

**Neighbourhood Plan**  
Shenstone | Stonnall | Little Aston



# **Shenstone Neighbourhood Plan, 2015-2029**

**Made 13<sup>th</sup> December 2016**



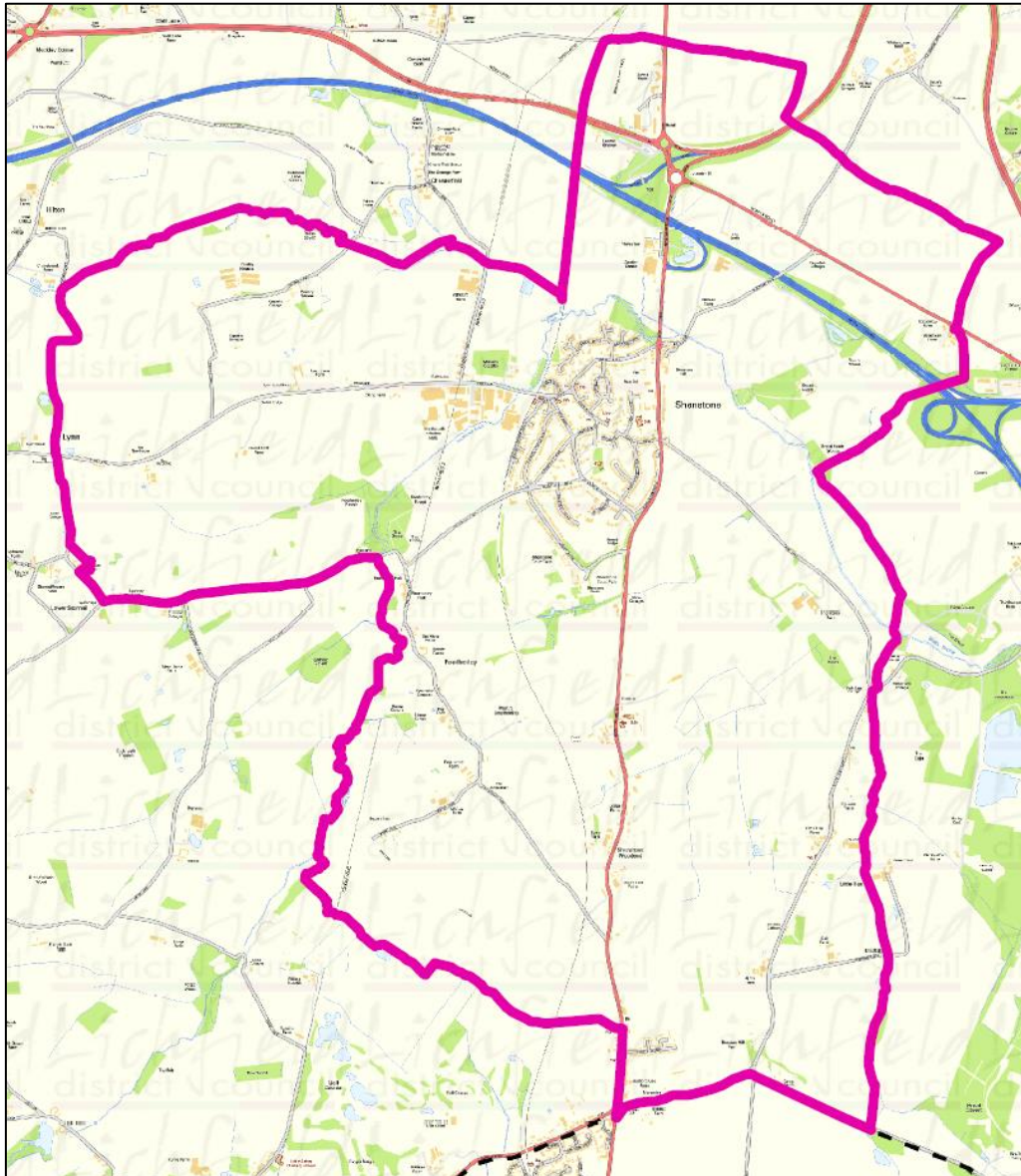
## CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2</b>	<b>LOCAL CONTEXT .....</b>	<b>4</b>
	History of Shenstone.....	4
	Profile of the community today .....	5
	Local infrastructure.....	11
	Local Plan policy .....	12
<b>3</b>	<b>VISION AND OBJECTIVES .....</b>	<b>15</b>
	Challenges for Shenstone .....	15
	Vision for Shenstone .....	15
	Neighbourhood Plan Objectives .....	16
<b>4</b>	<b>GREEN BELT .....</b>	<b>18</b>
<b>5</b>	<b>CANNOCK CHASE SPECIAL AREA OF CONSERVATION .....</b>	<b>19</b>
<b>6</b>	<b>HOUSING.....</b>	<b>20</b>
	Dwelling mix .....	20
	Residential infill and backland development .....	22
	Design of residential development.....	24
	Residential amenity space .....	25
<b>7</b>	<b>LAND AT BIRCHBROOK INDUSTRIAL ESTATE .....</b>	<b>28</b>
<b>8</b>	<b>MOVEMENT.....</b>	<b>32</b>
	Pedestrian access to Shenstone Railway Station .....	32
	Parking at Shenstone Railway Station.....	33
	Walking and cycling .....	33
	Parking .....	34
	Traffic calming .....	35
	Commercial traffic .....	36
<b>9</b>	<b>ENVIRONMENT AND COMMUNITY FACILITIES .....</b>	<b>37</b>
	Local Green Spaces.....	37

Provision of community recreational facilities .....	41
Minimising the environmental impact of development .....	42
<b>10 COMMERCE.....</b>	<b>44</b>
New commercial development .....	44
Land at Birchbrook Industrial Estate.....	45
Protection of existing commercial premises or land.....	45
Broadband Infrastructure .....	46
<b>11 NON-LAND USE ISSUES .....</b>	<b>47</b>
<b>PROPOSALS MAP .....</b>	<b>53</b>

# 1 INTRODUCTION

- 1.1 This document represents the Neighbourhood Plan for Shenstone. It represents one part of the development plan for the neighbourhood area over the period 2015 to 2029, the other part being the 2015 Lichfield District Local Plan.
- 1.2 Lichfield District Council, as the local planning authority, designated the Shenstone Neighbourhood Area in February 2013 to enable Shenstone Parish Council to prepare the Neighbourhood Plan. The Plan has been prepared by the community through the Shenstone Neighbourhood Plan (SNP) Group.
- 1.3 The SNP is being prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2012. The SNP Group has prepared the plan to establish a vision for the future of the neighbourhood area and to set out how that vision will be realised through planning and controlling land use and development change over the plan period 2015 to 2029.
- 1.4 The map below shows the boundary of the Neighbourhood Plan area.



- 1.5 The purpose of the Neighbourhood Plan is to guide development and provide guidance to any interested parties wishing to submit planning applications for development within the designated Neighbourhood Area. The process of producing a plan has sought to involve the community as widely as possible and the different topic areas are reflective of matters that are of considerable importance to Shenstone, its residents, businesses and community groups. It has therefore given the community the opportunity to guide development within their neighbourhood.
- 1.6 Each section of the plan covers a different topic. Under each heading there is the justification for the policies presented which provides the necessary understanding of the policy and what it is seeking to achieve. The policies themselves are presented in the blue boxes. It is these policies against which planning applications will be assessed. It is advisable that, in order to understand the full context for any individual policy, it is read in conjunction with the supporting text.

### **National policy**

- 1.7 The National Planning Policy Framework (NPPF) states:

*"Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes ... can use neighbourhood planning to set planning policies through neighbourhood plans to determine decisions on planning applications (para.183).*

*Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area.*

*Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies (para.184).*

*Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation (para.185)".*

- 1.8 The relevant Lichfield District Local Plan was adopted in February 2015 and covers the period to 2029. It has provided the strategic context for the neighbourhood plan.

### **Consultation**

- 1.9 The SNP Group has developed the Neighbourhood Plan through extensive engagement with the community. Working Parties were set up to focus on particular issues and themes.

1.10 Three engagement events were held:

- A launch event in April 2013 to introduce the Neighbourhood Plan and understand the issues – at this event the Working Groups were also formed;
- An engagement event in September 2013 to present the key issues emerging from the Working Groups and to see feedback on these;
- A survey was undertaken in January 2014 which had responses from over 350 households and in March 2014 an engagement event was held to present the findings of the survey work and to explore options for the Neighbourhood Plan.

1.11 The views of young people were sought through a consultation undertaken with pupils at Greysbrooke School.

1.12 Additional consultations were undertaken throughout the process by the Working Groups with key stakeholders.

## 2 LOCAL CONTEXT

### History of Shenstone

#### Population

- 2.1 The recorded population of Shenstone at the time of Domesday was 21 villeins and 4 bordarii, perhaps representing a population in the order of 125 people.
- 2.2 There has been a steady increase in the number of people living in the ward:
- 125 in the eleventh century;
  - 500 in the fourteenth century;
  - 800 in the seventeenth century;
  - 1,339 in 1801; and
  - then a very rapid increase to 2,043 in 1851.
- 2.3 Today there are over 3,300 people now living in the ward of Shenstone.

#### Shenstone Village

- 2.4 The village is now defined by the railway in the west, the Birmingham Road in east, the Lammas Lands in the north and Shenstone Court in the south. Historical maps show that the village streets retained a very similar pattern from 1800 to 1950 and the numbers of buildings, indicated by solid marks on the maps, remained consistent. Within this period newer buildings replaced older ones but the number of buildings did not change significantly. After 1950, rapid development took place and by 1980 the number of buildings within the village had increased substantially.
- 2.5 Today, within the village boundary are two churches, four public houses, a railway station, library, village hall, primary school, and a number of local shops. Most of these functional buildings were available in the past but some were found in different positions within the village.

#### Farms around the ward

- 2.6 The ancient parish of Shenstone has some fifty farms, or their remnants. The decline, as in most areas, has been significant. In 2000, there were only 20 agricultural businesses left in the ward<sup>1</sup> and in 2011, less than 50 residents worked in the agricultural sector, some 3% of the workforce.

#### Development

- 2.7 A small amount of development took place in Shenstone Village in the 1940s, in the aftermath of World War II, but the majority of new building took place after 1960, as can be seen by studying the Ordnance Survey maps of the period. There are a number of Victorian and Edwardian developments in Shenstone Village. Some of these are infill between existing properties and some are developments of existing properties. The major development was New Road, close to the railway station and the centre of the village, on what was then previously undeveloped land. The later development (post-1960) of the Millbrook Estate used farmland, orchards and allotments either in the heart of the village or hugging the perimeter, keeping a tight profile of the village as can be seen from the Ordnance Survey maps.

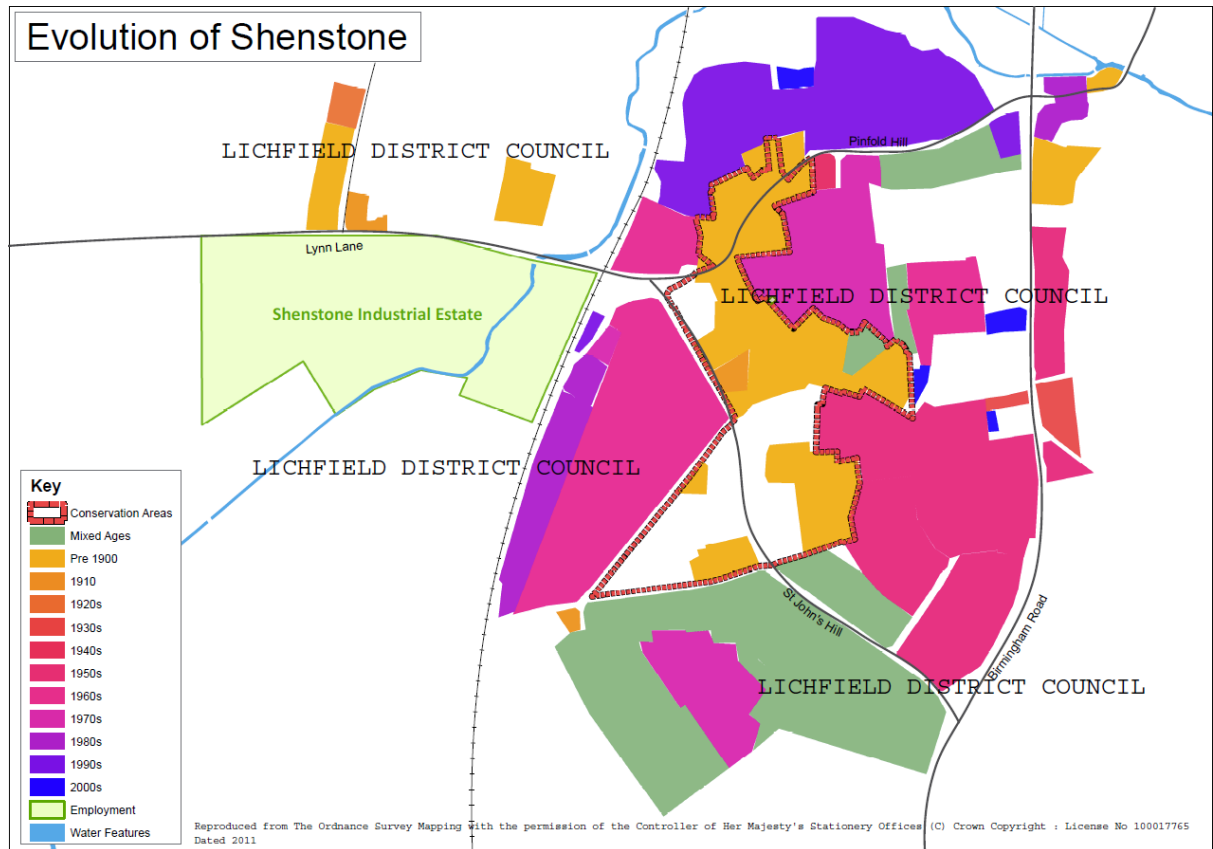
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<sup>1</sup> Source: Office for National Statistics



2.8 Figure 2.1 shows how Shenstone has grown and how its land use pattern has evolved over history.

**Figure 2.1: Evolution of Shenstone**



Source: Lichfield District Council (2011) *Lichfield District Rural Planning Project: Shenstone*

## Industry

2.9 Shenstone was and still is primarily an agricultural ward by land area but there have been some commercial industrial enterprises come into the village. This is focused on the Shenstone Industrial Estate, situated immediately to the west of the railway line and of the village itself. This has contributed to the significant number of heavy goods vehicle (HGV) movements through the centre of the village, which has been a particular issue raised by local residents. This route for HGVs is largely unavoidable because it is the quickest way to access the strategic road network and specifically the A5, A38 and M6 toll road.

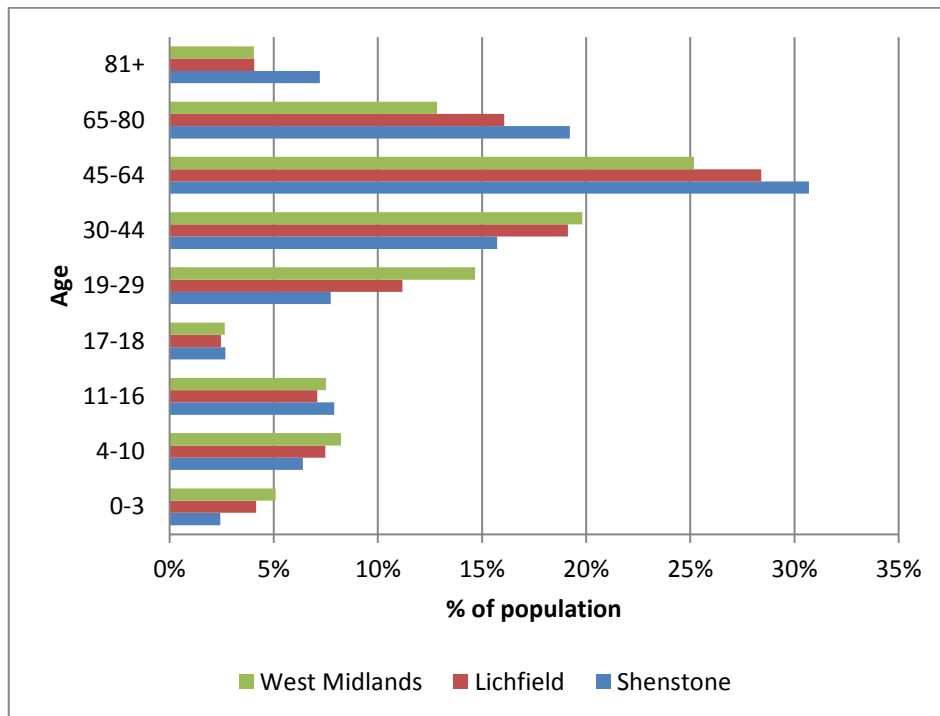
## Profile of the community today

2.10 Unless stated otherwise, the profile of the community has come from the 2011 Census.

## Population

2.11 In 2011, the population of the ward was 3,326. Compared to Lichfield district, it has a high proportion of older people - 26% were aged 65 or over in Shenstone compared to 20% across the district (see Figure 2.1).

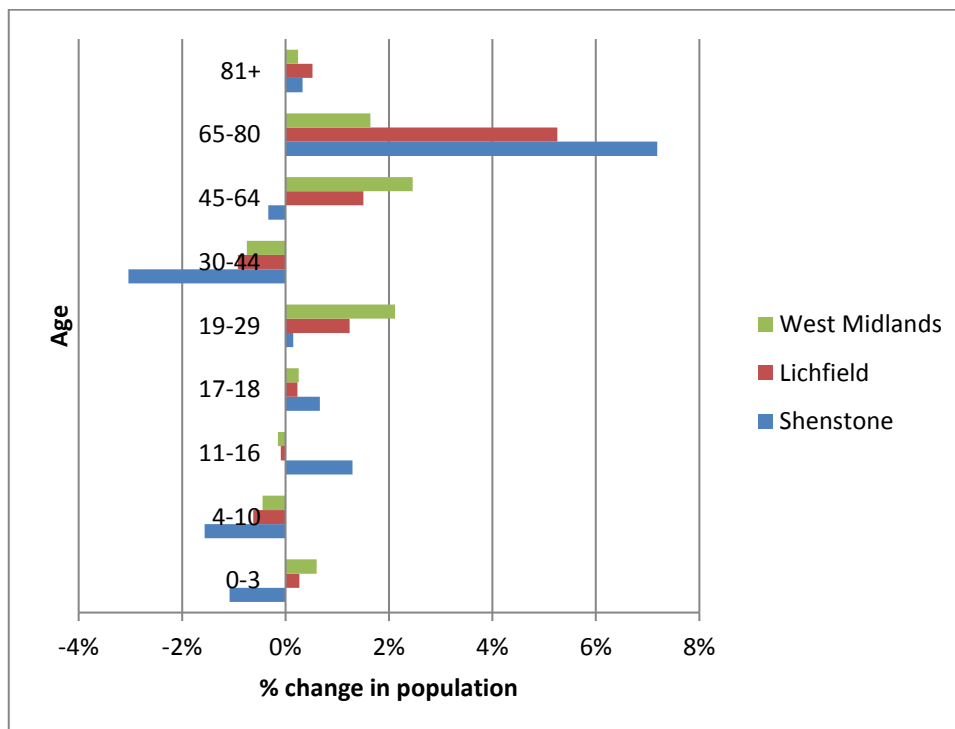
**Figure 2.1: Population profile, 2011**



Source: 2011 Census

2.12 Since 2001, the population of the ward has only grown by 120 persons, a 3.7% change compared to 8.0% growth across Lichfield district as a whole. This is reflective of the restrictions on growth in Shenstone due to the presence of the green belt. What is particularly interesting is the change in population by age group.

**Figure 2.2: Change in population, 2001-2011**



Source: 2011 Census

2.13 Shenstone experienced very strong growth in its retirement population (aged 65 and older) whilst also experiencing a decline in much of its population of working age (aged 30 to 64). This demonstrates not only an ageing population structure but also a declining workforce, although this could be partially offset by the increase in young people that will be of working age during the plan period (age 11 to 28). This is shown in Figure 2.2.

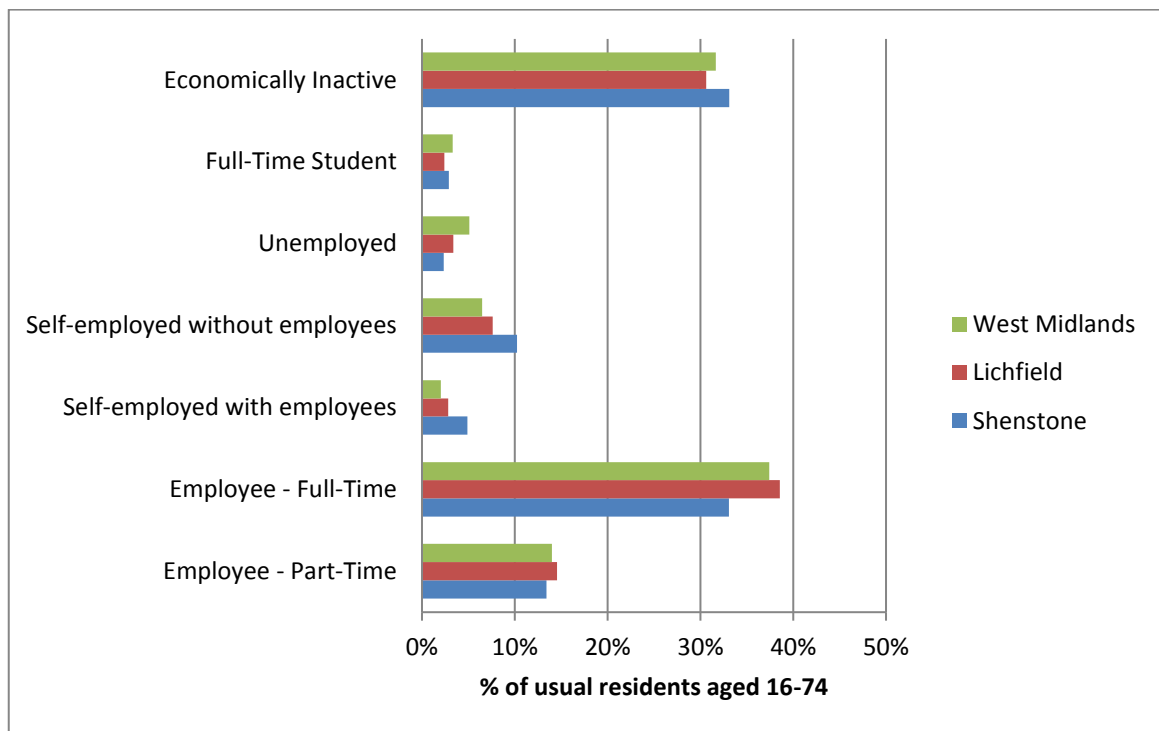
**Work**

2.14 What is noticeable about Shenstone’s population of working age (16 to 74) is that it has a comparatively low proportion of people in full-time employment. Those that are economically inactive are comparatively high, reinforcing the high number of retirees in the ward.

2.15 What Shenstone does have a strong representation in is self-employed people, both with and without employees. This demonstrates that there is a strong entrepreneurial aspect to the working population.

2.16 This is shown in Figure 2.3.

**Figure 2.3: Economic activity, 2011**

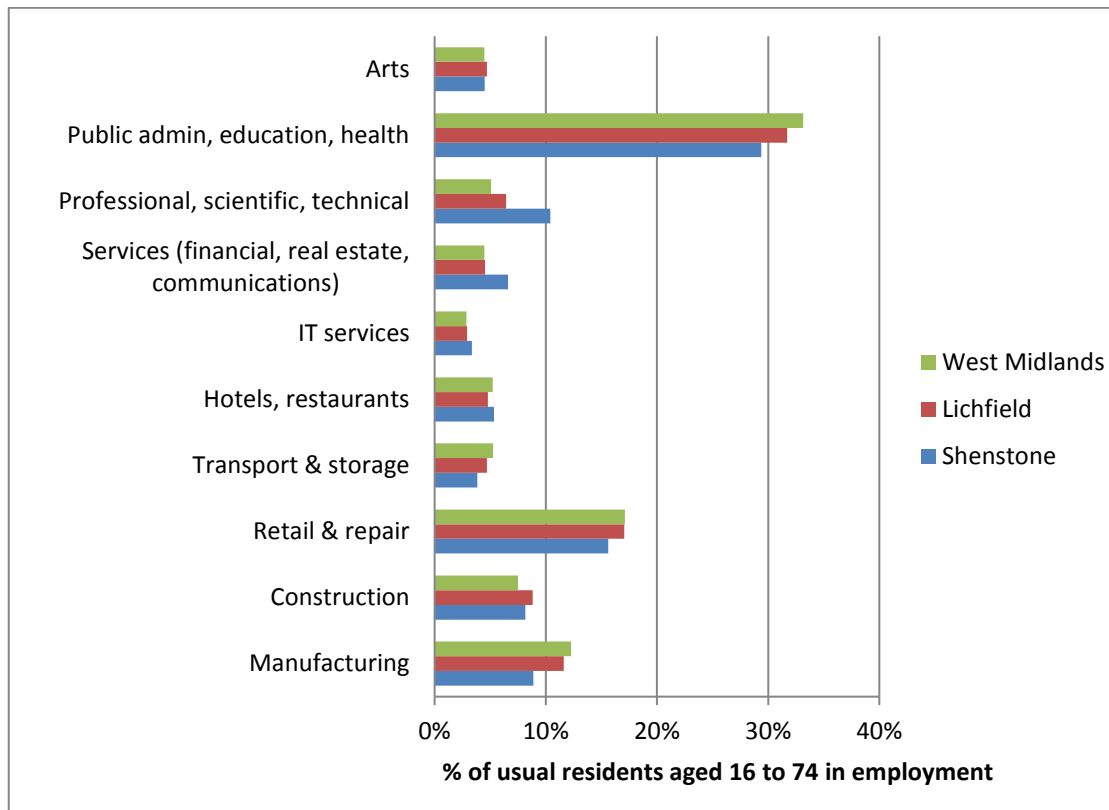


Source: 2011 Census

2.17 Shenstone is comparatively strongly represented in two highly skilled sectors. The first is the professional, scientific and technical sector, and the second is services, with a focus on financial, real estate and communications services.

2.18 This is shown in Figure 2.4.

**Figure 2.4: Type of industry, 2011**



Source: 2011 Census

2.19 Figure 2.5 reinforces this, showing that nearly 40% of the population is educated to Level 4 or above, i.e. degree level. By contrast, the proportion of those with no qualifications is well below the district average.

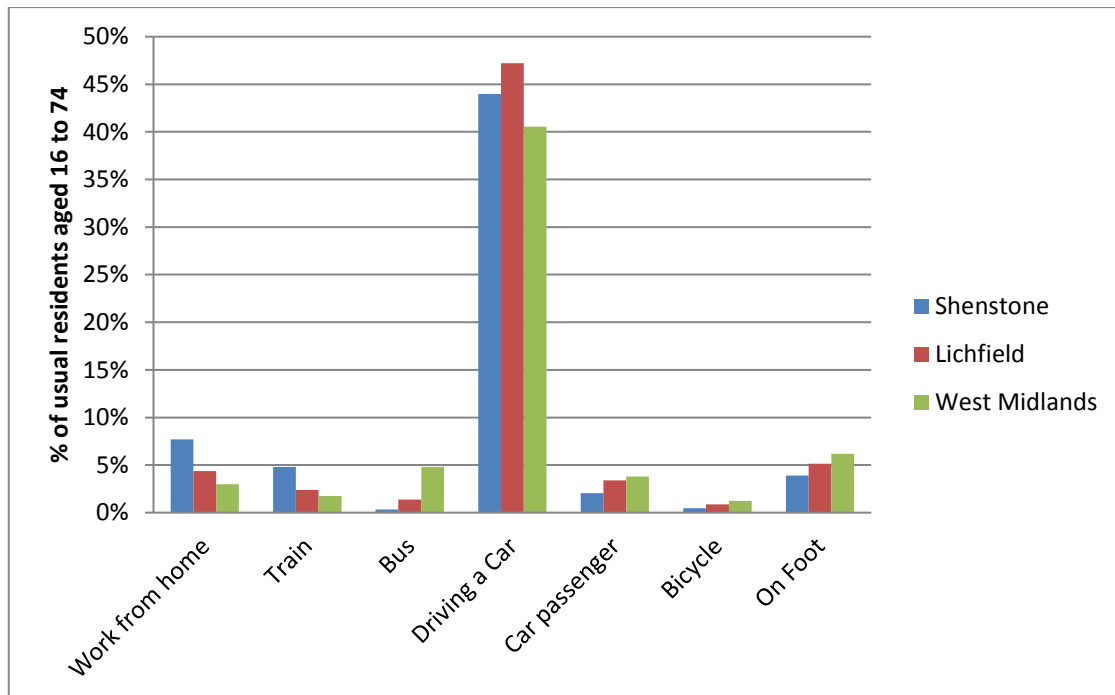
**Figure 2.5: Qualifications of residents aged 16 and over**



Source: 2011 Census

- 2.20 The large majority of those in work travel to work by car, and do so as the driver of that car. This is supported by Census figures on access to a car within households. On average, each Shenstone household has access to 1.8 cars. This compares to 1.5 cars per household in Lichfield district and 1.2 cars per household across the West Midlands. This represents very high levels of car ownership.
- 2.21 With the area being well served by rail links to several major employment centres, Shenstone has a comparatively high proportion that travel by train.
- 2.22 A significant proportion of people (8%) work from home, which supports the high proportion of self-employment amongst those of working age.
- 2.23 This is shown in Figure 2.6.

**Figure 2.6: Mode of transport to work**

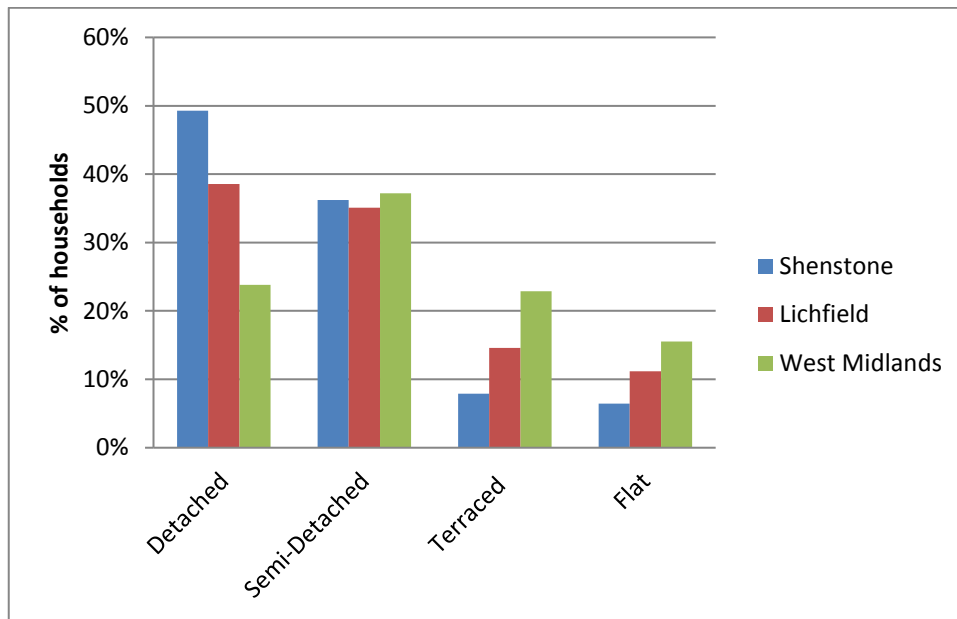


Source: 2011 Census

## Housing

- 2.24 Shenstone is dominated by detached housing, representing nearly 50% of its housing stock. However, there is also a significant proportion (36%) of semi-detached housing. By contrast, the proportion of terraced housing and flatted development is very low.
- 2.25 This is shown in Figure 2.7.

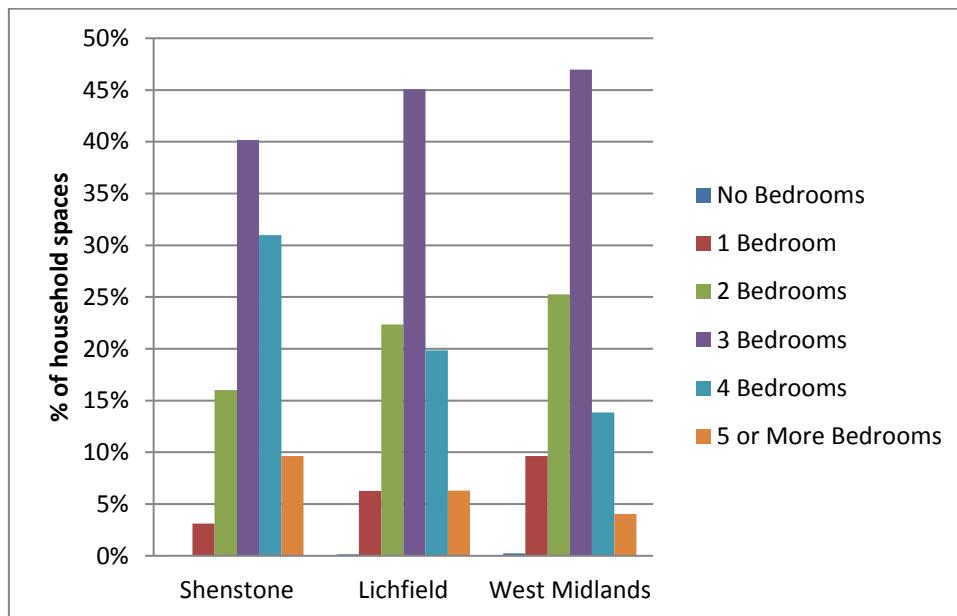
**Figure 2.7: Type of dwelling**



Source: 2011 Census

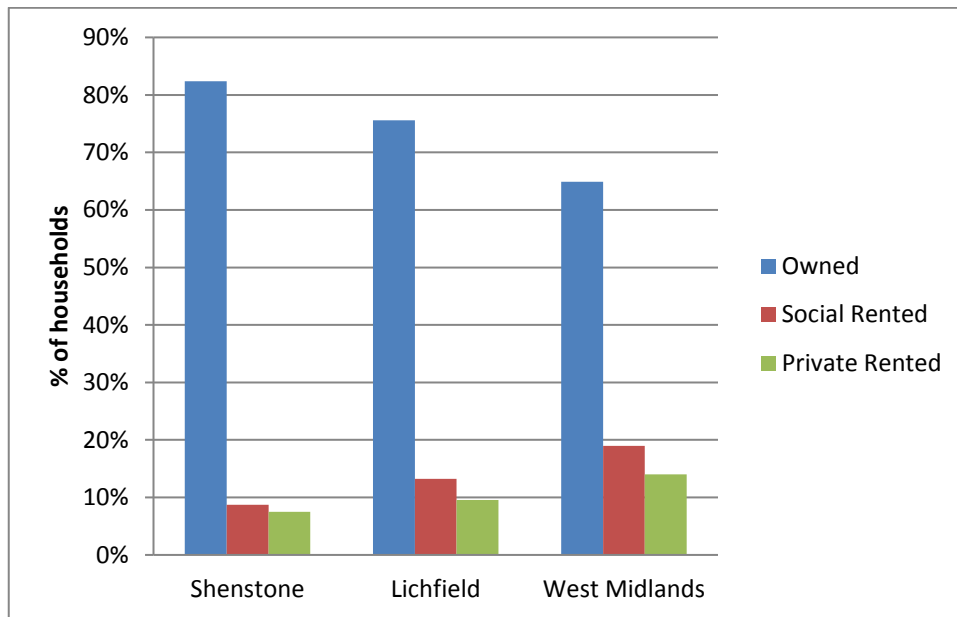
2.26 This is reinforced when looking at the number of bedrooms that properties in Shenstone have. Figure 2.8 shows that it has a higher proportion of both 4- and 5+ bed properties than the district or across the West Midlands as a whole. By contrast, the proportion of 1-3-bed properties is much lower.

**Figure 2.8: Number of bedrooms**



Source: 2011 Census

2.27 The ownership profile of these dwellings reinforces the profile of Shenstone as an affluent area. Figure 2.9 shows that a high proportion of people own their property – in excess of 80%. By contrast, the equivalent proportion in Lichfield is just 75%. In fact, 47% of the properties in Shenstone are owned outright with no mortgage on them, compared to just 39% across the district.

**Figure 2.9: Ownership profile**

Source: 2011 Census

- 2.28 By contrast, Shenstone has a very low proportion of social rented housing stock; just 9% of the stock compared to 13% across the district as a whole.

## Local infrastructure

### Education

- 2.29 Greysbrooke Primary School is located in Shenstone village and is the sole local catchment school. As of July 2014, it has a pupil roll of 202, close to its capacity of 210 pupils. It is understood however that a significant number of children come from outside of the catchment, therefore additional children in Shenstone over the plan period are expected to be capable of being accommodated.
- 2.30 Also in Shenstone is the Shenstone Lodge School, a community special school for boarders.
- 2.31 For secondary school, the majority of local children attend The Friary School or King Edward VI School, both of which are in Lichfield.

### Healthcare

- 2.32 Local GP services are provided by the Westgate Practice in Shenstone village. Some people also access GP services in Lichfield. No particular issues relating to difficulties accessing healthcare have been identified.

### Retailing and commerce

- 2.33 There is a small retail centre in the middle of Shenstone village, which includes a small convenience store, butchers, hairdressers, interior designers, doctors' surgery, dental practice and a financial services office. Parking at this centre has been identified as an issue.
- 2.34 On Birmingham Road, there is a small parade of shops with a Tesco Express and a fast food takeaway.

### **Public transport**

- 2.35 The main Lichfield-to-Birmingham cross-city rail line stops at Shenstone rail station. One issue is that trains running north to Shenstone are frequently terminated early at Blake Street. This results in difficulties for rail passengers that would otherwise alight at Shenstone although plans to change the timetable and stopping stations have been approved by the train operator that should alleviate this to a certain degree. There is free parking available at Shenstone railway station although some people have stated that this is often full during the week.
- 2.36 There are two bus routes serving Shenstone village – the X12 which runs on a route from Lichfield to Sutton Coldfield hourly, and the 35B which runs from Lichfield to Walsall every two hours. Both run on every day except Sundays. However, neither route starts before 9am and both finish by 5pm so cannot be used by residents that work traditional working hours and commute out of Shenstone.
- 2.37 There is no school bus so secondary school pupils must rely on trains to Lichfield and Sutton Coldfield in order to get to school or college.

### **Road networks**

- 2.38 The major issue on the road network is the use of roads through Shenstone village by heavy goods vehicles (HGVs). The presence of Birchbrook Industrial Estate means that a number of businesses operate HGVs that require regular access to the strategic road network, specifically the A5, A38 and M6 toll road.

### **Walking and cycling**

- 2.39 Accessibility by pedestrians and cyclists has not been identified as a major issue. However, movement by these modes is considered to need improvement, particularly between new developments and the village centre in order to improve the vitality of the centre.

### **Local Plan policy**

- 2.40 The Local Plan Strategy adopted in 2015 for Lichfield District provides the strategic framework for growth in Shenstone. This covers the period to 2029. It identifies Shenstone as a 'Key Rural Settlement' and the vision for such rural settlements is that they "provide essential services and facilities to their communities and the wider rural hinterland including the smaller outlying villages and hamlets. The historic character and local distinctiveness of these key rural settlements and other villages will be protected and enhanced" (p.121).
- 2.41 The District Local Plan has a specific series of policies for Shenstone:
- Policy Shen1 focuses on the Environment:
    - Shenstone will maintain its role as a separate, freestanding, healthy and stable community offering a high quality local living environment and functioning as a local service centre offering a range of services and facilities.
    - The significance of the Conservation Area will be recognised and protected in all potential change and improvements supported. New buildings will be of a high quality design reflecting the character and range of vernacular house types and architectural sites and ensuring a positive contribution to the Conservation Area where appropriate.
    - Measures to manage traffic more effectively and safely in the village, additional parking and environmental enhancements at the station and improved walking and cycling routes will be supported.



- Policy Shen2 focuses on Shenstone’s Services and Facilities:
  - The loss of existing services and facilities will be resisted unless an equivalent facility can be provided which offers an equal or improved service to the community;
  - Initiatives to improve, enhance and deliver local facilities and amenities will be supported, specifically but not exclusively including pedestrian and cycle routes, allotments and improvements to traffic management and to rail services where they accord with other policies in the Local Plan;
  - Initiatives to increase accessibility to services and facilities and reduce the severance caused by the Birmingham Road will be supported where consistent with other policies in the Local Plan;
  - Provision of additional equipped play and amenity green space, space for informal play and sport, and links to open space will be supported, particularly in the southern part of Shenstone to improve local accessibility;
  - The provision of an additional playing pitch will be supported if unmet demand can be clearly demonstrated.
- Policy Shen3 focuses on the Economy:
  - Measures to improve rail services and facilities in the village will be supported;
  - The future role and function of the Birchbrook Industrial Estate and Shenstone Business Park will be fully considered through the Local Plan Allocations document to ensure that the site’s full potential is maximised in terms of its contribution to the long term sustainability of the village<sup>2</sup>.
- Policy Shen4 focuses on Housing:
  - A range of around 50 – 150 homes<sup>3</sup> will be provided with final numbers and locations to be determined via the Local Plan Allocations document;
  - The quality of the built and natural environment will be enhanced and protected. Small-scale redevelopment within the village will be supported to provide for new housing and a modest and proportionate level of village growth, whilst maintaining a self-contained community with clear physical boundaries and which complements the character of the existing settlement.;
  - Infill development and re-use of brownfield land will be prioritised provided this does not result in a loss of services and facilities which contribute to the function of the settlement as a Key Rural Centre;
  - Housing in Shenstone will provide for the needs of the local community, particularly providing a range of affordable homes, starter homes and smaller homes to address downsizing need and the needs of the ageing population.

2.42 Part of the neighbourhood area is within the green belt. Core Policy 1 (‘The Spatial Strategy’) of the District Local Plan states that:

*“Changes to Green Belt boundaries that do not have a fundamental impact on the overall strategy may be appropriate for all settlements within the*

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<sup>2</sup> The Neighbourhood Plan has addressed this through the strategy and allocations presented in the plan. The justification for the allocation of the Birchbrook Industrial Estate for housing is presented in Section 7.

<sup>3</sup> The range of 50-150 homes is considered to be a minimum figure.

*Green Belt, with the precise boundaries of these changes being determined through the Local Plan Allocations document.”*

- 2.43 This provides the opportunity for the Neighbourhood Plan to suggest potential revisions to the green belt boundary, subject to these complying with the requirements of the NPPF. These will then be considered through the Local Plan process.

### 3 VISION AND OBJECTIVES

#### Challenges for Shenstone

- 3.1 The Neighbourhood Plan seeks to address, as far as is possible, the challenges that face the community of Shenstone. In summary these challenges are:
- An ageing population that has particular demands in terms of their accessibility to services and appropriate recreational facilities.
  - A declining population of working age, with many unable to afford the high house prices which are partly a function of the stock of large, detached properties. This equally relates to young first-time buyers.
  - Maintaining Shenstone's identity as a distinct, stand-alone settlement and protecting its existing facilities and services.
  - Addressing the problems of HGV traffic through the middle of Shenstone village.
  - Addressing problems related to parking in the centre of Shenstone village and at Shenstone station.
  - Providing the appropriate balance of local jobs with improved accessibility to larger centres of employment.
  - Improving the frequency and reliability of public transport.
  - Improving the quality and reliability of broadband services.

#### Vision for Shenstone

- 3.2 The District Local Plan has a vision for Shenstone which focuses on:
- Maintaining Shenstone's high quality living environment and ambiance, in particular in the Conservation Area and through the wooded areas in the centre of the village;
  - Good design quality;
  - Environmental enhancement of the Conservation Area;
  - Traffic management and improved links for pedestrians and cyclists;
  - Offering a range of good quality services and facilities, reflecting the demographics of the community, in the village and to its hinterland;
  - Accommodating a proportionate level of growth which addresses local need whilst maintaining a self-contained community with clear physical boundaries.
- 3.3 The Neighbourhood Plan has also sought to expand on this vision through engagement with the local community. At the first public engagement event, the community was asked 'What will a future Shenstone feel like?' A range of words were presented as options for people to choose from. Out of this list of words, the most commonly used were:
- 'Rural'
  - 'Friendly'
  - 'Traditional'

- 3.4 A survey was undertaken with pupils at Greysbrooke School and children were very clear that they considered Shenstone village to be a 'friendly' place.
- 3.5 It is evident that the community wishes for Shenstone to stay very much as it is today, with a particular focus on maintaining community spirit. Given this, the Neighbourhood Plan vision for Shenstone at the end of the plan period (in 2029) is as follows:

***"In 2029, Shenstone is a still a quiet, desirable and attractive rural village which is popular with families but has a friendly community made up of a mix of generations. The village has continued to expand over time though a number of residential developments. This has enabled a significant number of residents with larger properties whose families have grown up and left the area to downsize and stay in Shenstone, moving to smaller properties within walking distance of the shops and services in the village.***

***New development has helped to provide smaller, affordable properties for first-time buyers, helping to keep more young people in the village. Improved access to rail services has helped them to access job opportunities in the larger centres of Birmingham, Sutton Coldfield and Lichfield.***

***Land at Birchbrook Industrial Estate has been developed for a mix of residential and employment uses. The residential development will provide excellent access to the countryside and people will also have step-free access to the station. The offices and light industrial uses provide jobs more aligned with the skills profile of the local community, meaning that more people live and work locally. The development has also meant that growth in the number of HGVs accessing the strategic road network through the village has been halted.***

***Development helped to fund improved access to the countryside and for cycling and walking generally. It has also funded the improvement of community infrastructure to provide for the range of needs of all the community. Shenstone has become a destination, where people can come to walk or cycle into the surrounding countryside and then return to enjoy a meal or a coffee in one of the eateries in the centre of the village.***

***In short, when compared to 2015, Shenstone has seen change as being 'more of the same' – an increase in housing and residents allowing the evolution of a successful place rather than a radical shift in being. This has helped to maintain the mix of generations while continuing to support a strong retail offer and community ethos."***

## **Neighbourhood Plan Objectives**

- 3.6 The objectives of the Neighbourhood Plan as identified through engagement with the community are as follows:

### **Housing**

- Provide for a minimum of 50 to 150 new dwellings over the period 2008 to 2029 in accordance with Lichfield District Council's District Local Plan and ensuring that the overall quantum of development does not put an unacceptable strain on infrastructure capacity.

- Allocate the most appropriate sites to accommodate the levels of growth proposed.
- Ensure that new developments include a mix of housing to meet the needs principally of local people, taking into account the current and predicted social demographic of the neighbourhood area.
- Ensure that new housing developments are designed to be in keeping with the existing character of Shenstone, particularly in terms of their design and the provision of private amenity space.

### **Environment and Community Facilities**

- Protect and maintain existing green spaces of value to the community.
- Provide new and improved community facilities to address the needs of the local population.
- Enhance the village by improving the appearance and safety of the village centre.
- Protect the existing village facilities of value to the community.

### **Movement**

- Minimise and ideally reduce the impact of commercial traffic movements through the village.
- Improve access and parking to Shenstone Railway Station.
- Improve movement by non-car modes (walking and cycling).
- Improve the level and quality of public transport services.
- Improve highway safety, both for vehicular users and pedestrians.
- Ensure that new commercial activity does not create parking problems.
- Improve the level and quality of signage in the village centre.

### **Commerce**

- Protect Shenstone's existing services and facilities and support measures to maintain and improve them.
- Encourage the delivery of high speed broadband to the neighbourhood area.

## 4 GREEN BELT

- 4.1 Green belt policy is provided nationally by the National Planning Policy Framework (NPPF). This makes clear that the Government attaches great importance to green belts and these should only be altered in exceptional circumstances as part of the review of a local plan.
- 4.2 Part of the Shenstone neighbourhood area is within the green belt. Core Policy 1 ('The Spatial Strategy') of the Lichfield District Local Plan states that:
- "Changes to Green Belt boundaries that do not have a fundamental impact on the overall strategy may be appropriate for all settlements within the Green Belt, with the precise boundaries of these changes being determined through the Local Plan Allocations document."*
- 4.3 This provides the opportunity for the Neighbourhood Plan to recommend potential revisions to the green belt boundary, subject to these complying with the requirements of the NPPF. These will then be considered through the Local Plan process.
- 4.4 Engagement with the community has demonstrated that protection of the existing green belt boundary is one of the most important ways in which Shenstone can protect its identity and function as a village. The Neighbourhood Plan therefore does not seek to make any changes to the green belt boundary and simply wishes to reinforce the protection provided to the existing green belt boundary.

### **POLICY GB1: PROTECTION OF GREEN BELT BOUNDARIES**

Development of new buildings within the Green Belt in the neighbourhood area shall generally be considered to be inappropriate. The National Planning Policy Framework sets out those uses which are considered to be appropriate within the Green Belt.

The only general exceptions shall be uses that are considered appropriate for the Green Belt. This includes provision of appropriate facilities for outdoor sport and outdoor recreation. Positive planning proposals which look for opportunities to provide access into green belt areas as well as opportunities for sport and recreation will generally be supported.

## 5 CANNOCK CHASE SPECIAL AREA OF CONSERVATION

- 5.1 Part of the designated Neighbourhood Plan area is within 15 kilometres of the Cannock Chase Special Area of Conservation (SAC). This is a nationally important designation which reflects the considerable ecological value of the area and the need to protect it. Development within the 15km radius could increase the number of people wanting to visit the SAC area and therefore potentially have a detrimental impact on the sensitive ecological network.
- 5.2 It is therefore necessary to have a policy which recognises that all development must be capable of demonstrating that it will not have a detrimental impact.

### **POLICY SAC1: CANNOCK CHASE SPECIAL AREA OF CONSERVATION**

Before development is permitted it must be demonstrated that alone or in combination with other development it will not have an adverse effect whether direct or indirect upon the integrity of the Cannock Chase Special Area of Conservation (SAC) having regard to avoidance or mitigation measures.

## 6 HOUSING

- 6.1 Meeting housing needs, particularly needs for affordable housing, is a strategic objective in Lichfield district. Delivery of the new housing development in the quantity and form necessary is fundamental to the policies of the District Local Plan. Key drivers for these policies are the demographic trends at work in the district, the evidence of need for affordable housing set out in the strategic housing market assessment, and the needs of individual towns and villages for additional housing of a range of costs and tenures as part of their development as communities and more sustainable places.
- 6.2 For Shenstone, the Neighbourhood Plan seeks to contribute towards this by addressing the housing needs of the neighbourhood area whilst ensuring that development does not have an unacceptable impact on the local infrastructure. This will be achieved by:
- providing for a minimum of 50 to 150 new dwellings between 2008 and 2029 in accordance with Lichfield District Council's District Local Plan and ensuring that the overall quantum of development does not put an unacceptable strain on infrastructure capacity;
  - ensuring that the built-up area boundary is maintained and provides appropriate safeguards to Shenstone's village identity;
  - prioritising the use of brownfield sites and permitting greenfield development only in very special circumstances, with clear and strict guidance on what is appropriate;
  - ensuring that new developments include a mix of housing to meet the needs of local people, taking into account the current and projected demographic of the neighbourhood area; and
  - providing well-designed dwellings that are sympathetic to the character of the village.

### Dwelling mix

#### Policy justification

- 6.3 The NPPF states that local planning authorities should ensure that their Local Plan "meets the full and objectively assessed needs for market and affordable housing in the housing market area." A Housing Needs Study and Strategic Housing Market Assessment (SHMA) update was completed for the Southern Staffordshire Districts in 2012 which placed Shenstone in the 'Rural South and East Subarea' of Lichfield District. In addition to the C1 based analysis a more recent exercise (the GBSLEP/Black Country's led PBA Study) identified Lichfield as being part of a wider Greater Birmingham HMA.
- 6.4 Policies H1 and Shen4 of the Lichfield District Local Plan recognises the need for a greater proportion of smaller dwellings, both as starter homes for first-time buyers and for older people looking to downsize. The Southern Staffordshire SHMA Update notes at Table 6.2 that over 55% of existing households in the Rural South & East Subarea of Lichfield District (which includes Shenstone) are unable to afford to buy a property and over 34% are unable to afford to rent. For newly forming households – which may well include young couples looking to buy their first property – the percentages increase to over 75% unable to afford to buy and over 56% unable to afford to rent.
- 6.5 It is evident that there is a need for smaller properties to be made more affordable and therefore one part of the solution is to increase the supply of these properties. Table 10.4 of the Southern Staffordshire SHMA Update shows the estimated housing type of size 'needed' or aspired to. This is shown in Table 6.1 below:

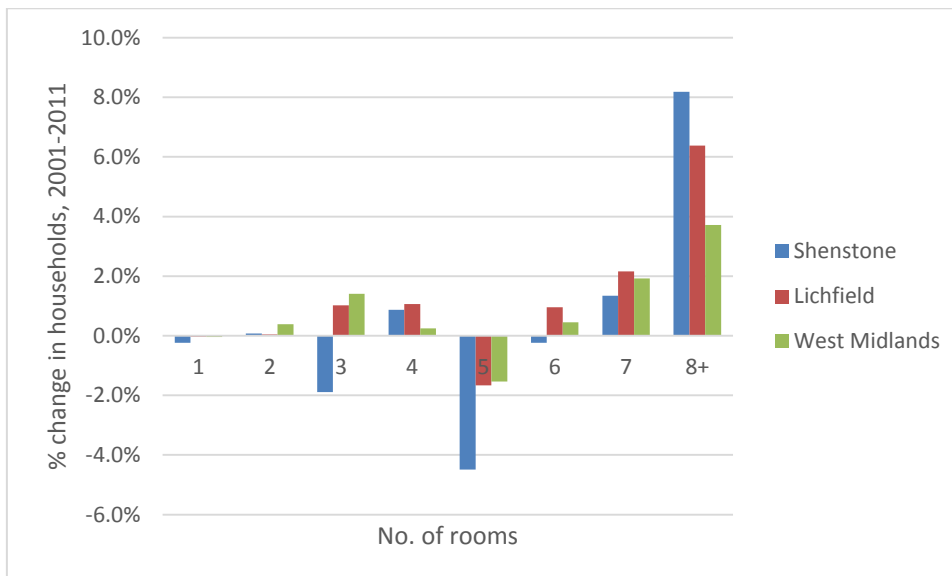


**Table 6.1: Estimated Housing Type and Size 'needed' / aspired to in Lichfield district**

Size/type of property	Requirement
1-bed flat	5%
2-bed flat/house/bungalow	42%
3-bed house/bungalow	41%
4-bed house	12%
<b>Total</b>	<b>100%</b>

Source: Nathaniel Lichfield & Partners (2012) Southern Staffordshire Districts Housing Needs Study and SHMA Update

- 6.6 This shows that the predominant need is for 2- and 3-bed properties, at 83% of all new housing.
- 6.7 This is supported by the community engagement undertaken in Shenstone Neighbourhood Area through the preparation of the Neighbourhood Plan. Significant numbers of existing residents identified that there was a lack of smaller properties in Shenstone to provide for the needs of both the older generation and young, first-time buyers. The socio-economic profile in Section 2 endorses this; Shenstone has a high proportion of people at or approaching retirement age and this proportion has been increasing rapidly over the period since 2001.

**Figure 6.1: Change in dwelling size by number of rooms, 2001-2011**

Source: 2001 and 2011 Census

- 6.8 Figure 6.1 reinforces this. It shows the change in the number of rooms<sup>4</sup> that dwellings within Shenstone ward have over the period 2001 to 2011. This shows that there has been a fall in some of the smallest dwellings (3- and 5-room properties) whereas the largest growth has been in the largest properties (8 or more rooms). Shenstone is not providing for those with a need for a small property.

<sup>4</sup> The total number of rooms does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage.

- 6.9 Smaller properties are required to address the needs of the older generation but also to provide the potential for younger people to live in Shenstone, so avoiding it becoming largely a retirement community.

#### **POLICY H1: DWELLING MIX**

Residential developments must provide a mix of dwelling sizes (market and affordable) that fall within the following ranges:

- 1-bed dwellings: 5-10% of all dwellings
- 2-bed dwellings: 35-45% of all dwellings
- 3-bed dwellings: 35-45% of all dwellings
- 4+-bed dwellings: 10-15% of all dwellings

An alternative dwelling mix will only be permitted where it is demonstrated that the above mix would fundamentally compromise the viability of the scheme, taking into account other requirements of the scheme.

### **Residential infill and backland development**

- 6.10 Backland development is defined as development on land behind the rear building line of existing housing or other development, and is usually land that has previously been used as gardens, or is partially enclosed by gardens.
- 6.11 Infill development involves the development of a small gap in an otherwise built up frontage. It usually consists of frontage plots only and often comprises side gardens of existing houses.

#### **Policy Justification**

- 6.12 One of the particular issues raised by the community of Shenstone has been the concern that infill development in particular could serve to inappropriately increase the density of development in the village. With the presence of the green belt across much of the ward, coupled with the large gardens that many existing properties enjoy, a significant amount of new housing could come through infill development. In the past there have been several examples of infill developments in Shenstone which local residents consider have created issues in terms of amenity for neighbouring properties.
- 6.13 Adverse impacts of inappropriate developments can include the following:
- Loss of amenity, overshadowing, overlooking
  - Loss of sunlight/ daylight
  - Noise
  - Loss of green links/ trees /hedgerows/vegetation
  - Visual intrusion
  - Loss of space between buildings
  - Loss of parking
  - Multiple long driveways serving a single property

- Difficulties with recycling and waste collections/bin storage

6.14 Paragraph 53 of the NPPF states that:

*"Local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area."*

- 6.15 It is considered important that infill development, whilst generally acceptable within the built-up area, must be designed so that it sits appropriately within its surroundings. It is acknowledged that, if development is of a different mix of housing, e.g. 2- and 3-bed dwellings in a predominantly 4- and 5-bed dwelling area, then densities may differ slightly. However, it is vital that the design of such developments does not have a negative impact on the amenity of existing residents in the neighbouring properties. In particular, it should be ensured that such properties have reasonably sized gardens, based on the size of the property.
- 6.16 The objectives of this policy are to ensure that:
- infill development respects and reflects the character of the area and the existing street scene;
  - safe and attractive residential layouts are promoted; and
  - local distinctiveness and identity are promoted.
- 6.17 The particular issues that must be considered in demonstrating that a backland or infill scheme is acceptable are as follows:
- 6.18 **Plot width** – plots must be of sufficient width to allow a building(s) to be sited with adequate separation between dwellings. The width of the remaining and the new plot should be similar to that prevailing in the immediate area.
- 6.19 **Building line** – where the prevailing depth of existing dwellings is a feature of the area new development should respect that building line.
- 6.20 **Visual separation** – new dwellings must have similar spacing between buildings to that commonly found on the street frontage. Where houses are terraced the new development should normally adjoin the adjacent property(s).
- 6.21 **Building height** – new buildings should reflect the height of existing buildings. Where existing buildings are of a uniform height, new buildings should respect that height.
- 6.22 **Daylight and sunlight** – new buildings should not adversely affect neighbouring properties by seriously reducing the amount of daylight available through windows or by obstructing the path of direct sunlight to a once sunny garden or window. Blocking direct sunlight from reaching neighbouring properties can cause overshadowing and is not acceptable.
- 6.23 **Parking and access arrangements** – satisfactory arrangements will be required for parking and access. Generally parking areas to the front of the property using the front garden will not be acceptable unless, this is the prevailing pattern of parking in the locality.
- 6.24 **Boundary treatment** – boundary treatment along the frontage should reflect that prevailing in the area. Proposals for open frontages or the use of the frontage for parking will not be acceptable in areas where enclosed front boundaries prevail.

**POLICY H2: RESIDENTIAL INFILL AND BACKLAND DEVELOPMENT**

All residential infill and backland development within the built-up area of Shenstone should reflect the character of the surrounding area and protect the amenity of neighbours. It should reinforce the uniformity of the street by reflecting the scale, mass, height and form of its neighbours.

Development proposals will be expected to:

- ensure that they do not lead to over-development of a site; and
- avoid the appearance of cramming; and
- demonstrate that development is of a similar density to properties in the immediate surrounding area (this is particularly the case for applications for two or more dwellings on a site currently or previously occupied by a single property); and
- ensure that new buildings do not adversely affect the residential amenity of neighbouring properties by virtue of overshadowing; and
- ensure that it does not unacceptably reduce the level of existing private amenity space provision for existing residential properties; and
- provide appropriate parking and access arrangements, both for the new development and existing properties where they would be affected.

**Design of residential development****Policy Justification**

- 6.25 The proliferation of large dwellings that have been built in Shenstone village over recent years has also resulted in some designs that are considered to not be in keeping with the prevailing vernacular of other residential development. Whilst there is not a wish to stifle design innovation, it is considered that the architectural heritage of Shenstone village should be observed in the design of new dwellings.
- 6.26 It is therefore considered that any development which creates at least one new dwelling or extends an existing dwelling (where a planning application is required), should demonstrate how the design of the dwellings are in keeping with the architecture of the properties in the immediate surrounding area.

**POLICY H3: DESIGN OF RESIDENTIAL DEVELOPMENT**

Housing development which creates at least one new dwelling or extends an existing dwelling (where a planning application is required), must demonstrate how the design of the dwelling(s) is in keeping with the predominant architectural style of the residential properties in the immediate surrounding area.

## Residential amenity space

### Policy Justification

- 6.27 Shenstone village is characterised by its low density nature. The development that has built up over generations has consistently providing significant amounts of amenity space. It is only recent development of infill and backland development where this trend has been broken, which is why Policy H2 seeks to address this.
- 6.28 This low density development with large amounts of private amenity space can be seen on satellite imagery.

### Holly Hill Road/Chestnut Drive/St Johns Hill





**New Road/Footerley Road/Richard Cooper Road**



6.29 Even the most modern development, at Millbrook Drive and Oakwood Close (from the 1990s), whilst at higher densities than other areas in the village, still has a good level of private amenity space.

**Millbrook Drive/Oakwood Close**



6.30 It is therefore important that new developments of dwellings are designed to ensure that sufficient amenity space is provided. Lichfield District Council is preparing a Sustainable Design

Supplementary Planning Document (SPD) which will contain guidance on garden/amenity space required with dwellings. All developments should therefore ensure that they provide adequate amenity space in line with the SPD once it is in place.

- 6.31 The policy equally applies to the layout of the site allocation in Policy HA1 in order to ensure that they, along with windfall developments, are in keeping with the existing character of Shenstone.

**POLICY H4: PROVISION OF PRIVATE AMENITY SPACE TO SERVE RESIDENTIAL DEVELOPMENT**

Residential development proposals shall be expected to provide adequate private amenity space to serve each property. Such proposals must demonstrate that they have complied with any Supplementary Planning Document on design matters that has been prepared by Lichfield District Council.

## 7 LAND AT SHENSTONE BUSINESS PARK AND BIRCHBROOK INDUSTRIAL ESTATE

7.1 The land at Birchbrook Industrial Estate as identified on the proposals map at the rear of this plan totals 2.4 hectares and is currently industrial land, being part of the Shenstone Business Park and Birchbrook Industrial Estate. It is accessed off Lynn Lane with most traffic travelling across the Lynn Lane bridge either into Shenstone village or through the village towards the strategic road network. The Fotherley Brook runs through the eastern part of the site.

### Policy context

7.2 Saved Policy EMP2 of the 1998 Lichfield District Local Plan (as set out at appendix J of the adopted Local Plan Strategy) covers existing industrial areas and states that development for industrial uses will generally be permitted.

7.3 In the Lichfield District Local Plan, Core Policy 7 on employment and economic development states that:

*"Redevelopment and modernisation of employment sites will be encouraged in order to meet current and future business needs, to encourage them to become more energy efficient, to link effectively with local communities, to provide supporting infrastructure including ancillary facilities for employees, and to minimise the need for additional new land."*

7.4 The policy aims to focus on attracting high-value employment into the district and ensuring that increased numbers of residents will be able to work closer to home.

7.5 The District Local Plan allows the Neighbourhood Plan to address the issue of Birchbrook Industrial Estate. Policy Shen3 states that:

*"The importance of local employment in the settlement will be recognised and initiatives to ensure it links positively and in a way which is relevant to the local community will be supported."*

*"The future role and function of the Birchbrook Industrial Estate and Shenstone Business Park on Lynn Lane will be fully considered through the Local Plan Allocations document to ensure that the site's full potential is maximised in terms of its contribution to the long term sustainability of the village."*

7.6 Core Policy 1 of the District Local Plan states that:

*"Allocations of sites for new rural housing will be considered through the Local Plan Allocations document or through a community led plan where this is in broad conformity with the Local Plan."*

7.7 Therefore the Neighbourhood Plan has the opportunity to allocate the Birchbrook Industrial Estate for alternative uses, subject to the requirements of Policy Shen3.

7.8 It is considered that the impacts on existing businesses on the site would be relatively low. As of October 2014 there were 84 employees at the four businesses on the site. The landowner expects at least two of the companies to occupy the new commercial premises on site, which would retain 66 of these workers on site following redevelopment. The remaining two businesses it is expected



would seek to relocate within the local area. The neighbouring Shenstone Business Park could potentially provide for their needs. Another consideration is that, of the 8,100m<sup>2</sup> of floorspace on the site at present, 4,900m<sup>2</sup> is in a single unit that has been vacant for more than three years.

- 7.9 Evidence gathered through the neighbourhood plan process has shown that relatively few people from Shenstone work at the industrial estate, showing a mismatch between the skills needs of the businesses there and the comparatively high skill levels of local residents (as shown in Figure 2.5).
- 7.10 It is therefore considered that the net loss of employment floorspace at Birchbrook Industrial Estate can be justified if new employment is provided that aligns with the skills and qualifications of Shenstone residents. The provision of a more modern employment offer as part of a mixed use development would align with the policies in the District Local Plan.
- 7.11 Redevelopment will also help to address the particularly concerns of the community, highlighted in the Lichfield District Local Plan, relating to the detrimental impact that HGV movements through the village have on the community.

## **Development principles**

### ***Housing and amenity space***

- 7.12 Redevelopment of the site shall provide a mix of uses, in particular housing and new employment. However, part of the site – on the eastern side – is within Flood Zone 3 therefore housing development should be located away from this area. In light of this, the site has the capacity to deliver approximately 50 dwellings, so is capable of addressing the minimum requirement of Policy Shen4 in the Lichfield District Local Plan for a minimum of 50 to 150 dwellings to be delivered in Shenstone between 2008 and 2029. However, the policy is not seeking to restrict housing development to the bottom end of the minimum range.
- 7.13 This housing development shall focus on providing for the needs of the community of Shenstone whilst recognising that it will provide for some wider needs. It shall therefore deliver the following:
- A mix of housing in line with Policy H1, with the focus on delivery of smaller dwellings allowing the potential to create a higher density development that is still in keeping with its surroundings
  - The design considerations in Policy H3
  - The amenity space considerations in Policy H4
- 7.14 The amenity space should preferably be provided, at least in part, as communal garden space although this does not preclude the provision of private back gardens for certain properties. In particular, this could reflect an effective approach to the use of land within Flood Zone 3.
- 7.15 Well considered designs for such provision will be expected and close engagement with the community of Shenstone to evolve the designs will be encouraged.

### ***Commercial***

- 7.16 Alongside the new residential development could be up to approximately 1,400m<sup>2</sup> of commercial floorspace. In order that this space provides employment that is in keeping with the district Local Plan strategy and also provides a greater prospect of serving the employment needs of local residents, this shall be B1 office and light industrial floorspace. It is envisaged that this will be predominantly office floorspace with some flexible start-up units for businesses that may want alternative space to offices.

- 7.17 In order to ensure the delivery of the commercial floorspace, no more than 75% of the residential units can be completed and occupied before the commercial floorspace is constructed.

***Access and layout***

- 7.18 Vehicular access shall be from the existing estate road leading on to Lynn Lane. It shall be for the applicant and highway authority to determine whether there needs to be any form of improvement along Lynn Lane at the access point.
- 7.19 Pedestrian access will be along the same route. In order to improve safety it is desirable that a safety barrier is provided along the length of the pedestrian footpath across Lynn Lane bridge. However, it is acknowledged that there are space constraints at the bridge which may preclude the installation of a barrier. In addition, the provision of additional road space for pedestrians and cyclists would require significant investment to widen the existing structure.
- 7.20 Alongside the residential and employment uses, development of the site will also be expected to provide step-free access to Shenstone station and also overflow parking for users of the station. This should be in line with Policy MO1. The site can provide step-free access to the western platform and London Midland has stated that it would welcome such provision.
- 7.21 Equally, the need for additional parking, recognising the growing demand for rail and the limitations on parking provision at the station at present, is important and necessary. This should be in line with Policy MO2.
- 7.22 It will be important that the site provides good access to the open countryside to the south. Proposals should seek to demonstrate how linkages can be made with footpaths and public rights of way.
- 7.23 One of the main issues for the layout of any proposals will be the relationship between the residential and commercial uses, both new and existing. In particular, the amenity of residents living closest to the existing industrial estate will need to be preserved and, where possible, the new employment provision should try to act as a buffer between the residential and existing industrial uses. This should also recognise the impact that parking of commercial users could have on residential amenity, so proposals must be in line with Policy MO4.
- 7.24 It should be noted that a small part of the site in the south is within the Green Belt. As such, no development will be permitted within this part of the site unless it meets the requirements of national policy and Policy GB1.

***Footherley Brook***

- 7.25 The potential to open up the Footherley Brook as a green corridor for wildlife and, if possible, public access, should be explored as part of any development.

**POLICY HA1: LAND AT SHENSTONE BUSINESS PARK AND BIRCHBROOK INDUSTRIAL ESTATE, LYNN LANE**

Planning permission will be granted for mixed use development on 2.4 hectares of land at Shenstone Business Park and Birchbrook Industrial Estate, Lynn Lane, subject to the following criteria:

- the provision of approximately 50 dwellings;
- the provision of a range of dwelling types and in accordance with Policy H1 of this Plan; and

- the provision of a minimum of 1,000m<sup>2</sup> of Class B1 office/light industrial floorspace (ensuring that parking provision is in line with Policy MO4) which must be delivered before at least 75% of the residential dwellings are completed and occupied;
- the provision of green space within the site, possibly as communal gardens; and
- the introduction of landscaping on both the eastern, northern and western boundaries of the site, and in particular where residential development is located close to existing industrial or proposed new B1 office/light industrial floorspace; and
- step-free pedestrian access to the western platform of Shenstone railway station (in line with Policy MO1);
- the provision of appropriate vehicle access into the site from Lynn Lane; and
- of the National Planning Policy Framework and Policy GB1.

Provision of the following will be strongly supported and are required, subject to their impact on the viability of the proposals:

- safety barriers separating pedestrians from vehicular traffic along the Lynn Lane bridge;
- overflow parking for users of Shenstone railway station (in line with Policy MO2); and
- access to existing footpaths and public rights of way to the south of the site; and
- the opening up of the Fotherley Brook as a green corridor for wildlife and, if appropriate, public access.

Inappropriate development should be directed away from the area of the site classified as Flood Zone 3.

## 8 MOVEMENT

- 8.1 Policy Shen2 of the Lichfield District Local Plan focuses on Shenstone’s services and facilities. It states that initiatives to improve, enhance and deliver local facilities and amenities will be supported. It specifically refers to pedestrian and cycle routes, parking and rail station improvements.
- 8.2 In consultation with the community, many of the issues that were raised are difficult to deal with directly through the Neighbourhood Plan. These include:
- The need to encourage a more reliable bus and train service in order to increase patronage. In particular, there is an identified need to provide a direct train service to and from Lichfield Trent Valley throughout the day, although this is now at least partially being addressed by the train operator.
  - Introduce parking management measures to maximise short term use at the shops in the village centre and also along Birmingham Road.
  - Development of a strategy for reducing the volume of HGVs passing through Shenstone village. The Neighbourhood Plan has been unable to identify any solutions that will ensure HGVs take an alternative route towards the strategic road network.
  - Development of a traffic management plan focused on safety enhancement. This should address matters such as safety at junctions and roundabouts, pedestrian safety generally, parking on pavements, vehicle speed and parking problems.
- 8.3 These matters are discussed in the section at the end of the Neighbourhood Plan which addresses non-land use matters.

### **Pedestrian access to Shenstone Railway Station**

#### **Policy Justification**

- 8.4 One particular issue that has been raised by the community is the lack of step-free access at Shenstone Railway Station to the Lichfield-bound platform. London Midland, the train operating company, has stated it is amenable to step-free access being provided from the Shenstone Business Park site, particularly given the allocation of this site for redevelopment (see Policy HA1). The allocation also gives the opportunity to provide additional parking on this side of the station for users that require step-free access.
- 8.5 Whilst London Midland has stated, at this stage, that it is will not able fund the provision of step-free access, it is considered that the funding of such improvements could be delivered through a combination of development contributions (most likely through CIL if in place) and grant funding. In consultation with the Parish Council, their meaningful proportion of CIL could facilitate part funding the step free access.

#### **POLICY MO1: PEDESTRIAN ACCESS TO SHENSTONE RAILWAY STATION**

Development proposals that provide step-free access to the Lichfield-bound platform at Shenstone Railway Station shall be strongly supported. This access shall be from the land allocated at Shenstone Business Park under Policy HA1.

## Parking at Shenstone Railway Station

### Policy Justification

- 8.6 The issue of parking provision to serve Shenstone Railway Station is one that has been subject to conflicting evidence. Many in the community consider that there is insufficient parking at the station, with there often being few if any spaces if seeking to get an off-peak train during the week. This is due to the proliferation of commuters that occupy the parking spaces from early in the morning. However, surveys undertaken to inform the Neighbourhood Plan have suggested that spaces are available.
- 8.7 The Neighbourhood Plan covers a 15-year period and during that time, it is expected that there will be considerable growth in the resident population compared to the start of the plan period. Coupled with this is the expectation that growing numbers of people will look to access job opportunities in the main employment centres of Birmingham, Sutton Coldfield and Lichfield, with many of these people preferring to commute by train. As such, if the amount of parking at the station is presently just about sufficient, it is likely that this will change during the plan period unless there is additional provision.
- 8.8 Additional parking is expected to be provided as part of site allocation HA1 on the existing Shenstone Business Park.
- 8.9 In addition, the Neighbourhood Plan group has identified an opportunity for London Midland to put further parking lines in the existing car park in the corner pointing towards New Road and the village centre as this area is used for parking and proper lines might tidy up the parking. This however does not require a Neighbourhood Plan policy to facilitate it.

### **POLICY MO2: PROVISION OF ADDITIONAL PARKING TO SERVE SHENSTONE RAILWAY STATION**

Development proposals that provide additional parking to serve Shenstone Railway Station will be strongly supported. It is expected that this will be provided as part of the redevelopment of land at Shenstone Business Park (Policy HA1).

Proposals for provision of parking to serve the station at any alternative location will also be supported.

## Walking and cycling

### Policy Justification

- 8.10 As identified in the Lichfield District Local Plan, the provision of improved pedestrian and cycle routes will be welcomed. The Greysbrooke School survey revealed that children are particularly concerned about the regularity with which they have to walk into the road because cars are parked on the pavement. In the Neighbourhood Plan consultations, a requirement for increasing pathways and trails in and around the village was identified. These principles and requirements are welcomed in order to retain the compact nature of the village.
- 8.11 The Playing Fields Committee identified a series of walks, both around Shenstone village and further out, for people to follow and enjoy the local heritage and the surrounding countryside. These utilise existing footpaths and rights of way and the provision of improved access to these

will be welcomed. This could include the provision of more footpaths in order to provide better linkages between areas in Shenstone village or between the village and the surrounding countryside.

- 8.12 With the site allocation HA1 creating new residential development to the west of the railway line, improvements to the existing pedestrian and cycle access across the railway bridge at Lynn Lane are desirable. This will maximise the numbers of residents that walk or cycle to the shops and services in the centre of the village. There is a need to provide more space on the southern side for pedestrians, ideally to share with cyclists, along with the need to make this stretch of pavement safer given the proximity of traffic using the bridge. However, as acknowledged in paragraph 7.16, this may be difficult to achieve. Nevertheless, it is still an important aspiration that should be sought to be addressed if possible.

### **POLICY MO3: IMPROVEMENTS TO PEDESTRIAN AND CYCLE ROUTES**

Development proposals that provide improved access for pedestrians and cyclists to Shenstone village and the surrounding countryside will be strongly supported. Such access should seek, where possible, to provide a shared space between pedestrians and cyclists, ideally with the physical separation of such space from road traffic.

In particular, the provision of improved pedestrian and bicycle access across the railway bridge at Lynn Lane will be strongly supported. This will improve access for the new residential development at Shenstone Business Park (see Policy HA1).

## **Parking**

- 8.13 The Parking Survey identified that day-long parking was an issue in the village centre, particularly around Main Street and Lincoln Croft. However, all new commercial activities, whether retail businesses or more traditional light manufacturing businesses do have the potential to create additional parking needs for its workers. For many of these workers, they will need to park close to their workplace for the whole working day, which can create congestion and safety issues for pedestrians.
- 8.14 Any proposed commercial development, either for an A-class (retail, financial and professional services, restaurants, cafes, pubs and takeaways) use or a B-class use (office, light industrial, general industrial and storage and distribution) must therefore ensure that the expected levels of parking that will be created by its workforce can adequately be accommodated. This should ideally be off-street as part of the new development but it could be on-street, provided it will not create unacceptable levels of parking that will serve to impact on the amenity of neighbouring residential properties or existing businesses.
- 8.15 All new commercial activities are encouraged to put in place a Green Travel Plan in order to maximise the potential for its staff to travel to work by non-car modes of transport.

#### **POLICY MO4: COMMERCIAL PARKING**

Proposals for new commercial development (A- or B-use class) must demonstrate that the additional vehicle parking created by its workforce will not have a detrimental impact on the amenity of neighbouring residential properties or existing businesses.

New commercial developments will be required to provide off-street parking for their workforce and on-street parking will be strongly discouraged due to its detrimental impact on the amenity of neighbouring residential properties or existing businesses.

Proposals for new commercial activity that include for the provision of a Green Travel Plan will be supported, subject to the other requirements of the policy having been satisfied.

- 8.16 An issue related raised by the community is the need to improve parking around Main Street and Lincoln Croft in Shenstone village centre. The Shenstone Parking Survey identified that there were sufficient parking spaces, both off-street outside the shops and on-street, to accommodate the needs of residents, workers and visitors to the shops. However, the issue is the haphazard nature of parking which creates difficulties for traffic movement through the area. It also creates a danger for pedestrians as car drivers have reduced sightlines.



- 8.17 The solution of better parking management is dealt with in the non-land use issues section of the Plan.

#### **Traffic calming**

- 8.18 With the development of the land at the Birchbrook Industrial Estate for housing (Policy HA1), there will be increased non-commercial traffic accessing the roads in and around Shenstone village. The community raised concerns regarding the speed of vehicles generally around the village and increased traffic levels will only heighten these concerns.
- 8.19 It is necessary to devise a suitable traffic management and action plan for addressing these issues. In particular, the following issues have been identified:
- The need for improved enforcement of speed restrictions.
  - The need for traffic calming to restrict the use of Ashcroft Lane and Mill Lane as rat-runs.

## **Commercial traffic**

- 8.20 One of the big issues for the community is the impact of heavy goods vehicle (HGV) traffic through the village created by businesses at the Birchbrook Industrial Estate. This has a detrimental impact on the wellbeing of residents. With limited alternative routes to access the strategic road network – particularly the A5, the A38 and the M6 toll road – the volume of HGV traffic serves to create issues of noise, congestion and pedestrian safety.
- 8.21 It is acknowledged that there are no obvious solutions, but it is important that all options are considered as part of a detail study of traffic movements. The section of the Plan on non-land use matters identifies this as a priority.
- 8.22 In respect of any individual planning applications for commercial development, any potential impact on the road network is considered through the planning process. It is therefore not possible to have a policy addressing this matter but the Neighbourhood Plan has clearly identified this as a community priority which the local planning authority and highway authority (Staffordshire County Council) should take into consideration when examining development proposals.



## 9 ENVIRONMENT AND COMMUNITY FACILITIES

- 9.1 Lichfield District Council evidence<sup>5</sup> shows that local people love the green and open spaces in the neighbourhood area and they are well used for leisure and recreation. As a result, the local community wants them to be protected. Shenstone has been identified as being deficient in providing enough green spaces relative to the number of residents<sup>6</sup>.
- 9.2 Policy Shen2 of the District Local Plan recognises that Shenstone is deficient in amenity green space for informal play and sport. It also identifies the need to provide additional equipped play space and potentially an additional playing pitch if unmet demand can be clearly demonstrated.

### Local Green Spaces

#### Policy justification

- 9.3 Under the NPPF, Neighbourhood Plans have the opportunity to designate Local Green Spaces which are of particular importance to them. This will afford protection from development other than in very special circumstances. Paragraph 77 of the NPPF says that Local Green Spaces should only be designated:
- *"where the green space is in reasonably close proximity to the community it serves;*
  - *where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
  - *where the green area concerned is local in character and is not an extensive tract of land."*
- 9.4 Currently there are mainly three areas which Shenstone residents see as green spaces of particular value to them – Shenstone Playing Fields, the Lammas Land and Malkins Coppice. This is also acknowledged in the District Local Plan.
- Shenstone Playing Fields***
- 9.5 Shenstone Playing Fields are a Queen Elizabeth II field. This is the main sports/recreation area within Shenstone village, providing a multi-use leisure facility for people of all ages. It includes a childrens' play area, multi-use games area (MUGA), fitness equipment, circular paths, two tennis courts and a large playing area which is used for formal and informal football.

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<sup>5</sup> Source: Lichfield District Council (2011) *Lichfield District Rural Planning Project: Shenstone*

<sup>6</sup> Source: Lichfield District Council (2008) *Green and Open Spaces Strategy*, p.25



9.6 It is located towards the north eastern edge of the village so is easily accessible by foot from the majority of Shenstone village.





9.7 The Playing Fields are to be retained for community uses, and associated built development if necessary to enhance this role (see Policy GSC2). Given this, it is important that redevelopment proposals to provide for the uses identified in Policy GSC2 are permitted, whilst retaining the Playing Fields as a Local Green Space of value to the community.

***Lammas Land and Malkins Coppice***

9.8 Shenstone does have a significant area of semi natural greenspace in the form of the area known as the Lammas Land to the north and Malkins Coppice to the west. However, there is no public access to Malkins Coppice which explains the deficiencies in useable green space identified by Lichfield District Council.

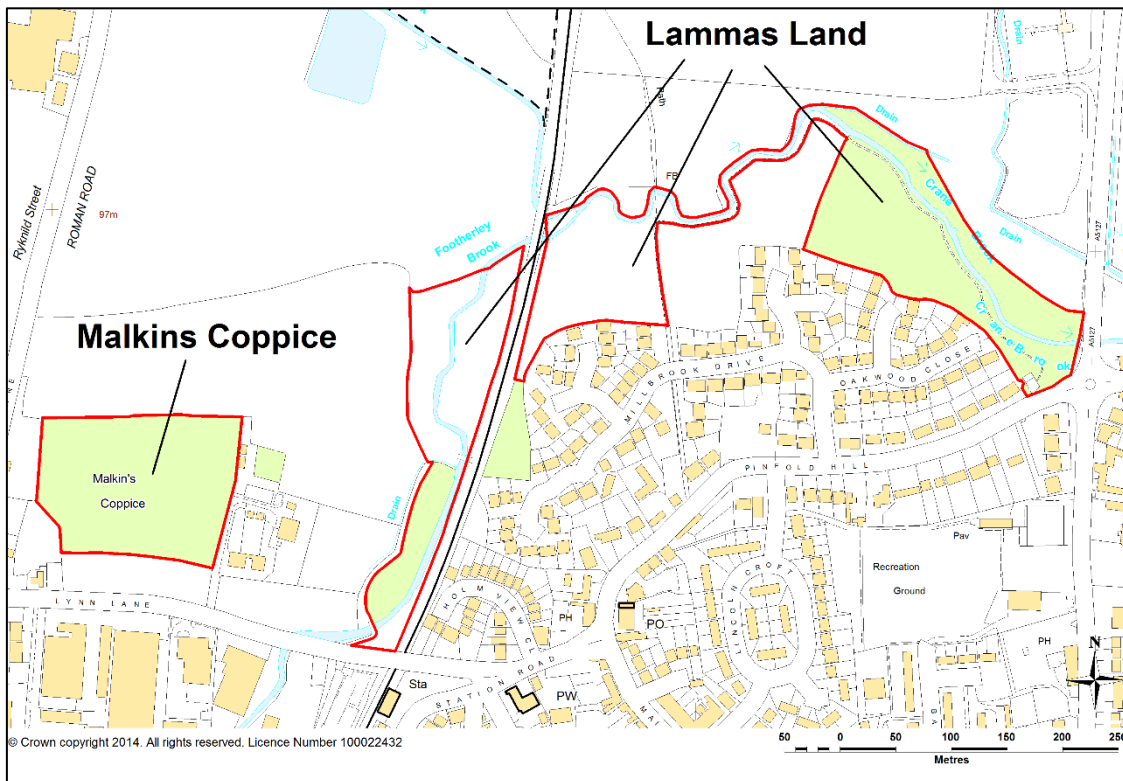
9.9 In late 1998 Shenstone Parish Council sought the community's views on the future of the Lammas Land. The overwhelming view was to retain it as a lightly managed natural area. This has been done with regular grass cutting, some tree planting and provision of a stone path through the site.



**The Shining Stone, Lammas Land, Shenstone**



9.10 Across the Lammas Land a number of areas with different characters have been created. Starting at the Birmingham Road end, the first section is a lightly wooded area, passing into an open area in which a waterside flower meadow is trying to be created, then passing on to a narrow, winding, stream-side path. This then opens out to an open hay meadow, which extends up to the railway line. Passing under the railway leads to the Little Holmes, an area of a wilder and overgrown nature extending to Lynne Lane opposite the railway station.



- 9.11 The Llamas Land as a whole is a Biodiversity Alert Site (BAS), entitled Little Holmes BAS. The western part of the Lammas Land is associated with Fotherley Brook and is mainly semi improved grassland also containing a footpath. The north bank is lined with alder, crack willow and poplars and survey work undertaken by Staffordshire Ecological Services<sup>7</sup> notes that the brook appears suitable for water voles. The significant habitats in the area lie mainly within these two designated sites, where there is potential habitat for a range of protected or Biodiversity Action Plan species, including kingfisher, water vole, whiskered bat and sky lark. The two areas are linked by privately owned fields of poor semi-improved grassland.
- 9.12 Malkin's Coppice, a Site of Biological Interest, is a small pocket of woodland listed on the ancient woodland inventory, mainly of oak and birch with a ground layer dominated by bracken, although bluebells are frequent along the edges.
- 9.13 The Lammas Land is now mainly used for walking and dog walkers. Residents wish to preserve and protect it as an unspoilt natural environment. This will also give the opportunity to ensure that the brook improves its ecological value.

### **POLICY GSC1: LOCAL GREEN SPACES**

The following areas as shown on the Proposals Map are designated as Local Green Spaces:

- Shenstone Playing Fields
- The Lammas Land
- Malkins Coppice

Proposals for built development on these Local Green Spaces will not be permitted unless:

- the proposal is of a limited nature and it can be clearly demonstrated that it is required to enhance the role and function of an identified Local Green Space; or
- the proposal would result in the development of local community infrastructure/recreational facilities. This includes the requirements of Policy GSC2 in respect of Shenstone Playing Fields.

## **Provision of community recreational facilities**

### **Policy Justification**

- 9.14 As a result of the consultation with residents that was part of the 2011 Rural Planning Project, Lichfield District Council identified the need to refurbish Shenstone Sports and Social Club and to provide more play equipment on Shenstone Playing Fields. This was raised again as part of the early engagement with the community to inform the development of the Neighbourhood Plan.
- 9.15 At the subsequent March 2014 engagement event, the community was specifically asked about community recreation facilities that were required. The following areas were identified by significant numbers of residents:
- The need for the Sports and Social Club to be rebuilt and to include changing rooms, toilets and a coffee shop along with the potential for youth groups to use the building.

<sup>7</sup> Staffordshire Ecological Services (2009) *An Ecological Study of Lichfield District*

- The need for more activities on the Playing Fields particularly for young people including team sports coaching and skate park improvements.
  - The need for the Playing Fields to have a wall for ball games, an all-weather sports surface, floodlights at Shenstone Tennis Club and a bigger play area for children.
- 9.16 Potential designs of redevelopment at Shenstone Playing Fields have been considered by the community as part of the Neighbourhood Plan engagement process. Further work is needed to refine this and the list of actions is included in the section on non-land use matters in this Plan. However, it will be important that the design and the range of activities that any redevelopment facilitates is able to provide, as best as it can, for the needs of the whole community, old and young.
- 9.17 Contributions from development could be used to support the funding of these improvements, along with grant funding from sources such as the Heritage Lottery Fund, Lichfield District Council and Staffordshire County Council. Lichfield District Council intends to put in place a Community Infrastructure Levy (CIL) charge which will ensure that 25% of all contributions from development from within the neighbourhood area will go directly to Shenstone Parish Council to spend on such improvements. Decisions on the spending of these funds will therefore rest with the Parish Council.

#### **POLICY GSC2: PROVISION OF COMMUNITY FACILITIES AT SHENSTONE PLAYING FIELDS**

The provision of additional community facilities at Shenstone Playing Fields will be strongly supported, including:

- Further play equipment
- Building of a wall for climbing and ball games
- Extension of the skateboard park (with the involvement of local young people on its design)
- An appropriate all-weather surface on the training area

Improvements to the following facilities will be strongly supported:

- Rebuilding of the Shenstone Sports and Social Club to be a community building, including a coffee shop, changing rooms and toilet facilities as well as space to cater for community activities such as music, drama and dance.
- Floodlights at Shenstone Tennis Club and refurbishment of the tennis courts.

Improvements and new provision should seek to provide for the range of needs of all sectors of the community.

## **Minimising the environmental impact of development**

### **Policy justification**

- 9.18 Shenstone is not especially rich in landscape areas of recognised value but this does not mean that the community of Shenstone does not appreciate the value of the landscape that it has. Whilst much of the land around Shenstone village has been well-established for farming over the centuries, there are examples of small-scale features which are particularly distinct within this landscape. These include mature trees, hedgerows and ponds. With a relatively flat topography,

these features are particularly visible within the wider landscape. Such features should be retained as part of any development.

- 9.19 The Staffordshire Landscape Assessment<sup>8</sup> identifies that the majority of the neighbourhood area falls within the landscape character type 'Sandstone Estatelands in Cannock Chase and Cankwood', with the resulting landscape policy objective as 'landscape enhancement'.
- 9.20 The impact of development on the landscape of the neighbourhood area should therefore be considered carefully. Development on the edge of the built-up area should demonstrate that it will not have a detrimental impact on the landscape setting of Shenstone. It should be sustainably designed to a high quality with a requirement for environmental and biodiversity enhancement to maintain and improve the quality of the landscape.
- 9.21 Generally, in order to ensure the long term sustainability of development in Shenstone, it is important that developments carefully consider how best to address issues such as noise and air pollution.
- 9.22 Young people, through the Greysbrooke School survey, in particular stated that Shenstone should be an eco-friendly village. New development should therefore seek to take advantage of the range of energy saving measures that can be applied to modern buildings, including solar PV panels, heat pumps, reed beds, etc. Community investment in such provision will also help to ensure that considerable gains can be achieved in a manner that will provide financial returns for the community. Therefore, if investment in schemes such as community solar PV provision was forthcoming, there may be wider benefits to development supporting such schemes in lieu of direct provision on the new development which would not provide the wider benefit to the community.

### **POLICY GSC3: MINIMISING THE ENVIRONMENTAL IMPACT OF DEVELOPMENT**

Development proposals should be sustainably designed to a high quality with a requirement for environmental and biodiversity enhancement to maintain and improve the quality of the landscape.

Proposals which affect well-established features of the landscape, including mature trees, species-rich hedgerows and ponds must demonstrate how any impact has been minimised and include appropriate mitigation measures.

If there is significant loss of other trees and shrubs as part of development, then new provision will be expected elsewhere on the site.

Development adjacent to the existing built-up area boundary of Shenstone must demonstrate that it will not have a detrimental impact on the surrounding landscape.

All developments must demonstrate that they would not have other detrimental environmental effects, specifically in relation to noise and air pollution.

Developments that demonstrate the provision of energy saving measures in the design of buildings will be supported. This could include contributions towards the provision of community energy projects.

<sup>8</sup> Staffordshire County Council (2001) *Staffordshire Landscape Assessment*

## 10 COMMERCE

- 10.1 Policy Shen3 of the Lichfield District Local Plan focuses on the economy and recognises that a balance needs to be struck between ensuring the commercial facilities of Shenstone thrive and ensuring that the negative impacts that commercial activity have do not affect the sustainability of Shenstone village for its residents. In particular, the community has significant concerns about HGV traffic moving through the village from the Birchbrook Industrial Estate and Shenstone Business Park.

### New commercial development

#### Policy justification

- 10.2 The community of Shenstone recognises that its industrial estates, on the west side of the village, do play a role in supporting Shenstone as a thriving community. However, this role is relatively limited in terms of the direct benefits it brings. Whilst a significant number of jobs have been created at Shenstone Business Park and Birchbrook Industrial Estate, surveys have shown that relatively few local people fill these jobs. Therefore it is the spending of workers locally that provides some direct benefits, although this is still relatively limited.
- 10.3 This, coupled with the major concern of local residents – the volume of HGV traffic from these industrial areas having to travel through the centre of the village to access the strategic road network – has been a factor in deciding to allocate land at Birchbrook Industrial Estate for housing-led mixed use development, with commercial activity focused on sectors that will create less HGV traffic, e.g. offices and light industry.
- 10.4 There is still the potential for commercial expansion in Shenstone and so it is important that this does not serve to have negative impacts on the community. New commercial development is therefore welcomed but it must recognise that it sits in a predominantly rural area close to a village with a rich heritage and vibrant community. Development must therefore not have a detrimental impact on these key attributes.

#### **POLICY CO1: NEW COMMERCIAL DEVELOPMENT**

New B-class commercial development will be supported within existing employment areas subject to the following criteria:

- the scale and nature of the proposals would not have significant harmful impacts on the amenities of adjoining activities; and
- the scale and nature of the proposals would not have an unacceptable impact on existing commercial activity on adjacent land, including agricultural activity; and
- the proposal would not have unacceptable impacts on the local road network, particularly in respect of the volume of HGV traffic.

Developments will be required to provide travel assessments and/or travel plans in line with the Local Plan Policy ST1.



## Land at Birchbrook Industrial Estate

- 10.5 Policy HA1 allocates land at Birchbrook Industrial Estate for a residential-led, mixed use development. As part of this there would be some commercial (Class B1) development, i.e. for offices and light industrial uses. This reflects a growing demand for such uses in the modern economy, with new micro-businesses being created and often looking for small, flexible office space. Equally, there continues to be demand for small light industrial units where a range of businesses, often providing services of importance to local communities such as car repairs, can be located.

### **POLICY CO2: LAND AT BIRCHBROOK INDUSTRIAL ESTATE**

On land at Birchbrook Estate, as shown on the Proposals Map, the provision of B1 commercial development will be supported. This should be as part of a residential-led mixed use development and must comply with the requirements of Policy HA1.

## Protection of existing commercial premises or land

### Policy justification

- 10.6 Reflecting the wider importance of Shenstone's business base, it is important that this is protected. Whilst there are opportunities to commute by non-car modes, inevitably the majority of people working away from Shenstone will do so by car. The protection of local employment opportunities will not only provide greater prospects for local people to access jobs – even if the number that do so at present is comparatively low - but will ensure that these are sustainable in terms of the patterns of commuting that they generate.
- 10.7 The Plan considered that it is important to protect the stock of commercial property in the parish. To do so, it is necessary to restrict the demolition or conversion of existing commercial premises (A- and B-class uses) for non-commercial purposes. Only if it is clearly demonstrated that there is little prospect of the existing building or land being used for employment-generating purposes can this be permitted.
- 10.8 In order therefore to demonstrate that commercial land or property can be redeveloped for non-commercial uses, the land or buildings must not have been in active use for at least twelve months and it must be clear that there is little or no prospect of the premises or land being reoccupied by an employment-generating user in the future. This must be demonstrated by a sustained marketing campaign lasting at least six months, undertaken through an appropriate commercial agent. This must show that all reasonable steps have been taken to market the property and that there has been no interest from a credible party.

### **POLICY CO3: PROTECTION OF EXISTING COMMERCIAL PREMISES OR LAND**

There will be a strong presumption against the loss of commercial premises (A-class or B-class) or land which provides employment or future potential employment opportunities. Applications for a change of use to an activity that does not provide employment opportunities will only be permitted if it can be demonstrated that:

- the commercial premises or land in question has not been in active use for at least 12 months; and
- the commercial premises or land in question has no potential for either reoccupation or redevelopment for employment generating uses and as demonstrated through the results both of a full valuation report and a marketing campaign lasting for a continuous period of at least six months.

## Broadband Infrastructure

### Policy justification

- 10.9 The modern economy is changing and increasingly needs good communications infrastructure as a basic requirement. The 2011 Census highlights how people are working differently to a generation ago - in Shenstone ward, 8% of people work from home and 15% are self-employed. Of these self-employed people, 10% have no employees so effectively work for themselves with no support. Commonly this is in service activities that simply require access to a computer and a broadband connection.
- 10.10 The need for high speed broadband to serve Shenstone is therefore paramount. Broadband speeds are reported by residents to be poor and it is therefore a fundamental constraint to the continuing expansion of self-employed activity for those working from home or from a small office.
- 10.11 Government has recognised that there is a significant gap in availability of basic and superfast broadband, particularly in rural areas where British Telecom (BT) and other national providers have not invested in upgrades to the network and have allocated £530m through the Broadband Delivery UK (BDUK) programme to deliver superfast broadband to 90% of premises by 2015 and have recently allocated an additional £250m to increase coverage to 95% of premises by 2017 and 99% by 2018.
- 10.12 In Staffordshire, Superfast Staffordshire is working on a roll-out programme to bring fibre-based broadband to 90% of premises by Spring 2016.
- 10.13 Whilst BT has an obligation to provide a landline to every household in the UK and developers are expected to want to facilitate high speed broadband provision otherwise their developments will be substantially less marketable, there have been instances where developers have not contacted Next Generation Access (NGA) Network providers early enough in the process for fibre and ducting to be laid, or they have a national agreement with a cable provider that is not active in the area, leaving new housing developments with little or no connections.

### **POLICY CO4: HIGH SPEED BROADBAND**

On sites allocated for residential development in the Plan all new properties should be served by a superfast broadband (fibre optic) connection. Elsewhere in the Plan area all other new buildings should be served with this standard of connection when available unless it can be demonstrated through consultation with NGA Network providers that this would not be either possible, practical or economically viable. In such circumstances sufficient and suitable ducting should be provided within the site and to the property to facilitate ease of installation at a future date.

## **11 NON-LAND USE ISSUES**

- 11.1 There are a number of issues that have been raised through the process of preparing the Neighbourhood Plan that are not directly related to land-use matters (although several indirectly relate to the use of land in some form). As such, they are not matters that can be addressed directly by the provision of a planning policy in the Neighbourhood Plan. However, this is not to say that these are not important matters and it is important that a strategy for dealing with these matters is assembled and taken forward. In doing so, this will help to achieve the vision and objectives of the Neighbourhood Plan.
- 11.2 The issues that have been identified are shown in Table 11.1, along with possible actions.
- 11.3 It is worth noting that Lichfield District Council is preparing a Community Infrastructure Levy (CIL) Charging Schedule and once adopted, with a Neighbourhood Plan in place, Shenstone Parish Council will begin to receive a proportion of the CIL receipts from development within the neighbourhood area. This new source of funding could be channelled towards infrastructure projects within the neighbourhood area as well as other sources of funding.

**Table 11.1: Non-land use issues to be addressed**

Issue	Possible actions	Lead agencies and partners	Funding needed?	Priority
<b>Transport</b>				
Provide reliable and accessible sustainable public transport	Work with bus companies and train operating company to improve reliability and frequency of services and to improve east-west transport links. Monitor success of proposed timetable changes providing more direct train services to and from Lichfield Trent Valley throughout the day. Work with train operator(s) to ensure that these timetable changes remain in place after re-franchising process due by 2017.	Lichfield Rail Promotion Group London Midland (train operator) Shenstone Parish Council	Possibly	High
Ensure adequate parking provision to support activities within the village	Work with Staffordshire County Council Highways Department to introduce parking management measures to maximise short term use commensurate with commercial, safety and conservation interests	Shenstone Parish Council, Staffordshire County Council	No	Medium
Ensure traffic and pedestrian movement is not impeded by parking in Shenstone village centre	Work with Staffordshire County Council Highways Department to introduce better enforcement of on-street parking, particularly on Main Street and Lincoln Croft.	Shenstone Parish Council, Staffordshire County Council	No	Medium
Implement traffic management plans to improve safety and reduce environmental impact	Work with Staffordshire County Council Highways Department to develop a strategy for reducing the volume of HGVs passing through Shenstone village	Shenstone Parish Council, Staffordshire County Council	Yes	High
	Work with Staffordshire County Council Highways Department to develop a traffic management plan focused on safety enhancement. Specifically this should focus	Shenstone Parish Council, Staffordshire County Council	Likely	Medium

Shenstone Neighbourhood Plan

Issue	Possible actions	Lead agencies and partners	Funding needed?	Priority
	on safety at junctions and roundabouts, pedestrian safety, parking on pavements, vehicle speed and parking problems and rat running.			
<b>Environment and appearance</b>				
Maintain the character and quality of the village and its surrounding landscape	Actively support the conservation and enhancement of the Little Holmes and the Lammas Land, focusing on their biodiversity and amenity value.	Shenstone Parish Council	Possibly	Medium-low
Enhance environment of village centre	Lobby Lichfield DC Community Liaison and Staffordshire County Council Highways Department to complete improvements to layout introduction of landscaping for Main Street and the shop frontages (which was commenced in 2012).	Shenstone Parish Council Lichfield District Council Staffordshire County Council	No	High
Enhancement of the village environment and pride	Plant more trees. Increase the use of plants and flowers to improve the appearance of the village centre. Enter Britain in Bloom / Best Kept Village competitions (through Shenstone Gardening Guild). Stop dog fouling.	Shenstone Parish Council Community groups including Shenstone Gardening Guild	Possibly	Medium-low
Preserving village trails and footpaths	Regular litter picks and enforcement of dog fouling laws.	Community groups	No	Low
Expand network of footpaths and trails in and around Shenstone village	Approach Shenstone Strollers to see if they would like to lead a study looking into needs and opportunities. Advertise for volunteers to join a village pathways group.	Shenstone Parish Council Shenstone Strollers	No	Medium

Shenstone Neighbourhood Plan

Issue	Possible actions	Lead agencies and partners	Funding needed?	Priority
<b>Community infrastructure and leisure</b>				
Protect Shenstone Library, increase opening hours, adapt to the use of technology, and making better use of the building by increasing its community role.	<p>Carry out a survey on how other villages have increased their libraries' role in their communities.</p> <p>Liaise with Staffordshire County Council Library Service to understand their long term plans for Shenstone Library, their use of technology and anticipated changes that will bring.</p> <p>Investigate the use other communities make of volunteers increasing the hours the library could be available for reading and other services.</p>	Library users Shenstone Parish Council Staffordshire County Council	No	Medium-low
Rebuild of the pavilion at Shenstone Playing Fields (see Policy GSC2) to create a sports and social club that includes a youth club	<p>Update the existing scheme proposals to incorporate the requested facilities and an improved parking area. Obtain costings. Put forward to the community – in particular young people - for comment.</p> <p>Obtain advice from Staffordshire County Council Youth Service in respect of setting up and running a youth centre that meets the needs of today's young people.</p> <p>Carry out a survey with the young people of the village to ascertain what they want from a youth club.</p>	Shenstone Parish Council Staffordshire County Council	Possibly	High
Scope the demand and potential for a leisure/indoor sports centre at Greysbrooke School to provide year round usage for schoolchildren and residents of all ages.	<p>Meet with the Governors and Headteacher of the school to ascertain their views.</p> <p>Obtain the views of Staffordshire County Council Education Department.</p>	Shenstone Parish Council Greysbrooke School Staffordshire County Council	No	Medium-low

Shenstone Neighbourhood Plan

Issue	Possible actions	Lead agencies and partners	Funding needed?	Priority
	Obtain the views of young people in the community regarding their use of such a facility and what it should offer.			
Provide new and improved play and leisure infrastructure at Shenstone Playing Fields (see policy GSC2). This is likely to include such items as a wall for ballgames, making the skateboard park bigger, provision of a multi-use games area (MUGA), and a bigger play area for younger children.	Carry out a survey with the young people in the community to ascertain what they want. Put forward details of the survey to the Shenstone Playing Fields Committee to obtain their response/views.	Shenstone Parish Council Shenstone Playing Fields Committee	No	Medium
Improve access to high speed broadband	Find out from the Staffordshire County Council/BT what and when improvements will be made and what actions the community can take to facilitate or ensure superfast broadband speeds are achieved.	Shenstone Parish Council	No	High
Develop a community website	Volunteers from the community to be sought (particularly young people who want some work experience and have the necessary IT skills) by advertising and word of mouth to join a working party to take forward the website scope previously drafted.	Shenstone Parish Council	No	Medium
Create more leisure activities for older residents	Carry out survey with residents on what infrastructure they would like to see in place for the over 40's. Scope the activities and demand for these.	Shenstone Parish Council	No	Medium-high
Explore the potential for setting up a community solar PV or equivalent scheme.	Form a Community Energy Group (as per the Whittington and Fisherwick Environment Group) to assess the potential for community benefit of a community energy scheme.	Community Energy Group Shenstone Parish Council	Possibly	Medium

Shenstone Neighbourhood Plan

Issue	Possible actions	Lead agencies and partners	Funding needed?	Priority
Improve the energy efficiency and hence affordability of the least efficient dwellings and community buildings in Shenstone village.	Look at opportunities to work with owners of existing buildings within the area to provide the necessary infrastructure.			
<b>Heritage</b>				
Protect the heritage assets in Shenstone	Investigate whether greater protection can be given to the Old Church Tower than its current Grade II* listing	Shenstone Parish Council Lichfield District Council English Heritage Church of England	No	Low
Preservation of Malkins Coppice	Put in place a woodland management scheme for the ancient woodland of Malkins Coppice. Provide limited access to the woodland.	Shenstone Parish Council South Staffs Water	Yes	Medium
Preservation of appearance of Shenstone village	Produce list of buildings/groups of buildings/views that the village wants to preserve	Shenstone Parish Council	No	Low



# PROPOSALS MAP

