

Lichfield District Rural Planning Project



SHENSTONE

- A. WHAT YOU SAID
- B. WHAT C.A.B.E. SAID
- C. OTHER EVIDENCE RELEVANT TO PLANNING FOR THE FUTURE OF ALREWAS
- D. TOWARDS A VISION FOR THE FUTURE



Lichfield District Council
September 2011

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. There was little by way of specific discussion within the rural masterplanning project of which village features or characteristics were important in establishing the character and environment of Shenstone. It was clear however that people liked living in the village and valued it as a place to live with a good quality of environment. There was a strong view that what was valued was the general quality of living in a rural environment that had good access to the countryside. Added to this was a view that Shenstone's location gave easy access to Lichfield and to Birmingham, so that a combination of factors made it a good place to live.



Path between Main St. and Church St.

3. The February workshop groups identified a number of open spaces as being valuable to the village in terms of its character, the area around the church, the recreation ground, the Lammas land and the Shenstone Court area at the southern edge of the village. The field between the railway and the houses on Court drive was also seen as significant in contributing to a green approach to the village when travelling by rail.

4. In a limited response to a questionnaire in 2010, people mentioned a sense of peacefulness, safety and a good sense of a friendly

community as things they liked about living in Shenstone, alongside the rural environment.

5. The Shenstone Industrial Estate was identified as a feature that detracted from the quality of the environment of the village because of heavy traffic to and from it, particularly on Pinfold Hill. Some questioned the value it had to the village in providing for local employment, since they thought that it provided little by way of employment for local residents. This caused some to question what its future role should be.

6. Because most people considered that Shenstone was a good place to live, with a high quality environment, they took the view that this should be protected, so that any future change should not result in an erosion of village character. Despite this view people in the February workshop groups were willing to look at the potential for future development (see below).

7. Flooding and flood risk was occasionally raised as a local environmental issue, arising principally from road drainage and lack of drainage maintenance.

8. Some views were expressed in the February workshop event that the village could take its own lead in₂

creating renewable energy for use by the village. Suggestions made to contribute to this were to develop the use of water power in the vicinity of Mill Lane and to establish a 'solar farm' on land to the north of the village, as shown on the Workshop Summary Plan.

- **Transport and traffic management**

9. In common with most villages, traffic and transport matters were high on the list of current problems within the village. In terms of roads, these mainly focussed on the level of traffic and heavy goods vehicles on the Pinfold Hill and Lynn Lane route, and upon the through traffic on Birmingham Road. Car parking was also considered to be a problem.

10. Speed and volume of traffic was considered to be the main issue for Birmingham Road. A number of solutions were suggested for this, including the construction of a roundabout at the Birmingham Rd. St. John's Hill junction, other traffic management measures along the length of Birmingham Road, extending to a long-term solution of an eastern bypass. Further north along the road beyond the village mention was also made at the congestion at Wall Island at peak times.

11. In relation to the industrial estate to the west of the village a suggestion of creating a new access road from the south was made, although it was acknowledged that there would be environmental and green belt issues arising from such a proposal. Most people took the view that a more realistic approach to the traffic issue would be in terms of changing the land uses within the industrial estate area.



Birmingham Road

12. Three separate parking issues were raised through the consultation. The most frequently raised was in relation to parking at the village shops. This was considered to be a worsening problem by some with more cars parking in Lincoln Croft. One view was that most of the parking spaces were taken by people working in the shops, leaving little available for customer parking. Few particular solutions were offered, other than by marking spaces, but some thought that a means was

needed of encouraging people to walk to the shops.

13. The second parking issue identified was at Shenstone rail station, with some considering it to be inadequate or resulting in the spread of parking onto nearby streets. Whilst a view put forward was that station parking should be increased, a view was also expressed that additional station parking would pull in more traffic from outside Shenstone, impacting on the village.

14. The third parking issue was identified at the recently built Tesco, where the number of spaces was considered difficult and inadequate. A suggestion of opening the parking up onto Churchill Rd. was made by one resident, alongside removing the yellow lines.

15. It was clear from the workshop results and earlier events that there was a significant level of agreement within the village that the issues of heavy traffic through the village and the range of parking issues were amongst the high priorities for improvements that should be made to the village.

16. In terms of getting about the village a frequently raised issue was the narrowness or absence of pavements along some roads, which made₃

walking difficult or dangerous. The Church Rd./New Rd. junction was identified as one dangerous location and parts of Birmingham Rd. were also identified. Suggestions were also made that cycling facilities should be improved, one response suggesting that cycle lanes could be widely introduced within the village.

17. In terms of public transport, the train station was clearly valued and used by residents for shopping and work, but there were issues associated with it other than parking. Many agreed that disabled platform access was inadequate. The other issue raised was that all trains should stop at Shenstone to/from Lichfield and this view had a significant degree of support.

18. There was little by way of direct comment about the quality or frequency of bus services during any of the consultation. However there was a suggestion made at the February event that a public transport link to Tamworth would be good, particularly for younger people to access facilities such as the cinema.

- **Community activities and facilities**

19. There appears to be a general view that Shenstone has a good range of facilities and activities to serve the

community, but that facilities specifically for younger people are more limited. These views were expressed in earlier consultation and questionnaire responses and were supported by responses to the February 2011 workshop event.



Shenstone Village Hall

20. Despite this acknowledgement a number of people raised issues in terms of a need to improve facilities. A number of people expressed a view that the recreation ground and sports pavilion were in need of improvement, although some were aware that this work was already in hand. There was a view also however, that football seemed to dominate the use of the recreation ground and take up all weekend use, whereas it should be available for all ages and uses. In addition there was a question of whether sport opportunities for girls were adequate.

21. A number of suggestions were made for additional facilities for the village. These included a need for allotments, a suggestion of a bowls club/green to cater for older residents and of a community facility such as a 'children's centre' which could be a family resource.



Village shops

22. Many people were concerned at the loss of the Plough and Harrow as a public house and wanted to know if its future had been resolved.

- **Development and housing**

23. In terms of general attitudes to the future it was clear from the consultation and the workshops that most people did not want to see any major changes to the village in terms of future development, including additional housing. The development of new housing estates was seen as a threat to the existing character of the

village and the nature of the existing rural environment. Nevertheless, many people accepted that change would take place and were able to contemplate potential options for new housing development within the February 2011 workshop event, albeit framed by their overall view that they did not wish to see any major change.

24. The question of whether there was a local need for new housing was posed throughout the consultation. In the earlier questionnaire responses, the majority of people felt there was a good choice of housing locally to meet needs, although there were comments about there being not much property on the market either for 'upsizing' or 'downsizing' and there was a potential need for smaller starter homes and retirement housing. In later events, acceptance of a potential need seemed to focus more towards smaller homes for starters or for downsizing, but there is a difficulty in finding sites because of the Green Belt. The February workshops responses to questions show some support for the view that there is a need for smaller affordable housing for young people and families and for smaller properties for 'downsizing'. No one specifically suggested that there should be 'social housing' for rent, and although the term 'affordable housing' was not defined by people it was thought to be

generally used in the sense of cheap open market housing.

25. In considering potential options for future housing, respect for Green Belt boundaries was a concern expressed by some and others expressed the view that 'brownfield' land should be developed before any 'greenfield' land released. Nevertheless at the February workshop a number of options were put forward that would involve the use of land currently in the Green Belt.



Shenstone Industrial Estate

26. A well-supported option that would potentially lessen some of the existing village problem of heavy goods vehicles was the redevelopment of part of the industrial estate nearest to the station for housing. In addition a suggestion was also made that part of the area could also be potentially redeveloped for small business use. An issue would remain about the

extent of redevelopment, but a suggestion was made by one group for redevelopment of a significant part of the estate, while a second group suggested a smaller scale redevelopment. These ideas are shown on the Workshop Summary Plan.

27. One workshop group identified several smaller scale potential locations for housing to meet specific needs that the group thought to be needed. These included both redevelopment and 'greenfield' options for young buyers – see the Workshop Summary Plan. They included small sites to the north of the village and east of Birmingham Road.

28. One workshop group put together an idea for a longer-term expansion of the village to the east of Birmingham Road. The group noted that development of this area should only take place if Birmingham Road was diverted. This would both enable development close to some existing facilities such as the school and recreation ground and allow Birmingham Road to be significantly 'downgraded' to allow the integration of the new development with the existing village. The group suggested that if developed the area should have a "broken informal edge" to contain green uses such as allotments, and planting.

- **Other Issues**

29. The need to upgrade the village to provide high speed broadband was identified as an issue by many people. It was considered to be needed in particular to allow people to work more from home.

- **What you want for the future**

30. There appeared to be a significant level of consensus amongst residents of Shenstone on how they view their priorities for the future. A great majority would not wish to see the village get any bigger and would want any new development to meet local needs, albeit many saw the redevelopment of part of the industrial estate for housing as potentially assisting with existing village problems.

31. Higher priorities for villagers are more about improvements to existing village facilities. These include an improvement to rail services and the train station facilities, improvements to recreation, play and other facilities and footpath, road and drainage improvements.



Shenstone Station

B. What CABE said

32. 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 Shenstone is set out below.

"Shenstone

As encapsulated by a local participant, Shenstone is a 'very neat' village in terms of its physical compactness with shops, church, other facilities and school and sports pitches around the hill at its centre. It is served by a railway station, with an adjoining industrial estate, and the main Birmingham to Lichfield road (A5127) skirts the East of the village.

The village has an interesting and unusual street layout with main routes defining a protected and roughly triangular centre to the village within which a network of pedestrian routes joins up old and newer culs de sac giving the benefits of a commercial/ community heart that is generally free of through traffic. There appeared scope to improve some of

these pedestrian links in terms of surveillance/ lighting to encourage increased pedestrian/ cycle usage.

Access to and from the industrial estate does however mostly involve passing through parts of the village and this is a significant focus of concern for local residents.

Shenstone has an evidently strong sense of a single community with clear views emphasized by high levels of attendance and validation of issues recorded at the exhibition and by the strong participation and close agreement on action points at the workshops.

This is the only one of the settlements with a rail service (Birmingham-Lichfield) which has underpinned Victorian and subsequent commuter housing. With a direct access to the M6 Toll and A38 from the nearby junction it is a location of choice today as an attractive place allowing quick accessibility to an extensive area by road. Consequent problems of success (notably demand for and market focus on large family houses to the exclusion of other typologies) are evident.

Physically Shenstone is very constrained to the west by the railway line (except at the station

bridge which allows access to the industrial estate). The A5127 effectively defines the eastern edge of the main village. A watercourse (with narrow flood plain) to the North and historic parkland to the South provide the other limits of a village that has spread north-south between road and railway.

Local participants emphasized a local need for smaller homes (notably for 'empty nesters' or elderly people to trade down and stay in the village) and saw some scope for infill development to achieve this.

The future of the industrial estate, and related areas West of the station, was a focus for the workshop groups, all of which saw potential for planned change towards a different mix with less heavy vehicle/ haulage activity and more small businesses and/or housing use. I agree that this should be an immediate priority for 'transition planning' of an area obviously in flux with regeneration and brownfield re-use potential. A planning brief would seem appropriate.

Within the context of a general view of maintaining tight protection of the Green Belt around the village there was some willingness to

consider limited releases of land to the North (toward the garden centre), to the South (part of Shenstone Court grounds) and to the East of the A5127. In my opinion development to the North (separated from the village by the watercourse and Lammas land) would not connect well with the village centre. The village already spreads out to the South and the Shenstone Court area is at some distance from the village centre and the railway station. Of the longer term possibilities the ones that appeared most coherent to me to maintain a 'neat' village character would be firstly concentrating on re-use and consolidation around the industrial estate/ station vicinity. Following that I would look to the East where the school and some shops on the main road already offer a focus and where I believe the A5127 could be calmed to the characteristic of a village main street in association with some limited eastward expansion of housing development."



Part of the Conservation Area, Main St.

C. Other Evidence Relevant to planning for the future of Shenstone

- **Character and Environment**

33. Shenstone is an historic freestanding rural settlement that has retained its historic centre and its rural character despite some significant growth during the twentieth century. While the village expanded significantly during the twentieth century, its historic core remains mostly intact and there is a Conservation Area that encloses the full extent of the historic settlement. A Plan showing the general evolution of Shenstone in the modern period is included as **Appendix 3**.

34. People did not identify specific features of the character or

environment of the village that they sought to protect within the rural planning project. There was some mention that people valued the rural environment and access to the countryside and several areas of open space were identified as being of value to the village. These included the land around the church, the Lammas land and the recreation ground. Some people raised the issue of drainage, but the overall lack of specific comment might suggest that people who live in Shenstone are generally content with the quality of the village environment.

35. The District Council has prepared a Conservation Area Appraisal for Shenstone and a Conservation Area Management Plan. Together these reflect the historic importance of the village and identify key characteristics that require protection or improvement. These relate to the character and quality of the buildings, the character of streets and the more natural elements such as trees.

36. Although early development at Shenstone was linear along main routes into and out of the settlement, historic Shenstone formed a discreet and fairly dense settlement within an agricultural landscape. The historic core of the village is located on and at the foot of St John's Hill. The tower of St John's Church, which crowns the

hill, can be seen for some distance on approaches to the village and in the wider landscape. The 20th century development in the village has a different layout and form from the historic core.

37. The Shenstone Conservation Area covers the relatively complete and unspoilt historic core concentrated in Main St, Church Rd and parts of Pinfold Hill. Developed as an agricultural settlement it contains a range of buildings from different historic periods and in different architectural styles reflecting a wide range of social status in the historic village. However there is a consistency to the building materials and the heart of the village retains a rural character, the result of its cottage style dwellings and the presence of a significant amount of mature trees and hedgerows. Buildings are often of two storeys with a horizontal emphasis and are often comparatively close to the roadway with little private frontage. Where curtilage walls are found they are of red brick with blue half rounded coping stones.

38. The Conservation Area Management Plan notes that the tower of old St. John's church is one of 5 Listed Buildings within Lichfield District on the English Heritage Buildings at Risk Register, but no other buildings

within Shenstone have been identified by the District council as being at risk.

39. The District Council will seek to maintain the quality of the Conservation Area through the Management Plan, including measures such as additional planning control over some buildings, identifying non-listed buildings that are worthy of being placed on a local list of buildings of interest and taking enforcement action where unauthorised works have taken place. The additional controls over particular buildings will apply to matters such as any additions to the buildings and to external painting. In addition it will ensure through its development management role that new development does not have an adverse impact on buildings or important landscape features.

40. The Conservation Area Management Plan has a positive role in identifying potential improvements to the Conservation Area. For Shenstone it has identified a number of improvements that could be made, subject to funding. These include street lighting in the Conservation Area, the frontage to the shops in Main Street and paving within the Conservation Area, including in Church Road and Pinfold Hill. The Conservation Area would also benefit from higher quality and more coherent

design of street furniture, including lighting, which varies in style and design. The identification of these potential improvements will allow the future preparation of schemes for improvement in consultation with Staffordshire County Council and utility operators, and bids for funding.



Parking by shops on Main Street

41. Finally the Conservation Area Management Plan identifies the issue of parking in Main Street that many residents have expressed concern about and proposes to work with the County Council to seek solutions to the issue.

Natural Habitat

42. An Ecological Study of Lichfield District (2009 by Staffordshire Ecological Services) has examined two areas around Shenstone for potential habitat that may inhibit development potential, or need

protection in the event of development taking place. This would be the case if these areas were important in supporting species that are either protected and/or identified in Staffordshire Biodiversity Action Plan. One of the areas lies to the west of Shenstone, north and south of Lynn Lane, including part of the Shenstone industrial estate where there has been discussion about redevelopment potential for housing. The second area lies to the south and south-west of the village, including the Shenstone Court area.



Footherley Brook

43. The area surveyed to the west of Shenstone includes two parcels of

land already identified as 'Biodiversity Alert' sites, where there is known ecological interest. These are Malkin's Coppice, and part of Little Holmes. Malkin's Coppice 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. It contains a network of footpaths.

44. Little Holmes is associated with Footherley Brook and is mainly semi-improved grassland also containing a footpath. The north bank is lined with alder, crack willow and poplars and the survey 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 fields of poor semi-improved grassland.

45. Naturally there is less interest south of Lynn Lane within the employment area although it should be noted that the brook course passes through the employment area.

46. The Ecological Study recommends the retention of the two Biodiversity Alert sites and the species poor semi-improved grassland that links them.

Habitat enhancement along the brook corridor is also recommended and it should be noted that this could extend to improvements south of Lynn Lane in the event of the redevelopment of this area.

47. In the Shenstone Court area the Study notes there are no designated sites, but the area around Shenstone Court is parkland habitat and there is also a belt of woodland. Further survey would be necessary to determine whether the area contains veteran trees. The Study recommends the retention of the parkland and woodland and further survey for veteran trees.

Flooding

48. At the February workshop a few people mentioned drainage issues, in particular blocked drains, for example at Millbrook and Birmingham Road. There may be maintenance issues related to these issues however, despite the presence of Footherley Brook and crane Brook close to the village itself, Shenstone had not been identified as one of the seven settlements within Lichfield District that are at a high risk of flooding, in terms of the flooding of properties.

49. A Surface Water Management Plan was prepared for Southern Staffordshire in 2010 and forms part₁₀

of the evidence base for the Local Development Framework. The survey analysis for the Management Plan identifies only one historic highway flooding event, south of the village on Birmingham Road. Overall it identifies only 121 properties at future risk from flooding and recommends site-specific investigation of potential development sites, rather than further investigation for the village as a whole.

• Transport and traffic management

50. Two main transport issues were raised during the course of the rural masterplanning project. These were the impact of the volume of heavy goods traffic within the village travelling along Pinfold hill to the Shenstone industrial estate, and the volume and speed of traffic along Birmingham Road, particularly at peak times.

51. Parking on Main Street and parking for the station were also raised as issues, since these were seen as an increasing problem spreading to nearby roads.

52. The heavy goods vehicle issue on Pinfold Hill has been a problem for a number of years and relates to some of the units in particular. There have been measures to control traffic speed on Pinfold Hill but the installation of

speed humps was not successful. There are also some limited speed control measures and gateway features on Birmingham Road and a speed limit of 40 mph on this route.

53. 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.

54. The Integrated Transport Strategy identifies a number of County- wide initiatives that would address problems at a local neighbourhood level. These include a speed limit review and introduction of 20 mph zones, careful consideration of any requests to limit HCV movements, (in line with the County Freight Strategy), subsidised bus services and other public transport initiatives.

55. The Integrated Transport Strategy includes a specific proposal for vehicle speed reduction in Shenstone, understood to relate to speeds on Birmingham Road, for which a scheme is proposed to be developed over the next 3 years.



Traffic on Birmingham Road

56. The range of local neighbourhood solutions identified on the Strategy would require financial resources to be identified. The County Council Divisional Highway Programme enables County Councillors the opportunity to directly input into delivery programmes, working with Parish Councils. There are scarce resources for transport management reinforced by the present economic situation within central and local government. Such initiatives will need to be largely funded by County council capital and revenue funds, (including Councillor's revenue funds) and influenced by community_{1 1}

consultation. It will be important for communities to be aware of these funding mechanisms for small-scale schemes and the opportunity to influence them if there are particular local issues such as those identified in Shenstone.

Accessibility

57. 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. The study showed that although Shenstone has some relatively good access to local facilities within the village and to facilities in Lichfield, it otherwise has poor accessibility when compared to locations within Lichfield or Burntwood and the villages of Fazeley/Mile Oak and Armitage with Handsacre.

58. The Study ranked accessibility scores by Ward for Lichfield District and divided those into quartiles, which gave a measure of relative accessibility of wards within the District. With the exceptions of Armitage with Handsacre and Fazeley/Mile Oak, the rural areas of Lichfield District consistently had accessibility overall composite scores that fell within the bottom quartile for

the District. In terms of accessibility to individual facilities, Shenstone Ward consistently fell within the bottom quartile of the Lichfield District Wards except for access to employment and to hospital, where it fell within the third quartile.



Shenstone Library

59. These results of the Study suggest that in terms of accessibility, taking account of the whole range of services and facilities considered, Shenstone is on a par with settlements such as Alrewas or Whittington in terms of its level of accessibility, except of course that it has direct access to rail facilities. Whilst it could be considered to have relatively poor accessibility compared to some urban areas, in rural terms the accessibility study suggests that it would be reasonable for Shenstone to have a role in accommodating part of the rural growth within Lichfield District if such growth was required as part of a District-wide strategy.

Train Services

60. Shenstone is one of two rural settlements within Lichfield district that has direct access to a rail station, and Shenstone station is located within easy walking distance for most of the village. The station is also used as a 'park and ride' facility for commuters into Birmingham since it is located on the cross-city line. Whilst the station has parking facilities its disabled access to platforms is limited.

61. An issue raised in the February workshop was that all cross-city line trains should stop at Shenstone and this view had a significant degree of support. Network Rail published a new Route Utilisation Strategy in May 2011 covering the period up to 2020 in detail, following a consultation process that included the publication of a draft Strategy in 2010. It is noted that the Strategy confirms the proposal to extend the cross-city line southwards from Longbridge to Bromsgrove. However there is no mention of stopping more trains at Shenstone or of any other improvements to the service within Lichfield District. It is not known at this point if there are any technical matters, such as timetabling that would prevent additional stopping services at Shenstone or whether the current frequency is for economic reasons. Further discussion with_{1 2}

the rail industry is required to see if there is a case for pursuing additional stopping at Shenstone.

62. Good access to a station, which at Shenstone serves both Birmingham and Lichfield, is potentially a favourable factor in terms of locations for additional housing, and the good level of both rail and road accessibility was noted in the 'CABE' report.

- **Community activities and facilities**

- **Recreation**

63. In terms of outdoor or indoor sport, play and general recreation, Shenstone has facilities within the village provided by the recreation ground, community hall and other clubs. It contains facilities typical of a larger village, some of which have recently been improved or renewed. It also has good access to the 'Esporta' facilities at Wall Island, albeit that these are private facilities. It is necessary to consider whether the level of sports facilities and open space are adequate for the needs of the village, or whether there are deficiencies that should be addressed.

64. 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 Shenstone.



New play facilities, recreation ground

Sports Pitches

65. The Playing Pitch Assessment considered the village as part of a 'Rural South' area of Lichfield District, (encompassing Little Aston, Shenstone, Stonnall, Fazeley and Bourne Vale wards) and also at the Ward level. Because of the wide area covered by 'Rural South' these 'sub-area' figures are not greatly helpful in considering individual settlements.

66. 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.

67. Overall the study found a current surplus of adult football pitches in Lichfield Rural South area of some 8.4 pitches, but shortfalls in junior football, mini-soccer and cricket. The ward level analysis for Shenstone indicates a current surplus of 1.8 adult football pitches and shortfalls of 0.8 pitches for both junior football and cricket. The current analysis at ward level is based upon matching supply and demand following an audit of pitches and a survey of clubs. The report noted that there was no need to take any action in relation to the supply of cricket pitches since it was caused by the use of Shenstone Cricket Club facilities by Hammerwich Cricket Club.

68. Considering the future at the sub-area level, including population changes and predicted participation in sport, the study predicted that for Lichfield Rural South the shortfalls in junior football, mini-soccer and cricket pitches would all increase by 2021. It is not clear however whether the shortfall figures for the 'Rural South' fairly represent the future situation for Shenstone, since there are already significant shortfalls in junior sport in Fazeley with no adult surplus of pitches that could be re-designated and so future problems mainly lie within Fazeley. There are current_{1 3}

surpluses of adult pitches that could be used specifically for junior sports within Little Aston and Shenstone Wards. In addition the Study assumes that Shenstone is likely to see a fall in population in future years, which would suppress future demand. However if there is scope for future housing growth in Shenstone this could affect future demand.

69. The study recommended that for Lichfield District policies should ensure the safeguarding of existing pitches, securing community use agreements of schools facilities and re-designating some adult pitches for other sports, such as junior football and mini-soccer. The report noted that there was no formal community use agreement for Greysbrooke Primary School.

Play and Open Space

70. For outdoor play Shenstone recreation ground has recently been re-equipped for children's play. The District Council's Open Space Sport and Recreation Assessment of 2009 identified this area as the only children's play area for the village. A significant portion of the village, to the south and south west of the play area, would be beyond a 10 minute walking distance from it, and the Assessment classifies it's accessibility a poor. It is difficult to see how this situation could

be improved without the provision of a second equipped play area.

71. The Open Space Assessment also included a quality assessment of play spaces and found that the Shenstone recreation area had a reasonable score in terms of quality, a score of 23, within a range of 12 to 39 within Lichfield District play spaces. However this situation has now been addressed through the recent improvements carried out by the Parish Council.

72. Shenstone is a village with relatively few general amenity spaces other than the recreation ground, having no 'village green'. It does however have a significant area of 'semi-natural greenspace' in the form of the Lamma Land and Malkin's Coppice. These are reasonably accessible to much of the village. There is an issue however in relation to allotments, since there are currently no allotments within or on the edge of the village and there appears to be an increasing demand, in terms of requests to the Parish Council for allotment provision.

- **Housing Growth**

73. **Recent growth:** The map showing the evolution of Shenstone to the present (see **Appendix 3**) shows the significant growth of the village away from the historic core contained within

the Conservation Area. Much of this significant growth took place from the 1970's and continued into the 1990's, after which there have been only small amounts of infill and redevelopment within the existing village boundaries.



Recent housing, Birmingham Road

74. A Table showing the remaining development potential within the current village boundary identified by the District Council's 2010 Strategic Housing Land Availability Assessment, is included as **Appendix 4** together with a Plan of potential sites identified by the SHLAA. It shows only 16 house completions since 2006 in single or small plots and limited further potential of 31 dwellings through redevelopment opportunities, some of which has been completed or is now under construction. The largest of these sites, at 13 dwellings, is outside the settlement boundary on the north side of Lynn Lane, at Oakdale.

75. **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 Shenstone 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 Shenstone.

76. The Rural Housing Needs Survey of 2008 included Little Aston within the 'rural south' part of the District, which encompasses Little Aston, Shenstone, Stonnall, Canwell Wall and Weeford. Within this area of over 15,000 houses, it identified an owner occupation of 91.1%, significantly higher than most parts of Lichfield District, with a very low proportion of dwellings being for social rent. For Shenstone the 2001 Census showed 82.5% owner occupation with only 12.4% social renting. Most existing housing is of larger detached properties and both house prices and incomes are higher in the 'rural south' than in other parts of Lichfield District.

77. In response to a survey 10.3% of residents who responded considered their current home to be unsuitable for their needs. This however represented only 23 households of 217 replies to

the survey and so the results must be viewed with some caution. Size, particularly properties being too large, was the main reason given for unsuitability, with 34% of those who thought their home unsuitable for their needs saying it was too large compared to 17% who said it was too small. Comparing property size with household size also indicated that under-occupation is much more significant than over-occupation in Lichfield 'Rural South'.



Housing under construction, Lynn Lane

78. Just over a quarter of the households who responded to the survey had moved to their current home within the last 5 years, and 81% of these had moved into the area from elsewhere, mainly from Lichfield, Sutton Coldfield and Walsall.

79. More households expressed an intention to move within the next 2

years than actually moved in the past 2 years, 15.8% compared to 10.2% and only around 25% of those intending to move expected to stay within the 'rural south' part of the District.

80. Most people who intended to move expected to own their own home, with most having a preference for four bedroomed or three bedroomed detached housing. None of those intended movers were looking for a one bedroomed property.

81. Whilst 7.7% of households contained at least one member planning to move out to establish a new independent household within the next two years none of them expected to stay within the 'rural south' part of Lichfield District. The overall housing demand from both existing and newly forming households is primarily for two, three and four bedroomed detached properties.

82. Whilst it is difficult to quantify, the survey does provide some support for the view expressed through the workshops that there was a need for properties to downsize to. In addition there seems to be little specific demand arising for social housing from within the area since most people are in or were expecting to be in, owner occupied dwellings.

Development opportunities:

83. The District Council's Strategic Housing Land Availability Assessment 2010 (SHLAA) identifies some significant options for the further housing development of the village. The potential scale of housing growth using sites within the current village boundaries is unusual when compared to other villages within Lichfield District, since they include the potential for redeveloping Shenstone Industrial Estate, either in part or in its entirety.

84. Redevelopment of the entire estate would provide a housing capacity in the order of 165 dwellings, whilst a smaller part redevelopment is identified as having a capacity of around 43 dwellings. Other significant housing options identified within the SHLAA are the development of the Shenstone Court park area, and major development along Lynn Lane beyond and to the south of the Industrial Estate.

85. These identified sites should be considered as providing a choice of 'options' brought forward by separate interests, rather than implying any necessity to consider such a large scale of development. This was essentially the approach taken by the February workshop sessions where those who attended were able to suggest and consider the relative

merits of different locations with the potential for new housing. The workshops considered as options several sites that have not been identified through the SHLAA process, including an eastward extension of the village beyond Birmingham Road, which was considered as a 'long term' option provided a realignment of Birmingham Road as a through route took place.

86. The Composite Plan of Workshop Ideas shows the various sites considered by the workshop groups. It should be noted from the plan that not all the ideas considered by the workshops groups are compatible with other ideas for the same parcels of land, such as sites within the Lammas land to the north of the village or within the parkland of Shenstone Court.



Land on the north side of Lynn Lane

87. If further housing growth is considered for the village, the sites

outside the current village boundary all lie within the adopted Green Belt, unlike the Shenstone Industrial Estate. Notwithstanding current policy, the merits of the options should be considered.

Shenstone Industrial Estate

88. The only potential sites within the current village boundary that would provide significant capacity for new housing are the two sites identified within the Shenstone Industrial Estate. These could be redeveloped in whole or part and/or phased over a number of years. The SHLAA assumes that there is around 7.9 hectares of developable land within the area, taking account of land liable to flood, and assumes different densities for the two sites, giving a total capacity of 165 dwellings.

89. The main arguments in favour of redevelopment within the Industrial Estate are that it is currently under-used for employment with several vacant units and that its continued operation has a harmful environmental impact on the village because of the levels of heavy traffic it can generate. A Market Assessment of Industrial sites carried out for Lichfield District in 2008 noted that the site contained a variety of buildings ranging from modern office to older industrial units in varying states of disrepair. The₁₆

smaller modern office and industrial units were considered to be marketable, but the Assessment identified a number of constraints to the future success of the estate, including the long walking distance and limited facilities within Shenstone the difficulties created by HGV traffic and that parts of the site are affected by flood risk.

90. The Assessment was not asked to consider the potential of the site for housing, but it identified potential for redevelopment for light industry and offices as parts of the site became available for redevelopment.



Part of the industrial estate, near the station

91. Against the arguments in favour of considering some redevelopment of the site for housing purposes is the value of an employment base for the village. One of the elements of creating sustainable places to live is providing

opportunities to minimise both the amount of travel to work by car and the length of journeys by car. Shenstone certainly has the type of physical relationship between housing and employment that provides the opportunity for significant local working, but it is uncertain whether the estate currently fulfils this role. Anecdotal evidence from villagers suggests that there are few people who both live in Shenstone and work on the Industrial Estate. Nevertheless it can be argued that a complete loss of employment would be a retrograde step in the creation of sustainable places to live, in terms of lost opportunities.

92. The sustainability arguments tend to support an approach of avoiding the total redevelopment of the Industrial Estate and seeking the establishment through redevelopment over time of newer employment uses which potentially could provide more local employment and reduce HGV movements. Such employment uses, which could include offices, may tend to be relatively small in terms of space requirements, providing the opportunity for the redevelopment of part of the site to provide for housing. Such an approach was suggested by at least one group in the February workshops and seemed to achieve some support at that event.

93. In terms of assessing the potential for housing if this approach is taken, the eastern parts of the site nearest to the station and village facilities would be most appropriate for redevelopment for housing. There is an issue of at what point should the 'break' be between housing redevelopment and retention for employment uses.



Birchbrook Road

Such a decision could properly be made through an Allocations of Land Development Plan Document. However, redeveloping that part of the site from the railway up to Birch Brook Lane might be an appropriate limit to residential redevelopment, taking account of the development under construction on the north side of Lynn Lane. This would provide a housing

redevelopment capacity of around 80 to 100 dwellings.

Options Outside the Settlement Boundary

94. The SHLAA identifies three significant green belt sites, which are either deliverable in the short term or available and developable in the longer term. These are part of the Shenstone Court Park north of Court Drive, with an estimated capacity of 73 dwellings, land north of Lynn Lane at Shenstone pumping station, with an estimated capacity of 41 dwellings, and a large area surrounding the Shenstone Industrial Estate with potential up to 700 dwellings. In the context of the preparation of the Local Development Framework by the District Council, taking account of progress made on a draft Core Strategy, there is no need to consider developments of the order of 700 dwellings as additions to those villages not identified as strategic locations within the District and therefore this is not considered further as an option.

95. The Shenstone Court site was identified by villagers as part of parkland that should be protected in the February workshop groups. A small part of the area was however suggested by one group in the February Workshops as an option for

family houses. People at that workshop were also generally in agreement with the idea of not extending the village to the south or to the north partly to keep its separation and avoid a long term 'threat' of Shenstone merging with other areas. The parkland area is recommended for retention within the Lichfield District Ecological Study, which also recommends further survey for veteran trees.

96. The development of this site would therefore give rise to various issues in terms of the quality of its landscape, its history and ecology. However it would represent a significant incursion into the green belt, which to comply with national planning policy would need to be justified through 'exceptional circumstances'.



Land next to Shenstone Pumping Station

97. The pumping station site would similarly be an incursion into the green belt, and although smaller in size would nevertheless require the same justification for amending green belt boundaries. As an option in isolation the site would represent a disjointed, relatively isolated addition to the village, although if the redevelopment of part of the industrial estate took place this would be less so. The area is however adjacent to areas of ecological interest, the two 'Biodiversity Alert' sites noted in the Ecological Study. In addition that Study recommends the retention of semi-improved grassland fronting Lynn Lane. Whilst not destroying important habitats, development of the site would potentially impact upon their long-term management.

98. A number of small sites were identified in the February workshop groups as suggestions if the village was to accommodate additional housing. These are identified on the Composite Plan of Workshop Ideas, where the specific housing needs that each site might meet are also noted. These include: 2 storey quality apartments on land north of the village adjacent to the garden centre; land fronting the north side of Lynn Lane, land east of Birmingham Rd. or within the Industrial Estate for affordable and young buyer housing; land at the end of Chestnut Drive within the 18

Shenstone Court Park, for family housing. Although no precise boundaries were suggested, capacities might be in the order of between 10 and 40 dwellings and could potentially be a more 'organic' form of incremental development for the village. All except for the industrial estate site are within the green belt and would require the same justification as discussed above.

99. Finally a long-term option of more major development east of Birmingham Rd. was postulated by one workshop group, provided that there was first a diversion of Birmingham Road to allow the integration of the site with the existing village and that it should have a 'broken informal edge' containing planting and allowing for open uses such as allotments. As well as green belt issues such a development would give rise to viability considerations because of the cost of constructing a new road and of 'downgrading' the existing Birmingham Road through traffic management measures. It is unclear without a specific viability study what level of housing growth would be necessary to take account of the development costs involved. An issue for the preparation of the Local Development Framework is whether there is a level of housing need that justifies further consideration of this site at present.

- **Shenstone Parish Plan**

100. Shenstone Parish Council prepared a Parish Plan in 2006, using survey information gathered from questionnaire responses and 'road shows'. The Plan covers all three Wards of Shenstone, Stonnall and Little Aston. The Parish council notes, "Uppermost in the minds of Councillors is the need to retain the character and charm of the existing villages whilst recognising they are, and will be, subject to the wider development proposals from central government, the regional Assembly and the second and third tier local development framework documents". Whilst the governance framework has changed recently, the wider 'pressures' still remain.

101. The Parish Plan is split into four sections, based upon the District Council's Strategic Plan. In terms of 'A Good Place to Live' and the question of growth, the Plan notes that many local residents would support infill and back land development in preference to any expansion of the existing villages and consequent encroachment into the green belt. From data gathered it identifies pressure for affordable housing, particularly in the rented sector, to prevent young people from being forced out of the area and notes that 'backland' development may be the

only viable opportunity to provide some more modest housing which would be affordable to first time buyers. The Plan concludes that the Council will look for opportunities to support affordable housing to try to retain those who wish to remain in the area.



New shops, Birmingham Road

102. In relation to 'A Thriving Economy', the Plan states that the Parish Council will continue to support the retention of existing local employment opportunities whilst seeking to mitigate any nuisance that may be caused by having employment parks. Pressure on existing shops to maintain their viability is also noted. On 'The Environment', the Plan notes that the Parish Council is fully supportive of recycling schemes and of seeking to extend opportunities in partnership with the District Council. In terms of 'A Good Quality of Life', the Plan notes the existing range of

opportunities for leisure and cultural activities within the villages, but suggests that the provision of other facilities that will appeal to the younger section of the population should be investigated with them. It also notes the restrictions imposed of leisure and cultural activities by the lack of public transport.

- **Shenstone Community Survey**

103. The church carried out a community survey in 2009, using a questionnaire that elicited 160 general responses from households within Shenstone and a further 41 from church members. Whilst the survey was principally concerned with helping to consider the church's role within the community, it identified issues that concerned local people, and gathered some views on the issue of future housing. In particular its results showed the principal concerns of residents responding to be heavy lorries, speeding vehicles and too few trains. Of lower priority, but identified as issues, were the high cost of housing and litter. These results are very consistent with and therefore add weight to the views gathered through the rural masterplanning project.

104. In relation to future housing, the survey showed that many people expected to see more housing built in Shenstone over the next 5 years (31%

of general responses and 44% of responses from church members). The construction of more housing was mostly viewed as unpopular, but some considered that local needs were not being met and wanted more affordable housing for both younger and older residents.

D. Towards a Vision for the Future

Summary and Observations on 'What You Said':

105. It was clear that people liked living in Shenstone and valued it as a place to live with a good quality of environment. The quality of living in a rural environment that had good access to the countryside and easy access to Lichfield and to Birmingham, was clearly what most people liked about Shenstone. Most villagers who participated were generally happy living in Shenstone and therefore took the view that environment and quality of life should be protected. They thought that any future changes, including housing growth, should not result in an erosion of the village character. People also identified a number of specific issues, which if resolved would make the quality of life even better.



Main Street

106. In terms of the local issues that people gave priority to resolving, traffic and transport came out from the rural masterplanning project as a whole as a high priority. The impact of heavy commercial vehicles in the village came out as a major source of discontent, particularly freight vehicles. However the need to resolve the spreading parking problems in the centre of the village and to further reduce traffic speeds on Birmingham Road were also priorities. Village residents valued the presence of the rail station but thought that there should be more trains stopping and that disabled access to platforms could be improved.

107. Most other local issues raised by people who responded to the project appeared to be less of a priority. The improvement of footpaths and provision of cycle facilities was raised by some. CABE noted in its report that, “there appeared scope to improve some of these pedestrian links in terms of surveillance/ lighting to encourage increased pedestrian/ cycle usage”.

108. Some people raised the quality of the existing recreation facilities and expressed the view that there should be a wider range of activities, with less dominance of recreation facilities by football. Occasional drainage and flooding issues were raised by a small number of people.

109. In terms of housing, there was some support for a view that there were certain housing needs locally that may not be being met. Whilst the needs included homes for both ‘downsizing’ and ‘upsizing, in later events, acceptance of a potential need seemed to focus more towards smaller homes for starters, or for ‘downsizing’. The February workshops responses to questions show some support for the view that there is a need for smaller affordable housing for young people. No one specifically suggested that there should be ‘social housing’ for rent, and although the term ‘affordable housing’ was not defined during the workshop discussions.

110. In terms of general attitudes to the future it was clear from the consultation and the workshops that most people did not want to see any major changes to the village in terms of future development, including additional housing. The development of new housing estates was seen by many as a threat to the existing character of the village. Although there was no ambition for growth, people were willing to consider the options for housing development.



Can train services and facilities be improved?

111. There was a consensus from the workshops that brownfield sites should be used ahead of greenfield sites. It was also more likely that additional housing could be more locally

acceptable if it contributed to resolving the HGV issue.

112. Some people who came to the February workshop event had ambitions for the village as a place that looked to the future and took a lead in renewable energy. One theme raised was making the village more self sufficient through initiatives to harvest solar energy and use the local water power of Crane Brook by developing micro-energy schemes. The need to upgrade the village to provide high speed broadband was also identified as an issue by many people.

113. A suggestion was made by one of the workshop groups of renewing and redeveloping part of industrial estate for small businesses would also contribute towards an ambition of a more sustainable community.

114. The principal factor that will affect the ability to deliver or the timing of the types of improvements that people are seeking in Shenstone will of course be economic resources, 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 reducing the level of HGV traffic along Pinfold Hill or solving the parking issues, may however require complex

solutions and a sequence of events before they can be achieved.

115. Present economic situations should not lead to the abandonment of 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 harder to achieve and that funding and the willingness of other parties or organisations or Authorities to consider them for future programmes will be essential.

116. It is also important to recognise that even though residents at the workshops took part in contemplating the options for future development for housing, including long term village expansion, there was no significant lobby of residents seeking any expansion of Shenstone, despite some recognition of some potential local need for certain types of housing.

117. From the local perspective the future for the village and a vision of what it should be like, should be based around the desire to improve those matters that affect the quality of life summarised above and potentially those ambitions seeking a more sustainable way of life, such as local renewable energy or local employment that better meets the needs of the residents.

Conclusions on Housing Development Potential:

118. The District Council has an obligation to consider the need for future housing for the District within a Local Development Framework, whilst taking account of local views on development. It is therefore necessary to consider at a local level whether there is the potential of individual settlements to contribute to meeting housing needs, either those arising from within the village, from the District, or a wider area.

119. The conclusions from the Rural Settlement Sustainability Study and the Transport Accessibility Study suggest that Shenstone is capable of being a location to accommodate a proportion of housing growth. This is because of the range of facilities and services within it and its accessibility to facilities nearby. This is of course assisted by the presence of a rail station.

120. There are likely to be local needs for affordable and social housing from within the settlement. Both the Strategic Housing Market Assessment and the Rural Housing Needs Survey suggest this, although the scale of local need is difficult to identify with the current level of evidence. There is however some support locally for the view that there is a need for affordable

housing for younger people and housing to allow 'downsizing' by local people. Such views are indicated to some extent in the Parish Plan and the Community Survey carried out by the church in 2009. The term affordable housing was probably used by local people mostly to suggest low-cost market housing since there was no specific call for 'social' housing.



New housing, Barnes Road

121. In terms of the options available to the village to allow or accommodate some housing growth, there is little capacity within the existing residential parts of the village. Excluding the current development taking place on Lynn Lane, identified capacity in the village would amount to only in the order of 23 dwellings in single or small plots. This type of infill has not generally resulted in affordable or smaller dwellings and the planning authority has not been able to require specific types or contributions to

affordable housing because of the small size of plots.

122. In terms of the options available for the village discussed within the 'Development Opportunities' section above, they fall into both 'brownfield' and 'greenfield' categories. Some villagers voiced the view that 'brownfield' opportunities should be used first, before 'greenfield' and this view is consistent with national policy.

123. The 'brownfield' opportunities lie with various options for the redevelopment of the Shenstone Industrial estate, varying between around 43 and 165 dwellings. It is considered that the redevelopment of the entire estate represents a significant risk of reducing the merits of Shenstone as a sustainable community. Whilst anecdotally there is currently little local employment provided here, its loss would also be a lost opportunity to change that situation in the future, perhaps through some partial redevelopment to provide offices and small businesses.

124. Partial redevelopment for housing would be a compromise between meeting a need for housing and retaining local employment and it is suggested that this should be a preferred option. There could be opportunities within redevelopment to provide for more station car parking

should that be agreed as desirable, and also for some habitat improvement. A small scale redevelopment, such as represented by redeveloping only the area nearest the station would be unlikely to achieve any significant benefit in terms of reducing heavy traffic.



Shenstone Business Park

125. The redevelopment option that would provide in the order of 100 additional dwellings would make a more significant contribution to housing need and could provide a wider range of dwelling types. It would also be more likely to have a role in sustaining the range of services and activities present in the village through sustaining the level of population,

which without growth is likely to gradually fall.

126. It is therefore suggested that this option should be preferred and taken forward for more detailed investigation in the preparation of the Local Development Framework. Issues such as the appropriate boundary of redevelopment for housing, highways matters, the need for affordable housing and any need to incorporate additional station car parking, should be investigated further.

127. Other options for further housing development expanding Shenstone all lie within the green belt. In the absence of an established need for a specific level of housing requirement for Lichfield District and establishing the most sustainable strategy for achieving housing growth related to the need, it is difficult to determine the justification required for expanding into green belt sites.

128. Notwithstanding this, those sites that would expand Shenstone either to the north or to the south both have specific issues of their impact and location that suggest there would be harm to the character of the village and to important habitat and flood risk considerations, regardless of their green belt status. These sites could not therefore be recommended.

129. There is no good reason at present in terms of need, for any significant expansion east of the Birmingham Rd. and therefore this option does not merit further investigation at present.

It may nevertheless represent a longer-term option that could be considered if a need for such significant incursions into the green belt for village expansion is established.

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

Guiding Principles:

131. 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 Shenstone should be the subject of further discussion with the local community and stakeholders.

Environmental:

- *Find means to control the numbers and speed of traffic and to improve pedestrian and cycling facilities. In particular to reduce the level of use of routes through the village by Heavy Commercial Vehicles and to seek further traffic management along Birmingham Road in particular to reduce vehicle speed.*

- *Maintain and improve the architectural and environmental quality of the Conservation Area and the village environment, through measures including control over development, improvements to street furniture and lighting, and resolving parking issues.*

- *Maintain the established development form limiting new development to infill and redevelopment with no expansion into the green belt.*

- *Consider opportunities to establish and use renewable energy resources to serve the village, firstly by researching the feasibility of implementing solar energy and micro-water energy systems.*

- *Reduce the impact of parking in the centre of the village.*

Social:

- *Enhance the range of facilities available to children and younger people, potentially including the distribution of play facilities and ensuring continued high quality of spaces and equipment.*

- *Improve the quality of footpaths and create more opportunities for the use of cycles by improved links between parts of the community.*

Development Type	Potential Capacity	Current Status
Sites with planning permission @ 1/4/10	31	Infill sites within village and Oakdale, Lynn La.
Identified infill sites in village boundary	5	Infill and redevelopment sites in SHLAA
Redevelopment of brownfield sites	100	Part redevelopment of Shenstone Industrial Estate
Greenfield sites outside village boundary	0	
Total Suggested Housing Growth	136	
Potential long term greenfield options subject to an established need.	?	Land east of Birmingham Road

- *Retain the current level and variety of shopping at the heart of the village but seek improvements to the quality of the physical environment including reducing the impact of parking.*
- *By discussion with operators, seek to improve the quality of public transport provision including a higher frequency of trains, improved disabled access to the station platforms, additional parking and more frequent bus access to the main local service centres.*

Housing:

- *Allow redevelopment for housing within the settlement boundary, particularly through the redevelopment of part of Shenstone Industrial Estate.*
- *Enhance the range of housing opportunities locally for specific groups including affordable housing younger people and smaller accommodation to allow for downsizing, subject to establishing, through evidence, the most appropriate local provision in terms of type and tenure.*
- *Ensure any housing development is of a high quality of design, form and layout, reflecting, the character and range of vernacular house types and architectural styles present in Shenstone and ensuring a*

positive contribution to the Conservation Area in locations where this can be achieved.

Economic:

- *Maintain a local employment base within the village, but promote partial redevelopment of the Shenstone Industrial Estate for small-scale businesses including small industrial units and offices.*
- *Improve parking facilities in the village where opportunities arise.*

A Draft Vision for Shenstone:

132. 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:

Shenstone should be a compact, stable, safe and progressive community, offering a high quality local living environment. There should be a range of local services, social activities, employment and excellent connections to nearby towns. It should be a place where

the environmental impact of necessary traffic movement is controlled to acceptable limits.

The vital contribution made to the character of the village by the Conservation Area should be recognised through continued protection and enhancement.

Shenstone should accommodate modest scale redevelopment within the village that provides for identified local housing needs and utilises mainly brownfield land.

Other Recommendations for Shenstone

133. This report recommends the partial redevelopment of Shenstone Industrial Estate for housing. The principle of such a proposal should be established through the Core Strategy process in the preparation of the Local Development Framework. More detailed consideration of the scale and limits to redevelopment needs to take place within which the infrastructure requirements and opportunities need further assessment as part of the Local development Framework process.

134. In order to consider the potential for traffic management and public

transport improvements within the village, consultation needs to take place with the County Council as transportation authority and with rail and bus operators.



Shenstone Village Hall February 2011

Next Steps:

135. 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 Shenstone there have been a number of events where participation has been achieved and this report is based upon the views expressed, it is recognised that these contributions were fairly limited in terms of the number of people directly contributing and therefore further consultation is desirable.

136. Next steps in the process should therefore seek more local community input. 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 that have been suggested above, but also on the views expressed in relation to housing.

Shenstone

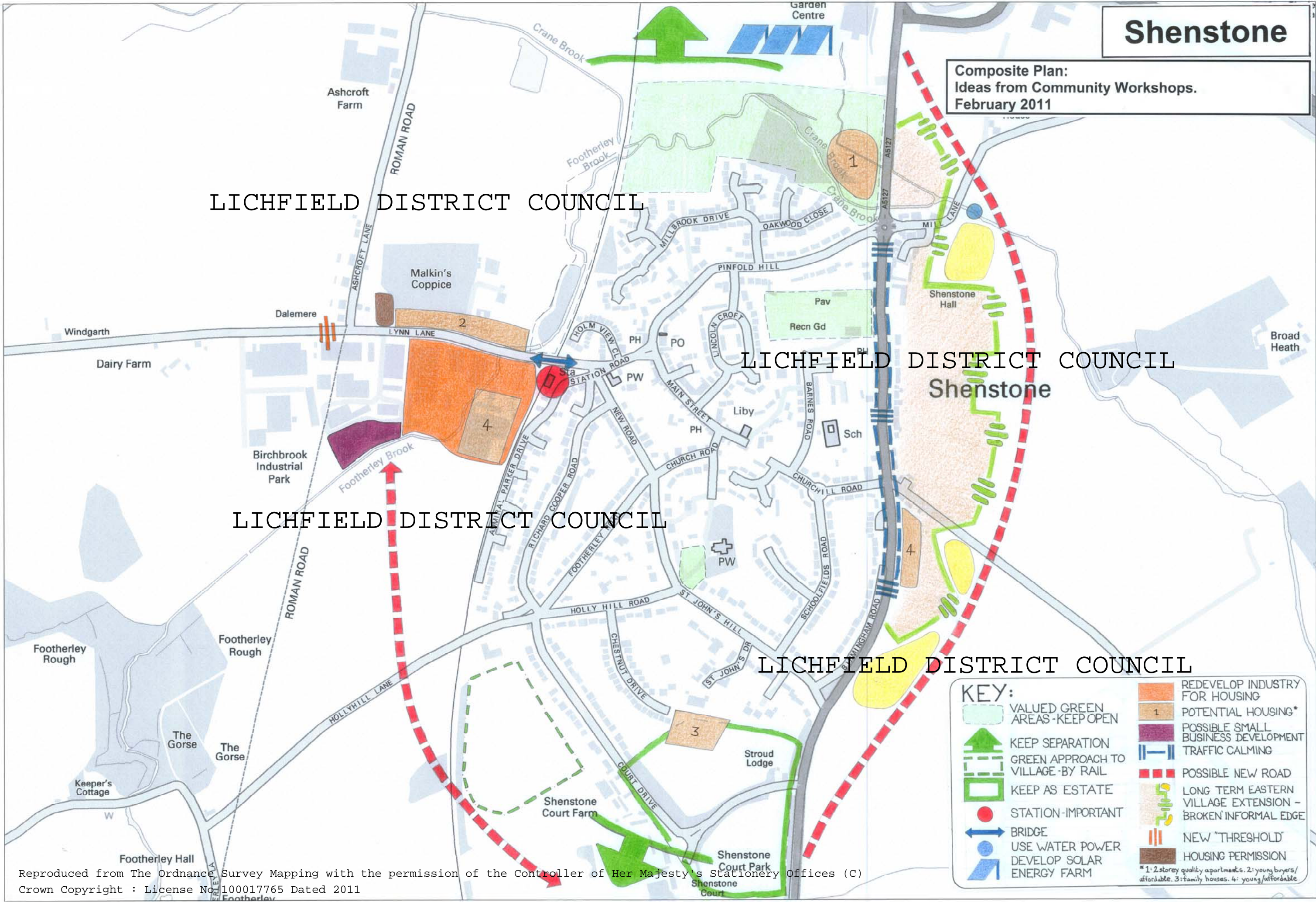
Composite Plan:
Ideas from Community Workshops.
February 2011

LICHFIELD DISTRICT COUNCIL

LICHFIELD DISTRICT COUNCIL

LICHFIELD DISTRICT COUNCIL

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KEY:

	VALUED GREEN AREAS - KEEP OPEN		REDEVELOP INDUSTRY FOR HOUSING
	KEEP SEPARATION		POTENTIAL HOUSING*
	GREEN APPROACH TO VILLAGE - BY RAIL		POSSIBLE SMALL BUSINESS DEVELOPMENT
	KEEP AS ESTATE		TRAFFIC CALMING
	STATION-IMPORTANT		POSSIBLE NEW ROAD
	BRIDGE		LONG TERM EASTERN VILLAGE EXTENSION - BROKEN INFORMAL EDGE
	USE WATER POWER DEVELOP SOLAR ENERGY FARM		NEW "THRESHOLD"
			HOUSING PERMISSION

* 1: 2 storey quality apartments. 2: young buyers/affordable. 3: family houses. 4: young/affordable

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SHENSTONE

APPENDIX:

- 1. 2001 Census Social Profile for Shenstone**
- 2. Local Views given during 'Rural Masterplanning' Project**
- 3. Plan Showing of 'Evolution' of Shenstone**
- 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 Shenstone

Population	Count	Percent	Index
Resident Population	2132		
Males	1040	48.8%	100
Females	1092	51.2%	100
People living in Households	2095	98.3%	100
People Living in Communal Establishment	37	1.7%	96

Age Profile	Count	Percent	Index
0-4	101	4.7%	80
5-14	275	12.9%	100
15	23	1.1%	85
16-19	75	3.5%	72
20-29	131	6.1%	49
30-44	428	20.1%	89
45-59	551	25.8%	137
60-74	353	16.6%	125
75-84	140	6.6%	117
85+	52	2.4%	126

Households	Count	Percent	Index
Total Household Spaces	907		
Occupied Household Spaces	886	97.7%	102
Vacant Household Spaces	21	2.3%	73
Second Residences	0	0.0%	0
Average household size	2.36		100
All Single Person Households	219	24.7%	82
All lone pensioner households	127	14.3%	80
All pensioner households	235	26.5%	112
Single Parent Households with dependent children	35	4.0%	62
Single Parent Households with non-dependent children	16	1.8%	59
All households with dependent children	249	28.1%	95
Households with no employed adult and dependent children	20	2.3%	47
All households with 1 or more persons with Limiting Long-term Illness	236	26.6%	79

Health and Caring	Count	Percent	Index
People not in good health	156	7.3%	81
People with a Limiting Long-term Illness	322	15.1%	84
People of working age with Limiting Long-term Illness	110	5.2%	63
People who provide unpaid care	248	11.6%	117
People who provide more than 50 hours of unpaid care	37	1.7%	85

Amenity	Count	Percent	Index
Overcrowded households	10	1.1%	16
No central heating	30	3.4%	40
No WC and bath/shower	0	0.0%	0

Ethnic Group	Count	Percent	Index
White	2105	98.7%	109
Mixed	19	0.9%	68
Indian	6	0.3%	13
Pakistani	0	0.0%	0
Bagladeshi	0	0.0%	0
Other Asian	0	0.0%	0
Black	3	0.1%	6
Chinese	0	0.0%	0
Other Ethnic Groups	0	0.0%	0

Religion	Count	Percent	Index
Christian	1713	80.3%	112
Buddhist	0	0.0%	0
Hindu	0	0.0%	0
Jewish	3	0.1%	27
Muslim	3	0.1%	5
Sikh	8	0.4%	56
Other Religion	0	0.0%	0
No Religion	266	12.5%	85
Religion not Stated	139	6.5%	85

Dwelling Type	Count	Percent	Index
Detached	458	50.6%	216
Semi-detached	330	36.5%	111
Terraced	57	6.3%	23
Purpose built flat	41	4.5%	31
Flat in converted / shared house	3	0.3%	7
Flat in commercial building	13	1.4%	120
Caravan/Mobile home/Temporary	3	0.3%	76

Tenure	Count	Percent	Index
Owner Occupied	756	85.3%	125
Shared Ownership	3	0.3%	52
Local Authority rented	6	0.7%	5
Housing Association / Registered Social Landlord	68	7.7%	127
Privately rented	30	3.4%	38
Other rented	19	2.1%	67

Car Ownership	Count	Percent	Index
Households with no car	94	10.6%	40
Households with 1 car	340	38.4%	88
Households with 2 cars	353	39.8%	169
Households with 3 or more cars	99	11.2%	189
Total number of cars in the area	1372		
Average no of cars per household	1.55		140

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.

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

Shenstone: Other thoughts from Workshops 2011:

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

Location: Shenstone		
Category/Type of comment	Comment made	*Additional comment made by others
General comments about Shenstone		
	Environment and communication – I find out what's going on online, e-newsletters, blogs	
	Excellent Church Parish magazine	
	Whilst heavy traffic is a problem the village needs industry for local jobs and to maintain the local amenities	
	I think the industrial estate is useful for the village, those that work there use the village facilities meaning they are viable and therefore remain for our use.	
Environment		
	The drains are blocked	
	Drains in Millbrook need attention.	
	Birmingham Rd drains keep blocking up	
	We could generate energy from a solar farm and buy it locally. Futureproof us.	
	We have a stream, could generate our own electricity. Futureproof us.	
Development views - general		
	Keep the Lammas Land as a community focal point	
	The village character needs to be maintained	
	Why no mention of any suggested developments?	
	How is the ex- A&L Pressings site going to be developed?	
	What are the proposals? When will we know?	
	So what is being proposed for Shenstone? 'Confused'	
	I thought there were going to be some proposals for us to consider. This 'consultation' is rubbish.	

	For Shenstone the retention of defined limits is vital. It is developments <u>outside</u> the settlement boundaries that are the greatest threat to its character and quality of life.	
	Is this a 'sham' to allow Green Belt to be built on?	3 sticky dots added to this comment
	Can we make sure any/all possible 'brownfield' ground is considered <u>before</u> any green land.	
	We would like to be involved in any future discussions and consultations	
	We need to maintain the separate identity of Shenstone from Lichfield and Sutton Coldfield	
Traffic and traffic management		
	Traffic ignores 40 mph speed limit between St. John's Hill and Bull's Head	
	Traffic needs to be controlled more effectively and slowed down on A5127 Birmingham Rd.	
	Safety Bollards spaced out along A5127 Birmingham Rd., near residential areas	
	Parking by the shops needs managing/markings	
	Too much parking at the shops. Who can go to the shops, all cars (parked) are those of workers at the shops!!	
	Why not walk to the shops and school?	
	Double yellow lines required by Methodist Church.	
	Major concern exit from Richard Cooper Road	
	The cars on Lynn Lane travel considerably faster than the lorries. It is the cars that are more of a threat. (Lynn Lane resident)	
	Poor street lighting around Fotherley Rd/Church Rd/New Rd etc is a problem. I worry walking my dog around there.	
	Church Rd./New Rd. dangerous corner with oncoming traffic. No footpath. Road needs one-way traffic out of the village.	
	Congestion north to Wall Island is getting ridiculous at peak times.	
	Finding a parking spot outside the shops is a problem. Overspill of cars come further and further into Lincoln Croft.	
	Parking by shops and Methodist church. On road parking	

	is dangerous.	
	Too much road noise from A5127 and A5	
	Tesco parking is a farce. Why not open it onto Churchill Rd. somehow and remove yellow lines?	
	Parking at the station is an issue, can impact on locals, parking access, etc.	
	A new roundabout at Birmingham Rd. and St. John's Hill would calm traffic through	
	More parking at Tesco	
	Introduce a 40 mph speed limit on Lynn Lane	
	Where was any grit to be found in December?	
	Cars coming down Lynn Lane go way faster than the 30mph limit. It is <u>v. dangerous</u> for pedestrians. What is being done to prevent the speeding?	
	Corner of Schoolfield Rd. and Churchill rd needs yellow lines. Cars park very near the corner causing a blind turn for cars coming up the hill.	
Public transport		
	A direct public transport link to Tamworth would be good, especially for youngsters - cinema	
	Train station access, not just disabled but people with pushchairs/young toddlers	
	Disabled access at the station is a problem	
	CCTV or more police patrols at the station on Friday and Saturday evenings.	
	Why is Shenstone railway station a second-class stop? All trains should stop there please.	
Getting about the village - walking/cycling		
	Pavement on the residential side of Birmingham Rd A 5127 needs widening, and the other side reducing. Pavements should also be much higher.	
	Bicycle lanes should be widely introduced in the whole area.	
	Poor street lighting in some areas. Particularly by the Methodist Church corner with the station.	

	Crossing Birmingham Road from/to the village by Shenstone Hall needs a pedestrian crossing. (no footpath one side!)	
Village facilities		
	A bowls club/green for mature residents	
	Shenstone needs a community facility such as a Children's Centre. Great resource for all the family to use!	
	Can anything be done as a village to sort out the Plough and Harrow Pub?	2 'ticks' added to this comment
	Plough and Harrow – what's going on?	3 'ticks' added to this comment
	Football has taken over the playing fields 100%. Where can I take my children at a weekend to use an open space?	
	The Shenstone Pavilion is in need of a refurbishment. Take a look, it completely ruins the playfield area.	
	Surely the play area for children can be upgraded somehow	
	Pipe in 100 meg superfast broadband and we can work from home – futureproof us	3 sticky dots added to this comment
	More general litter and dog litter bins please	
	Upgrade the exchange to provide better broadband facility	
	Improvements to rec./play area should be finished by Easter, has Playbuilder grant	
	Playing fields should be for all ages and uses. Too much football at the expense of recreational use.	
	Why no girl sports on the sports area, only football!!! Where is Shenstone 'netball team'	
	The Plough and harrow building is becoming an eyesore. What are the plans?	
	Pressure needs to be put on BT to upgrade the exchange for broadband. They have a monopoly on the village, there is no other option.	
	I like the school I don't want it to change	
Housing		
	The Green Belt should be respected!! Use brownfield sites only!! New housing designs should be contemporary and	

	inherently sustainable. (JM Jones RIBA)	
	Affordable housing may be needed but any new building agreed by Lichfield District planning is always given to 5 bedroom homes!	
	Why not have the industrial estate? Lorries cause chaos and build houses on that site rather than swallow more green belt land.	
	I see there is no mention of the proposed development plans that are in Lichfield District Council's planning consultation document. The plans would double the size of the village.	
	We paid a lot of money to live here. I don't want my house de-valued by tons of new houses. I paid for rural outlook, not more neighbours.	
	Shenstone will be put under more pressure for development. People from the West Midlands will target Shenstone for the quality of rural life which is essential and must be preserved.	
	Need cheap housing for the young and new families to keep the school open.	
		Note: * Column refers to comments written on or attached to an original post-it comment

Priorities and Issues Results from 2011 Events: Shenstone

Your top priorities	Agree	Disagree
You want to look at ways to reduce the amount of heavy lorries which drive through the village to the industrial estate.	71	2
You said parking issues throughout the village, especially at the train station need to be looked at.	56	7
You said there needs to be more specialist housing for both young and older people.	30	5
Community activities and facilities		
You said that there is a good range of activities and facilities within the village.	37	3
Some of you said these activities and facilities are not as good for younger people.	23	6
You said the sports pavilion needs upgrading, but this is already planned to happen.	14	1
You said there is a need for allotments.	23	2
Transport		
Many of you said you use public transport, mostly the train to Lichfield and Birmingham for work and shopping.	32	4
You said there are parking issues at the railway station and Tesco.	53	5
You felt that the heavy lorries using Lynn Lane to access the industrial estate cause traffic problems.	29	5
Many of you said that pavements in parts of the village are narrow, or only on one side of the road making it difficult to walk throughout the village.	27	7
You said there is a varied range of established businesses which employ local people.	17	14
You said there is poor disabled access to the train station platforms.	38	0

Housing		
You said there is a need for smaller affordable homes for young people and families.	28	6
You felt there is also the need for smaller properties for older people who are wishing to downsize.	26	5
You said there are not many smaller properties for sale or being built in the village.	22	2
Environment & Communication		
You said there are problems with slow broadband speeds and patchy mobile phone reception.	57	0
You find out what's going on via newsletters, notice boards and local newspapers.	41	1
You like the rural environment and access to the countryside.	60	0
You like the rural location, with easy access to Lichfield City and Birmingham.	49	0
What you want in the future		
You don't want to see Shenstone get any bigger, future development should only meet local needs.	87	2
You felt development should not erode the character of the village or damage community spirit, but recognised the need for progress.	55	1
You said you want to see more trains stopping at the railway station.	56	3
You want to see better disabled access to the train station platforms.	36	0
You want to see footpath, road and drain improvements.	35	1
You want to see improvements to recreation, play and other facilities for young people.	47	0

Note on Workshops Plans.

Introduction:

The Shenstone event was held on 18th February 2011. Following the presentation by CABE,* those attending formed four 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	Group 3	Group 4
	(no plan)		(no plan)
General description/ significant characteristics			
			There is a sense that the 'social cohesion' of the community that is getting weaker
			People are more insular than they used to be
			The population is becoming more elderly, it is difficult to get young people into the village
	Industrial estate doesn't provide local employment opportunities and creates traffic problems. This exaggerates the status of Shenstone as a dormitory village	←-----→	Industrial estate is half unoccupied – it is not compatible with the village because of bringing in HGV's
Green area around church is significant			
Land west of Court Drive is part of the green approach to the village from the train			
The station is an important feature of the village	←----- ---	-----→	The railway is important to the village

Ashcroft Lane is a good connection towards Lichfield			
			Housing is too expensive
Environment			
	A solar energy farm suggested north of the Lammas land ←-----	Solar energy farm site -----→	
	Develop water power (at the mill site) using the brook course ←-----	Mill energy site -----→	
Keep the Lammas land area green			
The playing field is of high value as a green space			
Development Issues			
	Development would increase traffic as people need to travel for employment		
			There is no need for a great change to the village
	Create scope on the industrial estate for smaller scale and more diverse employment within existing boundaries – replacing companies that produce heavy vehicles		
Part of the industrial estate could be redeveloped for housing	←----- -----→	Several potential housing sites suggested: <ul style="list-style-type: none"> • North of village off Birmingham Rd before garden centre, for 2 storey quality apartments • North of Lynn La. opposite industrial estate for young buyers, affordable housing, commuters 	There is a question of the viability of the industrial estate, but no areas within the existing village to build on. ←-----→

		<ul style="list-style-type: none"> • Small part of Court Drive parkland estate for quality family houses • Part of the industrial estate (next to railway), for housing for young buyers/affordable housing and a small development east of Birmingham Rd 	
Some affordable housing for downsizing or starters is need near the centre of the village	←----- -→	Some developments should consider retirement property and downsizing need ←-----→	Some affordable housing is needed
Keep the separation of the village to the north and south (i.e. don't expand in these directions)			
Don't overpopulate – retain the village character, but need enough to retain facilities and services			
The Plough and Harrow is a possible windfall site			
Development east of Birmingham Rd should only be considered (longer term), if Birmingham Rd is diverted eastwards, scope for a new informal edge to the village, e.g. with allotments	←----- -	-----→	An area east of Birmingham Rd could be considered?
Part of the industrial estate could be re-designated to promote starter businesses			
			There would be an issue of school expansion if there is more development
Traffic and traffic management			

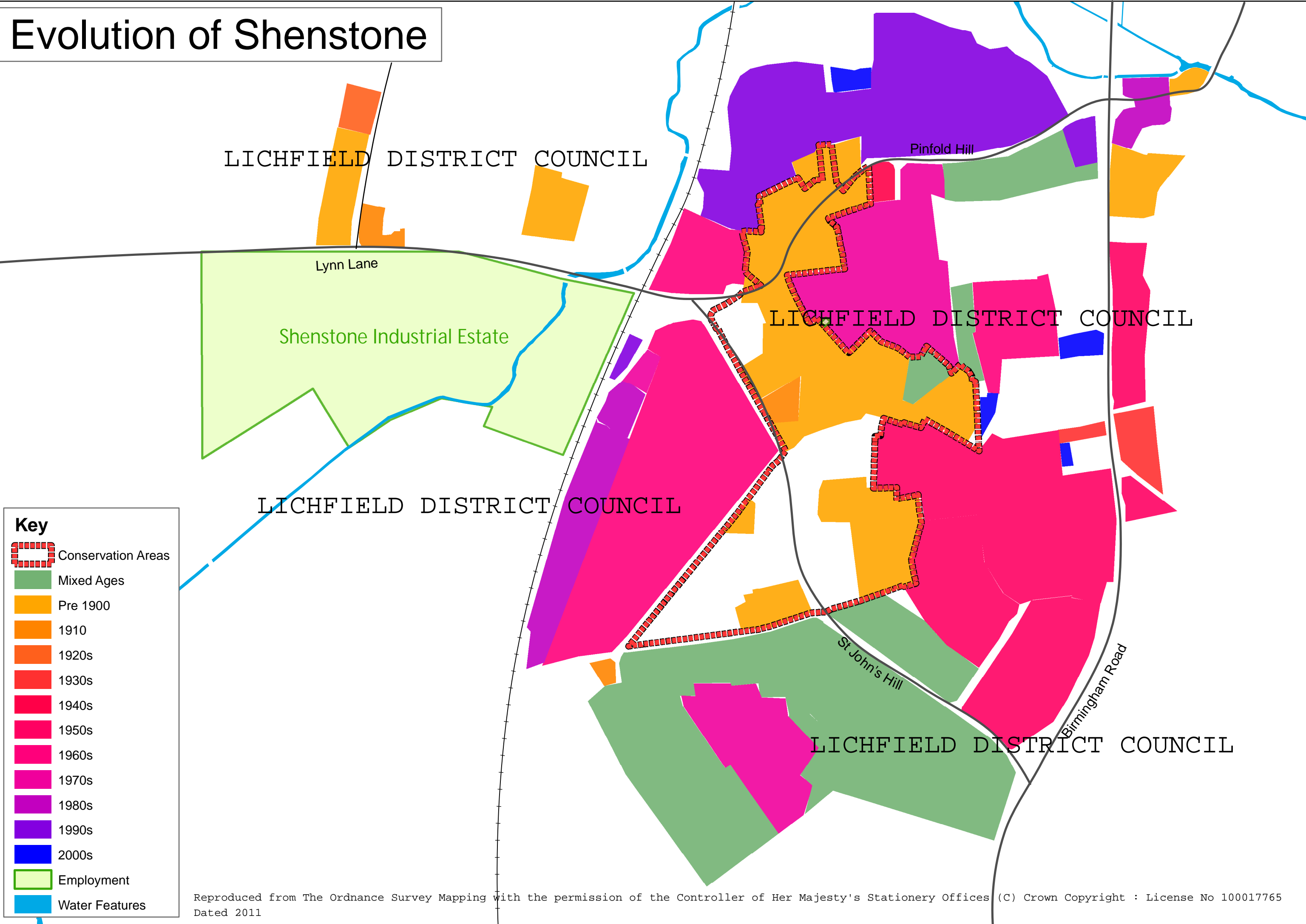
	There is an issue of heavy goods vehicles through the village		
Birmingham Rd. needs more calming through the village, it would re-enforce integration (of that part of the village that lies east of Birmingham Rd.)			
There is a parking problem at the station	←-----	-----→	The amount of station car parking is inadequate
There is an issue of abuse of the industrial estate for overnight lorry stops			
			Too many people use the car to drop of children at the school
			More cycle routes are needed
Village Facilities			
	High speed broadband connection to encourage high tech business for new and existing ←-----→	100 Meg broadband needed to industrial estate	
			There is too little for young people to do.

Children's workshop groups

The event sought to encourage any younger visitors to think about their village and to put down their thoughts in any way they wished. At Shenstone notes were made by two children. This took the form of a 'diagram' of likes and dislikes, as set out in the following table.

Likes and Dislikes by Caitlin	
	I like: our school, the playing field, the shops, the library, the Village Hall, Tesco, the fish and chip shop.
Likes and Dislikes by Lochlan	
	I like: playing, friends, the sweet shop, I like Greysbrooke school.
	I don't like coats

Evolution of Shenstone



LICHFIELD DISTRICT COUNCIL

Lynn Lane

Shenstone Industrial Estate

Pinfold Hill

LICHFIELD DISTRICT COUNCIL
















LICHFIELD DISTRICT COUNCIL

St John's Hill

LICHFIELD DISTRICT COUNCIL

Birmingham Road

Key

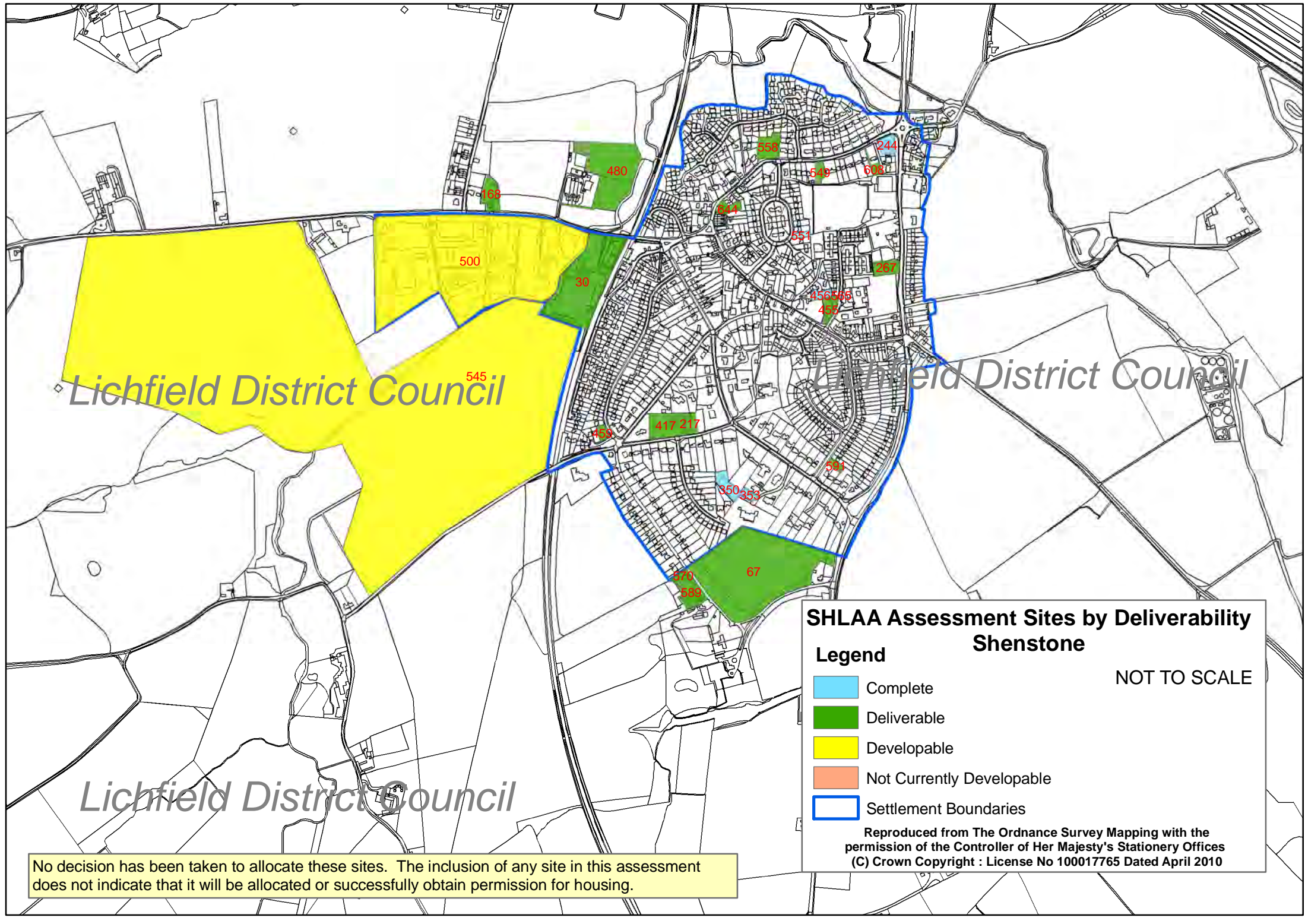
-  Conservation Areas
-  Mixed Ages
-  Pre 1900
-  1910
-  1920s
-  1930s
-  1940s
-  1950s
-  1960s
-  1970s
-  1980s
-  1990s
-  2000s
-  Employment
-  Water Features

Appendix 4

Development Potential within Shenstone 2006 - 2026

Site reference	Location	Status	No. dwellings	No. Affordable
	Completions 2006- Mar 2010			
08/01190/FUL	Land r/o 67 – 69 St. John's Hill		1	
02/00855	Land off St. John's Drive		1	
03/00903	Land adj. 3 St. John's Drive		1	
07/00918/FUL	78, Richard Cooper Rd.		1	
08/00128/FUL	Seaton House, Pinfold Hill		1	
04/00356	68, Pinfold Hill		1	
04/00059/OUT	Land north of Milbrook Drive		4	
07/01219/FUL	Land rear of 60, Main Street		2	
08/00436/FUL	12, Lincoln Croft		1	
07/00686/FUL	Land to the rear of Ivy House		1	
08/00285/FUL	16, Fotherley Rd		1	
05/00175	Land adj. 34, Court Drive		1	
		Sub Total	16	0
	With Planning Permission @1/4/10			
09/00075/FUL	21 Holly Hill Rd		1	
10/00025/FUL 417	Shereston House, Holly Hill Rd.		4	
08/00539/FUL 566	Land adj. 1&2 Barnes Rd.		1	
09/00604/OUT 608	Land r/o 62, Pinfold Hill		1	
08/01285/OUT 558	31, Pinfold Hill		4	
07/00379/REM 168	Oakdale, Lynn Lane	Outside boundary (adjacent)	13	0
267	The Hollies, Birmingham Rd.	Complete 1/7/10	3	
08/01308/FUL 570	The Cart Hovel , Court Drive	Complete 14/12/10)	1	
07/01113/FUL 589	The Quadrangle, Shenstone Court Farm	Complete 14/12/10	3	
		Sub Total	31	0
	Deliverable and within Village Boundary			
10/00869/FUL	Land adj. 38, St. John's Hill	pp. 12/10/10	1	

30	Lynn Lane, Shenstone (part of employment site		43	8 - 16
644	Plough and Harrow, Pinfold Hill		4	
		Sub Total	48	8 - 16
	Developable and within Village Boundary			
500	Shenstone Employment Area		121	24 - 48
		Sub Total	121	
	Development Potential 2006 – 2026 within Village Boundary			
	Completed 06/10		16	0
	With planning permission 04/10		31	0
	Deliverable		48	8 - 16
	Developable		121	24 - 48
		Total	216	32 - 64



Lichfield District Council

Litchfield District Council

Lichfield District Council

**SHLAA Assessment Sites by Deliverability
Shenstone**

Legend

- Complete
- Deliverable
- Developable
- Not Currently Developable
- Settlement Boundaries

NOT TO SCALE

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No decision has been taken to allocate these sites. The inclusion of any site in this assessment does not indicate that it will be allocated or successfully obtain permission for housing.