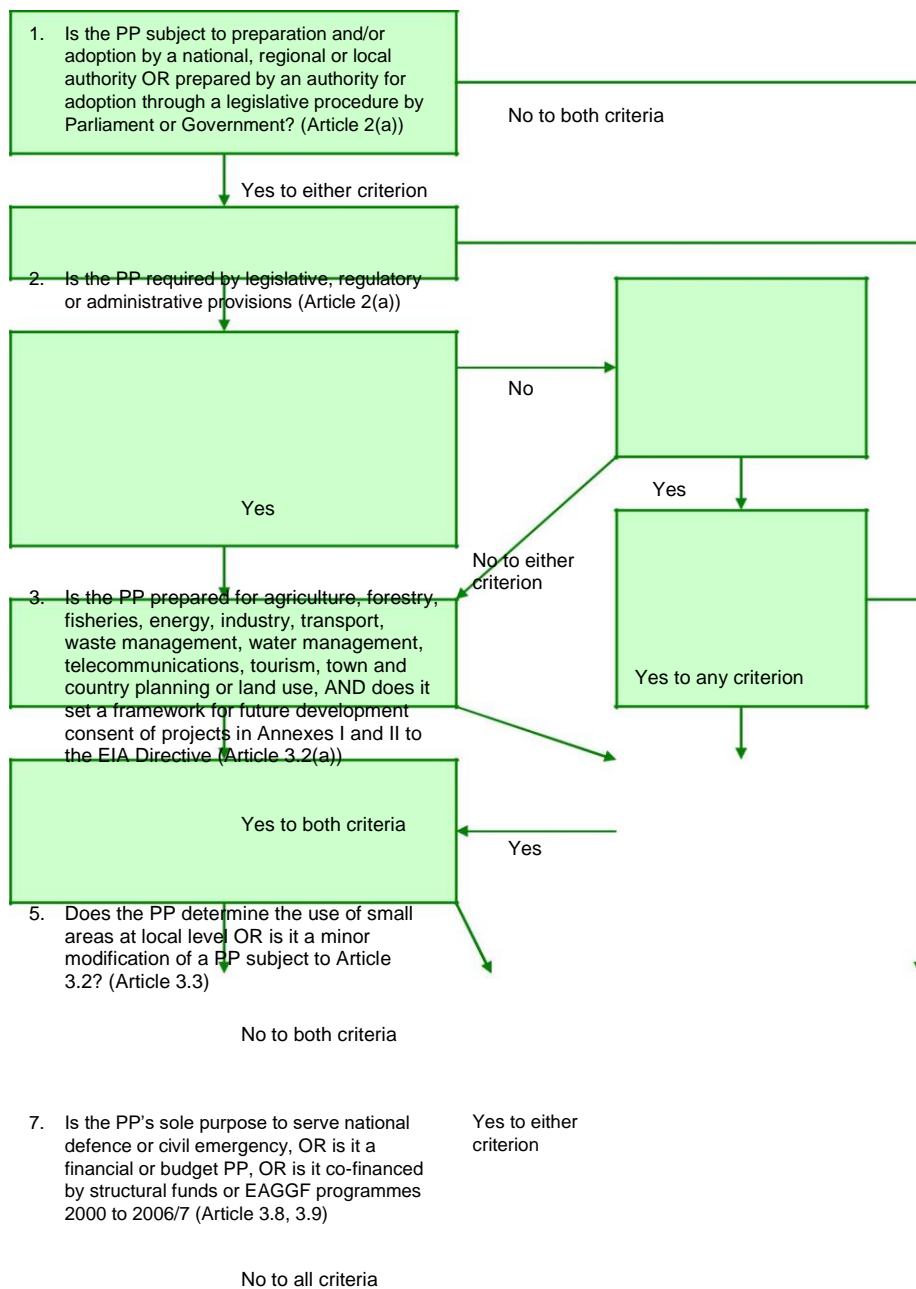
Source: Annex II of SEA Directive 2001/42/EC

Assessment

- 3.2 It is required by the Localism Act that Neighbourhood Plans must be in general conformity with the strategic policies of the Local Plan. The development plan for Lichfield District is currently made up of the adopted Lichfield District Local Plan Strategy (LPS) which includes some saved policies from the 1998 Lichfield District Local Plan (saved September 2007). Therefore the Neighbourhood Plan must be in general conformity with these policies. The Local Plan Strategy (LPS) was subject to a full Sustainability Appraisal which included a SEA assessment. This ensured that there were no likely significant effects which would be produced from the implementation of the Local Plan and if so ensured mitigation measures were in place.

- 3.4 Guidance upon SEA's written by the Department of the Environment produces a diagram to the process for screening a planning document to ascertain whether a full SEA is required, see figure1.

Figure 1. Application of the SEA Directive to plans and programmes (PPs)



4. Will the PP, in view of its likely effect on sites, require an assessment under Article 6 or 7 of the Habitats Directive? (Article 3.2(b))

No

6. Does the PP set the framework for future development **No** consent of projects

(not just projects in Annexes to the EIA Directive)? (Article 3.4)

Yes

8. Is it likely to have a significant effect on the environment? (Article 3.5)*

No

DIRECTIVE REQUIRES SEA

DIRECTIVE DOES NOT REQUIRE SEA

* The Directive requires Member States to determine whether plans or programmes in this category are likely to have significant environmental effects. These determinations may be made on a case by case basis and/or by specifying types of plan or programme.

3.5 The process in figure 1 has been undertaken and the findings can be viewed in Table

1. Table 1 shows the assessment of whether the FNP will require a full SEA. The questions in table 1 are drawn from the diagram above which sets out how the SEA Directive should be applied.

Table 1: Establishing the Need for SEA

Stage	Yes/No	Reason
<p>1. Is the PP (plan or programme) subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art. 2(a))</p>	<p>Yes</p>	<p>This Neighbourhood Plan is prepared by Fradley & Streethay Parish Council (as the Qualifying Body) under the provisions of the Town and Country Planning Act 1990 as amended by the Localism Act 2011. Once the plan is 'made' subject to examination and having received 50%+ or more 'yes' votes through a referendum it will be adopted by Lichfield District Council and become part of the Statutory Development Plan for the area.</p>
<p>2. Is the PP required by legislative, regulatory or administrative provisions? (Art. 2(a))</p>	<p>Yes</p>	<p>Communities have a right to produce a Neighbourhood Plan; however communities are not required by legislative, regulatory or administrative purposes to produce a Neighbourhood Plan. However, once 'made' the Fradley Neighbourhood Plan would form part of the statutory development plan, and will be used when making decisions on planning applications within the Neighbourhood Area. Therefore it is considered necessary to answer the following questions to determine further if an SEA is required.</p>
<p>3. Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use,</p>	<p>Yes</p>	<p>The FNP is prepared for town and country planning and land use. The plan sets out a framework for future development in the Fradley Neighbourhood Area. Once 'made' the FNP would form part of the statutory development plan, and will be used when making decisions on planning applications</p>

<p>AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art 3.2(a))</p>		<p>which may include development which may fall under Annex I and II of the EIA directive.</p>
<p>4. Will the PP, in view of its likely effect on sites, require an assessment for future development under Article 6 or 7 of the Habitats Directive?(Art. 3.2 (b))</p>	<p>Yes</p>	<p>The Neighbourhood Plan could potentially have an impact on internationally designated wildlife sites covered by the Habitats Regulations. See screening assessment for HRA in following section of this report.</p>

Fradley Neighbourhood Plan Strategic Environmental Assessment & Habitat Regulations
Assessment Screening Report

<p>5. Does the PP Determine the use of small areas at local level, OR is it a minor modification of a PP subject to Art. 3.2? (Art.3.3)</p>	<p>Yes</p>	<p>The FNP identifies the use of land at the local level with regards to the designation of Local Green Spaces. Once 'made' the FNP would form part of the statutory development plan and be used when making decisions on planning applications of small areas at the local level.</p>
<p>6. Does the PP set the framework for future development consent of projects (not just projects in annexes to the EIA Directive)? (Art 3.4)</p>	<p>Yes</p>	<p>The FNP, once the 'made', forms part of the statutory development plan and will be used to determine planning applications within the designated Fradley Neighbourhood Area. Therefore the Neighbourhood Plan will set the framework for future developments.</p>
<p>7. Is the PP's sole purpose to serve the national defence or civil emergency, OR is it a financial or budget PP, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7? (Art 3.8, 3.9)</p>	<p>No</p>	<p>The FNP does not deal with any of these categories of plan.</p>
<p>8. Is it likely to have a significant effect on the environment? (Art. 3.5)</p>	<p>Yes</p>	<p>The FNP could potentially have a significant effect on the environment not just within the neighbourhood area but also within the District as Fradley is identified as one of the key settlements within the Local Plan Strategy. The FNP will impact upon Cannock Chase SAC a Natura 2000 sites, (see HRA section) however FNP is in accordance with the LPS and would be subject to the requirements of Policy NR7 which ensures that before development is permitted it must demonstrate that it (alone or in combination)</p>

	will not have an adverse effect, whether direct or indirect, upon the integrity of the SAC having regard to avoidance or mitigation measures.
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- 3.6 A number of the criteria above suggest that SEA of the Fradley Neighbourhood Plan may be required. Criteria 6 of the assessment in Figure 1 and Table 1 considered that the Neighbourhood Plan may have a significant effect on the environment, particularly relating to Natura 2000 sites. Depending on the proposals within the plan and a case by case assessment may be made on a case by case basis. The criteria for undertaking such an assessment are drawn from Article 3(5) of the SEA Directive as set out at paragraph 3.1 of this report. Table 2 outlines the result of this assessment in relation to the Fradley Neighbourhood Plan January 2017.

- 3.7 The following assessment will consider the likelihood of the Fradley Neighbourhood Plan (as published at the date of this report) to have significant effects on the environment.

Table 2: Assessment if likelihood of significant effects on the environment

Criteria for determining the likely significance of effects (Annex II SEA Directive)	Summary of Significant effects
The characteristics of the plans, having regard to;	
<p>The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.</p>	<p>Once 'made; the FNP will set out the framework which will be used to determine proposals for development within the neighbourhood area regarding housing, employment and community facilities. The FNP also provides protection to the character of the area which will influence potential development across the plan period. There is therefore the potential for an effect on the environment resulting from the proposals in the plan.</p> <p>However the plan does not propose development in excess of that identified within the adopted Local Plan Strategy (LPS) nor does it allocate sites for development. As such the SA/SEA carried out by the District Council for the LPS could be considered sufficient.</p>
<p>The degree to which the plan or programme influences other plans or programmes including those in a hierarchy.</p>	<p>The FNP must be in general conformity with the Lichfield District Local Plan and the National Planning Policy Framework. The Local Plan Allocations document has not yet been submitted as such the neighbourhood plan cannot be influenced by it, however the neighbourhood plan generally conforms with the emerging Local Plan Allocations document. The FNP only provides policies for the area it covers and the Local Plan Strategy will provide the necessary strategic context when determining planning applications.</p> <p>The FNP will help to deliver the overall aims of the Local Plan. Fradley is identified as a key settlement within the Local Plan Strategy and the Neighbourhood Plan does not propose to restrict development which is considered</p>

	to be in broad conformity with the LPS.
The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development.	Any Neighbourhood Plan is required to contribute to the achievement of sustainable development and therefore the likelihood of significant effects on the environment is minimised. This plan contains policies to protect the environment and does not seek to allocate sites for development and as such the impact of the plan on the environment is minimal.
Environmental problems relevant to the plan.	Any environmental impacts of the proposals within the FNP are unlikely to arise.

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<p>The relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste management or water protection).</p>	<p>The FNP has to be in general conformity with the Local Plan. The adopted Local Plan has had regard to European Community legislation on the environment and therefore this legislation will not be relevant for the Neighbourhood Plan.</p>
<p>Characteristics of the effects and of the area likely to be affected, having regard, in particular to;</p>	
<p>The probability, duration, frequency and reversibility of the effects.</p>	<p>Development is supported within the FNP and therefore an element of environmental change will occur, the impacts of which will depend upon the proposals and will be subject to the policies within the LPS. The FNP seeks to minimise the effects of development on its immediate surroundings.</p>
<p>The cumulative nature of the effects.</p>	<p>The cumulative effects of proposals within the FNP are unlikely to be significant on the local environment given the level of development does not exceed that within the LPS.</p>
<p>The trans boundary nature of the effects.</p>	<p>None.</p>
<p>The risks to human health or the environment (e.g. due to accidents).</p>	<p>There is limited risk to human health or the environment as a result of the FNP.</p>
<p>The magnitude spatial extent of the effects (geographical area and size of the population likely to be affected).</p>	<p>The scale of development proposed through the FNP is small and therefore effects are likely to be localised. It is unlikely that the effects of proposals within the neighbourhood plan will be large scale and extensive.</p>
<p>The value and vulnerability of the</p>	<p>The FNP is unlikely to adversely affect the value and</p>

<p>area likely to be affected due to:</p> <ul style="list-style-type: none"> - special natural characteristics or cultural heritage - exceeded environmental quality standards - intensive land use 	<p>vulnerability of the area in relation to the special natural characteristics or cultural heritage.</p> <p>The level of development proposed through the FNP is unlikely to lead to intensive land use and will not affect the value and vulnerability of the area on this criteria.</p>
<p>The effects on areas or landscapes which have a recognised national, community or international protection status.</p>	<p>The Cannock Chase SAC and AONB lies within 15km of the FNP boundary. Developments within the Cannock Chase SAC 15km zone of influence will in combination have an effect on the integrity of the SAC, development envisaged within the FNP is in accordance with the LPS and would be subject to the requirements of Policy NR7 which ensures that before development is permitted it must demonstrate that it (alone or in combination) will not have an adverse effect, whether direct or indirect, upon the integrity of the SAC having regard to avoidance or mitigation measures.</p>

	The FNP boundary is within 15km of the Cannock Extension Canal SAC, Humber Estuary and outside the River Mease SAC water catchment. There will be no significant effects from the proposals within the FNP on these European Sites.
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Screening Outcome

- 3.8 The FNP does not propose more development than is set out within the Local Plan Strategy, nor does it allocate sites for development. The plan proposes the designation of a number of Local Green Spaces.

- 3.9 The conclusions of the above screening assessment on the Fradley Neighbourhood Plan 2017-2032 (Draft 4 – September 2017) indicate that a Strategic Environmental Assessment will not be required.

4. HRA Screening

- 4.1 The Habitats Regulations Assessment (HRA) refers to the assessment required for any plan or project to assess the potential impacts against the conservation objectives of Natura 2000 wildlife sites. The assessment must determine whether the plans would adversely affect, or are likely to affect, the integrity of a site(s) in terms of its nature conservation objectives. Where negative effects are identified other options should be examined to avoid any potential damaging effects.
- 4.2 Under Criteria 4 of Figure 1 and Table 1 it was concluded that the Neighbourhood Plan may have an impact upon internationally designated sites and as such a 'case by case' assessment is required.
- 4.3 The HRA process is generally divided into three stages. The initial stage of the HRA process is called the screening stage and determines if there are any likely significant effects or risk of significant effects possible as a result of the implementation of the plan. If there are significant effects the plan will need to undertake an Appropriate Assessment. The screening process should provide a description of the plan and an identification of the Natura 2000 sites which may be affected by the plan and assess the significance of any possible effects on the identified sites.
- 4.4 The Lichfield Local Plan Strategy was subject to HRA during its production. This assessment looked at all internationally designated sites which could be impacted by development within Lichfield District. [The Habitat Regulations Assessment: Lichfield District & Tamworth Borough \(May 2012\)](#) was updated by the [Addendum to Habitat Regulations Assessment \(January 2014\)](#) which concluded that the Local Plan Strategy (as modified by the proposed Main Modifications) would have no likely significant effects upon European sites.
- 4.5 This section of the report provides a "screening" assessment for the FNP. It looks at the potential impacts of the plan's proposals on European Sites within 15km of the Neighbourhood Plan area; these sites are illustrated at Appendix

1. The following screening assessment will determine if the FNP will have any likely significant effects to determine whether the subsequent stages will be required.

Relevant Natura 2000 sites

- 4.6 The relevant Natura 2000 sites within 15km of the Fradley Neighbourhood Area are;
- Cannock Chase SAC – approximately 11km to the west
 - Cannock Extension Canal – approximately 13km to the south-west
 - River Mease SAC – approximately 400m to the east

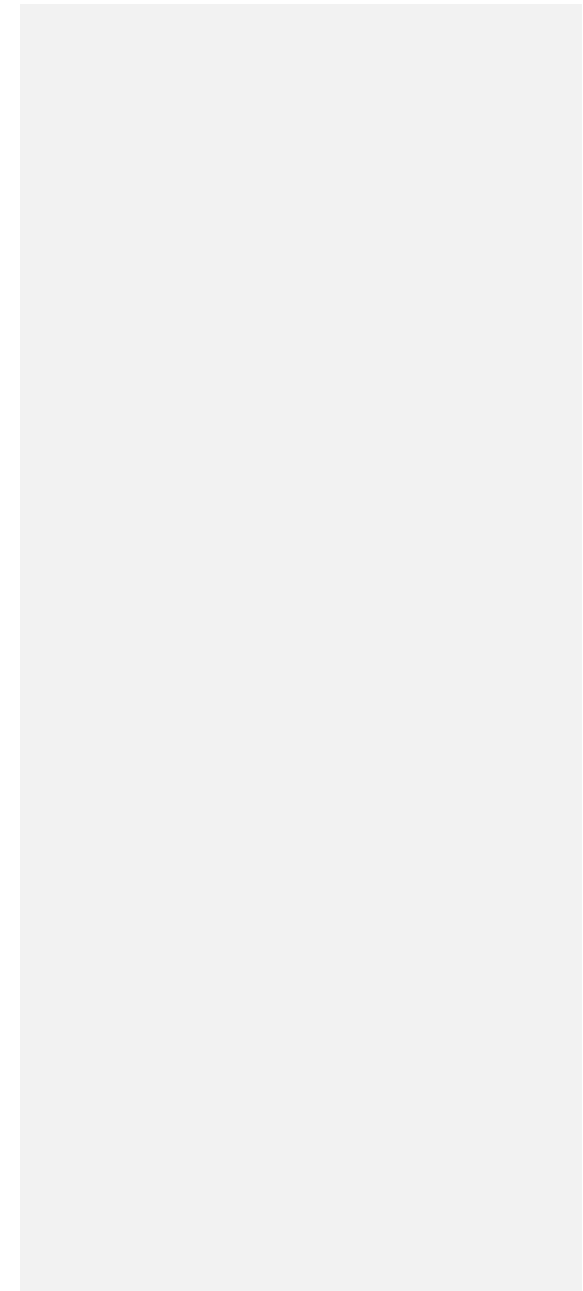
- 4.7 The Cannock Chase Special Area of Conservation (SAC), The Cannock Extension Canal SAC and the River Mease SAC are within a 15km radius of the Fradley Neighbourhood Area boundary. However, the FNP boundary is not within the River Mease water catchment area (as illustrated at Appendix A). The River Trent whose water catchment is part of the Humber Estuary SAC is within the FNP boundary. Therefore the HRA screening assessment needs to identify if any likely significant effects on the reasons for these sites to be designated will be caused by the implementation of the plan. This assessment has been undertaken having regard to the results and information in the HRA and HRA addendum prepared for the Local Plan Strategy and is set out at Table 3

Table 3: Sites within 15km of Fradley Neighbourhood Area

Name of Site	Reason for Designation	Conservation Objectives	Identified Impacts
<p>Cannock Chase SAC</p>	<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> ▪ European dry heaths <p>Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site</p> <ul style="list-style-type: none"> ▪ Northern Atlantic wet heaths with Erica tetralix ▪ Wet heathland with cross leaved heath 	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <p>The extent and distribution of qualifying natural habitats</p> <p>The structure and function (including typical species) of qualifying natural habitats, and,</p>	<p>Visitor pressures include dog walking, horse riding, mountain biking and off-track activities such as orienteering, all of which cause disturbance and result in erosion, new track creation and vegetation damage. Bracken invasion is significant, but is being controlled. Birch and pine scrub, much of the latter from surrounding commercial plantations, is continually invading the site and has to be controlled. High visitor usage and the fact that a significant proportion of the site is Common Land, requiring Secretary of State approval before fencing can take place, means that the reintroduction of sustainable management in the form of livestock grazing has many problems. Cannock Chase overlies coal measures which have been deep-mined.</p>

		<p>The supporting processes on which the qualifying natural habitats rely</p>	<p>Mining fissures continue to appear across the site even though mining has ceased and this is thought to detrimentally affect site hydrology. Furthermore the underlying Sherwood Sandstone is a major aquifer with water abstracted for public and industrial uses and the effects of this on the wetland features of the Chase are not fully understood.</p>
<p>Cannock Extension Canal SAC</p>	<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> ▪ Floating water-plantain Luronium natans 	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site</p>	<p>The population of Luronium natans in this cul-de-sac canal is dependent upon a balanced level of boat traffic. If the canal is not used, the abundant growth of other</p>

		<p>contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <p>The extent and distribution of habitats of qualifying species</p> <p>The structure and function of the habitats of qualifying species</p> <p>The supporting processes on the habitats of qualifying species rely</p> <p>The populations of qualifying species, and,</p>	<p>aquatic macrophytes may shade-out the <i>Luronium natans</i> unless routinely controlled by cutting. An increase in recreational activity would be to the detriment of <i>Luronium natans</i>. Existing discharges of surface water run-off, principally from roads, cause some reduction in water quality.</p>



		The distribution of qualifying species within the site	
River Mease SAC	<p>Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site</p> <ul style="list-style-type: none"> Water courses of plain to montane levels with the Ranunculion fluitantis and Callitriche-Batrachion vegetation; Rivers with floating vegetation often dominated by water-crowfoot 	<p>the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <p>The extent and distribution of habitats of</p>	<p>The River Mease is an unusually semi-natural system in a largely rural landscape, dominated by intensive agriculture. Water quality and quantity are vital to the European interests, whilst competition for water resources is high. Diffuse pollution and excessive sedimentation are catchment-wide issues which have the potential to affect the site. The SSSI assessment report undertaken in 2007 notes the site's adverse condition and</p>

	<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> ▪ Spined loach <i>Cobitis taenia</i> ▪ Bullhead <i>Cottus gobio</i> <p>Annex II species present as a qualifying feature, but not a primary reason for site selection</p> <ul style="list-style-type: none"> ▪ White-clawed (or Atlantic stream) crayfish <i>Austropotamobius pallipes</i> ▪ Otter <i>Lutra lutra</i> 	<p>qualifying species</p> <p>The structure and function (including typical species) of qualifying natural habitats</p> <p>The structure and function of the habitats of qualifying species</p> <p>The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely</p> <p>The populations of qualifying species, and,</p> <p>The distribution of</p>	<p>identifies the following issues: drainage, invasive freshwater species, water pollution – agriculture/run-off, water pollution – discharge. Significant new development could take place within the catchment as a result of new housing and employment development in North-West Leicestershire, South Derbyshire and East Staffs which may impact upon water quality and quantity.</p> <p>The continuing creation of the National Forest will lead to further catchment wide changes in land use.</p>
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		qualifying species within the site.	
Humber Estuary	<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> ▪ Estuaries ▪ Mudflats and sandflats not covered by seawater at low tide; intertidal mudflats and sandflats <p>Annex I habitats present as a qualifying feature, but not a primary</p>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <p>The extent and distribution of habitats of</p>	<p>The Humber Estuary is subject to the impacts of human activities (past and present) as well as ongoing processes such as sea level rise and climate change.</p> <p>Management intervention is therefore necessary to enable the estuary to recover and to secure the ecological resilience required to respond to both natural and anthropogenic change. Key issues include coastal squeeze, impacts on the sediment budget, and geomorphological structure and function of the estuary (due to sea level rise,</p>

	<p>reason for selection of this site</p> <ul style="list-style-type: none"> ▪ Sandbanks which are slightly covered by sea water all the time; Subtidal sandbanks ▪ Coastal lagoons * Priority feature ▪ Salicornia and other annuals colonising mud and sand; glasswort and other annuals colonising mud and sand ▪ Atlantic salt meadows (Glauco- Puccinellietalia maritimae) ▪ Embryonic shifting dunes ▪ Shifting dunes along the shoreline with Ammophila arenaria (‘white dunes’); shifting dunes with marram ▪ Fixed dunes with herbaceous vegetation (‘grey dunes’) * Priority feature; dune grassland ▪ Dunes with Hippophae rhamnoides; dunes with sea- buckthorn 		<p>primary reasons for site selection</p> <p>Sea lamprey</p>	<p>Petromyzon</p>
	<p>Annex II species present as a qualifying feature, but not a</p>			

qualifying species

The structure and function of the habitats of qualifying species

The supporting processes on the habitats of qualifying species rely

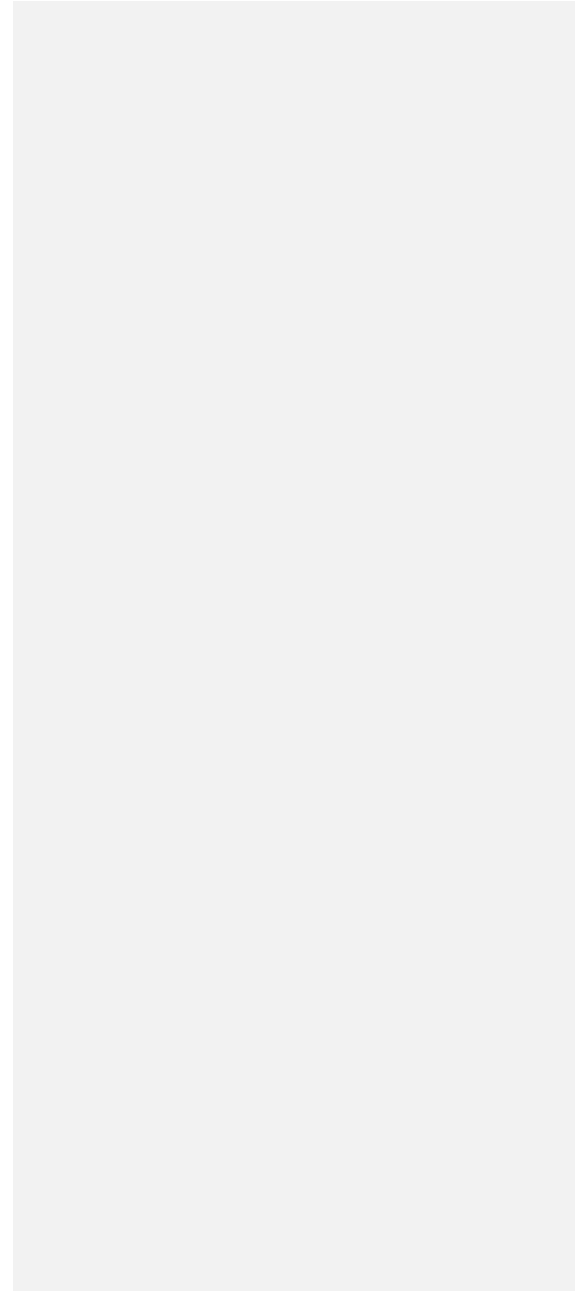
The populations of qualifying species, and,

The distribution of qualifying species within the site.

flood defence works, dredging, and the construction, operation and maintenance of ports, pipelines and other infrastructure), changes in water quality and flows, pressure from additional built development, and damage and disturbance arising from access, recreation and other activities. Coastal squeeze is being addressed through the development and implementation of the

Humber Flood Risk Management Strategy. All proposals for flood defence, development, dredging, abstractions and discharges which require consent from any statutory body, and land use plans which may have impacts upon the site are subject to assessment under the Conservation (Natural Habitats, &c.) Regulations 1994 (the "Habitats Regulations"). Diffuse pollution will be addressed through a range of measures including implementation of the Waste Water Framework Directive and Catchment Sensitive Farming initiatives.

Other issues are addressed via a range of measures including regulation of on-site land management activities and implementation of the Humber Management Scheme, developed by all relevant statutory bodies to assist in the delivery of their duties under the Habitats Regulations.



	marinus		
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- River lamprey *Lampetra fluviatilis*
- Grey seal *Halichoerus grypus*

- 4.8 The likelihood of significant effects have been assessed in relation to the specific features and environmental conditions of the protected sites, as could be effected by the FNP, or in combination with other known plans, taking particular account of the sites conservation objectives. As part of establishing what effects are significant, the probability of impact, duration of the impact, frequency of any impact and reversibility of impact have been considered.
- 4.9 Tables 4-7 set out the assessment based on the effects of the FNP on the four sites detailed above.

Table 4: Cannock Chase SAC

	Direct Habitat loss	Impact on protected species	Air Quality	Water Quality	Recreational Pressures	Water Quantity	Change in Surrounding Land Use	Invasive Species
Is FNP likely to impact upon this site	No	No	No	No	Yes	No	No	No
Possible effects in combination with other plans	The site is influenced by traffic and visitors from a wide area. Evidence has been produced which demonstrates that any new residential development within 15km of the SAC will, alone or in combination, have an impact upon the integrity of the SAC due to the potential for increasing visitors to the SAC. The FNP recognises the requirement to deliver sufficient housing to meet the needs of the adopted Local Plan Strategy which will generate increased visitor pressure on the SAC.							
Assessment of effects and why not considered significant	The Fradley Neighbourhood Area is approximately 11km east of the Cannock Chase SAC. Evidence has highlighted there are vulnerabilities from recreational pressures. Where there is potential for development within the 15km zone of influence identified by evidence for the Lichfield Local Plan Strategy this is in accordance with the scale and nature of the adopted Local Plan Strategy which contains Policy NR7 and mitigation agreed as part of the adopted Local Plan will ensure any necessary mitigation is delivered and no significant harm will arise alone or in combination upon the factors influencing European Sites.							

Conclusion: No Significant effects

Table 5: Cannock Extension Canal SAC

	Direct Habitat loss	Impact on protected species	Air Quality	Water Quality	Recreational Pressures	Water Quantity	Change in Surrounding Land Use	Invasive Species
Is FNP likely to impact upon this site	No	No	No	No	No	No	No	No
Possible effects in combination	None							

with other plans	
Assessment of effects and why not considered significant	The pressures on the Cannock Extension Canal SAC are very localised and relate to increase boat movements and impact upon water quality. The Fradley Neighbourhood area is 13km from the SAC and does not include proposals which are likely to result in any significant effects upon the factors influencing this SAC.
Conclusion: No significant effects	

Table 6: River Mease SAC

	Direct Habitat loss	Impact on protected species	Air Quality	Water Quality	Recreational Pressures	Water Quantity	Change in Surrounding Land Use	Invasive Species
Is FNP likely to impact upon this site	No	No	No	No	No	No	No	No
Possible effects in combination with other	None.							

plans

Assessment

Whilst the Fradley Neighbourhood Area is within 15km of the River Mease SAC, however it is outside the River Mease SAC Water

of effects

catchment area (as identified at appendix 1). As such no significant effects are likely.

and why not

considered

significant

Conclusion: No significant effects

Table 7: Humber Estuary SAC

	Direct Habitat loss	Impact on protected species	Air Quality	Water Quality	Recreational Pressures	Water Quantity	Change in Surrounding Land Use	Invasive Species
Is FNP likely to impact upon this site	No	No	No	No	No	No	No	No
Possible effects in combination with other plans	None - The site is currently managed as a National Nature Reserve. It would be vulnerable to on site physical alterations to the water quality and quantity. There are many plans still being developed along the length of the River system.							
Assessment of effects and why not considered significant	Site is over 20km from the FNP boundary. Development proposals within the neighbourhood area will not affect the site physically as any effects would be through discharges into the River Tame and Trent as this eventually flows to the Humber. As the FNP does not propose more growth than the Local Plan it is unlikely this position would change.							
Conclusion: No significant effects								

Screening Outcome

- 4.10 Tables 4-7 do not identify any significant effects upon the identified European sites as a result of the FNP (as published at the date of this report).

- 4.11 Appendix 2 sets out a detailed assessment of the likely significant effects on European sites as a result of each policy within the FNP. The assessment concludes that none of the policies within the FNP are likely to have significant impacts upon the European sites identified within the assessment.

- 4.12 The conclusions of the screening assessment above indicate that no further stages of Appropriate Assessment are required for the FNP.

5. Conclusions and recommendations of the Screening Assessments

- 5.1 This report contains the detail of the assessment of the need for the Fradley Neighbourhood Plan to be subject to Strategic Environmental Assessment as required by the SEA Directive and Appropriate Assessment as required by the Habitats Directive.
- 5.2 The assessment of both of these requirements has been undertaken on the Fradley Neighbourhood Plan 2017-2032 (Draft 4) which was produced in September 2017. As such if the content of the Neighbourhood Plan is significantly changed there may be the need for a further screening exercise to be undertaken on any modified version of the Neighbourhood Plan.

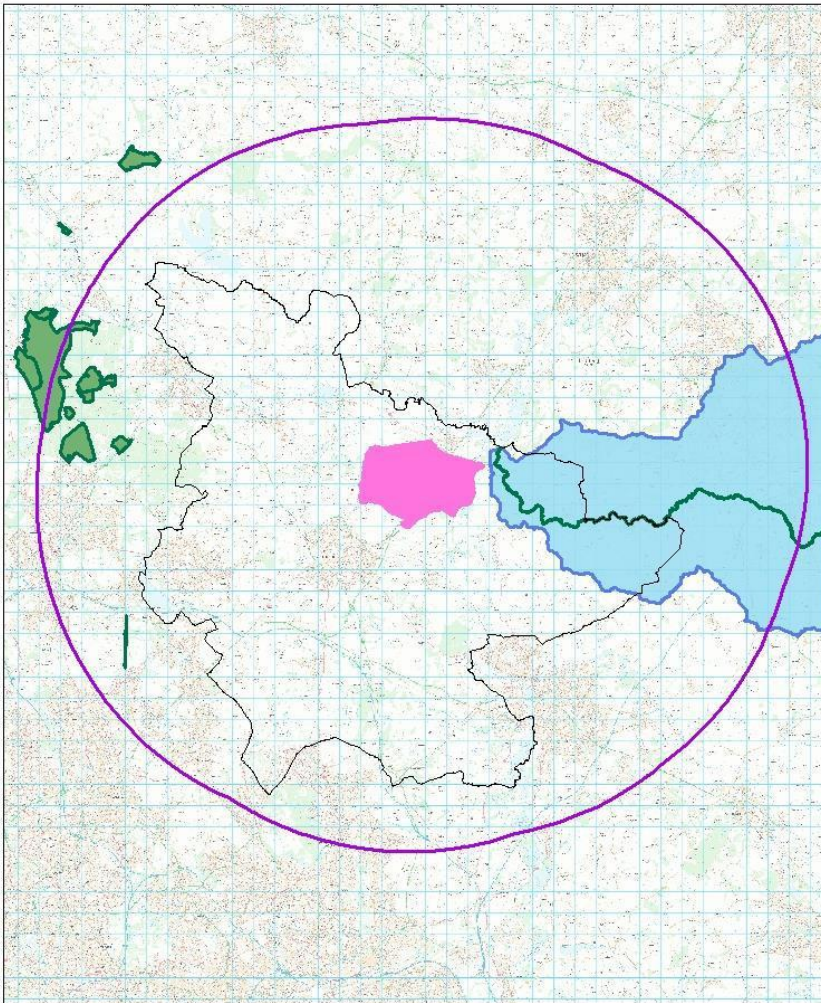
Strategic Environmental Assessment (SEA)

- 5.3 In relation to the requirement for the Fradley Neighbourhood Plan to be subject to Strategic Environmental Assessment, the assessment detailed in Section 3 of this report concludes that the plan in its current form is not likely to have significant environmental effects and therefore SEA will not be required.


Habitat Regulations Assessment (HRA)

- 5.4 In relation to the requirement for the Fradley Neighbourhood Plan to be subject to Habitat Regulations Assessment, the assessment detailed at Section 4 of this report concludes that there are no potential significant effects upon European Sites and no further work as part of the compliance with the Habitat Regulations will be required.

Appendix 1 – Map of Natura 2000 sites within 15km of Neighbourhood Plan Boundary



Key

-  Fradley neighbourhood area
-  15km zone
-  Lichfield District Boundary
-  Special Areas of Conservation
-  River Mease SAC Water Catchment

Lichfield
district council
www.lichfielddc.gov.uk

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Appendix 2 – HRA review of Proposed Policies in Fradley Neighbourhood Plan

FNP Policy Number	Description of Policy	Any likely significant effects on European Sites anticipated as a result of the policy?
FRANP1	<p>Fradley Settlement Boundary - The policy provides support for development within a defined settlement boundary.</p>	<p>No – The policy does not itself propose development. The policy seeks to support development within a defined settlement boundary which is consistent with that within the emerging Local Plan. The policy does not propose more development than is set out within the adopted Local Plan.</p>
FRANP2	<p>Existing Community Facilities - Policy provides protection to existing community facilities.</p>	<p>No – The policy does not itself propose development.</p>
FRANP3	<p>Provision of New/Expanded Sports Facilities - The policy provides support for new and expanded sports facilities within the neighbourhood area based on a small number of criteria.</p>	<p>No – The policy does not itself propose development. It provides support for proposals which are unlikely to have impact upon any European sites.</p>
FRANP4	<p>Provision of Community Hub - Policy provides support for additional</p>	<p>No – The policy does not itself propose development. It provides support for proposals which are</p>

	community facilities. The policy suggests a preferred location for such facilities but does not seek to allocate this and provides support for such provision at alternative locations.	unlikely to have impact upon any European sites.
FRANP5	Provision of Plan and Youth Facilities - Policy provides support for new and/or improved play facilities for children and young people.	No – The policy does not itself propose development. It provides support for proposals which are unlikely to have impact upon any European sites.
FRANP6	Character Areas - The policy provides a number of criteria which should be considered as part of any planning application in terms of protecting the character of the neighbourhood area.	No – The policy does not itself propose development.

FRANP7	Local Green Spaces - Proposes the designation of seven Local Green Spaces within the neighbourhood area.	No – The policy does not itself propose development. The policy seeks to protect seven locally important open spaces.
FRANP8	Minimising the Environmental Impact of Development - The policy expects developments to have regard to nearby natural features and support green infrastructure.	No – The policy does not itself propose development.
FRANP9	Small-scale Commercial Development – Policy provides support for small scale commercial development.	No – The policy does not itself propose development.
FRANP10	Provision for Distribution Vehicles – Requires developments for distribution warehouses to provide off-road parking and driver facilities.	No – The policy does not itself propose development.
FRANP11	Cycling, Walking and Disability Access Routes – Policy supports proposals which improve cycling and walking links throughout the neighbourhood area.	No – The policy does not itself propose development.

	Policy also requires development to link to the identified key movement routes where possible to improve accessibility within the neighbourhood area.	
FRANP12	Highway Capacity at Key Road Junctions – Requires transport assessments/statements to address to the satisfaction of statutory consultees the cumulative impact of development on road junctions.	No – The policy does not itself propose development.
FRANP13	Residential Parking – Provides specific parking standards for residential development.	No – The policy does not itself propose development.

Appendix 3: SEA & HRA Screening Opinion and Statutory Consultee Responses

The following appendix includes the screening opinion requests from Lichfield District Council to the Statutory Bodies (Natural England, Historic England and Environment Agency) who have been consulted through the SEA & HRA process and their responses.

3.1 SEA & HRA Screening Opinion with Screening report Letter 28/09/2017

3.2 Environment Agency Response 30/10/2017

3.3 Historic England Response 19/10/2017

3.4 Natural England Response 24/10/2017

Your ref Fradley neighbourhood plan

Our ref FNP-SEA/HRA

Ask for Patrick Jervis

Email Patrick.jervis@lichfielddc.gov.uk



District Council House, Frog Lane
Lichfield, Staffordshire WS13 6YZ

Customer Services 01543 308000

Direct Line 01543 308192

28 September 2017

Dear Sir/Madam,

Fradley neighbourhood plan – screening opinion for an SEA & HRA

Fradley & Streethay Parish Council has requested Lichfield District Council to undertake screening for SEA & HRA of the draft Fradley Neighbourhood Plan. The District Council has undertaken a screening process and produced the attached Screening Report which concludes that SEA and HRA of the Fradley Neighbourhood Plan (as currently drafted) will not be required.

Under the Environmental Assessment of Plans and Programmes Regulations 2004 (SI No.1633) Lichfield District Council ('the responsible authority') is required to consult with the consultation bodies in determining whether or not the plan is likely to have significant environmental effects and will therefore require an SEA. The Parish Council also requested screening opinion with regards to the need for a Habitat Regulations Assessment (HRA)

I am therefore requesting that you consider the attached Screening Report and provide any comments on its conclusions to assist in determining whether or not the plan is likely to have significant environmental effects and will therefore require an SEA. I would also welcome your comments on the need for a HRA.

If you have any comments I would ask for these to be sent within the next 21 working days (by 30 October 2017) and if you have any queries please contact myself on 01543 308196. If no reply is received by 5pm Monday 30th October 2017 it will be assumed that you concur with the conclusions of the Screening Report.

Yours faithfully,

Patrick Jervis

Principal Spatial Policy & Delivery

Spatial Policy & Delivery - Economic Growth



www.lichfielddc.gov.uk



[/lichfielddc](https://www.facebook.com/lichfielddc)



[lichfield_dc](https://twitter.com/lichfield_dc)



[MyStaffs App](#)

Mr Patrick Jervis - Planning Officer
Lichfield District Council
Planning Policy
PO Box 66
Lichfield
Staffordshire
WS13 6QB

Our ref:UT/2007/101798/SE-19/SC1-L01

Your ref:

Date: 30th October 2017

Dear Mr Jervis

Fradley Neighbourhood Plan

SEA and HRA Draft Screening Report, September 2017

Thank you for giving the Environment Agency the opportunity to comment on the above document.

The Environment Agency is the main agency providing advice on improving resilience and adaptation to the effects of climate change, with particular regard on flood risk, water resources, water quality and aquatic biodiversity.

We strive to make a positive contribution through our statutory consultee role and we hope you will find our comments useful.

The River Tame and Mare Brook (main rivers) form the east / south-east boundary of the plan area and the Curborough Brook (main river) forms the northern boundary.

All three watercourses have associated floodplains within the plan area, with that of the River Tame being large and well-defined.

There are also a number of ordinary watercourses and areas at risk of surface water flooding across the plan area. Staffordshire County Council as Lead Local Flood Authority should be consulted on these matters.

In line with national planning policy we would wish to see any new development directed away from those areas at highest flood risk, i.e. towards Flood Zone 1. In addition any new development, including infill development and small scale development should take account of the potential effects of climate change and incorporate sustainable drainage systems (SuDS) to reduce flood risk and manage surface water.

Any policies, proposals or projects that may be considered during the Neighbourhood

Environment Agency

Sentinel House 9 Wellington Crescent, Fradley Park, LICHFIELD, WS13 8RR.

Customer services line: 03708 506 506

www.gov.uk/environment-agency

Cont/d..

plan process will need to take account of these factors.

With regards to the SEA & HRA screening report we do not consider the Neighbourhood Plan is likely to result in significant environmental impacts and therefore concur with the conclusions of the report.

If you have any queries regarding the above please contact me on the details below.

Yours sincerely

Mr Kazi Hussain

Planning Specialist

Direct dial 020 3025 3030

Direct e-mail swmplanning@Environment-Agency.gov.uk

End

2



Historic England

WEST MIDLANDS OFFICE

Mr Patrick Jervis
Lichfield District Council
Spatial Policy & Delivery
District Council House
Frog Lane
Lichfield
WS13 6YZ

Direct Dial: 0121 625 6887

Our ref: PL00182702

19 October 2017

Dear Mr Jervis

FRADLEY NEIGHBOURHOOD PLAN- SEA AND HRA SCREENING

Thank you for your consultation and the invitation to comment on the SEA Screening Document for the above Neighbourhood Plan.

For the purposes of consultations on SEA Screening Opinions, Historic England confines its advice to the question, "Is it likely to have a significant effect on the environment?" in respect of our area of concern, cultural heritage.

Our comments are based on the information supplied with the screening request. On the basis of the information supplied and in the context of the criteria set out in Schedule 1 of the Environmental Assessment Regulations [Annex II of the 'SEA' Directive], Historic England concurs with your view that the preparation of a Strategic Environmental Assessment is not required. Regarding HRA Historic England does not disagree with your conclusions but would defer to the opinions of the other statutory consultees.

The views of the other statutory consultation bodies should be taken into account before the overall decision on the need for a SEA is made. If a decision is made to undertake a SEA, please note that English Heritage has published guidance on Sustainability Appraisal / Strategic Environmental Assessment and the Historic Environment that is relevant to both local and neighbourhood planning and available at: <https://historicengland.org.uk/images-books/publications/strategic-environmental-assessment-sustainability-appraisal-historic-environment/>

I trust the above comments will be of help in taking forward the Neighbourhood Plan.

Yours sincerely,

Peter Boland
Historic Places Advisor



THE AXIS 10 HOLLIDAY STREET BIRMINGHAM B1 1TG

Telephone 0121 625 6870
HistoricEngland.org.uk



Historic England is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.

Date: 24 October 2017
Our ref: 227374



Patrick Jervis
Principal Spatial Policy & Delivery Officer
Lichfield District Council

BY EMAIL ONLY

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ
T 0300 060 3900

Dear Patrick

Planning consultation: Fradley Neighborhood Plan SEA & HRA screening

Thank you for your consultation on the above dated 28/09/2017

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Strategic Environmental Assessment Screening

We welcome the production of this SEA Screening report. Natural England notes and concurs with the screening outcome i.e. that no SEA is required.

Further guidance on deciding whether the proposals are likely to have significant environmental effects and the requirements for consulting Natural England on SEA are set out in the [National Planning Practice Guidance](#).

Habitats Regulations Assessment Screening

Natural England notes the screening process applied to this Neighbourhood plan. We agree with the Council's conclusion of no likely significant effect upon the named European designated sites:

- River Mease Special Area of Conservation (SAC)
 - Due to the neighbourhood plan area not being within the water catchment area for the River Mease SAC
- Cannock Chase SAC
 - Due to the area being subject to the requirements of Policy NR7 of the Lichfield District Council local plan 2008 - 2029

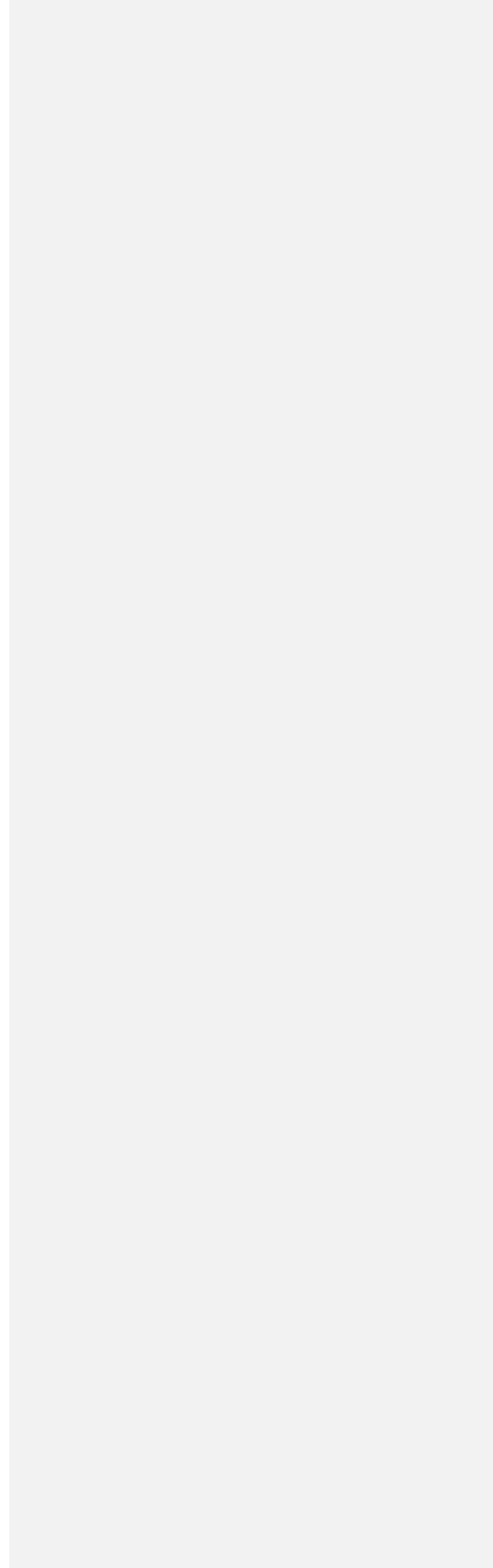
We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries relating to the specific advice in this letter only please contact Felicity Bingham on 02082 256387. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Yours sincerely

Felicity Bingham
Sustainable Development Advisor
East Midlands Team



Appendix X

Jan. 18 – Representations from stake-holders

1. Natural England – 21.11.17

RE: Fradley Neighbourhood Plan Pre-Submission (Regulation 14) Consultation
Tue 21/11/2017 10:16

From:

To:

Dear Kate,

Thank you for consulting Natural England on the Fradley Neighbourhood Plan Pre-Submission (Regulation 14) Consultation.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.

Natural England does not have any specific comments on this draft neighbourhood plan. However, we refer you to the annex below which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan.

Fradley Neighbourhood Plan Strategic Environmental Assessment (SEA)

Natural England welcomes the Screening Report which assesses the requirement for a Strategic Environmental Assessment (SEA) for the Fradley Neighbourhood

Plan. The methodology and baseline information used to inform the report appear to meet the requirements of the SEA Directive (2001/42/EC) and associated guidance. We are pleased to note that the impact of the Neighbourhood Plan on the Cannock Chase SSSI/SAC, the Cannock Extension Canal SSSI/SAC & the River

Mease SSSI/SAC have been thoroughly considered as part of the screening assessment. Since the Fradley Neighbourhood Plan does not propose more development than is set out within the Local Plan Strategy nor allocate sites for development, we concur with the report's conclusion that a full SEA will not be required for the Fradley Neighbourhood Plan.

Fradley Neighbourhood Plan Habitats Regulations Assessment (HRA)

Natural England welcomes the Habitats Regulations Assessment (HRA) for the Fradley Neighbourhood Plan and considers that the scope of the report, its methodology and conclusions meet the requirements of the Habitats Directive and associated guidance.

Natural England concurs with the report's conclusion that the policies within the Fradley Neighbourhood Plan will not have likely significant effects on any European Site either alone or in combination with other plans and projects. Therefore an Appropriate Assessment is not required.

We hope that you find these comments helpful. We would be happy to comment further should the need arise but if in the meantime you have any queries

please do not hesitate to contact us. For any queries relating to the specific advice in this letter only please contact me on 02080261940. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Kind regards

Sean Mahoney

Lead Adviser

Sustainable Development

East Midlands Area Team

Natural England

Apex Court

City Link

Nottingham

NG2 4LA

Tel: 02080261940

Mobile: 07825934258

www.gov.uk/natural-england

We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected and England's traditional landscapes are safeguarded for future generations.

Natural England offers two chargeable services – The Discretionary Advice Service (DAS) provides pre-application, pre-determination and post-consent advice on proposals to developers and consultants as well as pre-licensing species advice and pre-assent and consent advice. The Pre-submission Screening Service (PSS) provides advice for protected species mitigation licence applications. These services help applicants take appropriate account of environmental considerations at an early stage of project development, reduce uncertainty, reduce the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.

We now offer free and chargeable advice to land owners and managers planning works on Sites of Special Scientific Interest through the [SSSI Advice Service](#).

Annex 1 - Neighbourhood planning and the natural environment: information, issues and opportunities
Natural environment information sources

The [Magic](#)

[1]

website will provide you with much of the nationally held natural environment data for your plan area. The most relevant layers for you to consider are: Agricultural Land Classification, Ancient Woodland, Areas of Outstanding Natural Beauty, Local Nature Reserves, [National Parks \(England\)](#), National Trails, Priority Habitat Inventory, public rights of way (on the Ordnance Survey base map) and Sites of Special Scientific Interest (including their impact risk zones).

Local environmental record centres may hold a range of additional information on the natural environment. A list of local record centres is available [here](#)

[2]

Priority habitats are those habitats of particular importance for nature conservation, and the list of them can be found [here](#)

[3]

Most of these will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. Your local planning authority should be able to supply you with the locations of Local Wildlife Sites.

National Character Areas (NCAs) divide England into 159 distinct natural areas. Each character area is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. NCA profiles contain descriptions of the area and statements of environmental opportunity, which may be useful to inform proposals in your plan. NCA information can be found [here](#)

[4]

There may also be a local landscape character assessment covering your area. This is a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it a sense of place. It can help to inform, plan and manage change in the area. Your local planning authority should be able to help you access these if you can't find them online.

If your neighbourhood planning area is within or adjacent to a National Park or Area of Outstanding Natural Beauty (AONB), the relevant National Park/AONB Management Plan for the area will set out useful information about the protected landscape. You can access the plans on from the relevant National Park Authority or Area of Outstanding Natural Beauty website.

General mapped information on soil types and Agricultural Land Classification is available (under 'landscape') on the [Magic](#)

[5]

website and also from the [LandIS website](#)

[6]

, which contains more information about obtaining soil data.
Natural environment issues to consider

The [National Planning Policy Framework](#)

[7]

sets out national planning policy on protecting and enhancing the natural environment. [Planning Practice Guidance](#)

[8]

sets out supporting guidance.

Mahoney, Sean (NE)

clerk@fradleystreethay.staffslc.gov.uk

Your local planning authority should be able to provide you with further advice on the potential impacts of your plan or order on the natural environment and the need for any environmental assessments.

Landscape

Your plans or orders may present opportunities to protect and enhance locally valued landscapes. You may want to consider identifying distinctive local landscape features or characteristics such as ponds, woodland or dry stone walls and think about how any new development proposals can respect and enhance local landscape character and distinctiveness.

If you are proposing development within or close to a protected landscape (National Park or Area of Outstanding Natural Beauty) or other sensitive location, we recommend that you carry out a landscape assessment of the proposal. Landscape assessments can help you to choose the most appropriate sites for development and help to avoid or minimise impacts of development on the landscape through careful siting, design and landscaping.

Wildlife habitats

Some proposals can have adverse impacts on designated wildlife sites or other priority habitats (listed [here](#) [9])

, such as Sites of Special Scientific Interest or

Ancient woodland

[10]

. If there are likely to be any adverse impacts you'll need to think about how such impacts can be avoided, mitigated or, as a last resort, compensated for.

Priority and protected species

You'll also want to consider whether any proposals might affect priority species (listed [here](#) [11])

[11]

or protected species. To help you do this, Natural England has

produced advice [here](#)

[12]

to help understand the impact of particular developments on protected species.

Best and Most Versatile Agricultural Land

Soil is a finite resource that fulfils many important functions and services for society. It is a growing medium for food, timber and other crops, a store for carbon

and water, a reservoir of biodiversity and a buffer against pollution. If you are proposing development, you should seek to use areas of poorer quality agricultural

land in preference to that of a higher quality in line with National Planning Policy Framework para 112. For

more information, see our publication [Agricultural](#)

[Land Classification: protecting the best and most versatile agricultural land](#)

[13]

.

Improving your natural environment

Your plan or order can offer exciting opportunities to enhance your local environment. If you are setting out policies on new development or proposing sites for development, you may wish to consider identifying what environmental features you want to be retained or enhanced or new features you would like to see created as part of any new development. Examples might include:

- Providing a new footpath through the new development to link into existing rights of way.
- Restoring a neglected hedgerow.
- Creating a new pond as an attractive feature on the site.
- Planting trees characteristic to the local area to make a positive contribution to the local landscape.
- Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.
- Incorporating swift boxes or bat boxes into the design of new buildings.
- Think about how lighting can be best managed to encourage wildlife.
- Adding a green roof to new buildings.

You may also want to consider enhancing your local area in other ways, for example by:

- Setting out in your plan how you would like to implement elements of a wider Green Infrastructure Strategy (if one exists) in your community.
- Assessing needs for accessible greenspace and setting out proposals to address any deficiencies or enhance provision.

• Identifying green areas of particular importance for special protection through Local Green Space designation (see [Planning Practice Guidance on this](#) [14]).

• Managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips in less used parts of parks, changing hedge cutting timings and frequency).

• Planting additional street trees.

• Identifying any improvements to the existing public right of way network, e.g. cutting back hedges, improving the surface, clearing litter or installing kissing gates) or extending the network to create missing links.

• Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition, or clearing away an eyesore).

From: clerk [<mailto:clerk@fradleystreethay.staffslc.gov.uk>]

Sent: 20 November 2017 13:17

Subject: Fradley Neighbourhood Plan Pre-Submission (Regulation 14) Consultation

Good afternoon

The draft plan and supporting documents are available for you to view and comment between the following dates:

Start date: 20/11/17

End date: 15/01/18 at 5pm

Documents can be found on Fradley and Streethay Parish Council website:

<http://www.fradleystreethay.co.uk/fradley-village/fradley-village-neighbourhood-plan/>

Hard copies of the plan are available to view at Lichfield Library, The Friary, Lichfield WS13 6QG and will also be available to view by appointment in the Parish Office.

You are invited to submit comments by email or letter to:

Kate Roberts, Parish Clerk

Fradley & Streethay Parish Council

Marketing Suite Office

Wellington Crescent

Fradley Park

Lichfield

WS13 8RZ

Email: clerk@fradleystreethay.staffslc.gov.uk

Please also let us know if you have no comments because you are happy with the draft plan. We look forward to hearing from you.

Kind regards

Kate

Kate Roberts

Parish Clerk

Fradley & Streethay Parish Council

Marketing Suite Office, Wellington Crescent

Fradley Park, Lichfield WS13 8RZ

Tel: 01543 444 233 / Mobile: 07910 887 855

[1]

<http://magic.defra.gov.uk/>

[2]

<http://www.nbn-nfbr.org.uk/nfbr.php>

[3]

<http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

[4]

<https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making>

[5]

<http://magic.defra.gov.uk/>

[6]

<http://www.landis.org.uk/index.cfm>

[7]

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

[8]

<http://planningguidance.planningportal.gov.uk/blog/guidance/natural-environment/>

[9]

<http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

[10]

<https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences>

[11]

<http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

[12]

<https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>

[13]

<http://publications.naturalengland.org.uk/publication/35012>

[14]

<http://planningguidance.planningportal.gov.uk/blog/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space/local-green-spacedesignation/>

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2. Derick Cross - 23.11.17

Draft Neighbourhood Plan

Thu 23/11/2017 21:12

From:

To:

Cc: ,

Hi Kate,

Please circulate this to all FSPC Councillors, and the NP sub committee and confirm when you have done so.

Hi,

I have been studying the Draft Neighbourhood Plan hoping to find signs of it being Positively Prepared. I find the Section 4 Spatial Strategy totally relies in setting terms for development on the Local Plan policies map.

The Birmingham Plan Inspector I believe set Lichfield District Council the task (through its signed MOU with Birmingham) of within 3years of the adoption of the Birmingham Development Plan (January 2017) of having a new plan at Examination (Para 70 of his report).

In other words Lichfield District Council needs to have their new Plan at examination by January 2020 at the latest.

on the basis that a reasonable Plan process timetable will take 2 years, the new Plan needs to be producing its new evidence base (including relevant Birmingham unmet growth) and a draft Plan in early 2018.

The evidence here illustrates the Plan on which the Neighbourhood Plan is basing itself for Strategy has a very limited shelf-life indeed, and indeed, has an evidence base out of date etc. It could well be that the new Local Plan and the Neighbourhood Plan will run in tandem.

How can the Neighbourhood Plan in aligning itself with the old Local Plan be able to be in conformity with the evolving up to-date evidenced Plan?

I believe there are many more aspects that will be vigorously challenged in due course, but I thought initially this would be an interesting one for you all to think about before going along to far with this.

By basing the Neighbourhood Plan so tightly to the Local Plan you are clearly not promoting any land whatsoever to deliver any community benefits.

Therefore, in effect the committed and permitted developments brought through the Local Plan "look after themselves" and would not or could not support any additional builds.

Why have a Neighbourhood Plan? Clearly to restrict development, when the Local Plan does that and is duty bound to change, and bring in the B (Birmingham) factor of enhanced growth.

I would not judge this as Positive planning!

Kind regards

Derick

3. The Coal Authority - 01.12.17



The Coal
Authority

Resolving the impacts of mining

Coal Authority
200 Lichfield Lane
Mansfield
Nottinghamshire
NG18 4RG

T 0345 762 6848
T +44(0)1623 637000
www.gov.uk/coalauthority

Ms Kate Roberts – Parish Clerk
Fradley & Streethay Parish Council

BY EMAIL ONLY: clerk@fradleystreethay.staffslc.gov.uk

1 December 2017

Dear Ms Roberts

Fradley Neighbourhood Plan – Pre-submission

Thank you for the notification of the 20 November 2017 consulting The Coal Authority on the above NDP.

The Coal Authority is a non-departmental public body which works to protect the public and the environment in coal mining areas. Our statutory role in the planning system is to provide advice about new development in the coalfield areas and also protect coal resources from unnecessary sterilisation by encouraging their extraction, where practical, prior to the permanent surface development commencing.

Having reviewed our records the identified Neighbourhood Plan area does not contain any surface coal resources or recorded risks from past coal mining activity. Therefore The Coal Authority has **no specific comments** to make on the Neighbourhood Plan.

In the spirit of ensuring efficiency of resources and proportionality it will not be necessary for you to provide The Coal Authority with any future drafts or updates to the emerging Neighbourhood Plan. This letter can be used as evidence for the legal and procedural consultation requirements.

The Coal Authority wishes the Neighbourhood Plan team every success with the preparation of the Neighbourhood Plan.

Yours sincerely

Melanie Lindsley

Melanie Lindsley BA (Hons), DipEH, DipURP, MA, PGCertUD, PGCertSP, MRTPI

Planning Liaison Manager

T 01623 637 164

E planningconsultation@coal.gov.uk

4. Historic England - 22.12.17

Historic England
WEST MIDLANDS OFFICE

Ms Kate Roberts
6887
Fradley & Streethay Parish Council
Marketing Suite Office
PL00228162
Wellington Crescent, Fradley Park
Lichfield
Staffordshire
WS13 8RZ
2017

Direct Dial: 0121 625

Our ref:

22 December

Dear Ms Roberts

FRADLEY REGULATION 14 NEIGHBOURHOOD PLAN CONSULTATION

Thank you for the invitation to comment on the above Neighbourhood Plan. Historic England is supportive of the Vision and objectives set out in the Plan and particularly the emphasis in FRANP6 upon the importance of adopting locally distinctive design for new development and of respecting and responding to defined Character Areas. We consider that the Plan takes a suitably proportionate approach to the historic environment of the Parish. Beyond those observations we have no further substantive comments to make. I hope you find this advice helpful.

Yours sincerely,

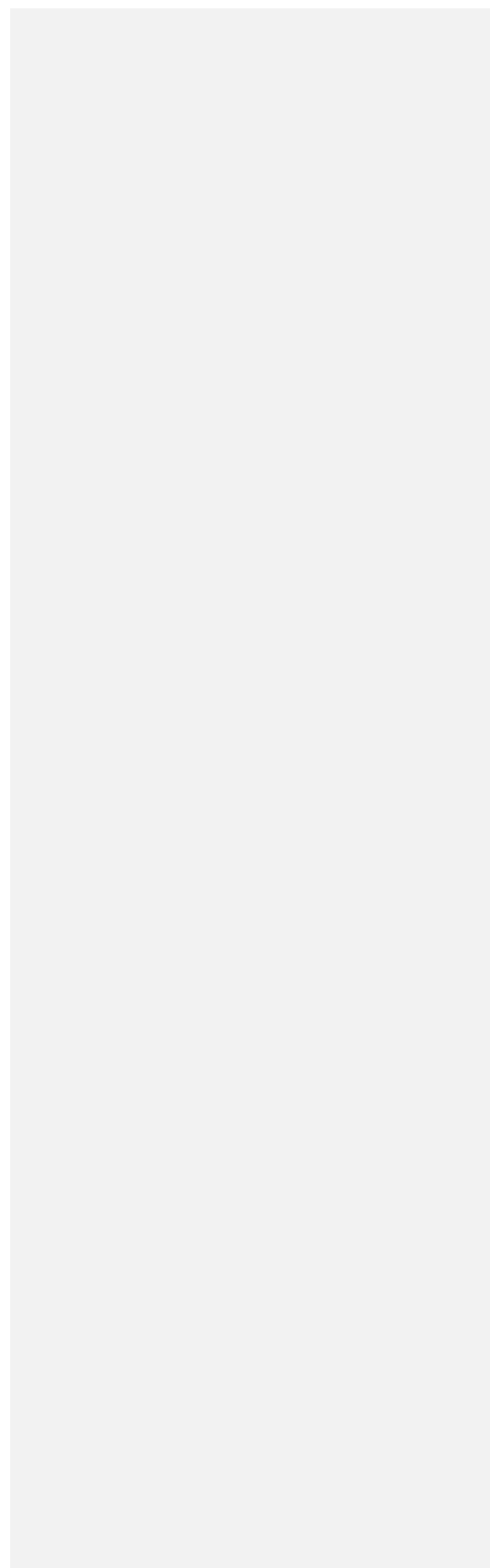
Peter Boland
Historic Places Advisor
peter.boland@HistoricEngland.org.uk

cc:

THE AXIS 10 HOLLIDAY STREET BIRMINGHAM B1 1TG
Telephone 0121 625 6870
HistoricEngland.org.uk

Historic England is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All

information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.



5. Lichfield District Council - Regulation 14 representations

Fradley Draft Neighbourhood Plan - Lichfield District Council Regulation 14 Consultation Representations (January 2018):

Please note the following are formal representations to the Regulation 14 draft of the Fradley Neighbourhood Plan. Lichfield District Council reserves the right to provide formal comments on the Neighbourhood Plan at any future consultation stage. Lichfield District Council has previously provided informal comments on the draft neighbourhood plan and is pleased to see that a majority of its previous comments have been considered and taken account of within this draft of the plan.

General Comments

- In general terms the current draft of the Fradley Neighbourhood Development Plan is welcomed. It is clear that a significant amount of work has been undertaken in getting the plan to this stage. The District Council is also available should the qualifying body and those writing the plan wish for further correspondence, advice and guidance.
- Strategic Environmental Assessment (SEA) and Habitat Regulations Assessment (HRA) screening has been undertaken and concluded that the plan as drafted (at that stage) would not require any further stages of SEA & HRA to be undertaken. Lichfield District Council consider that the screening reports conclusions apply for the current regulation 14 draft of the plan. Were the plan to change substantially at later stages there may be a requirement to undertake additional screening.

Specific Comments

- **Paragraph 1.6:** The Parish Council is ultimately responsible for the neighbourhood plan, with the steering group undertaking work on their behalf. As such it is recommended that “on behalf of Fradley Parish Council is added to the end of the last sentence of the paragraph.
- **Paragraph 1.8 and Figure 1.1:** Ensure numbering of figure 1 is consistent. Paragraph 1.8 refers to Figure 1, whilst the title of the figure is 1.1.
- **Paragraph 1.10:** The Local Plan Strategy focuses growth on the settlement of Fradley, to avoid confusion with the Fradley neighbourhood area it would be beneficial to refer to ‘Fradley village’ or the ‘settlement of Fradley’ within this paragraph rather than just ‘Fradley’.
- **Paragraph 1.13:** Lichfield District Council is undertaking further consultation on the Local Plan Allocations document between January and February 2018. The revised allocations document does not make any changes to the policies which are noted within paragraph 1.13 of the current draft of the neighbourhood plan.
- **Paragraph 2.13:** This paragraph should be updated to reflect the latest position as is set out within the draft Local Plan Allocations document which is currently being consulted upon.
- **Paragraph 3.2:** The paragraph should also refer to the ‘Vision for Fradley’ as set out within the adopted Local Plan Strategy.
- **Paragraph 3.3:** Reference to the historic environment could be included within points 2 or 4.
- **Paragraph 4.4:** The second sentence of the paragraph states that the plan period of the neighbourhood plan is different to that of the Districts Local Plan, however the front cover of the neighbourhood plan states the end of the plan period is 2029 which is consistent with the Local Plan.
- **Policy FRANP1:**
 - **Point C:** Core Policy 6 of the Local Plan Strategy provides detail of where development would be permitted outside of the village settlement boundaries, including rural

exception sites. Recognition of this policy within the neighbourhood plan policy would be beneficial.

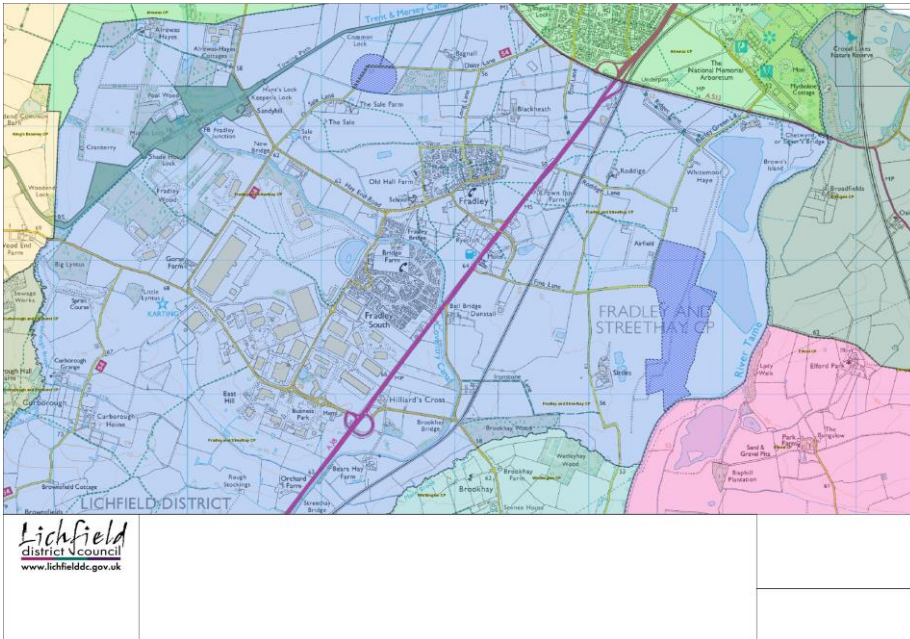
- **Policy FRANP2 & paragraph 5.3:** Paragraph 5.3 states that any replacement facilities must be provided upfront as part of a development and the policy looks for provision to be provided as soon as possible after the closure of any facility. This may be considered to be too onerous and it is not clear how such a requirement would be secured. This would likely be a matter for any legal agreement which could accompany a grant of planning permission.
- **Policy FRANP4:** Parts B and C of the policy identifies a preferred location for a potential 'community hub'. Whilst the policies support for community provision is supported, there is little evidence as to how the preferred location could be delivered. Indeed the site mentioned is within a developer's control within the area of an active planning permission.
- **Section 6:** There is a lack of references to the historic environment. The Neighbourhood Plan area contains a wealth of designated and non-designated heritage assets although there is only one specific reference to heritage assets and that is in paragraph 6.2. This is a lost opportunity to provide additional protection through the planning process to some of the most important historic features of the area. The NP area contains 2 conservation areas, 2 Scheduled Monuments (there are only 16 in the whole district) and 19 Listed Buildings all of which are designated heritage assets. Furthermore there are dozens of entries on the Historic Environment Record (HER) relating to both designated and non-designated heritage assets, with the non-designated heritage assets being mainly archaeological which include ridge and furrow and crop marks showing habitation of the area from the Neolithic onwards. The heritage relating to World War Two is also of great interest and importance. See attached map – all the blue areas are entries on the HER.
- **Paragraph 6.5:** The paragraph sets out some key issues relating to new developments, I would suggest that they could add density, design and permeability to the list. The permeability of a new development for vehicles, pedestrians and cyclists both within the development and by connecting the new development into its surroundings is an important part of good urban design. Density relates to a number of points already in this list and is a useful indicator of many likely characteristics of a scheme. Many features of a high quality housing scheme get squeezed out if the density is too great. There should also be a reference to 'high quality design' this can also cover materials. The point on boundary treatment mentions that they should reflect 'that prevailing in the area' and the same should apply for the buildings themselves. The NP could, if desired, include a list of locally important heritage assets, these could include buildings, structures, hedgerows, earthworks. Features identified as such can be considered to be non-designated heritage assets and are therefore given a degree of protection under the NPPF.
- **Paragraphs 6.7-6.8:** refer to character areas and the maps of these are included at the end of the document. These maps need some explanation and a summary of the character areas would be useful, in particular highlighting those aspects of the character areas that either positively enhance the area and should be used as cues for new development, or those that harm the character of the area - one such aspect is mentioned in paragraph 6.8 – and that these should not be encouraged within the new development. A reference to the Councils SPD's in particular the Sustainable Design and Historic Environment SPD's would be useful here. One of the defining features of a character area is its historic development and any historic elements that remain, so any description of these character areas should include a reference to the heritage assets within it.
- **Policy FRANP6:** This is a very detailed policy which may be too onerous and restrictive in terms of its requirements. Bullet point 1 – it would be useful to define which historic buildings are referred to, either here or in an appendix. These can include listed buildings but also buildings of local architectural and historic interest. It also doesn't have to be confined to buildings as it can include all types of built structures such as bridges, mileposts, walls and so on. It would also be useful to use the same terminology as the NPPF such as heritage assets and significance.
- **Policy FRANP7:** Generally support the identification and proposed designation of Local Green Spaces as per the NPPF. However, the NPPF is clear that such a designation will not be

appropriate for most open spaces and makes clear that such sites should not be 'extensive tracts of land'. It may be beneficial to provide additional justification as to why the sites proposed are appropriate for the designation as there is the potential for such designations to be challenged through the consultation/examination process.

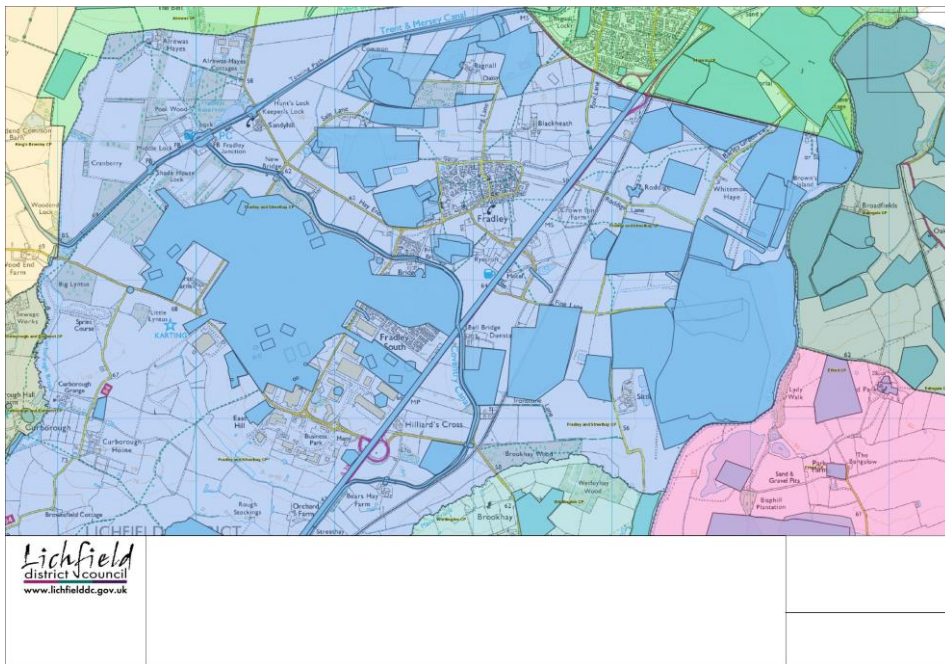
- **Policy FRANP7 Point B:** Paragraph 76 of the NPPF provides clear guidance with regards to Local Green Spaces and state that the development within such spaces will only be permitted in very special circumstances. It is recommended that Point B of the policy be amended to reflect the NPPF in terms of how development is restricted within Local Green Spaces.
- **Paragraph 6.22:** The landscape contains historic elements as well as natural elements and it would be useful to mention this here. I would disagree with the statement that 'Fradley is not rich in landscape areas of recognised value...' The NP area is part of the Trent Valley and is steeped in history and has evidence of human occupation from the Neolithic onwards with most eras of history and pre-history represented. There are numerous entries on the Historic Environment Record which is held at the County, these include pre-historic cropmarks, the Roman Road, Ridge and Furrow, the Canal infrastructure and the RAF base. These all contribute to the quality of the landscape.
- **Policy FRANP8:** This policy could be expanded to include historic elements of the landscape, but also, it doesn't need to be confined to the frontages of sites.
- **Policy FRANP9:** As drafted the policy provides no detail in terms of the areas of the neighbourhood area to which the policy would apply. Does the policy specifically relate to the Fradley Park employment area, or within the village settlement boundary. It would be helpful to provide clarity within the policy.
- **Policy FRANP11:** The second and third paragraphs of the policy refer to movement routes which may be subsequently identified. It is not considered appropriate to include as yet unidentified routes within the policy. It would be through the review of the neighbourhood plan that additional movement routes could be identified.
- **Policy FRANP12:** It is recommended that the Parish consult with the highways authority (Staffordshire County Council) and Highways England with regards to transport policies. These consultees may have responded as part of this consultation and it is advised to consider any representations they may have submitted.
- **Policy FRANP13:** The Sustainable Design SPD adopted by Lichfield District Council provides detail with regards to the required parking standards for development. The explanatory text to the policy as drafted does not reference the SPD, it would be beneficial to provide such a reference.
- **Policy FRANP14:** The Policy box is a different colour to other policy boxes within the document.

- **Policy FRANP14:** Policy H1 of the Local Plan Strategy provides support for the delivery of homes to meet identified needs, including more specialised needs which may include first time buyers and older people. The neighbourhood plan policy as currently drafted provides is specific about the need to deliver homes for older people without mentioning other specific groups in line with Policy H1. There is little evidence/justification to support the requirement that would see a particular type of dwelling required on all residential developments. The second paragraph requires an applicant to demonstrate why specific provision cannot be made, this may be considered to be too onerous. The Policy should be reworded to provide support for the delivery of homes which are appropriate for older people or capable of adaption to meet the needs of an aging population.

5. Lichfield District Council – Designated Heritage Assets



5. Lichfield District Council - Historic Environment Record Entries



6. Pegasus - 09.01.18



004_DO_roberts_P16-0301_090118

9 January 2018

Kate Roberts
Parish Clerk
Fradley and Streethay Parish Council
Marketing Suite Office
Wellington Crescent
Fradley Park
Lichfield
WS13 8RZ

Email: clerk@fradleystreethay.staffs.gov.uk

Dear Madam

**Fradley Neighbourhood Plan – Pre-submission Consultation
Representations made on behalf of Wilson Bowden Developments Limited
Land off Hay End Lane, Fradley**

Background

These representations are made on behalf of Wilson Bowden Developments Limited (WBD). WBD have land interests in two parcels of land off Hay End Lane, Fradley. The eastern land portion has planning permission for 250 dwellings (Reference 13/00633/OUTM approved 8 June 2016). The western land parcel is also within Wilson Bowden's control and has been promoted for residential development through the District Council's Local Plan Allocation Document.

As part of the promotion of the Hay End Lane (West) Site, WBD have prepared a masterplan which suggests how this land could be developed for residential purposes and to provide a range of sporting facilities in the future. This masterplan has been submitted to the District Council as part of submissions made to the Council's emerging site allocations document. A copy of the masterplan is appended to this letter. The masterplan demonstrates that the Hay End Lane (West) Site could be developed for high quality residential development along with significant amounts of green infrastructure. The masterplan also shows that the site could deliver a new cricket and football pitch along with pavilion, car park and its own access on to Hay End Lane. These new facilities would be located immediately to the west of the football pitches shown in association with the land subject to the outline planning permission 13/00633/OUTM on the Hay End Lane (East) site. In combination the proposals for sports provision shown on the two land parcels controlled by WBD could deliver a significant amount of new sports facilities.

WBD have engaged with the Fradley Neighbourhood Plan Steering Committee in discussing how, in association with potential developments on the Hay End Lane (West) site, some of the key objectives of the Neighbourhood Plan could be delivered.

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Policy Context

The Neighbourhood Plan (NP) recognises the strategic policy context within which it has been prepared and ultimately will operate. In particular it notes that 1,250 dwellings or about 12% of the total requirement for the District will be provided within Fradley, along with additional employment land at the existing 120 hectare Fradley Park employment site.

In particular the NP notes that Local Plan Policy FRAD1 requires high quality green infrastructure to provide physical and visual connections to the countryside and that land north of Hay End Lane and west of Old Hall Lane shall incorporate green corridors and green spaces. It also notes that Local Plan Policy FRAD2 identifies that there shall be a range of new facilities and social infrastructure provided and in particular sports pitches comprising of a minimum of two football pitches and a cricket pitch along with opportunities to provide a sports/social club and associated sports facilities should also be explored. These policy requirements have been explored in further detail within the NP.

Comments on the Neighbourhood Plan

The Neighbourhood Plan helpfully sets out and responds to the specific demographic characteristics of the population of Fradley. In particular it notes that the proportion of residents aged 24-44 is high whilst the proportion of retirement age residents (66 plus) is low. Both these characteristics contrast with the characteristics found elsewhere in the District and more generally in the region.

The NP also notes that Fradley is a popular location for young families, with over 25% of married couples with dependent children. It also notes that the proportions of economically active households also exceeds the district and regional averages.

The NP identifies, based on survey information obtained from residents, a number of items of infrastructure which will be needed in the future and identifies other issues that will require resolution. Such items include provision of a GP service and the need to resolve access difficulties onto the A38 and traffic congestion within the village itself.

The Neighbourhood Plan identifies five challenges to be addressed. These are:

- 1) The likely rapid growth of the population through a significant number of large developments being granted planning permission in a small space of time.
- 2) Inadequate sports provision.
- 3) Lack of health, recreation and community facilities.
- 4) Limited employment space for start-up micro businesses.
- 5) Traffic movement and associated congestion.

WBD consider that the five identified challenges realistically represent the issues within Fradley. However WBD consider that a more explicit response is required as to how these issues will be resolved and in particular how such improvements will be delivered.

The NP sets out a vision for Fradley. It identifies the need to deliver community infrastructure projects and in particular new football and cricket pitches along with changing rooms and social facilities, and a community hub.

The vision for Fradley identifies that alongside new development Fradley's local environment will be preserved through the protection given to local green spaces and the design of high quality amenity green spaces into the new residential areas. The vision goes on to indicate that despite the significant growth that has occurred, the character of the village and neighbourhood area has been maintained.

WBD support the vision for Fradley as one which will encourage the sustainable growth of the settlement. However as with the five challenges identified previously there is a strong need to identify the mechanisms that will allow for the delivery of these elements of community infrastructure. Without a delivery mechanism there is significant potential for the vision not to be realised.

Section 4 of the Plan sets out the identified spatial strategy. Policy FRANP1 states the following:

- a) *Development in Fradley shall be focused within the village settlement boundaries as defined on the Local Plan Policies Map.*
- b) *Development proposals within the village settlement boundaries will be supported subject to compliance with other policies in the Development Plan.*
- c) *Development proposals outside the village settlement boundaries will not be permitted unless:*
 - *They are in accordance with the Lichfield District Local Plan Policies on appropriate uses in the countryside; or*
 - *they are in accordance with the Lichfield District Local Plan Policies on commercial activities at Fradley Park; or*
 - *they relate to necessary utilities infrastructure and where no reasonable alternative location is available.*

Both Criteria A and B of FRANP1 (as well as Criterion E of FRANP3) refers to proposals being located within or immediately adjacent to the village settlement boundaries as defined in Policy FRANP1. When considering the settlement boundaries identified for Fradley these are actually contained within the Fradley Inset Plan which forms part of the 2015 District Local Plan. The Inset Plan separately deals with village settlement boundaries and strategic development allocations. It is suggested that Policies FRANP1 and FRANP3 should refer both to village settlement boundaries but also the boundaries of the strategic development allocations, bearing in mind that the latter will ultimately be developed for substantial housing sites and will therefore form the extent of the built up settlement of the village. In due course it is likely that the village development boundaries will follow the strategic development allocation boundaries. Policies FRANP1 and FRANP3 Section A should reflect this.

In addition WBD believe that Policy FRANP1 fails to adequately grasp the opportunity to deliver some of the key items of social infrastructure identified as a central element of the NP. In particular with regard to additional sports provision, including the football and cricket pitches and associated changing and other facilities identified as a key requirement within the NP, the policy makes no reference to the resources which will be necessary to deliver such key infrastructure. As set out previously one element where the Plan is considered to be lacking is an identification of the means whereby such important infrastructure can actually be delivered. One method of achieving this would be a revision to Policy FRANP1 to allow for development proposals to come forward if they contributed towards the delivery of key infrastructure as identified in the NP. This could take the form of an additional bullet point added to Criterion C as follows:

- **They would directly provide for the delivery of key infrastructure identified in the Neighbourhood Plan which could include sports pitch provision, associated changing and social facilities and/or the community hub in a central and accessible location in the village.**

Policy FRANP3 deals with the provision of new and expanded sports facilities. The policy identifies five specific criteria which relate to the provision of new or improved community facilities.

Sections B and C of Policy FRANP3 identify the sports facilities that are required in the village. As set out previously WBD supports the identification of sports facilities within Fradley. The key item which is not included within the policy is a method of delivering such provision.

Criterion C refers to the provision of a cricket pitch and associated social facilities and changing facilities. It goes on to indicate the preferred location for such provision is part of a shared offer with any football pitches and social facilities/changing facilities. As set out previously WBD have already identified a site located within the Hay End Lane (West) area which could deliver both a cricket pitch and new football pitch along with associated changing/social facilities. These would also be located immediately adjacent to two further pitches identified as part of the consented development on the Hay End Lane (East) site. This approach would deliver a sports hub located in close proximity to the centre of the village and in particular the nearby St Stephens Primary School and Church. Providing such facilities in a single hub would be the most efficient way of delivering the sports provision and would enable the social and changing facilities to be shared. The benefits of providing these facilities in one location are recognised in the NP (Paragraph 5.13).

Policy FRANP4 deals with the provision of a community hub. It identifies a site within the strategic development allocation of land at Fradley Park, close to the Sterling Centre. WBD have no comment on this policy.

Policy FRANP5 deals with the delivery and provision of play and youth facilities. The policy states that such facilities would be supported subject to specific criteria. Criterion D refers to the proposal being located within or immediately adjacent to the village settlement boundaries defined in Policy FRANP1. As set out previously this reference ought to be revised to include within or immediately adjacent to the Strategic Development Allocations as well as village settlement boundaries.

Policy FRANP6 refers to character areas. In particular it states development proposals must demonstrate how they contribute positively to the features of the respective character areas, as described in the Fradley Character Area Assessment.

The Fradley Character Area Assessment focuses solely on the existing development in the village. It makes no attempt to analyse the additional development that will come forward as part of the strategy set out in the Local Plan. This additional development will clearly have an effect on the character of Fradley. The omission of any consideration of the substantial expansion of the village in the Fradley Character Area Assessment undermines its usefulness.

Furthermore, the Assessment has not been subject to any public consultation. It is in effect a supporting document yet by referencing it within Policy FRANP6 it gives it a higher status which is not appropriate in the planning system. The Fradley Character Area Assessment is at best a minor material consideration when making planning decisions. By referring to it explicitly within Policy FRANP6, gives it a status which is not warranted and as a consequence it should be omitted from any reference in the main part of Policy FRANP6.

Policy FRANP11 deals with cycling, walking and disability access routes. These routes are identified on Figure 8.1. The routes identified on Figure 8.1 appear limited and do not necessarily reflect the routes available within the village. For instance, a loop is identified within Fradley South as a movement route yet a similar loop which can be provided in Fradley Village (utilising Church Lane, Long Lane, The Moor and Old Hall Lane) is not identified. There appears to be some inconsistencies between the routes identified on Figure 8.1 and others which are omitted. This should be considered further.

Policy FRANP14 refers to meeting the housing needs of older people. It states new residential development will be expected to include some units that demonstrably meet the needs of older people or are capable of adaptation to meet such needs. If such provision is not made the policy states that it must be demonstrated why this would make the development unviable or why it is technically unfeasible.

Elsewhere in the NP justification has been given as to why certain policies are being pursued e.g the significant number of young people and families within the settlement has led to a need for improved play and sports provision. There is no such justification for Policy FRANP14. No information is provided to show that there is a need for elderly people to have specific provision made in new developments to meet their needs. Similarly there is no reference to a higher order development plan policy within the District Local Plan to



justify the requirements of Policy FRANP14. In the absence of justification Policy FRANP14 should be deleted.

Summary and Conclusion

In general terms WBD acknowledge and support many of the objectives of the NP. In particular the requirement to deliver improved supporting and community facilities for the settlement is endorsed. The NP however fails to identify how such provision will be resourced and delivered. WBD have demonstrated that as part of a proposal to develop a site known as Hay End Lane (West), new sports pitches including a cricket pitch with associated changing facilities and social facilities could be delivered. This potential method of implementation should be recognised in the Plan so as to give the objectives of enhancing sporting/community provision a realistic chance of being fulfilled.

Some other Policies require some minor alteration to ensure that they are consistent with the Local Plan and are properly justified. Policy FRANP14 in particular has not been justified and should be deleted.

I trust the above is of use to you in refining the Neighbourhood Plan. Should you wish to discuss any element in further detail please do not hesitate to contact me.

Yours faithfully

A handwritten signature in black ink, appearing to read "David Onions".

DAVID ONIONS
Director
david.onions@pegasuspg.co.uk

Enc. Hay End Lane (west) Masterplan

7. Derick Cross - 12.01.18

Draft Neighbourhood Plan
Fri 12/01/2018 09:28
From:Derick Cross
To:Parish Council

Dear Kate,

Further to my submission dated 23/11/17 to the above consultation process I would like this to be added, and if you would

circulate to all FSPC Councillors and our NP sub-committee and confirm when you have done so please.

I have been examining the Draft Plan in the context of the Government Guidance Neighbourhood Planning -2, which is

what the Local Planning Authority and the Examiner are duty bound to do.

I believe the overall test is that, is it 'positively prepared'.

My comments are as follows:-

1. This Draft Neighbourhood Plan in restricting itself to an already set Local Plan development boundary is precluding positive planning in fulfilling wider Parish needs.
2. The Neighbourhood Plan should closely follow the Neighbourhood Plan Roadmap (by Locality) in its positive planning to future proof it through Examination by both the Local Plan Authority and an Independent Examiner.
- 3.The Local Plan restricts itself to a (past) minima of growth required - it is not a ceiling. Whereas, a Neighbourhood Plan is a means of directing further development - not stopping it.
4. The Neighbourhood Plan Group has not taken into account the Need case developed by the Leavesley Group in assessing the scale of need for Older living, or even held discussions to hear them on their findings and proposals to fill that need.
5. The Neighbourhood Plan should be a mechanism to interpret this proposed Canal side development positively and create betterment.
6. A Neighbourhood Plan in place is the means to drawing down 25% of CIL funding. This is the means of directly achieving development into Parish coffers. By restricting further development, this is not going to be achieved for the Parish.
7. The principle set by the Secretary of State in approving development at Watery Lane (for IM Properties) was that it was out with the Lichfield Local Plan BUT there was unequivocal need for the development. This site had environmental constraints but were overridden by Need.
8. The Local District Plan was adopted in 2015 - but must be reviewed, examined, and adopted within 5 years to bring further growth forward. It's shelf life is dwindling. The next LDC Draft plan needs to evolve in 2018 and is now available and out for public consultation with further development targets and land allocations that are not included in the Neighbourhood Plan.
9. This Neighbourhood Plan should be embracing Government messages of further housing for growing families and the identified elderly need, and it isn't.
10. This Neighbourhood Plan should be adjusting development boundaries to accommodate all of the community additional present and future needs and it isn't.

Kind regards
Derick
Derick G Cross
Vice Chairman

Fradley & Streethay Parish Council
Tel: 07748 177092

8. Quod on behalf of Evans Property Group - 12.01.18

our ref: **Q070308**
your ref:
email: james.beynon@quod.com
date: 12 January 2018



Kate Roberts
Parish Clerk
Fradley & Streethay Parish Council
Marketing Suite Office
Wellington Crescent
Fradley Park
Lichfield
WS13 8RZ

Dear Ms Roberts

**FRADLEY NEIGHBOURHOOD PLAN PRE-SUBMISSION CONSULTATION
(REGULATION 14 CONSULTATION)**

On behalf of my client, Evans Property Group ("Evans"), I enclose representations to the Pre-Submission Draft (Regulation 14) consultation of the Fradley Neighbourhood Plan 2017-2029 ("the Draft Plan").

Evans fully support the pro-active approach adopted by Fradley & Streethay Parish Council in seeking to shape and guide future development in the area, and particularly the recognition that new residential development, which makes effective use of brownfield, will be required over the Plan Period.

The enclosed representations are not considered to be fundamental to the overall vision and objectives of the Draft Plan, albeit they are important in ensuring the Draft Plan is consistent with the applicable planning policy and statutory legislation, as well as being consistent with the emerging planning position in the area. A summary of the case made in these representations is as follows:

- Figure 4.1 of the Draft Plan, which identifies extant planning applications/consents in the area, should be updated to correctly identify the boundaries of planning permission 10/01498/OUTMEI, 16/00001/REMM and planning application 17/00686/OUTM;
- The 'Movement Routes' shown within Figure 8.1 relating to the western Airfield land are not accurate; and
- Draft Policy FRANP14 is not consistent with the adopted Lichfield Core Strategy or based upon an up-to-date assessment of housing needs. It should not be included as a consequence



In responding to the consultation, these Representations have had regard to the following: the Draft Plan; The Town and Country Planning Act 1990 (as amended by Section 28A of the Planning and Compulsory Purchase Act 2004); The Neighbourhood Planning (General) Regulations 2012; policies set out in the National Planning Policy Framework ("NPPF") and the National Planning Practice Guidance ("the PPG"); and the adopted Development Plan (Lichfield Local Plan Strategy (2015) and Lichfield District Local Plan (1998))

- **Relevant Background**

Evans are long term investors in the Fradley area, owning and operating several land areas and development sites. They are currently developing a residential development of up to 750 homes on the eastern part of the former Fradley Airfield in association with Bellway (planning permission ref: 10/01498/OUTMEI), and are progressing a planning application on the adjoining western Airfield land for up to 350 homes (ref: 17/00686/OUTM). Both sites form part of the Fradley Strategic Development Area ("SDA") and are key contributors to meet Lichfield District Council's ("LDC") housing needs.

The Fradley SDA is identified within the Council's Development Plan as a sustainable urban extension for approximately 1,250 new dwellings, appropriate associated facilities including transport, social, green and physical infrastructure.

In preparing a Neighbourhood Plan, this must be tested against a set of "Basic Conditions" as established by Schedule 4B of the Town and Country Planning Act 1990 (as amended) as follows: (i) having regard to national policies and advice in guidance issued by the Secretary of State; (ii) contributes to the achievement of sustainable development; and (iii) is in general conformity with the strategic policies in the Development Plan.

The NPPF also outlines requirements for the preparation of Neighbourhood Plans, including, inter alia, that neighbourhood plans should support the strategic development needs (including housing) as established by Local Plans, and that they should plan positively to support local development.

- **Representation 1: Correct Representation of Fradley's Housing Developments**

Figure 4.1 of the Draft Plan incorrectly identifies two housing sites that are controlled by Evans, as follows:

- Fradley Park (ref: 10/01498/OUTMEI) is shown to cover the entirety of the former Fradley Airfield, which is not the case; and
- The current (pending) planning application for up to 350 dwellings on the western Airfield land (ref: 17/00686/OUTM) is not shown.

A revised boundary plan is attached at **Document 1** which outlines the correct boundaries that should be included for both of the above sites.

- **Representation 2: Movement Routes**

Figure 8.1 identifies Movement Routes and indicates one such route through the centre of the western Airfield land. The origin of this route is unclear; indeed, it does not conform with the current pending planning application.



It does also not conform with the identified Public Rights of Way (PROW) identified by Staffordshire County Council (SCC). There is, for example, a Public Right of Way (PROW) along the southern boundary of the western Airfield site which has been retained for such use by the pending planning application.

Figure 1 below outlines a comparison of the Draft Plan (left) against the PROW (right).

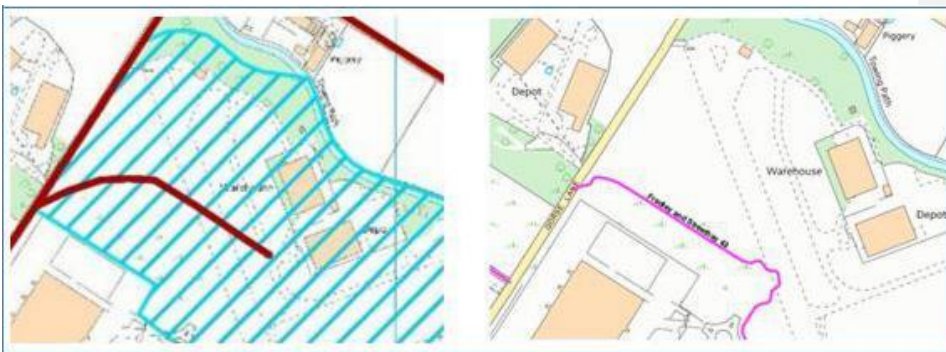


Figure 1: Movement Routes (Draft Plan Figure 8.1), and SCC Map of footpaths and bridleways

Figure 8.1 of the Draft Plan should therefore be updated to remove the Movement Route through the centre of this site and, depending upon the purpose of the diagram, to correctly reflect the PROW that exists.

- **Representation 3: Policy FRANP14 and Elderly Housing Need**

Policy FRANP14 (Meeting the Housing Needs of Older People) dictates that new residential developments:

“Will be expected to include some units that demonstrably meet the needs of older people or are capable of adaptation to meet such needs. If such provision is not made, then it must be demonstrated why this would make the development unviable or why it is technically unfeasible”.

The Policy states that housing on large, strategic development sites should be capable of adoption for older users who may have mobility issues.

The requirement for new housing to reflect local objectively assessed needs is well established through National Planning Policy and the Lichfield Local Plan Strategy (Policy H1).

Policy H1 states that to deliver a balanced housing market, new residential developments will include an integrated mix of dwelling types, sizes and tenures based on the latest assessment of local housing need. The Policy actively promotes the delivery of smaller properties (including two bed apartments and two and three bed houses) to address the imbalance of dwelling types within the District.



Neighbourhood Plans are required to support the strategic development needs (including housing) established by Local Plans and should be in general conformity with the Development Plan. The Neighbourhood Plan acknowledges that the profile of Fradley and Streethay parish contains a high proportion of families compared with lower proportions of older people (Para. 9.1), although states that this is “likely” to change over the Plan Period.

This assertion of change is not supported by any evidence, such as a Local Housing Needs Assessment, to identify that a demand for homes for older people in the area exists. Furthermore, Policy H1 provides sufficient detail to ensure new residential developments deliver an integrated mix of dwelling types, sizes and tenures based on the latest assessment of local housing need. As such, Policy FRANP14 is considered to go beyond the strategic housing objectives of the Development Plan, being unduly prescriptive as a consequence.

- **Conclusion**

Evans support the pro-active approach adopted by Fradley and Streethay Parish Council in seeking to shape and guide future development in their area. The enclosed representations are not fundamental to the overall vision and objectives of the Draft Plan; they are, however, considered important modifications to ensure that the Draft Plan is consistent with the applicable planning policy and statutory legislation, as well as being consistent with the emerging planning position in the area.

I trust that these comments are helpful, however, should you require any additional information please do not hesitate to contact me.

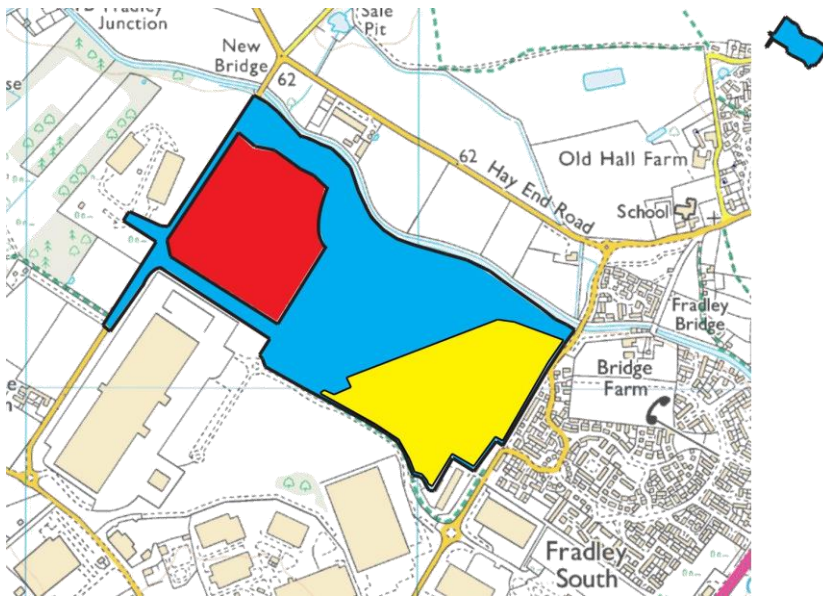
Yours faithfully

A handwritten signature in cursive script that reads "James P Beynon".

James Beynon

Associate

Document 1



9. Highways England - 15.01.18



Our ref: SHARE/
Your ref: Fradley Neighbourhood Plan

Graham Broome
Asset Manager
Operations Directorate

Kate Roberts
Parish Clerk Fradley & Streethay Parish Council
Marketing Suite Office
Wellington Crescent
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Lichfield
WS13 8RZ

The Cube
199 Wharfside Street
Birmingham
B1 1RN
www.highways.gov.uk
Direct Line: 0300 470 2860

15 January 2018

Via Email: clerk@fradley.streethay.staffslc.gov.uk

Dear Kate,

FRADLEY NEIGHBOURHOOD PLAN

Thank you for forwarding me details of the pre submission Fradley Neighbourhood Plan (FNP).

Highways England is responsible for the operation and maintenance of the Strategic Road Network (SRN) in England. The network includes all major motorways and trunk roads. It is therefore committed to supporting Government objectives on economic growth and sustainable transport, and recognises the need for closer integration of transport and land use planning as set out in the Department for Transport (DfT) Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'.

The nearest section of the SRN to the Fradley neighbourhood area is the A38 trunk road. A section of the A38 bisects the plan area; the A38 Hilliard's Cross junction is included in its entirety and the A38 Fradley Village junction is included in part.

Fradley falls under the remit of Lichfield District Council and so the neighbourhood plan needs to conform with and support policies set out in the Lichfield District Local Plan (LDLP). The LDLP will be made up of the Local Plan Strategy (adopted February 2015) and the Local Plan Allocations Document, which Highways England were consulted on in April 2017.

We welcome the opportunity to comment on this draft version of the FNP, which makes reference to a number of issues of relevance to the Highways England network; each of these matters is commented on in turn below.



The FNP gives extensive detail on its drive to promote sustainable transport to mitigate the use of the car, and the principle of this is welcomed by Highways England.

The FNP outlines an intention to promote the use of sustainable modes of transport, however it is anticipated that there will be an increase in traffic resulting from the provision of new homes in the area, along with the creation of new employment opportunities.

The overarching LDLP sets out that the A38 Hilliard's Cross and A38 Fradley Village junctions will possibly require improvement in order to accommodate future housing growth. The FNP refers to Policy Frad2 of the LDLP which states that 'All options will be explored to improve the Hilliard's Cross and Fradley Village Junctions on the A38(T)'.

It is set out in the LDLP that Fradley is classed as a 'Key Rural Settlement' and is required to accommodate approximately 1,250 dwellings to 2029. We note that a number of planning applications have been granted planning permission which will provide in excess of the housing requirement for Fradley for the whole of the Local Plan period to 2029.

We consider that supporting evidence for development proposals will need to demonstrate that no undue harm to the operation or functionality of the SRN will result, and where necessary improvements will be required. We therefore welcome the inclusion of policy Franp12 within the FNP, which outlines that transport assessments or statements, as required by paragraph 32 of the NPPF and DfT Circular 02/2013, should address to the satisfaction of the highway authority the cumulative transport impact on the Hilliard's Cross and Fradley Village junctions on the A38. It is imperative that new developments fully assess the additional impact they will have on these junctions.

Highways England wishes to be informed of future development of the Neighbourhood Plan.

Please do not hesitate to contact me if you require any more information or clarification.

Yours sincerely



Graham Broome
OD Midlands
Email: Graham.Broome@highwaysengland.co.uk

10. Turley on behalf of Legal & General - 15.01.18

Turley

15 January 2018
Delivered by email

Kate Roberts, Parish Clerk
Fradley & Streethay Parish
Council
Marketing Suite Office
Wellington Crescent
Fradley Park
Lichfield
WS13 8RZ

Dear Kate

FRADLEY NEIGHBOURHOOD PLAN PRE-SUBMISSION (REGULATION 14) CONSULTATION

These representations are made on behalf of Legal & General UK Property Fund ("L&G") who owns 83.06 hectares of land at Fradley Park, predominantly comprising storage and distribution development.

L&G is a wholly-owned subsidiary of Legal & General Investment Management and one of the largest institutional property fund managers in the United Kingdom. L&G invest in a range of retail, office and industrial properties; they are committed to investing in Lichfield and are keen to grow their asset at Fradley Park.

Since taking control of the land in December 2014 L&G is continually seeking out opportunities to enhance the Estate. This includes proposals for upgraded signage, exploring the provision of new bins across the Estate and creating new employment opportunities.

Two such opportunities will arise through the proposals for land to the north east of Wood End Lane for a new storage and distribution unit with ancillary office space, which was recently granted planning permission (ref. 17/00276/FULM), and development of three storage and distribution units on Wellington Crescent, an application for which was recently submitted to Lichfield District Council.

The emerging Fradley Neighbourhood Plan boundary includes the Fradley Airfield employment allocation (Lichfield Plan Strategy 2008 – 2029 Policies Map), as well as the proposed extension of the allocation to the south in the emerging Lichfield Local Plan: Allocations.

In order to maintain and enhance the importance of employment provision at Fradley Park as Lichfield's premier employment site, L&G support paragraph 7.1 of the emerging Neighbourhood Plan whereby it recognises that the Estate provides a significant number of jobs and continues to be an important strategic employment location.

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Turley is the trading name of Turley Associates Limited, a company (No. 2235387) registered in England & Wales. Registered office: 1 New York Street, Manchester M1 4HD.

Turley

Historically Fradley Park has offered limited provision for heavy goods vehicles to park off the roadway, as well as the associated driver facilities (such as toilets and showers).

L&G is committed to improving the standards at Fradley Park and new developments will include sufficient provision of off-road lorry parking and access to facilities for drivers, in accordance with emerging Neighbourhood Plan Policy 'FRANP10: Provision for Distribution Vehicles'.

Within their proposals for Wood End Lane and Wellington Crescent, L&G incorporate significant provision for HGV parking (including overnight parking), as well as adequate car and cycle parking. L&G's proposals also include space for driver facilities.

L&G support the Neighbourhood Plan's focus to positively influence future patterns of movement into and around Fradley, including the employment area at Fradley Park (as set out in paragraph 8.1). Fradley village can be easily accessed on foot or by bike from Fradley Park; there is a shared footway for cyclists and pedestrians along Wood End Lane, also offering a pedestrian and cyclist crossing with dropped kerbs and tactile paving. A regular bus service is provided to Lichfield City, as well as cycle links.

L&G will maximise these links as part of current and future proposals for Fradley Park, ensuring there is safe pedestrian access, in accordance with emerging Neighbourhood Plan Policy 'FRANP11: Cycling, Walking and Disability Access Routes'.

Emerging Neighbourhood Plan Policy 'FRANP12: Highway Capacity at Key Road Junctions' requires new development to consider highway capacity at key road junctions. L&G has submitted appropriate transport assessments for both the Wood End Lane and Wellington Crescent proposals, demonstrating that there will be no adverse impacts on the highway network. Indeed the Wellington Crescent proposals result in a net reduction in traffic movements compared with those that could be generated by the Thame House and Trent House office buildings.

In the longer term, L&G is keen to work with the Parish Council, as well as Staffordshire County Council to improve the Hilliard's Cross junction on the A38, for the benefit of both the businesses on Fradley Park and residents of Fradley.

The emerging Lichfield Local Plan: Allocations proposes to extend the existing Fradley airfield employment allocation to the south, to include the existing and proposed development on Wellington Crescent, as well as an additional 18 hectares of land. This is referred to at paragraph 1.13 of the emerging Neighbourhood Plan. The Neighbourhood Plan does not appear to oppose the proposed extension of the allocation. However, it could be made clearer at Section 7 that the Neighbourhood Plan will support development within the proposed extension to the existing Fradley Airfield employment allocation, subject to compliance with other policies within the plan.

The emerging Fradley Neighbourhood Plan recognises the importance of Fradley Park as a key location and major focus for employment in Lichfield District. This reflects the adopted Lichfield District Local Plan: Strategy and emerging Local Plan: Allocations. It will support the delivery of additional employment growth at Fradley Park, benefiting both Fradley and the wider District.

L&G is committed to working with Fradley and Streethay Parish Council to ensure Fradley Park remains a successful employment site in the future. We would welcome the opportunity to discuss the Estate further with the Parish Council.

We trust the information provided within these representations will be considered by the Parish Council and we welcome the opportunity to engage and promote Fradley Park through the progression of the Neighbourhood Plan.

Please do not hesitate to contact either Tom Armfield (tom.armfield@turley.co.uk) or myself should you wish to discuss further.

Yours sincerely

Alice Fitton

Planner

alice.fitton@turley.co.uk

11. Wardell Armstrong on behalf of J.T.Leavesley Ltd - 15.01.18

Wardell Armstrong

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Our ref:
006

SMS/VE/ST15244/LET-
Date: 15th January 2017

Kate Roberts
Parish Clerk
Fradley and Streethay Parish Council
Fradley Park
Lichfield
WS13 8RZ

EMAIL: clerk@fradleystreethay.staffslc.gov.uk

Dear Madam

**FRADLEY NEIGHBOURHOOD PLAN - PRE-SUBMISSION
CONSULTATION REPRESENTATIONS ON BEHALF OF
J.T.LEAVESLEY LTD LAND OFF HAY END LANE, FRIDLEY**

These representations are made on behalf of J.T.Leavesley Ltd (JTL). JTL wishes to make representation primarily in respect of its landholding off Hay End Lane, Fradley.

This land holding is the subject of Planning Application ref. 17/01799/OUTM for a mix of C3 residential uses and also C2 Institutional Elderly Care. This major application to Lichfield District Council has to be given due regard in the Neighbourhood Plan under the provisions of the Neighbourhood Planning Act 2017 revisions coming in to force on 31 January putting the requirement on neighbourhood planning qualifying bodies. The Fradley NP fails in this regard.

JTL have engaged with the Fradley Neighbourhood Plan Group in framing its proposals for their site and how these can pro-actively deliver a number of aspects which support the objectives of the NP. These have been fully developed in to an Outline Planning Application supported by an Environmental Statement to assess any adverse impacts and in this case suitably mitigate to provide positive benefits.



The JTL proposal will deliver:

- 77 units of mixed size family housing
- 72 bed Care Home
- 50 assisted living apartments
- 45 independent living apartments
- 45 sheltered dwellings including bungalows
- 17 custom and self-build houses
- A Neighbourhood centre, including community facilities

The Socio-economic benefits of the development include:

- A CIL contribution of over £400,000
- 36 affordable homes for local people
- Increased household expenditure in the area of over £2 million
- Jobs in the Care & Assisted Living complex, and the Neighbourhood Centre
- Over £300,000 a year in Council Tax

The Fradley NP at 1.5 sets out its total reliance upon the adopted Lichfield Local Plan 2015 for general conformity. Whilst it is acknowledged that for the purposes of general conformity, the NP needs to reflect strategic policies within the adopted local Plan, moving forward this is becoming increasingly flawed in that the District Council has already formally commenced its Plan Review process and set out its timetable for the revised Plan. This is required under new Statute within 5 years of the last Plan, and also to meet the requirements of the Duty to Co-Operate with Birmingham and other Local Authorities over meeting un-met needs of the wider Region in particular Birmingham itself. By definition, the Plan Review process will be assessing trends, re-establishing needs and setting a forward looking evidence base behind new policies for the period. The Council has stated that its priority is to achieve by April 2018 a Regulation 18 document setting out a new quantum and locations for growth, a comprehensive evidence base update, a review of policies and give effect to cross boundary matters. The Sustainability Appraisal Scoping Report is already out to consultation and will inform the Plan Review.

Section 1 of the NP merely re-iterates Local Plan policy relevant to Fradley, and provides no positive demonstrable means of delivering community benefits over and above those of the



existing, now aged, Plan. It is therefore in effect 'silent' in development terms and it therefore currently not 'positively prepared' in NP terms.

By the planned date of April 2018 a new Local Plan being achieved by review, will be setting a newly evolving Policy basis which the Fradley NP should comply with in terms of general conformity. The 2015 Plan is in effect quickly becoming historical background primarily for development management purposes; until the new Plan comes to effect upon adoption in 2020. This target date is fixed by both regulation and to conform with that set by the Birmingham Plan Inspector carried through in the legal duty to co-operate between local authorities in the housing market area.

The Lichfield District Local Development Scheme, approved by its Cabinet in December 2017 is a paramount consideration for the Fradley NP moving forward. Should this not be the case, the NP becomes out of date and lacking status very quickly.

The NPPG sets out the basic conditions and material considerations that must be met in preparing a NP. Paragraph 009 Ref ID 41-009-20160211 is relevant to the Fradley NP and in the opinion of JTL raises in relation to delivery and timescales.

The NPPG also at Paragraph 004 Reference ID 41-004-20170728 references 'supporting the strategic development needs...and plan positively to support local development'. The Fradley NP avers from promoting any land for development, with the consequential flaw that its policies related to community aspirations will fail to be met. Undeliverable policies go to the root of an unsound NP in that they should have robustness in delivery terms.

The NPPG Paragraph 044 Reference ID 41-044-20160519 advises on allocating additional sites to those in the Local Plan in 'planning positively to support local development'. it warns against blanket policies restricting housing or preventing expansion unless this is supported by robust evidence. In this particular case it has been demonstrated that Planning Application 17/01799/OUTM relates to sustainable development in a sustainable location, and the Environmental Statement that there are no adverse effects of development that cannot be satisfactorily mitigated.

Governmental advice through the NPPG would advise against proceeding with the draft Fradley NP in its current form.

The 'Watery Lane decision (14/00057/OUTME) sets a stronger context for development than the adopted LP in terms of need for further development within the District. Fradley cannot ignore decisions of this fundamental strategic importance. The need case is set out in para 55 of the Secretary of State's letter where it is stated that 'the social and economic benefits of providing housing are of such importance that they outweigh the environmental harm, and that the proposal would thus represent sustainable development'. Approval was therefore granted in February 2017 for development out with the Lichfield Plan on the basis of additional development that is clearly in line with the Governments priority of significantly boosting the supply and choice of new housing. In this case 750 dwellings, elderly accommodation and neighbourhood facilities have approval over and above an imposed ceiling on development applied by the District.

The Neighbourhood Plan sets out and seeks to respond to specific demographic characteristics of Fradley. This includes facets like the fact that the proportion of retirement age residents is low, predominantly because of the lack of suitable accommodation like bungalows, sheltered housing, assisted living apartments and care homes. These are very much part of modern life and a balanced society, but Fradley is still being prioritised for large developments with standard house products produced by national house builders for younger families. The Plan needs accurate reference to a major local and indeed national challenge of providing suitable accommodation for the elderly who make up a continuing higher proportion of the population. This is unusual, as Policy FRANP 14 pays this due respect, albeit in a misrepresented way.

The Vision for Fradley is imbalanced toward restriction. it is suggested that a more positively prepared Vision is produced which can plan, manage and monitor further development in sustainable locations that can harness community benefits. This is the essence of the Government's advice on Neighbourhood Planning and as set out in the NP 'Roadmap Guide' and other guidance related to the principle of positive planning, in conformity with the NPPF which advises that 'sustainable development in sustainable locations should proceed forthwith'. The Vision also requires at least sub-text demonstrating which developments will be supported in order to fulfil delivery of development needs and community infrastructure.



NP Policies

JTL supports the Vision for Fradley to the extent that it purports to encourage the sustainable growth of the settlement. But this is countered in that the NP, against the principle of positive preparation, in fact makes no allocation of development over and above that of an aged Local Plan that is currently subject to an accelerated review process. As the Challenges identify, there is a demonstrable need to identify the mechanisms that will allow for the crucial delivery of sustainable development and community infrastructure.

Section 4 of the Plan (Spatial Strategy) and draft Policy FRANP1, both Criteria A and B of FRANP1 refer to proposals being located within and immediately adjacent to the village settlement boundaries as defined (in the way of the Local Plan Fradley Inset). The Inset Plan separately deals with village settlement boundaries and strategic development allocations. Policy FRANP1 should refer both to village settlement boundaries and strategic development allocations, the latter being substantial market housing sites which will form the extent of the built-up settlement of Fradley. The Village boundaries should now correctly follow the SDL boundaries in a general sense which should not preclude further justified development in the area.

JTL contend that draft Policy FRANP1 fails to adequately take the opportunity offered by a current Planning Application that the NP is duty bound to consider. This proposal offers a real opportunity to deliver much needed types of development predominantly outside standard market housing, key items of social infrastructure and environmental betterment. This development will also make community financial provision through Section 106 legal agreement and CIL payments. The NP will offer the opportunity of the Parish Council sourcing funding on a proportionate basis. Parishes with a made NP promoting development can receive 25% of CIL resources generated in their area.

The draft NP is predominantly lacking in identification of the means whereby such important development and infrastructure can actually i.e. empirically, be delivered. The method of achieving this is a revision of FRANP1 to allow for development proposals that constitute sustainable development, and which allow important development and infrastructure under provision can be achieved. This is best achieved through revision of Criteria C.



The draft NP is silent on a matter which is a Government priority set out in the Housing & Planning Act 2016. That is, the support of accelerated delivery of Custom and Self-build housing as set out in the relevant Act of 2015 and the right to build in sustainable locations. This is a further case in point of where the Plan is currently not in conformity with National Policy but can be easily rectified by supporting policy for proposals within the Fradley NP area.

Policy FRANP 14 needs a different approach based on the crucial aspects of develop ability, deliverability and viability. Its current form is unsound in its principles. The NPPG clearly sets out at Paragraph 001 Reference ID 10-001-20140306 the principles of Viability that are critical to a sound and effective NP. The Fradley NP in its current form is not effective in that this draft Policy cannot and will not deliver under the loose pretence of 'expecting to include some units that demonstrably meet the needs of older people or are capable of adaptation to meet such needs'. The reality is that the sites included in the NP are already controlled and substantially consented for standard market housing. The pretence of 'should be capable of adaptation for older users' is heavily flawed as a commercial principle which will fall completely out of the bounds of national house builders who effectively control the delivery make up of Local Plan allocated sites. What is required is bespoke provision, designed and built to purpose specification, of the whole scale of requirement of the aged including sheltered, assisted and care living. The principle of 'adaptation' will not match with societal requirements across the range required.

FRANP14 is supported in that it does in its background reasoning at 9.1 and 9.2 does understand that the needs of older people must be met. Whilst the Local Plan - now aged - evidence base is orientated totally toward encouraging young families, this has since been balanced by the Governmental drive to support the living needs of the older generation.

The JTL application evidence base is supported by a Business Case developed by Healthcare Property Consultants based on local demographics. This showed demonstrable need across all sectors of the aged, now and in the future growing to an almost exponential level. This empirical evidence is much more orientated toward delivery than 'the Neighbourhood Plan survey' mentioned but unsourced in the NP.

Policy FRANP14 therefore requires further analysis and development to ensure its robustness; in particular it can be effective by supporting actual provision. The JTL proposed development achieves this.

Policy FRAN 6 requires that development proposals must demonstrate how they contribute positively to features of the respective character areas. This is flawed in that it does not relate to additional development that will come forward within the current and reviewed Local Plans or the NP as positive planned development. The omission of any relevant consideration of the substantial strategic expansion of Fradley undermines its function. It is recommended that its reference is not warranted and should therefore be omitted from any reference in the main part of Policy FRANP 6.

Conclusion

JTL suggest a meeting to discuss how to properly assess JTL proposals and how they can be taken forward and dealt with in a positive and constructive manner within a revised NP.

In generality, JTL acknowledge and support the overall objectives in taking forward a Neighbourhood Plan. The draft NP however is critically flawed in that it fails to offer opportunity to deliver development over and above that already allocated and substantially consented for standard market housing. The JTL planned development off Hay End Lane demonstrates how additional development substantially in line with Governmental support can deliver a range of local benefits and infrastructure. This method of implementation, duty bound to be given full consideration, should be recognised in the Plan so as to enhance the potential for delivery of community benefits and resources.

Yours faithfully

for Wardell Armstrong LLP



Stephen Stoney

Technical Director

smstoney@wardell-armstrong.com

Enc: Planning Application ref. 17/01799/OUTM - Indicative Masterplan

12. Environment Agency - 15.01.18

Lichfield District Council
Planning Policy
PO Box 66
Lichfield
Staffordshire
WS13 6QB

Our ref:UT/2007/101798/OR-20/IS1-L01
Your ref:

Date: 12th January 2018

Dear Sir/Madam

Fradley Neighbourhood Plan 2017 – 2029- Pre-Submission Consultation Draft, November 2017

Thank you for consulting the Environment Agency on the above Neighbourhood plan.

The Environment Agency are the main body providing advice on improving resilience and adaptation to the effects of climate change, with particular regard on flood risk, water resources, water quality and aquatic biodiversity.

We strive to make a positive contribution through our Statutory Consultee role and are happy to provide comments at this stage of the plan making process.

Flood Risk

The River Tame and Mare Brook (main rivers) form the east / south-east boundary of the plan area and the Curborough Brook (main river) forms the northern boundary. All three watercourses have associated floodplains within the plan area, with that of the River Tame being large and well-defined.

The majority of the plan area is located in Flood Zone 1 although there are other areas of floodplain associated with ordinary watercourses as well as areas at risk of surface water flooding. Staffordshire County Council as Lead Local Flood Authority should be consulted on these matters.

In line with national planning policy we would wish to see all new development, directed away from those areas at highest flood risk, i.e. towards Flood Zone 1. In addition all new development, including infill development and small scale development, should incorporate sustainable drainage systems (SuDS) to reduce flood risk and manage surface water and to ensure that runoff does not increase the risk of flooding elsewhere.

Environment Agency
Sentinel House 9 Wellington Crescent, Fradley Park, LICHFIELD, WS13 8RR.
Customer services line: 03708 506 506
www.gov.uk/environment-agency

Planning applications for development within the Neighbourhood Plan area must be accompanied by site-specific flood risk assessments in line with the requirements of national policy and advice. These should take account of the latest climate change allowances. Consideration should also be given to the impact of new development on both existing and future flood risk. Where appropriate, development should include measures that mitigate and adapt to climate change.

It is disappointing that there is little reference to the natural environment and related issues in the plan, particularly in view of the scale of new development proposed in the plan area as a 'Key Rural Settlement'. We consider it is a missed opportunity to provide a more local context on existing policies in the Local Plan in order to deliver the stated vision for Fradley. The likelihood of further development, over and above that already identified, coming forward means that this will become increasingly relevant in the future.

In Section 6 Character and Environment- Landscape Features, there is no mention of watercourses and floodplains in the plan area. These are a major feature of the local landscape and their presence and impact should be referred to here.

We support the requirements for provision of green infrastructure as part of new development particularly in relation to the contribution this can make towards flood risk management and resilience/adaptation to climate change.

We consider Policy FRANP8: Minimising the Environmental Impact of Development could be strengthened by including the following:

- A requirement to retain and enhance river habitats and taking opportunities to improve connectivity.
- A requirement for new development to incorporate sustainable drainage systems (SuDS) to reduce flood risk and manage surface water and to ensure that runoff does not increase the risk of flooding elsewhere. Long-term maintenance arrangements for all SuDS should also be in place for the lifetime of the development and agreed with the relevant risk management authority.
- Proposals for new development should consider future flood risk and, where appropriate, include measures that mitigate and adapt to the anticipated impacts of climate change.
- Existing open watercourses should not be culverted. Where feasible, opportunities to open up culverted watercourses should be sought to reduce the associated flood risk and danger of collapse whilst taking advantage of opportunities to enhance biodiversity and green infrastructure.

Biodiversity

We wish to make the following comments in regards to the biodiversity relating to watercourses.

There is little acknowledgement to the significant influence that the local watercourses River Tame, Mare Brook, Curborough Brook and the Lichfield Canal have on the neighbourhood plan area. We would suggest that in policy Frad1: Fradley Environment a reference to Blue Corridors alongside green corridors need to be highlighted to ensure development includes an easement from watercourses both to make space for water in terms of flood events and allowing these corridors to act as migratory routes for biodiversity thereby improving connectivity.

In addition we would also suggest under Policy FRANP 8, that there is a need for any

Cont/d..

new development to enhance biodiversity features such as watercourses, in line with the National Planning Policy Framework Section 11, "new developments should provide net gains in biodiversity wherever possible".

This also supports Water Framework Directive objectives by proactively seeking opportunities to re-natural rivers which have been degraded or modified in the past. Existing watercourses should not be culverted and opportunities to remove culverts should be pursued. Weirs should be removed and rivers should be allowed to meander and connect with their floodplains.

If you have any further queries regarding the above please do not hesitate to contact me on the details below.

Yours faithfully

Mr Kazi Hussain
Planning Specialist

Direct dial 020 3025 3030
Direct e-mail swwmplanning@Environment-Agency.gov.uk

End

13. RPS on behalf of Fradley West Consortium - 15.01.18



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Our Ref: MF/JBB7117P.C5810
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Date: 15th January 2018

By Email; clerk@fradleystreethay.staffslc.gov.uk & info@fradleynp.org.uk

Kate Roberts, Parish Clerk
Fradley & Streethay Parish Council
Marketing Suite Office
Wellington Crescent
Fradley Park
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WS13 8RZ

Dear Ms Roberts

Fradley Pre-submission Neighbourhood Plan 2017-2029: Representations on behalf of Fradley West Consortium

RPS Planning & Development (RPS) is instructed by the Fradley West Consortium (Gleeson Strategic Land and Hallam Land Management) to submit representations to the Fradley Neighbourhood Plan 2017-2029 (Pre-submission Consultation Draft) (NP). The representations are made in the context of FWC's interest in land at Fradley Junction – as identified and explained in detail within the enclosed Vision Document – and are set out below:

Paragraph 1.1 – Plan Period

The NP proposes to cover the period 2017-2029. The end date of 2029 is in conformity with the Lichfield District Council (LDC) Local Plan Strategy (2015). However, the proposed start NP date (2017) differs with the Local Plan Strategy start date being 2008. In our view, it would be clearer if the NP covered a plan period of 2008-29 so that it is consistent with the Local Plan Strategy. If a different start date is applied it is essential that the NP takes account of development which has been completed since 2008 to ensure appropriate contributions towards the Local Plan Strategy housing and employment targets in the period to 2029.

Paragraph 1.11 – Housing Need

Paragraph 1.11 states that Fradley's housing requirement from the Local Plan Strategy "...equates to 1,250". Whilst the latter does expect that approximately 12% of housing will be delivered in Fradley it must be recognised that the overall housing requirement is a minimum figure as it expressed as "at least 10,030 homes" in Core Policy 6. As such, paragraph 1.11 should state "...which equates to **at least 1,250 dwellings**".



Paragraph 1.14 – Monitoring/Review

Given that LDC is now committed to undertake a Local Plan Review (refer to Local Development Scheme adopted in 2017) to address its contribution towards the housing shortfall across the Greater Birmingham Housing Market Area (HMA), it is essential that the NP includes a policy which provides a clear approach to monitoring and review. LDC is proposing to complete its review by 2020 which is likely to be shortly after the NP has been adopted, so it is possible that the NP is quickly overtaken by the LDC Local Plan Review. As such, this policy should provide specific dates for monitoring and “triggers” to ensure that the NP is reviewed as appropriate within a defined timeframe. As it stands, paragraph 1.14 is explanatory text which provides no clear commitment to monitoring and reviewing the NP.

Policy FRANP1 – Fradley Village Settlement Boundaries

It is important that this policy is sufficiently flexible to ensure that development needs are appropriately delivered within the NP area. The view is taken that it does not provide this required flexibility as drafted, particularly as there are employment sites and underused brownfield land (e.g. Fradley Junction) which lie beyond the settlement boundaries where sustainable expansion and/or redevelopment may be required during the plan period. To this end, we request an additional criterion be added to C to state “*there is a demonstrable need for development beyond the settlement boundaries, with particular encouragement for the effective reuse of previously-developed land*”.

Policy FRANP7 – Local Green Spaces (LGS)

FWC strongly object to the proposed designation of Site 7 “Fradley Wood” as LGS. There does not appear to be any evidence base or methodology to demonstrate how the proposed LGS have been assessed and identified on a sound basis.

Looking more specifically at Fradley Wood, we object to its designation as LGS for the following reasons:

- Fradley Wood is not “*in reasonably close proximity to the community it serves*” (NPPF para. 77). It is c.1km west of Fradley South and 1.5km west of Fradley Village. The Planning Practice Guidance suggests that LGS should be designated within villages, neighbourhoods or cities (para. 009 Ref. ID 37-009-20140306). Fradley Wood lies within an area of countryside which is currently detached from the settlement boundary. Indeed, it is the only proposed LGS in the NP which lies beyond the settlement boundary shown on the Policies Map;
- The proposed area of designation comprises an “*extensive tract of land*” amounting to c.20ha. It is far larger in size than any of the other proposed LGS. Such an extensive area of land cannot be regarded as “*local in character*” (NPPF para. 77);
- Of the seven proposed areas of LGS, this is the only one which is private land which is not publicly accessible. Para. 6.19 states that the public right of way (PROW) runs “*through the wood*” but this is incorrect because the PROW actually adjoins the proposed area of LGS and does not extend into it;
- The area is not “*demonstrably special*” (NPPF para. 77). It is largely semi-natural and includes plantation woodland. There are significant areas of woodland in the north-western areas of the NP area, focused around Fradley Junction and which includes the expansive and publicly-accessible woodland around Fradley Reservoir. There appears to be no evidence to provide a clear justification as to why Fradley Wood is appropriate for designation as LGS in preference to other areas of existing woodland; and
- Part of the LGS will be lost to the proposed route of HS2.

Continuation Sheet

Having regard to all of the above it is requested that Site 7 "Fradley Wood" be omitted from the list of proposed LGS in Policy FRANP7.

We trust that the above representations are clear but should you require any clarification please do not hesitate to contact me.

Yours sincerely

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cc. Gleeson Strategic Land
Hallam Land Management

Enc.

Appendix Y

Feb. 18 – Summary of response to representations

Ref	Ref received	Ref making representation	Ref represented	Ref	Ref group	Ref
1	21.11.17	Sean Mahoney	Natural England	No specific comments	NONE	NONE
2	23.11.17	Derick Cross		We should offer development sites. Sacking too rigorously to LDC's Local Plan	AMENDMENTS TO BE MADE TO DEVELOPMENT STRATEGY, BUT NO ALLOCATION OF SITES	The more flexible approach to development adjacent to the village settlement boundaries creates the opportunity to deliver these needs as part of developments that come forward. However, the Plan has chosen not to allocate specific sites largely because the impacts of the scale of development in the planning pipeline have yet to be fully understood. To specifically allocate significant additional growth could compromise the ability to deliver the overall strategy in the Local Plan and the Neighbourhood Plan Vision in a sustainable manner.
3	01.12.17	Melanie Lindsley	The Coal Authority	No specific comments	NONE	NONE
4	22.12.17	Peter Boland	Historic England	No specific comments	NONE	NONE
5	05.01.18		LDC	Minor text amendments (see specific comments) FRANP1 --- Should ref to Core Policy 6 (point C) re boundaries Para 5.3 possibly too onerous FRANP4 --- liWle evidence as to how could be delivered SecCon 6 --- more more ref to historic environment Para 6.5 --- could add density, design and permeability (see comments) Para 6.7---6.8 --- Maps need explanation & summary of character areas	AGREED AGREED AGREED AGREED AGREED MINOR AMENDMENTS MADE	Various amendments made FRANP1 amended Paragraph and FRANP2 amended Everards Brewery is currently in negoCaCons with Evans Group (landowners of the Fradley Park site) about the possibility of a pub/cafe/community hub building going on the land that currently has outline planning permission. There has also been correspondence with the landowners of the land off Hay End Lane (Wilson Bowden) confirming their willingness to work with the Parish Council on developing the sports facilities. It is acknowledged however that it may be more suitable for the policy to provide flexibility regarding the final locaCon of any such facilities, subject to them being accessible to the community. Policy FRANP4 has been amended to remove reference to any specific preferred locaCon. More explicit reference has been made to the historic environment in several locaCons in the plan. Density --- added new paragraph and to Policy FRANP6. Design --- added to Policy FRANP6. Permeability --- added to Policy FRANP6. Locally important heritage assets --- not added because we would need to identify these individually And this would be a substantial piece of work. It is not considered that providing a summary of the Character Area Assessment is appropriate. The document is only 25 pages so is not onerous to consider. However, the Plan has been amended to highlight certain key issues.

				Ref should be made to LDC SPD's (sustainable design and HE SPD)	AGREED	Added in to supporCng text.
				FRANP6 --- maybe too onerous and restricCve + should include heritage sites	MINOR AMENDMENTS MADE	It is not considered that the policy is too onerous. These are the principles that result in higher quality schemes so are important. AddiConal reference has been made to heritage assets --- which have clear protecCon through naConal planning policy --- in several places in the Plan.
				FRANP7 --- possibly needs amendment (see specific comments)	NONE	A full 'jusCficaCon matrix' for each of the Local Green Spaces against the NPPF criteria has been prepared and submiWed as part of the evidence base.
				Para 6.22 --- should include historic elements	AGREED	Text amended
				FRANP8 --- could also include historic elements	AGREED	FRANP8 amended
				FRANP9 --- Clarity needed	AGREED	FRANP9 amended
				FRANP11 --- cannot include as yet unidenCfied routes within the policy	AGREED	FRANP11 amended
				FRANP13 --- should reference LDC's Sustainable Design SPD	AGREED	SupporCng text added
				FRANP14 --- policy box colour different to all others in document	AGREED	Change made
				FRANP14 --- needs rewording (see specific comments)	AGREED	FRANP14 amended
6	09.01.18	David Onions	Pegasus --- Wilson Bowden	Would like village boundary extended	AMENDMENTS TO BE MADE TO DEVELOPMENT STRATEGY, BUT NO ALLOCATION OF SITES	The more flexible approach to development adjacent to the village seWlement boundaries creates the opportunity to deliver these needs as part of developments that come forward. However, the Plan has chosen not to allocate specific sites largely because the impacts of the scale of development in the planning pipeline have yet to be fully understood. To specifically allocate significant addiConal growth could compromise the ability to deliver the overall strategy in the Local Plan and the Neighbourhood Plan Vision in a sustainable manner. The amendment made to FRANP1 provides a more flexible approach.
				No method of delivering further sports provision	NO CHANGE	New sites brought forward adjacent to the seWlement could deliver these needs. The amendment made to FRANP1 provides a more flexible approach.
				Offer a proposed development site	NO CHANGE	The amendment made to FRANP1 to provide a more flexible approach adjacent to the seWlement is considered sufficient.
				CAA should be supporCng document only	NO CHANGE	The CAA reflects the established character of Fradley and the new developement coming forward should, if it represents high quality development, also reflect this. Reference to the CAA in the policy ensures a robust approach to delivering high quality design.
				Figure 8.1 needs possible review ref Fradley Village	NO CHANGE	The purpose of Figure 8.1 is not to idenCfy every single exisCng movement route. Rather, it is to idenCfy the key movement routes which the greatest number of people use at present because it links residenCal areas with exisCng services. These movement routes then form the basis of improvements to walking and cycling so more of

						these trips can be made by non-car modes.
				FRANP14 should be deleted	NO CHANGE	Disagree. The evidence gathered from the community shows a need for this type of provision and the fact that, to date, this need has not been addressed through developments over Cme means that the policy is required.
7	12.01.18	Derick Cross	Fradley & Streethay PC	We should offer development sites	AMENDMENTS TO BE MADE TO DEVELOPMENT STRATEGY, BUT NO ALLOCATION OF SITES	The more flexible approach to development adjacent to the village settlement boundaries creates the opportunity to deliver these needs as part of developments that come forward. However, the Plan has chosen not to allocate specific sites largely because the impacts of the scale of development in the planning pipeline have yet to be fully understood. To specifically allocate significant additional growth could compromise the ability to deliver the overall strategy in the Local Plan and the Neighbourhood Plan Vision in a sustainable manner. The amendment made to FRANP1 provides a more flexible approach.
				Sticking too rigorously to LDC's Local Plan	NO CHANGE	The NP has to be in general conformity with the strategic policies of the Local Plan and not to duplicate local policies
				Should review Leavesleys site for older living	NO CHANGE	The decision was taken not to allocate sites for development, including for older living.
				Should review village boundary / other developments	AGREED	A more flexible approach to development adjacent to the village settlement boundaries has been reflected in Policy FRANP1
8	12.01.18	James Beynon	Quod --- Evans Group	Figure 4.1 needs updating	NO CHANGE	Fig 4.1 does correctly show the whole area with outline planning permission and the parcel of land with reserved matters permission. It is not appropriate to make reference to the western Airfield land which does not have planning permission.
				Fig. 8.1 not accurate ref western airfield	AGREED	The route has been amended
				FRANP14 should be deleted	POLICY AMENDED	FRANP14 has been amended to provide a more flexible approach, whilst still retaining a policy which reflects unmet needs identified through the NP process.
9	15.01.18	Graham Broome	Highways England	No specific comments	NONE	NONE
10	15.01.18	Alice FiWon	Turley---L&G	SecCon 7 to support development of Fradley Park	AGREED	Text added to paragraph 7.1.
11	15.01.18	Stephen Stoney	Wardell Armstrong --- Leavesley	NP fails to mention Leavesleys proposed site --- FRANP1	AMENDMENTS TO BE MADE TO DEVELOPMENT STRATEGY, BUT NO ALLOCATION OF SITES	The more flexible approach to development adjacent to the village settlement boundaries creates the opportunity to deliver these needs as part of developments that come forward. However, the Plan has chosen not to allocate specific sites largely because the impacts of the scale of development in the planning pipeline have yet to be fully understood. To specifically allocate significant additional growth could compromise the ability to deliver the overall strategy in the Local Plan and the Neighbourhood Plan Vision in a sustainable manner. The amendment made to FRANP1 provides a more flexible approach.
				No method of delivery --- just follows LDC's Local Plan	NO CHANGE	New sites brought forward adjacent

						to the seWlement could deliver these needs.
				FRANP14 misrepresented and currently unsound	POLICY AMENDED	FRANP14 has been amended to provide a more flexible approach, whilst sCll retaining a policy which reflects unmet needs idenCfied through the NP process.
				More posiCvely prepared vision required + how to deliver	NO CHANGE	See response above regarding decision not to allocate sites and raConale.
				NP does not support 'accelerated delivery of custom and self---build housing'	NO CHANGE	Whilst this is acknowledged, the NP does not seek to resist this type of devlopment either. There is no need for the NP to make an explicit statement of support.
				FRANP6 does not acknowledge future development	NO CHANGE	The CAA reflects the established character of Fradley and the new development coming forward should, if it represents high quality development, also reflect this. For a CAA to have to reflect development which has not yet been completed and been able to fully establish its character would render all such character analysis invalid, which would mean the helpful policy guidance it provides would be lost.
12	15.01.18	Kazi Hussain	Environment Agency	LIWle reference to natural environment and related issues SecCon 6 should menCon watercourses & flood plains	AGREED	Text added in to secCon 6
				FRANP8 could be strengthened (see specific comments)	MINOR CHANGES	FRANP8 has been amended to refer to watercourses but it not considered appropriate or necessary --- given the Local Plan policy framework --- to make reference to SUDS, flood risk or culverCng. Reference has been made in FRANP8 to seeking net gains in biodiversity.
				FRAD1 --- should reference blue corridors along green corridors	NO CHANGE	Reference is made to the need to change Policy Frad1 but this is a policy in the adopted Local Plan, not the NP.
13	15.01.18	John Spurling	RPS--- Fradley West Consor2um	Plan period should follow LDC 2008---29 rather than 2017---29	NO CHANGE	The NP does take account of development since 2008 so it is not considered necessary to amend the start date of the Plan.
				Para 1.11 should state '...which equates to at least 1250 dwellings'	NO CHANGE	Policy is clear about the need for this to be a minimum figure. However, paragraph 1.11 is seeking to show how the 1,250 figure was arrive at. It would be illogical to state that 12% of the district requirement is a minimum of 1,250.
				Para 1.14 needs to address to 'emerging' Local Plan	MINOR CHANGES	Whilst clearer reference to the likely Cmescale for a review is necessary and has been added, it is not appropraite to have a policy comming to this. Neighbourhood Plans are voluntary and any policy commitment to undertake a review could not be binding on the Parish Council.
				FRANP1 --- addiConal text suggested --- see specific comment	AGREED	FRANP1 amended
				FRANP7 --- strongly object --- no evidence base or methodology (see specific comments on FRANP7 ---	NO CHANGE	A full 'jusCficaCon matrix' for each of the Local Green Spaces against the

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