

# Lichfield District Rural Planning Project



# ALREWAS

- A. WHAT YOU SAID
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- C. OTHER EVIDENCE RELEVANT TO PLANNING FOR THE FUTURE OF ALREWAS
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Lichfield District Council  
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**NB – To be read in conjunction with the Introduction and Conclusion Reports. November 2011**

## A. What you said:

1. The following paragraphs summarise the main outcomes from the rural planning project in terms of the views gathered, principally from residents of the village, between July 2010 and February 2011. The original analyses on which this summary is based are included as **Appendix 2**. Views and ideas arising from the February 2011 workshop event are illustrated on the accompanying Composite Plan of Workshop Ideas.

- **Character and environment**

2. It is clear that most people share a view that they like living in Alrewas and that this is principally because it offers residents a high quality living environment that is valued. A principal aspect of this is the built character of the village, including the conservation area that encompasses the historic street pattern and contains many high quality historic buildings, either Listed or of local importance. There are many fine street scenes to be found within the Conservation Area and people have mentioned the views across the fields towards the church on the approach to the village from the west.

3. Other most valued aspects of living in Alrewas are about the relative safety of living in a village, the accessibility to the countryside offered

by the scale of the village, the rural 'atmosphere', and the range of local facilities.



### Main Street Alrewas

4. The canal and river environments are seen as important assets for Alrewas, not only in terms of their visual and recreational value for villagers, but also because the canal in particular is a tourist asset, bringing in visitors to use local businesses and amenities.

5. The presence of gravel extraction, in particular the potential for CEMEX to open up a new extraction site to the west of the village, is seen as a threat to the future environment of the village.

6. Despite the free-standing setting of the village in the Trent Valley, with some clearly defined boundaries formed by the river itself to the north, the A38 to the east and the A513 to

the south, public involvement has shown a significant concern amongst villagers that there is a current threat to both the village character and its separate identity. This is seen by people to be posed principally by the perceived potential for coalescence with Fradley to the south, but also with Barton under Needwood to the north. (The perceived threat to separate identity is emphasised by the nature of development along the A38 if travelled from Lichfield past Fradley towards Barton and Burton, since the travel speed is such that the settlements appear in quick succession.) Villagers consider it important therefore in seeking to preserve the identity of Alrewas, to protect some of the existing limits to built development.

- **Transport and traffic management**

7. Throughout the rural planning project, villagers have identified a range of issues relating to traffic within the village, particularly levels of congestion and speed along Main Street. In addition the A38 has raised concerns in relation to safety, the environment and its barrier effect.

8. In relation to Main Street, the need for traffic management was emphasised by people in the workshop sessions and one group identified specific management<sub>2</sub>

measures that could be implemented to slow traffic and provide improvements to pedestrian and cycle movement. Suggestions made included the introduction of a 20 mph zone, setting the road and pedestrian surfaces at the same level and giving priority to pedestrians and cyclists, using staggered car parking zones as an instrument for slowing traffic and also seeking to create a separate car park for the centre of the village. The need for better car parking arrangements was consistently raised through all the events, although suggestions for potential sites were limited to the option of the telephone exchange, or better on-street parking.



**Parking and traffic on Main Street**

9. The suggestion of a footbridge over the A38 has been a local issue for some time and was raised many times. There seems a consensus that this is a good idea in itself because it would overcome some of the barrier made by the A38 to linking to open

countryside and the National Memorial Arboretum. Such a footbridge would have two-way benefits i.e. visitors to the NMA could also visit the village and its facilities.

10. Most people would support better communications by public transport, particularly the re-opening of a rail station to serve the village and the Arboretum. The suggested footbridge link would connect it to the village over the A38 for pedestrians (and cyclists). A station is also an established priority of the National Memorial Arboretum. In the workshops sessions one group identified the potential to relate a new station (on or near the old station site) to a 'park and ride' for the area, with the possibility of linking this directly to the village road network. (see Composite Plan of Workshop Ideas.)

11. Finally there was some concern that the level of existing bus service provision for the village was inadequate, but also that there was a potential threat to the current levels of service provision.

**• Community activities and facilities**

12. Most people who commented on the activities and facilities available within Alrewas thought there was a good range for most age groups, including places for formal sport and recreation. The village shops were

considered to be an asset in terms of their number, quality and individuality.



**Shops on Main Street**

13. A number of issues about the quality of facilities were recognised however and in particular there was acknowledged to be a need for a new village hall, (although it is understood that the Parish Council are currently pursuing the option of improvements to the existing village hall). There were mixed views about the need for more facilities, particularly for adults, but more support for extra facilities for the younger members of the community in terms of play and youth facilities. Tennis courts were the most regular specific facility referred to by residents.

14. The children who visited the workshop sessions concentrated their thoughts on identifying a wide range of additional facilities they would like to see in the village. These were of course unconstrained by the



economics of delivering facilities but nevertheless illustrated their priority and ambitions for a greater range of activities to be available locally.

15. An issue identified within the stakeholder's workshop was the need to upgrade the facilities for the doctors, but it is understood that there is currently an issue of funding in relation to the provision of a new surgery that would need to be resolved.



**Alrewas Surgery**

- **Development and housing**

16. There was a clear view expressed by residents, throughout the rural planning project, that Alrewas is a settlement that is constrained from future growth by a number of factors, including flood plain to the north, the 'barriers' of the A38 and A513, the Conservation Area and the poor existing infrastructure. The latter

included local drainage (unspecified but presumably both surface water and foul sewers) and the quality of local roads, including congestion on Main Street. The latter would be made worse by additional traffic arising from significant development, it was considered.

17. The concern held by residents over maintaining the separate identity and current character of Alrewas, together with the views held about the constraints upon development naturally led to the commonly held view that there should be little by way of expansion of the village. This was often expressed as a need to maintain existing boundaries.

18. There were however a number of housing issues that were raised by local people. There was an acknowledgement that there are relatively high house prices for market housing within the village and although the majority of people seemed to consider there was a good choice of housing, it was thought by some that high prices made it difficult for some people to find a home in the village. There were a number of particular types of housing that were identified by some as being needed within the village. These included a need for smaller market housing to be available for 'downsizing' locally, and for first time buyers – it was almost unanimously felt that young people

find it hard to afford accommodation in Alrewas. Some people referred to affordable housing and specialist housing for the elderly as local needs, with a caveat that it needed to remain affordable in the long term.

19. The February workshop groups considered potential locations for new housing development. This was both in terms of areas that needed specific protection from development, but also where housing might be acceptable. The range of options brought forward by residents is shown on the Composite Plan of Workshop ideas.



**Potential redevelopment site**

20. The emphasis in considering new development was strongly on the idea of limited infill within the existing village and in this context several sites were identified. Several small to medium sized sites essentially along both sides of Main Street were identified as possibilities. A number of sites here have planning permission or are in the course of development, but<sub>4</sub>

a new site suggested was the possibility of redeveloping the workshops next to the garage site at the eastern end of the village. Questionnaire responses on the issue of infill development meeting village needs, however, suggests that there are divergent views on the matter.

21. Whilst one workshop group expressed a desire for no development outside the current village boundary, one of the groups considered the possibility of some development outside current limits.



**Essington House Farm**

New sites identified as options were two fields on either side of the canal but inside the A513 at the western end of the village, redevelopment of Essington House Farm buildings, and a mixed use redevelopment option east of the A38 associated with existing development, but related to the provision of a station for Alrewas, referred to as a rail station 'package'. An area abutting the northern edge of

the village and close to the A38 was identified by one workshop group as potentially 'OK' for housing assuming it was not in the 'flood plain'. These ideas are shown on the Composite Plan of Workshop Ideas.

- **Other Issues**

22. There was little mention by way of local employment either as existing or of any need for the future. The questionnaire responses suggested there was no consensus about whether the existing village employment opportunities offered a varied range of jobs that employed local people.

23. One of the workshop groups considered that there was an opportunity to increase the number of visitor moorings on the Trent and Mersey canal in the area near Bagnall lock.

- **What you want for the future**

24. Most people are happy living in Alrewas. There is a strong desire to protect the character of the village and its environment, in particular by avoiding any major development and maintaining the village boundary. Set alongside the views on protecting village character, a number of

improvement priorities are strongly supported by village residents. In particular improved parking provision and traffic management along Main Street has strong support, together with a desire for a rail link for the village and the NMA. Also supported are the provision of improved play facilities, better access to some facilities (e.g. a library) and a need for some specialist housing, although the numbers commenting on these matters suggest that they have a lesser degree of interest or support.



**Alrewas Village Hall**

## **B. What CABE said**

25. The independent event enabler sponsored by CABE reported his views on all six villages covered by the 'rural masterplanning' project to the District Council in April 2011. The content of his report relating specifically to Alrewas is set out below.

### **"Alrewas**

*This compact settlement has a long history with a local economy linked long ago to the river then the canal and latterly to the A38 which allows for quick commuting. It has a strong identity with a traditional street structure at its heart and some notable historic buildings. It is physically compact bounded by main roads to the east and south and the river to the north and with a high quality landscape settling to the west. The central location of the primary school and village hall close to local shops on Main Street provide a strong central focus for the community.*

*Alrewas expanded significantly in the 60's and 70's (out to the bypass) but in the past decade most development has been infill. There are a limited number of further such opportunities.*

*The strength of local community cohesion was evident in the numbers participating at the exhibition/workshop. Most people like where they live and (partly as a consequence) there is limited enthusiasm for further development.*

*The number of children dropping in to the exhibition after school (and drawing up two vision plans) was great to see even if some of the proposals sketched (such as shutting the school or building a beach) may not be entirely practicable.*

*In strategic urban design terms there are in my view strong arguments to keep Alrewas distinct as a 'pearl on a string' among the substantial development taking place along the A38, avoiding coalescence with Fradley nearby. Although there may be long term possibilities (explored by some local people at the workshops) of expanding east of the A38 relating to a rail station, the barrier effect of the A38 is in my personal view so strong that this would only achieve a village of 2 places rather than 1.*

*The canal and river corridor is a significant special asset for Alrewas. It needs careful thought and may have some limited*

*potential for further adjoining development whilst continuing to provide a predominantly 'green' and recreational environment for residents and visitors.*

*The core of the village, whilst retaining local retail and other services, needs some attention in my view to improve facilities (including the tired village hall) and to consider traffic and parking within a context of 'calmed' slow speed local access and encouraging more use of the shops. Some communal or 'shopfront' facilities for local based homeworking/internet businesses might reinforce the future local economic role of the village centre."*



Canal north of Main Street



## C. Other Evidence Relevant to planning for the future of Alrewas

### • Character and Environment

26. Alrewas has an important Conservation Area that covers about half of the current extent of the village and encloses the full extent of the historic settlement pattern of the village, as it existed around 1840. However the historic village is principally a medieval development that took place in two main phases. The earliest phase is around the area centred on All Saints church, whilst the later phase is a grid of streets and associated linear plots to the east of this area, developed around the 13<sup>th</sup> or early 14<sup>th</sup> century. A Plan showing the general evolution of Alrewas in the modern period is included as **Appendix 3**.

27. The District Council has prepared both a Conservation Area Appraisal for Alrewas and a subsequent Conservation Area Management Plan (currently in draft form). Together these reflect the importance of the area and identify key characteristics that require protection or improvement. These relate to the character and quality of the buildings themselves, the street pattern and character and the more natural

elements such as trees and open spaces that contribute significantly to the character of Alrewas Conservation Area.

28. The significant factor associated with the Conservation Area designation is that there is an obligation for new development to pay special regard to the character and appearance of the Conservation Area and to 'preserve or enhance' it. This means that important characteristics that are identified as important to the Conservation Area need to be taken into account when considering the opportunities or options for new development.

29. In relation to future change in Alrewas, the characteristics of the Conservation Area are relevant in a number of respects. As well as the need to preserve and enhance the general townscape quality, the Conservation Area document identifies the church as a main focal point for the older part of the Area, together with a secondary focal point around the war memorial. The water running through the village, including the canal is also an important characteristic. The spacing and density of buildings on Main Street together with the plot shape and sizes are important considerations in the design of any redevelopment, where opportunities should be taken to re-establish the

'grain' of development where this has been lost.



### A Conservation Area focal point

30. The Appraisal Document identifies the open fields outside the Conservation Area boundary as contributing to the setting of the Conservation Area. They provide views into and out of the Conservation Area and this is particularly relevant to the western approach to the village. The Conservation Area map identifies a panoramic view into the Conservation Area from the west and an important skyline encompassing the church and Mill End Lane area. It is important therefore that any options for development in this part of the village take full account of any impact upon such views.

31. The Conservation Area Appraisal identifies that part of its function is to help develop locally distinctive policies within the Local Development Framework. In considering future

growth consideration needs to be given to whether the scale, direction and nature of new development could detract from the local distinctiveness of the village.

32. Staffordshire County Council has prepared a Historic Environment Assessment for Lichfield District that considers the development of the landscape from prehistoric times to the present, examining the level of survival of earlier landscapes. It divides the District into 'character areas'. This is a tool to help identify and protect such survival and the links between the landscape and historic settlements such as Alrewas, since landscapes reflect the past functions of such historic villages.

33. The historic development of Alrewas owes much to its setting within the Trent Valley lowlands where it lay in a well settled landscape of small towns and villages, with much of the landscape being farmed as open fields during the medieval period. In terms of considerations relevant to potential new development, the Assessment identifies the potential for palaeolithic sites to survive on the gravel terraces of the Trent and that any development around Alrewas must take account of this potential. There is some good survival of historic landscape around Alrewas, including earlier field systems to the north of the

village and water meadows created alongside planned enclosure in the eighteenth and nineteenth centuries. Potential development would need to consider the relationship between the water meadows and the landscape, since they are noted as being of particular interest. The assessment re-emphasises the need to consider the impact of any potential development on the setting of designated sites, in this case the Conservation Area.



**Water meadow habitat: River Trent**

34. An Ecological Study of Lichfield District (2009 by Staffordshire Ecological Services) has identified areas of habitat around Alrewas that support species that are either protected and/or identified in Staffordshire Biodiversity Action Plan. These are in particular semi-improved grasslands that are to be surveyed in more detail and considered for designation as Sites of Biological Interest or 'Alert sites'. They are in

particular a number of fields to the north of the village and to the west and have resulted in a strong recommendation from an ecological point of view that there should be no further development in the area.

35. The geographical position of Alrewas is such that it lies on the edges of major environmental initiatives. Principal amongst these is that it lies at the south-western corner of the National Forest. As such the area can be considered to be one of the gateways to the forest within Staffordshire. This in part sets the context for the National Memorial Arboretum, but is also a relevant consideration in terms of possible longer-term ambitions for the area, for example to improve public transport accessibility by rail. Also relevant is that it lies within the Central Rivers Initiative area, where establishing new landscapes, habitat opportunities and countryside access are high priorities. The principal effect of these initiatives and activities lies east of the A38 since the opportunities mainly relate to past, existing and future sand and gravel extraction activity.

- **Transport**

36. In terms of its position, Alrewas is well related to a good quality road network, positioned alongside the A38 and the A513. Although there are



clearly local concerns about traffic management within the village, in terms of development potential, good access to the strategic road network means good access by car to employment opportunities, not only local at Fradley, Lichfield and Burton upon Trent, but also sub-regionally.

37. A Transport Accessibility Study for Lichfield District prepared in 2008 considered accessibility of settlements to employment, education, healthcare and shopping (supermarkets). It examined accessibility at the village level and for individual areas within villages. It also produced composite 'scores' for public transport or walking accessibility for each ward in the District. Since the study results were based upon dividing the ward scores into quartiles, this gave a measure of relative accessibility of wards within the District.

38. Although the study showed a good level of accessibility to facilities available within the village, including primary school, doctors and dentist, not unsurprisingly it showed levels of access by public transport to hospitals, employment and supermarkets as falling within an 'up to 40 minute' travel time band. At the Ward level the overall accessibility to facilities fell in the bottom quartile for the District – in common with most villages within the District, including Whittington and

Shenstone. It was only in relation to public transport access to colleges and health facilities that Alrewas scored any better, but these fell into the third quartile bracket.



#### **Mobile library service**

39. In summary, Alrewas can be considered to have good road communications, and because it has a range of facilities within the village, good accessibility to some facilities and services. There is public transport available, but this can result in long journey times to some services. This characteristic, however, is also present in a number of other larger villages within the District, although there are some exceptions to this. Consideration of accessibility clearly shows a reduced level of accessibility by sustainable transport measures compared to locations within or on the edge of larger urban areas, but not at such reduced levels that would suggest new development should be

avoided entirely. In fact overall Alrewas could be considered relatively well placed to make some contribution to any overall District housing requirement. Accessibility would of course be significantly improved should the opportunity to re-instate a local rail station ever be realised.

40. Staffordshire County Council is currently progressing a Lichfield District Integrated Transport Strategy for the period 2011 to 2026. Whilst this will have some emphasis on the infrastructure necessary to promote movement by more sustainable transport measures, and to accommodate growth, it also recognises that the needs of local neighbourhoods is one of the transport challenges that needs to be met. This includes maintaining the current condition and safety of the highway network, improving accessibility and the quality of life in local communities and providing adequate public transport access to local services and facilities.

41. There are scarce resources for transport management reinforced by the present economic situation within central and local government. However, the Integrated Transport Strategy identifies projects such as 20 mph zones, a speed limit review, bus service information, and pedestrian safety priorities, as mechanisms that

will need to be tapped into to achieve local ambitions. Such initiatives will be largely funded by County Council capital and revenue funds, (including Councillor's revenue funds) and influenced by community consultation. It will be important for communities to be aware of future programmes and funding mechanisms and the opportunity to influence them.



**Main Street: potential for traffic management?**

- **Recreation**

42. A Playing Pitch Assessment (2007) and an Open Space Assessment (2008/9) have both been prepared as evidence for the Local Development Framework. These provide information to enable recreation provision to be considered for Alrewas.

43. The Playing Pitch Assessment considered Alrewas as part of a 'Rural

North' area of Lichfield District and also at the Ward level (i.e. combined with Fradley). Part of the background to the playing pitch assessment is a trend for less use of adult football pitches, but increased participation by younger age groups. The Study considered future trends and took account of various programmes to increase participation in sport and used these to forecast the need for playing pitches at 2021.

44. Whilst overall the study found a surplus of adult football pitches in Lichfield Rural North, this did not apply to the ward of Alrewas and Fradley. It found an overall current shortfall in adult football, junior football and mini-soccer, amounting to some 2.7 pitches, rising to 5.7 pitches at 2021. It recommended the safeguarding of existing pitches, securing community use agreements of schools facilities (although one already existed for Alrewas) and re-designating some adult pitches for other sports, such as mini-soccer.

45. The Open Space Assessment considered provision within Alrewas specifically and examined the different types of open space available in terms of the amount and its quality. It identified a slight deficiency for the village in terms of 'amenity greenspace' and a deficiency of equipped play for children. Because of

the concentration of useable open space at Walkfield, it was apparent that there were fewer opportunities to access open space easily in the north and east of the village, a consideration particularly relevant for equipped play space. Overall the assessment considered there to be a need for improved provision for children, in terms of both the quantity and quality of provision.

- **Employment**

46. Unlike some of the villages that are considered within this study, Alrewas does not contain any major employers as part of the village. On the other hand it is close to Fradley and relatively close to Lichfield and Burton upon Trent. It is essentially a village that already relies upon commuting to work for most people and because of its location there has been no suggestion that it is necessary to consider the provision of employment sites within the village. Although there are some smaller employers and local businesses, they are principally service related. There are some existing workshops and a garage site on Main Street. The workshops are currently out of use and since there is no great reliance on existing employers within the village for local employment there may be a need to consider whether their change of use would have any significant

bearing on the current functions of the village or whether a use for additional housing would be more appropriate.



**Showroom and storage: Main Street**

- **Housing Growth**

47. **Recent growth:** The map showing the evolution of Alrewas to the present (see **Appendix 3**) shows the significant post war expansion of the village away from its medieval core and that there was particularly significant growth in the 1960's and 1970's in the south and east of the village. Whilst growth has continued since then the rate of expansion has slowed, as sites diminished and development has reached towards the barriers created by the A38 and A 513. A Table showing the remaining development potential within the current village boundary identified by the District Council's 2010 Strategic Housing Land Availability Assessment (SHLAA), is included as **Appendix 4**,

together with a Plan of potential sites identified by the SHLAA. The Table shows only 5 house completions since 2006 and limited further potential of 28 dwellings through redevelopment opportunities, some of which has been completed or is now under construction.



**Dwelling under construction, Mill End Lane**

48. **Housing need:** Although there is evidence that identifies a District-wide housing need (see Introduction and Background report), there are no local housing need surveys specific to Alrewas and therefore the technical evidence to support a level or types of housing appropriate to meet local requirements in the immediate area, is absent. There are however aspects of the evidence reports on housing already commissioned by the District Council that are relevant to Alrewas.

49. The Rural Housing Needs Survey of 2008 included Alrewas within the 'rural north' part of the District. Within this area it identified an owner occupation of 84%, with only just over 10% of dwellings being for social rent. 12.3% of residents in the area considered their current home to be unsuitable for their needs, the most common reasons for this being that their property was either too small or too large. Around 23% of housing appeared to be under-occupied whilst around 15% was over-occupied.

50. One third of the households who responded to the survey from the area had moved to their current home within the last 5 years, commonly from Lichfield, Burntwood, Cannock and Tamworth, with the most common age group for migrants being 25 – 44.

51. A proportion of households expressed an intention to move within the next 2 years, although at 16% this was more than the proportion that had actually moved in the previous 2 years (12%). Of those intending to move, only a third intended to stay within the 'rural north' part of the District. Most people that planned a move were interested in owner occupation, seeking mostly four or three bedroom detached housing or three bedroomed semi-detached. Over 6% of households contained at least one member planning to move out to



establish a new household within the next two years with a third of these also intending to stay within the 'rural north' area. These were also mainly interested in owner occupation. However income data suggested that around three quarters of households would struggle to raise a mortgage on an entry-level property within the area.

52. Whilst it is difficult to quantify for Alrewas itself the survey does give some indication that there is both some local need for people to be able to move within the area and to form new households and also that the area is a popular location for households moving from elsewhere. There is also an indication that there may be difficulty for some in being able to access the open market to realise their housing needs locally.

#### **Development opportunities:**

53. As noted above recent development of Alrewas has been reaching some of the more obvious desirable limits to development, particularly those created by major road barriers.

#### **Within the Village boundary**

54. Within the current village boundary there remains only one housing site identified within the SHLAA, the land

east of the A513 and south of the canal near Bagnall Lock and this has a capacity of around 16 dwellings. This area is currently designated as a protected open space within the adopted Local Plan.

55. It has recently emerged that there may be an opportunity to redevelop the storage and workshop site at the eastern end of Main Street. Its capacity and precise site boundaries are currently unknown, but potentially in the order of 10 to 20 dwellings depending upon the density and form of development. Since its change of use from a quasi-employment use to housing would not significantly impact upon the function of the village or change its character, it is considered that it could make a contribution towards housing requirements of a scale appropriate to the village.

#### **Outside the Village Boundary**

56. In terms of potential new locations there are few housing options remaining. These being land to the north of the village in the Dark Lane area, land to the west of the village through which runs Pyford Brook, and land to the north of the canal on the western approach to the village near Bagnall Lock.



#### **Land north of Bagnall Lock, Alrewas**

57. The land north of the canal and south of Main Street, near Bagnall Lock lies outside the village boundary. It is likely to have a capacity of around 10 - 15 dwellings, but the land has also been identified as a potential location for a new surgery. A combined development of this land and the already identified land south of the canal could yield around 25 - 30 dwellings and have the potential to incorporate new canal moorings, which should be explored. Whilst any impact upon views across to the Conservation Area would need consideration, it is considered that this is not such a significant constraint as the open land to the north of Main Street containing Pyford Brook.



**Looking across land west of Alrewas towards the Conservation Area**

58. The open field to the west of the village containing Pyford Brook is a significant one visually in that it gives the panoramic view into the heart of the Conservation Area referred to in the Conservation Area Appraisal. This area is also a remnant of an historic landscape. It is considered that the Conservation advice on impact in this case is so strong as to strongly suggest there should be no development on this land.

59. A private developer has been promoting development north of Dark Lane for many years. This has been in the order of up to 400 dwellings. There has been strong opposition to these proposals from residents of the village. A proposal is still being promoted through the Local Development Framework process, although with a reduced number of dwellings and it is known that the developers (Lioncourt)

are currently considering a 'design framework' for the area, potentially seeking a capacity in the order of 175 – 200 dwellings.

60. In terms of potential opportunities, the constraints and strong boundaries present to the west, south and east of the village indicate that a northern direction of growth is one of the few potential opportunities for significant growth of Alrewas. It is considered that locations east of the village/A38 or south of the village outside the limit defined by the A513 would not provide adequate opportunities for integrating any new communities in these locations with the existing village. The area east of the A38 was identified as an inappropriate direction of growth in the CABA report.

61. There are however a number of constraints that would apply to growth to the north of the current village boundary. These include the extent of land liable to flood, which limits the potential scale of development northwards, but the proximity of the Conservation Area and therefore potential adverse impact on it, the potential harm to valuable habitats, the closeness of water meadows, the potential for archaeology and impact on a surviving historic landscape are all factors that need to be addressed.

62. In addition there are issues relating to the most appropriate access points and the way in which traffic from any development would use the village road network. Access options are limited at the eastern end of this area by the one-way section of Mickleholme Drive and the village's connections with the A38. This, together with flooding considerations suggest that the eastern part of this northern area would be the most difficult to develop satisfactorily, even though it was the area that was considered by residents in the February workshops.

63. Until some further work is carried out it is uncertain whether the constraints cumulatively are so strong as to suggest that there should be no development in this sector, or whether some development could take place but with an effect upon its potential size, density and character. If the latter is the case the potential capacity of the site would be likely to be below the level of 175 dwellings understood to be being considered by the developer. Consideration would also be required in relation to how such a development could be successfully integrated into the highway and footpath network. It does need to be recognised however that there is also a derelict farmhouse with other farm buildings, hardstandings etc, for which a long-term future needs to be identified<sup>13</sup>

and this was recognised by villagers at the February event.

- **Alrewas Parish Plan**

64. In 2003 a Parish Plan Appraisal was prepared for the village that was based upon a survey of villagers views that achieved a 33% response from dwellings within the village. It is significant in identifying the high value that residents place upon their shops, services and facilities. It also identifies the issues important to residents at that time. These included the need for a new village community centre to provide activities for a whole range of age groups, the desire for improved timetables and reliability of the bus service, and concerns about the hazards created by the volume and speed of traffic on Main Street and Fox Lane.

65. The Parish Plan Appraisal also identified the desire to retain the quality of the rural environment of the village, including the need to retain landscape features, hedges, woods, meadows, wetland, floodplain, open spaces, the range of water features and fields. 82% of responses to the survey were against any further development in the village area, although 88% wanted starter homes to be included in any further building within Alrewas.



**Thatched house, Alrewas**

## **D. Towards a Vision for the Future**

### **Summary and Observations on 'What You Said':**

66. Most people living in Alrewas share a view that they like living in the village, because it offers them a high quality living environment with a range of local facilities and services that supports a good community life. Not unnaturally people are aware of some deficiencies in various aspects of life in the village. They are keen to secure improvements, principally in terms of

their living environment (e.g. traffic on Main Street) and the range and quality of facilities. Both the more 'mature' residents of the village and the children who took part in the workshops and interactive exhibitions share this desire.

67. From the local perspective therefore the future for the village and a vision of what it should be like as a place to live in the future needs to be based around those desires for improving the things that impinge on the current living 'experience' or could simply be made better. These relate to maintaining and improving the village environment, improving traffic management and public transport, having better quality walking and cycling routes, improving the quality of facilities, particularly a village hall and creating improved access to open countryside.

68. The principal factor that will affect the ability to deliver or the timing of such improvements will of course be economic resources, although in some cases it could also be the availability of land. Whilst some measures, for example traffic management, can be relatively low cost and able to be delivered in reasonable timescales, some of the principal desires of villagers, such as a village hall, and in particular a footbridge over the A38 and new/re-opened rail halt, require<sup>14</sup>



significant resources that at present have no identified resources or established programmes that would enable their achievement. These present economic situations should not however lead to the abandonment of such ambitions, for example in a vision or guiding principles for the future of the village. What is necessary is the recognition that some things will be hard to achieve and that funding them may need the pooling of resources from different sources and the willingness of other parties or organisations or Authorities to consider them for future programmes.

69. It is also significant to recognise that even though residents at the workshops took part in contemplating the options for future development for housing, including village expansion, there is significant evidence that the principal reaction of residents is that of no ambition for expansion and of opposition to any major growth.

### **Conclusions on Housing Development Potential:**

70. Taking account of local views on development, the District Council nevertheless has an obligation to consider future housing needs within a Local Development Framework and to assess at a local level whether there is the potential of villages to contribute to meeting housing needs, either arising

from within the village, from the District, or a wider area.

71. The conclusions from the Rural Settlement Sustainability Study and the Transport Accessibility Study suggest that Alrewas is capable of being a location to accommodate a proportion of housing growth. It is clear however that the historic nature of the settlement and its landscape are important factors in the consideration of the scale of growth and the potential locations of development. It is a village where several obvious constraints to development can be recognised and these impose limits to growth in certain directions. The historic character of the village and the nature of past development suggest that in principle small scale piecemeal development would be more appropriate than large scale development, but this is also likely to apply to most old established villages.



**Alrewas dentist**

72. In planning policy terms Alrewas lies beyond the outer edge of the West Midlands Green Belt. This is relevant to the Local Development Framework considerations because national planning policy imposes a stringent test, of 'exceptional circumstances' on changes to Green Belt boundaries. That test would not apply to the expansion of Alrewas, although a need would still need to be shown.

73. In terms of the available reasonable options, the smaller scale developments identified above, both within and outside the current village boundary, have the potential to be more easily assimilated into the village in terms of its form, grain and impact. These are land either side of the canal in the vicinity of Bagnall Lock west of the village and the redevelopment opportunity offered by the storage site at the eastern end of Main Street. This is the recommended approach, but it is recognised that further work is to be carried out on the overall level of housing growth within Lichfield District and on the feasibility and impact of developing land to the north of Dark Lane.



**Land south of Bagnall Lock**

74. The land to the north of Dark Lane has potential to make a significantly larger contribution in terms of housing provision, but there are some important issues to be overcome before this could be recommended as a preferred location. In relation to this area, it is considered that any proposals would need to have a scale and density that reflects all of the character of the adjacent area and be consistent with the structure of the village. This would include in particular considering the implications of the Conservation Area and the village form in terms of its street pattern. The distribution of vehicular traffic from a development through the village, the risk of flooding, the level of constraint imposed by existing habitats, (including potential impact upon semi-improved grassland and water meadows), are other factors that need further consideration.

75. Regardless of whether there is no major development north of Alrewas, the site of Essington House Farm, which has been derelict for some years, should be taken as a redevelopment and renovation opportunity that can contribute to the quality of the Conservation Area, even though it lies outside the village boundary. A planning application has recently been submitted to the District Council designed to achieve renovation and removal of dereliction on this site. It includes renovation of two existing farmhouses, barn conversions and a new dwelling. The application will need to be considered by the Council on its merits; however provision is made here for 6 dwellings, pending the consideration of the application.

76. The suggested scale of growth for Alrewas over the period of the Local Development Framework from 2010, based upon this assessment of options is summarised in the Table opposite.

<b>Development Type</b>	<b>Potential Capacity</b>	<b>Current Status</b>
With planning permission 1/4/10	<b>28</b>	Redevelopment and Infill within village
Identified sites in village boundary	<b>19</b>	Identified in SHLAA 2010 including S of Bagnall Lock
Redevelopment of brownfield sites	<b>10 - 20</b>	Storage site Main Street.
	<b>6</b>	Essington House Farm
Greenfield outside village boundary	<b>10 - 15</b>	Field n. of canal at Bagnall Lock
<b>Suggested Housing Growth</b>	<b>73 - 88</b>	
Potential Greenfield options subject to need.	<b>150</b>	Development north of Dark Lane

## **Guiding Principles:**

77. Taking into account the range of community views expressed, the CABE recommendations and other relevant considerations contained principally in evidence prepared for the Local Development Framework, it is considered that the following Guiding Principles for Alrewas should be the subject of further discussion with the local community and stakeholders.

### **Environmental:**

- *Maintain and enhance the calm ambience, architectural and environmental quality of the Conservation Area and the village environment.*
- *Continue to improve the environmental quality of Main Street and Fox Lane by traffic management measures to control the numbers and speed of traffic and improving pedestrian and cycling facilities. (potentially including measures such as an appropriate 20 mph zone, pedestrian crossing points, build-outs and parking bays).*
- *Maintain the established development form avoiding new development beyond the barriers created by the A38 and the A513.*
- *Secure an improved quality of access to the countryside where deficiencies exist and in co-operation with others seek opportunities to*

*achieve a pedestrian bridge over the A38 towards the National Memorial Arboretum.*

- *Seek opportunities to reduce the noise and visual impact of the A38 on the village.*
- *Look for longer-term opportunities to re-establish a rail station for Alrewas to benefit the village, the NMA, National Forest and Central Rivers Area.*

### **Housing:**

- *Ensure any housing development is of a scale and quality appropriate to an evolution or 'organic growth' in village form, consistent with its historic piecemeal development.*
- *Secure the achievement of a high quality of design, form and layout is achieved in any housing development consistent with village character and form and, in locations affecting the Conservation Area, ensuring a positive contribution to its quality.*
- *Acknowledging through modern design, the wide range of vernacular house types, form and architectural styles present in Alrewas without resorting to pastiche.*
- *Ensure through evidence that an appropriate range of house types and tenures is achieved overall in any growth of the village.*

### **Social:**

- *Enhance the range of facilities available to residents, in particular those for children, including the distribution of play facilities and the quality of spaces and equipment.*
- *Secure funding for a major improvement to the existing village hall or alternatively a new village hall location.*
- *Secure a new doctor's surgery.*

### **Economic:**

- *Maintain the quality of the canal environment and look for opportunities to enhance visitor experience and awareness through increased mooring availability and improved connections to and information about village facilities.*

## **A Draft Vision for Alrewas:**

78. For the purposes of guiding the direction of future policy for the village, in particular through the Local Development Framework, consideration should be given to a Vision statement for the village. The following initial statement is suggested as a basis for further local discussion:

***Alrewas should maintain its role as a freestanding, stable community offering a high quality local living***<sub>17</sub>



***environment and a range of local services and facilities.***

***The range of shops, services and facilities should be maintained and enhanced, including an improved quality and higher priority given to pedestrian and cycle accessibility within the village to all facilities. Community hall, open space and play facilities should be renewed to be of a physical form, distribution and quality appropriate to current needs.***

***The outstanding qualities of the Conservation Area should be recognised in all potential change and improvements sought where resources allow.***

***Alrewas should accommodate small-scale redevelopment within the village to provide for new housing and a modest level of village growth, whilst maintaining a self-contained community with clear physical boundaries.***

### **Other Recommendations for Alrewas:**

79. Further work has been recommended above in relation to potential development north of the village. Therefore a scale of growth for

the village of around 73 to 88 dwellings would be appropriate at present as an interim guideline, unless it is established that the constraints identified to the north of the village can be successfully overcome to achieve an integrated form of development and that a need for additional growth is established. In that case the scale of growth could be increased. This would probably be a further 100 – 150 dwellings for the next 20 years.

80. Further work is needed to assess what densities are appropriate for development on sites on the periphery of Alrewas, to take full account of the constraints, including the impact of development on the Conservation Area viewed from the north or west as appropriate.

81. If the site north of the village is proposed for development in addition to the smaller sites identified this may justify a specific exercise to determine affordable housing needs within the area.

82. If a revised SHLAA is prepared then site 439 – land rear of Mill End Lane, should not be included as a site, or shown as 'not currently developable'. There are objections to the principle of development of this site from the point of view of impact on the Conservation Area and it is considered that these cannot be

overcome. Therefore it is considered that the site is unsuitable and should not pass the suitability test that forms part of the SHLAA assessment process.

83. Further study is desirable on the potential for additional traffic management along Main Street. This may be as part of a review of a number of villages if resources allow.

### **Next Steps:**

84. This village report is intended to be of use by the community itself as well as by Lichfield District Council as local planning authority. All community involvement exercises normally achieve access to only a limited number of members of any community. Whilst for Alrewas there have been a number of successful events where participation has been achieved and this report is based upon the views expressed, it is recognised that further and wider consultation is desirable.

85. Next steps in the process should therefore include further local community involvement. Firstly this should be designed to achieve a feedback of the results of the process so far to a wider community. Secondly it should seek to achieve further consultation, particularly on the Guiding Principles and Draft Vision<sub>18</sub>

that have been suggested above, but also on the suggested options for future housing provision for Alrewas.



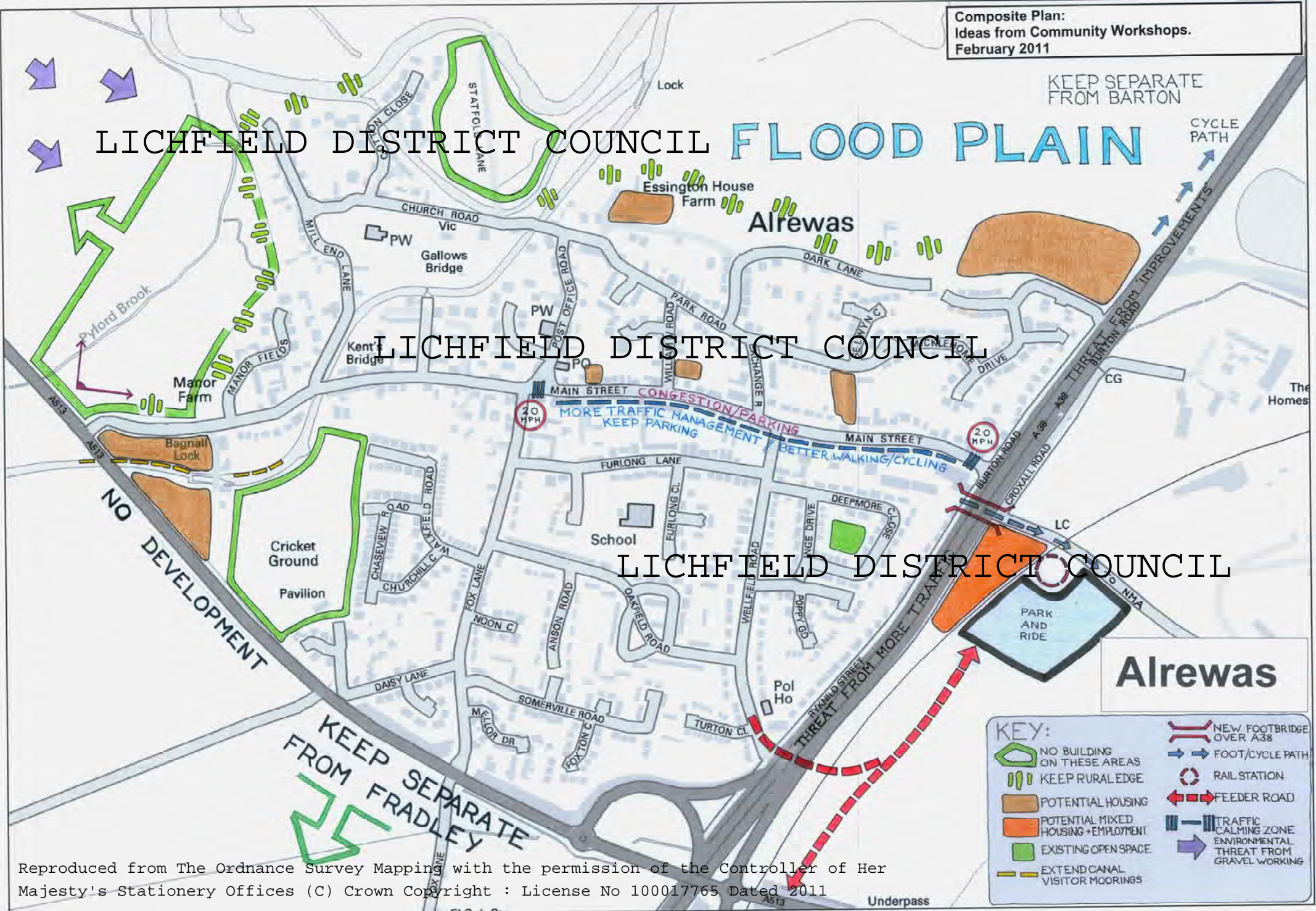
### Further community involvement

86. In order to have greater confidence in the suggested levels of growth, further specific testing is desirable of some issues in relation to potential development. This should relate to issues already raised by local people and include school capacity, resolving access and highways issues and other potential site requirements such as a surgery and improved village hall.



Composite Plan:  
 Ideas from Community Workshops.  
 February 2011

# LICHFIELD DISTRICT COUNCIL FLOOD PLAIN



**KEY:**

	NO BUILDING ON THESE AREAS		NEW FOOTBRIDGE OVER A38
	KEEP RURAL EDGE		FOOT/CYCLE PATH
	POTENTIAL HOUSING		RAIL STATION
	POTENTIAL MIXED HOUSING + EMPLOYMENT		FEEDER ROAD
	EXISTING OPEN SPACE		TRAFFIC CALMING ZONE
	EXTEND CANAL VISITOR MOORINGS		ENVIRONMENTAL THREAT FROM GRAVEL WORKING

# **ALREWAS**

## **APPENDIX:**

- 1. 2001 Census Social Profile for Alrewas**
- 2. Local Views given during 'Rural Masterplanning' Project**
- 3. Plan Showing of 'Evolution' of Alrewas**
- 4. Identified Housing Potential 2010 and Plan from 2010 Strategic Housing Land Availability Assessment**

## **Lichfield District Rural Planning Project**

Lichfield District Council

September 2011



# 2001 Census - Social Profile for Villages in Staffordshire

## Alrewas

Population	Count	Percent	Index
Resident Population	2744		
Males	1323	48.2%	99
Females	1421	51.8%	101
People living in Households	2744	100.0%	102
People Living in Communal Establishment	0	0.0%	0

Age Profile	Count	Percent	Index
0-4	157	5.7%	96
5-14	329	12.0%	93
15	32	1.2%	92
16-19	103	3.8%	77
20-29	195	7.1%	56
30-44	621	22.6%	100
45-59	611	22.3%	118
60-74	478	17.4%	132
75-84	161	5.9%	105
85+	59	2.2%	111

Households	Count	Percent	Index
Total Household Spaces	1169		
Occupied Household Spaces	1146	98.0%	102
Vacant Household Spaces	23	2.0%	62
Second Residences	0	0.0%	0
Average household size	2.39		101
All Single Person Households	268	23.4%	78
All lone pensioner households	178	15.5%	96
All pensioner households	323	28.2%	119
Single Parent Households with dependent children	35	3.1%	48
Single Parent Households with non-dependent children	35	3.1%	100
All households with dependent children	304	26.5%	90
Households with no employed adult and dependent children	21	1.8%	38
All households with 1 or more persons with Limiting Long-term Illness	337	29.4%	88

Health and Caring	Count	Percent	Index
People not in good health	197	7.2%	80
People with a Limiting Long-term Illness	418	15.2%	85
People of working age with Limiting Long-term Illness	154	5.6%	69
People who provide unpaid care	301	11.0%	111
People who provide more than 50 hours of unpaid care	42	1.5%	75

Amenity	Count	Percent	Index
Overcrowded households	22	1.9%	27
No central heating	72	6.3%	74
No WC and bath/shower	0	0.0%	0

Ethnic Group	Count	Percent	Index
White	2705	98.6%	108
Mixed	12	0.4%	33
Indian	13	0.5%	23
Pakistani	0	0.0%	0
Bagladeshi	0	0.0%	0
Other Asian	3	0.1%	23
Black	7	0.3%	11
Chinese	5	0.2%	41
Other Ethnic Groups	3	0.1%	25

Religion	Count	Percent	Index
Christian	2261	82.4%	115
Buddhist	0	0.0%	0
Hindu	6	0.2%	20
Jewish	3	0.1%	21
Muslim	3	0.1%	4
Sikh	4	0.1%	22
Other Religion	6	0.2%	75
No Religion	292	10.6%	73
Religion not Stated	169	6.2%	80

Dwelling Type	Count	Percent	Index
Detached	469	40.3%	172
Semi-detached	583	50.0%	152
Terraced	86	7.4%	27
Purpose built flat	10	0.9%	6
Flat in converted / shared house	6	0.5%	11
Flat in commercial building	11	0.9%	79
Caravan/Mobile home/Temporary	0	0.0%	0

Tenure	Count	Percent	Index
Owner Occupied	949	82.8%	122
Shared Ownership	0	0.0%	0
Local Authority rented	10	0.9%	7
Housing Association / Registered Social Landlord	97	8.5%	140
Privately rented	57	5.0%	57
Other rented	33	2.9%	90

Car Ownership	Count	Percent	Index
Households with no car	162	14.1%	53
Households with 1 car	436	38.0%	87
Households with 2 cars	438	38.2%	162
Households with 3 or more cars	108	9.4%	159
Total number of cars in the area	1667		
Average no of cars per household	1.45		132

As a result of rounding some figures may not always equal the total for this area.

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Source: 2001 Census Key Statistics

An Index has been created to compare the above area with England. The scores for England always equals 100, therefore a score of less than 100 indicates fewer people or households in that category for the area compared with England. A score over 100 indicates more people or households in that category for the area compared with England.

Produced by Research Unit, Development Services Department, Staffordshire County Council

Further details available by telephoning 01785 277359 or email mark.sproston@staffordshire.gov.uk

## Appendix 2: Local Views given during 'Rural Masterplanning' Project

### Alrewas: Other thoughts from Workshops 2011:

(Individual transcriptions from post-it notes made by workshop visitors)

Insert location: Alrewas		
Category/Type of comment	Comment made	*Additional comment made by others
<b>General comments about Alrewas</b>		
	Do not encroach on view of church and fields via the approach to Alrewas from King's Bromley	
	This is a wonderful village where we can feel safe	
	There are always plenty of interesting events etc, in Alrewas. Long may it continue	
	Entrance to village completely ruined by demolishing old cottages on corner Main St. and Ryknield St. and building modern houses with no character very close together. How on earth did this get planning permission?	
	Alrewas has always embraced change, which has sustained it whilst other villages have died!	
	The reason people come to Alrewas is it's rural. ~It is fast becoming suburbia and losing the magic.	
	Lichfield Mercury refuse to deliver to any 'new' development, therefore hard to find out what's going on (Broomhills Croft)	
<b>Development views - general</b>		
	Protect water's edge as key priority	
	Please do not join us up with Fradley/Lichfield	
	Moved here because we love it as it is.	
	Gravel pits extraction – No thank you.	
	Community size at maximum without major change to facilities. Removing village quality of life	
	No following of building policy – not Officer's decision – peoples decision – no mandate for the Officers.	
	No more development until sewerage system is upgraded	
	Leave it as it is	
	Needs no further major development. Keep within the	

	boundary.	
	Do not build on the green belt. Do not build on the washlands. Do not go outside the designated village boundary. Keep open spaces for wildlife and leisure. Any development should not be motivated by money and greed.	
	Do not ruin Alrewas any more. Developers are still trying. Let's stop them!	
	No more infrastructure until traffic problem resolved	
	No more development near flood plain	
	No building on flood plain	
	Don't spoil our village	
	Don't let developers spoil the character of the village	
	When is a village not a village – when it's over developed	
	Some of our older buildings have been built without modern day foundations. More vehicles cause problems.	
	Develop area between station and NMA as mixture of residential and 'small business'	
	The parking is bad enough now and it will only get worse	
<b>Parking, traffic and traffic management</b>		
	Tackling parking problems	
	Buses can't get through because of parked cars	
	Parking a problem around shops at Main St.	
	Parking. Needs addressing outside shops.	
	On street parking – remove double yellow lines, allow easy on street parking to access shops – maintain viable retail centre in the village as advised by Best Kept Village	
	The work outside the shops is very nice but it will not stop people parking cars on the corner and yellow lines	
	Cars are still parking on the forecourt at the front of the shops	
	If this was a village in the Cotswolds say, there would be a proper car park. Alrewas needs an answer to this problem as soon as possible,	
	Main Street parking ridiculous.	
	Parking on Main St is getting out of hand	1 comment attached – parking <u>is</u> out of hand

	Need car park for shops	
	A car park where the telephone exchange is	
	Put in a zebra crossing along main St. so children from north of village can get to school and the park	2 comments added; 1 in agreement, 1 disagreeing
	Traffic calming. Buses go faster than 30 mph	1 comment in support
	Traffic calming needed in Main St., Fox Lane and Furlong Lane.	
	Zebra/pedestrian crossing over main road.	
	No one way system	
	A sign which lights up displaying speed on approach to shops (in both directions)	
	Alternate double yellow lines on Main St. and <u>rigidly</u> enforced for six months	
	20 mph in all Alrewas	
	There are no safety crossing facilities for children to negotiate crossing Main St. to school	
	We need a 20 mph on Main St. traffic is too fast	
	Improve A38 so there are less accidents	
<b>Public transport</b>		
	Opening a rail link	
	Would like a station but where would it go from/to?	2 comments attached: 1: old Alrewas station?; 2: Derby/Burton/Tamworth/Birmingham
	Train station for Arboretum	
	Better bus services	
	Please don't reduce the times and amount of buses from the village	
	Open up Railway Station	
	We need a railway station and bridge access over the A38.	
	Reopen Alrewas railway station (halt) with footbridge over A38	
	Re-open station – provide new foot/vehicular access.	
	Open railway	
<b>Getting about the village - walking/cycling</b>		
	Some way of encouraging people to walk/cycle rather than drive within the village	
	Pedestrian bridge across the A38	



<b>Village facilities</b>		
	Consider moving play areas courts to north areas+ infill with housing long term on playing area	
	We would like a designated parking space for the library van please	
	Village hall rubbish hall. Pull down.	
	Tennis court please on edge of playing field	
	Prefer to see concerted effort to improve the village hall than tennis courts	
	Tennis courts and village hall are separate issues	
	Would like the use of a gymnasium – rumour has it that one is proposed for Fradley	
	Improvement to children’s park area/facility.	
	Lots of litter created by A38. More bins needed around the village please	
	Improved village hall needed	
	Many people are now working from home. We need a much better Internet service	
	Seating in public areas would enhance quality of life in the village.	
	More dog dirt bins are needed throughout the village.	
	Lack of suitable village hall for size of the village.	
	Public toilets	
	The doctors surgery to be removed to the edge of the village	
<b>Environment</b>		
	Poor street lighting on Church Road.	
	Too much dog mess.	
	I cannot believe that the work outside the shops cost £38,000!!	
	Dog fouling on filed, especially at night is a village disgrace	
	Worry of flooding	
	Could the drains and grids be cleaned regularly	
<b>Housing</b>		
	We need affordable housing for younger people	
	Small piecemeal building, not a large development	
	Affordable housing needs to be a markedly increased proportion of future development number.	

	Extension to the village. Road off Indian restaurant (Jaipur Cottage) land side of Manor Fields - not in the flood plain. - also traffic kept out of the village. A tasteful scheme would enhance views of the village.	
	Need more affordable housing to keep youngsters in the village	
	We don't want to merge with Fradley and then Lichfield. Consider school. (over-capacity?) and doctors (room for expansion?)	
	Sympathetic development – cottage style houses	
	No more development on flood plain north of Dark Lane	
	No 3- storey houses to blot landscape	
	More social housing	
	School is already over capacity with no ability to expand their buildings	
	Traffic problems come with more housing. Alrewas is at saturation point.	
	Affordable housing needed	
	Detail of housing based on need rather than desire of developers.	
	No more housing	
	School to be expanded if more houses built – at the moment children from the village are finding difficulty getting in.	
	Affordable houses	
	Allow vacant commercial site near petrol station to become residential to accommodate housing requirement.	2 supporting comments
		<b>Note: * Column refers to comments written on or attached to an original post-it comment</b>

## Priorities and Issues Results from 2011 Events: Alrewas

Your top priorities	Agree	Disagree
You say there are lots of constraints to development in Alrewas (e.g. A38, flood zone, conservation area).	53	0
You say infrastructure improvements (e.g. roads, car parks and drainage) are needed.	37	9
You want improvements to leisure facilities (including a tennis court) and canal moorings.	25	24
<b>Community activities and facilities</b>		
You think there is a good range of activities and facilities for most age groups, including places for formal sport and recreation.	36	3
Some of you feel there are a lack of activities for elderly and young people.	Elderly: 7	15
	Young: 15	6
You feel there is a varied range of local businesses which employ local people within the community.	11	17
<b>Transport</b>		
Some of you say you use public transport to get to Lichfield and Burton, but not many people use it.	24	3
Those who don't use public transport say that it is too expensive, unreliable and takes too long.	17	6
You say a railway station to serve the village and National Memorial Arboretum would benefit the village.	55	2
Many of you agree that the village is a safe place to cycle and walk.	34	12
You say parking around the village is a problem.	46	5

<b>Housing</b>		
<b>You think that there is a good choice of housing to meet peoples' needs.</b>	<b>26</b>	<b>12</b>
<b>You say that there is a lack of specialist housing (e.g. sheltered and affordable accommodation)</b>	<b>26</b>	<b>5</b>
<b>You feel that young people find it hard to afford properties within Alrewas.</b>	<b>40</b>	<b>1</b>
<b>Environment &amp; Communication</b>		
<b>You think the village is well maintained and an attractive place to live.</b>	<b>49</b>	<b>1</b>
<b>You wish to protect the rural atmosphere of the village.</b>	<b>44</b>	<b>0</b>
<b>Some of you say the local infrastructure is at breaking point and in need of attention.</b>	<b>23</b>	<b>7</b>
<b>You find out what's going on via newsletters, notice boards and local newspapers.</b>	<b>39</b>	<b>2</b>
<b>Many of you say broadband speeds are slow and mobile phone reception is an issue.</b>	<b>33</b>	<b>4</b>
<b>What you want in the future</b>		
<b>You want to protect local character and environment by maintaining the village boundary.</b>	<b>47</b>	<b>1</b>
<b>You recognise that certain in-fill development could meet the village needs.</b>	<b>17</b>	<b>15</b>
<b>You want a rail link for the village and NMA and public transport improvements.</b>	<b>36</b>	<b>0</b>
<b>Some of you want improved parking provision and traffic calming within the village.</b>	<b>41</b>	<b>1</b>
<b>You think Alrewas needs more specialist housing to cater for young and older people.</b>	<b>16</b>	<b>8</b>
<b>Some of you said you wanted better access to some facilities (e.g. Library)</b>	<b>11</b>	<b>2</b>
<b>You think play facilities could be improved.</b>	<b>22</b>	<b>5</b>



## Note on Workshops Plans.

### Introduction:

The Alrewas event was held on 8th February 2011. Following the presentation by CABE,\* those attending formed two separate workshop groups that considered village issues and annotated separate plans with their thoughts and ideas. The following Table identifies the matters discussed by the groups and included on plans or notes attached to them. They have been put into categories that reflect the main issues considered to affect the village and views on future development. In some cases the distinctions made are blurred, since discussions tended to cross the topics. The table tries to identify where a matter picked up by one group is related to one identified by another group (shown as ←----→). It is intended that this will eventually be able to be read alongside a plan of the village illustrating the group's discussions.

\*CABE: Commission for Architecture and the Built Environment

Group 1		Group 2
<b>General description</b>		
Threat that the A38 is growing to be more like a motorway, but acknowledged it is an essential link		
There is congestion on Main Street		
<b>Valuable or defining characteristics</b>		
Flood plain to the north – ‘bad news’ if built upon		
<b>Development and Housing Issues</b>		
Alrewas needs to retain identity and not become part of a large ribbon of development		
New development would create additional congestion on Main St		
Need to maintain separation from Fradley to south (seen as a threat), Barton to north		
		Please do not build beyond the village boundary
		No development on either side of the water's edge – this is the key to the joy of the village
‘Protected’ affordable housing needed (for old and young)	←-----→	More 1 <sup>st</sup> time buyer affordable housing for young people in the village
	←-----→	Sheltered accommodation for the elderly – they need their kids nearby to look after them.

No more development like Fox Lane		
Don't knock down old cottages (i.e. Opposite Leavesley garage Main St.) and build characterless houses very close together		
Poundbury – but 2 storey + modern		
Are there any redevelopable areas (to make them more sustainable)?		
<b>Several areas to protect from development identified:</b>	←-----→	Preserve the existing rural edge to the north and west of the village
<i>Farmland west of Mill End La.</i>		
<i>Alrewas playing field</i>		
<i>Any development south of the A513</i>		
<i>North of Church Lane (either side of Statfold Lane</i>		
<b>Several potential housing sites/areas identified:</b>		
<i>2 sites east of A513 north and south of canal</i>		
<i>Alrewas garage site, Main St.</i>		
<i>Essington House Farm (buildings)</i>		
<i>Farmland north of the village adjacent to A38 (part of Essington House farm</i>		
<i>3 sites north of Main St: 27 Main St./Mastrom printers; backland east of Post Office Rd; redevelopment east of William IV Rd</i>		
<b>Several potential housing sites/areas identified:</b>		
<i>2 sites east of A513 north and south of canal</i>		
<i>Alrewas garage site, Main St.</i>		
		Industry, housing, and re-opened station mixed use redevelopment on developed land east of A38. i.e. a rail station 'package'.
Connecting the village to the NMA and a new station over the A38	←-----→	Footbridge over A38 to connect to station and NMA and provide safe foot and cycle access to the heart of the village.
A new station east of the A38, at/near the old station	←-----→	A new rail station and 'park and ride' east of A38
<b>Traffic management</b>		
		20 mph zone suggested on Main St. from Fox La. to Burton Rd.

		Parking centrally is an issue
		Include chicanes in parking in Main St. to slow traffic. Pedestrianisation would be the death of village shops.
		Remove traffic signs and have the road at same level as the footpaths – follow traffic calming along a ‘Dutch’ model
<b>Other issues</b>		
Concern that CEMEX proposals for sand/gravel extraction to north/west of the village area an unknown environmental threat		
		Extend visitor moorings east of A513 (near Bagnall lock)
		Dedicated cycle path along Main St. – safe cycling for families and children
		Protected cycle paths to Barton for children to cycle to school
		Encourage more cycling to shops and school

### Children’s workshop groups

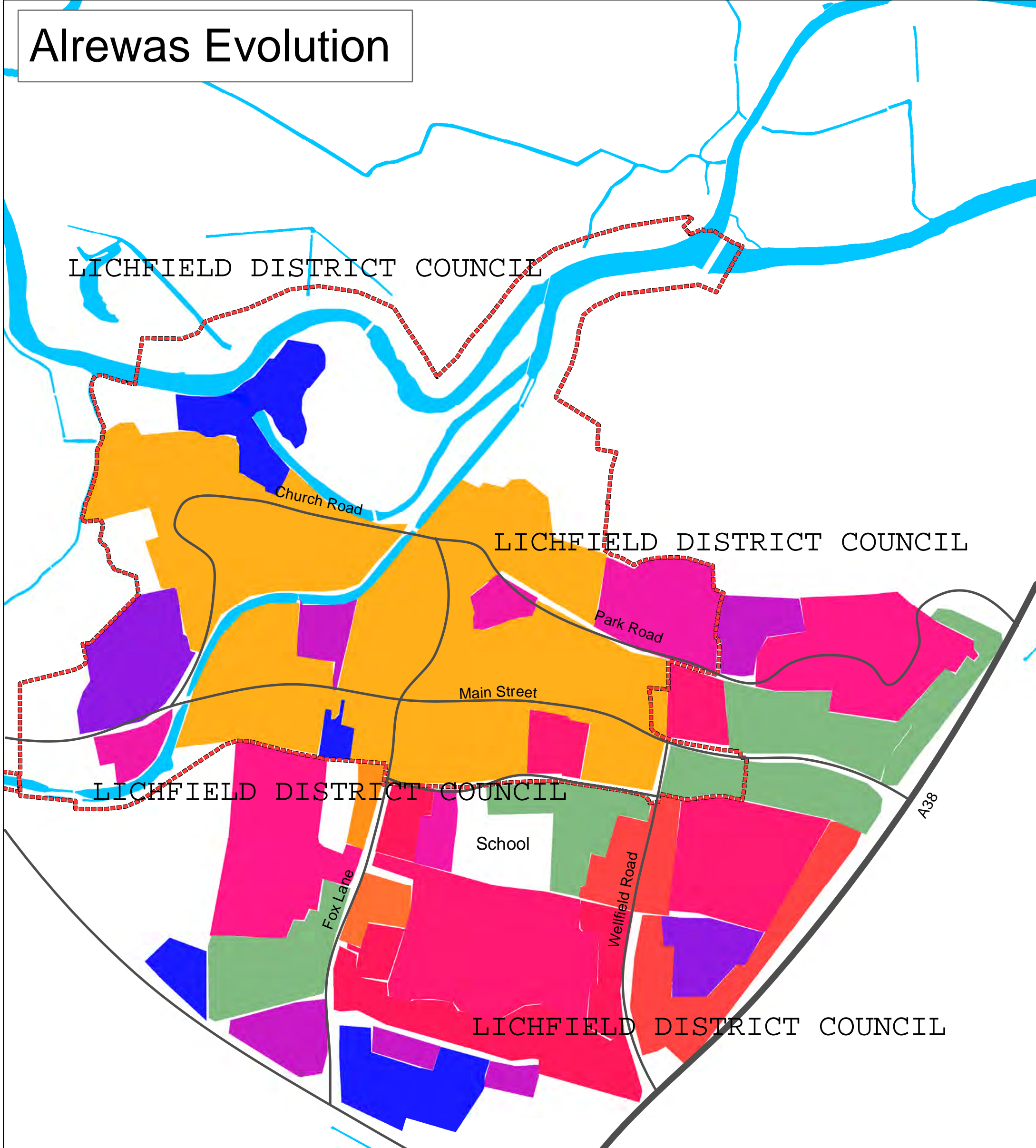
Two groups of children separately produced their thoughts on the village at the event as ‘workshop’ sessions. These took the form of either working on a plan – group 1, or as a ‘diagram’. These mainly took the form of ‘wish lists’ of features and attractions they would like to see in Alrewas.

<b>Group 1</b>		<b>Group 2</b>
		(Madeline, Alexander, Summer, Helena, Joe, Marcy?)
<b>Within the village:</b>		<b>Things we want in Alrewas (not mapped):</b>
<i>a park and adventure forest to replace some housing in the east of the village;</i>	←-----→	A new park, Climbing frames, several sand pits - a sand pit in the park
<i>an area of trees to replace housing in the west of the village;</i>		
<i>A chocolate factory on the playing field;</i>	←-----→	A chocolate factory
<i>A nursery, S. of Main St.</i>		

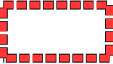













<i>A toddler group, Deepmore Close</i>		
<i>A water Park s. of Somerville Rd.</i>	←-----→	A water park
<i>A discovery and boating centre along the canal</i>	←-----→	A sailing club
A haunted fun house		
A pool at Oakenfield Rd.	←-----→	A pool
<b>Outside the current boundary of the village</b>		
<i>A playing field west of the village</i>		
<i>North of dark Lane: rock climbing, scuba diving, snorkelling, high ropes, pony club</i>	←-----→	A climbing club
South of the A513, Alrewas fair ground, with associated craft centre, animal centre , shop and 'meet the famous people'		
North of Daisy Lane – a housing estate		
East of the A38: a theme park, a housing estate redevelopment around the old station site, a sports arena		
		Rail
		Biscuit shop
		A cinema
		Rocket launcher
		A toy shop
		A car shop
		More flowers
		A water fountain
		A beach - by the river
		A sensory garden
		More shops
		Wishing wells
		More benches
		A new school
		A new street
		A police station
		A high school



# Alrewas Evolution



**Key**

	Conservation Areas		1950s
	Mixed Ages		1960s
	Pre 1900		1970s
	1910		1980s
	1920s		1990s
	1930s		2000s
	1940s		Water Features

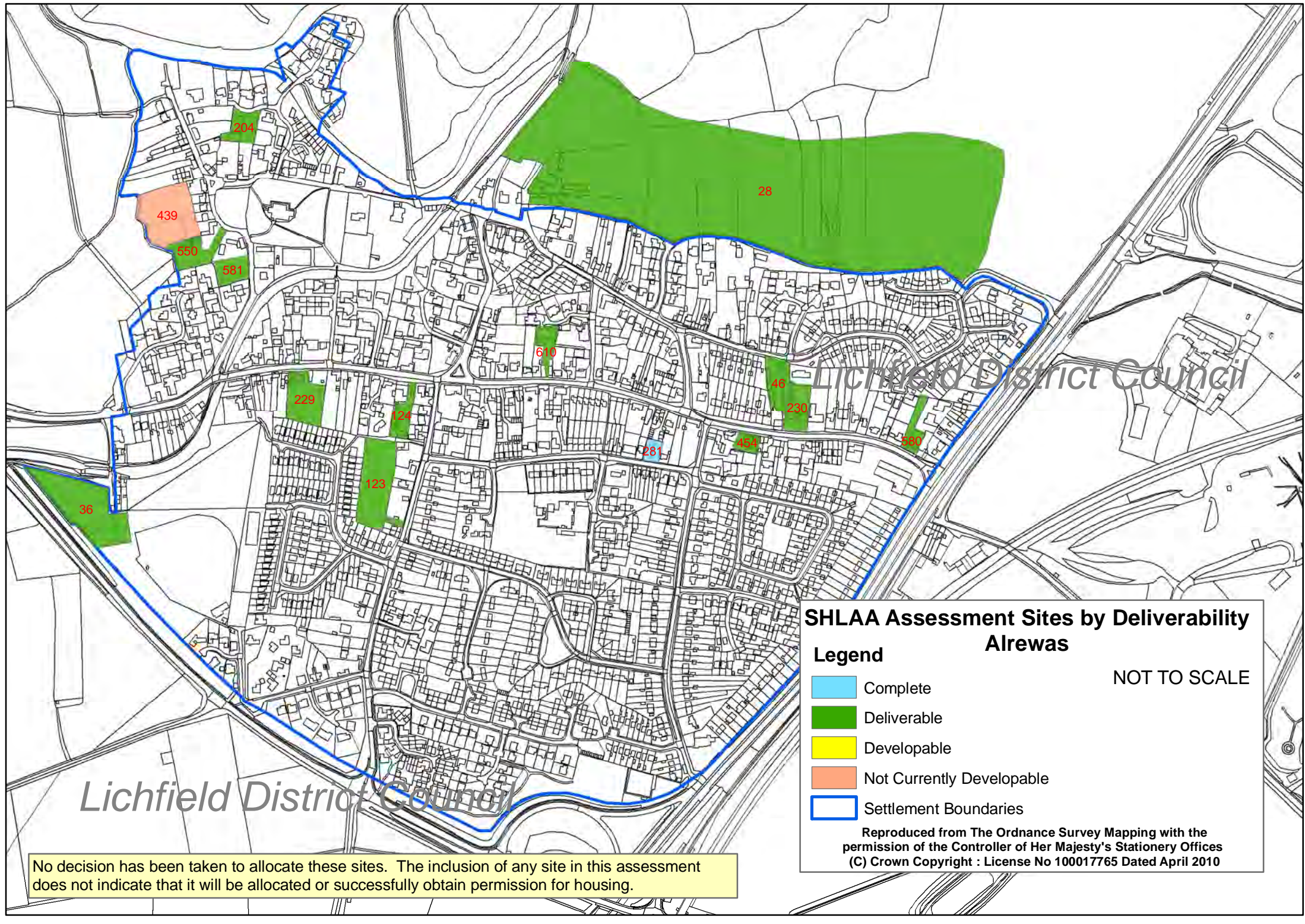
## Appendix 4

### Development Potential within Alrewas 2006 - 2026

Site reference	Location	Status	No. dwellings	No. Affordable
<b>Completions 2006- Mar 2010</b>				
03/01450	40, Mill End Lane	Complete	2	
06/00372/FUL	156, Main Street	Complete	1	
03/00967/FUL	50, Furlong Lane	Complete	1	
03/01018/COU	17, Alrewas Road	Complete	1	
		<b>Sub Total</b>	<b>5</b>	<b>0</b>
<b>With Planning Permission @1/4/10</b>				
08/01194/FUL <b>46</b>	Mastrom Printers		6	
09/00721/FUL <b>610</b>	Tudor Chocolates Workshop, Main St.		4	
07/01029/FUL <b>454</b>	60 – 64, Main street (conversion)		3	
08/00896/FUL <b>550</b>	18, Mill End Lane	(u/c @ 31/3/10)	1	
04/00779 & 04/00778 <b>123 &amp; 124</b>	Land off Fox La. and Main Street		12	0
09/00118/FUL <b>581</b>	16, Mill End Lane		1	
10/00221/FUL <b>580</b>	5 – 7 Main Street		1	
		<b>Sub Total</b>	<b>28</b>	<b>0</b>
<b>Deliverable and within Village Boundary</b>				
<b>36</b>	Land east of A513/south of canal, west of Canal cottages		16	3 - 6
<b>204</b>	Land off Coton Close	(pp expired)	2	
<b>230</b>	27, Main Street	(pp expired)	1	
		<b>Sub Total</b>	<b>19</b>	<b>3 - 6</b>
<b>Developable and within Village Boundary</b>				
		<b>Sub Total</b>	<b>0</b>	<b>0</b>

	<b>Development Potential 2006 – 2026 within Village Boundary</b>			
	Completed 06/10		<b>5</b>	<b>0</b>
	With planning permission 04/10		<b>28</b>	<b>0</b>
	Deliverable		<b>19</b>	<b>3 - 6</b>
	Developable		<b>0</b>	<b>0</b>
		<b>Total</b>	<b>52</b>	<b>3- 6</b>





439

204

550

581

28

610

229

124

46

230

123

281

454

500

36

Lichfield District Council

Lichfield District Council