



Fradley Neighbourhood Plan 2017-2029



**Pre-Submission (Regulation 14)
Consultation Draft**

November 2017

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1 INTRODUCTION

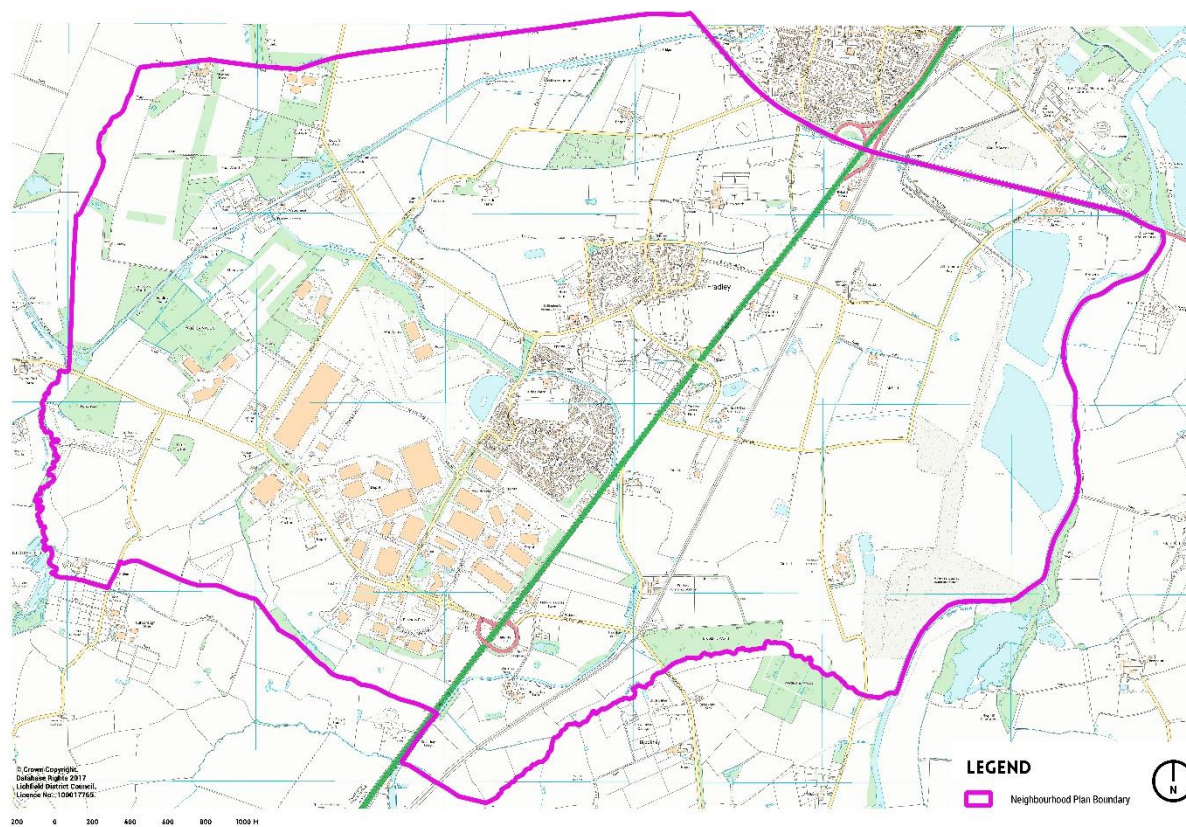
Purpose of the plan

- 1.1 This document represents the Neighbourhood Plan for Fradley neighbourhood area for the period 2017 to 2029. The Plan contains a vision for the future of Fradley and sets out clear planning policies to realise this vision.
- 1.2 The principal purpose of the Neighbourhood Plan is to guide development within the neighbourhood area. It also provides guidance to anyone wishing to submit a planning application for development within the neighbourhood area. The process of producing a plan has sought to involve the community as widely as possible. The different topic areas are reflective of matters that are of considerable importance to Fradley, its residents, businesses and community groups.
- 1.3 Some of the Neighbourhood Plan policies are general and apply throughout the Plan area, whilst others are site or area-specific and apply only to the appropriate areas illustrated on the relevant map. Nevertheless, in considering proposals for development, the Parish and District Council will apply all relevant policies of the Plan. It is therefore assumed that the Plan will be read as a whole, although some cross-referencing between Plan policies has been provided.
- 1.4 The process of producing the Neighbourhood Plan has identified a number of actions which have not been included in the policies' sections. This is because these are not specifically related to land use matters and therefore sit outside the jurisdiction of a Neighbourhood Plan. These actions will be addressed by the Parish Council outside of the Neighbourhood Plan process.

Policy context

- 1.5 This document represents the Neighbourhood Plan for Fradley neighbourhood area. It represents one part of the development plan for the neighbourhood area over the period 2017 to 2029, the other part being the 2015 Lichfield District Local Plan which will be made up of the adopted Local Plan Strategy (adopted February 2015) and the Local Plan Allocations Document.
- 1.6 Lichfield District Council, as the local planning authority, designated the Fradley Neighbourhood Area in December 2014 to enable Fradley Parish Council to prepare the Neighbourhood Plan. The Plan has been prepared by the community through the Fradley Neighbourhood Plan (FNP) Steering Group.
- 1.7 The FNP has been prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2012 (which were amended in 2015). The FNP Steering Group has prepared the plan to establish a vision for the future of the parish and to set out how that vision will be realised through planning and controlling land use and development change over the plan period 2017 to 2029.
- 1.8 The map in Figure 1 below shows the boundary of the Neighbourhood Plan area.

Figure 1.1: Fradley neighbourhood plan area boundary



- 1.9 The Fradley Neighbourhood Plan is required to be in general conformity with the strategic policies of the development plan. The strategic policies for Lichfield District over the period to 2029 are mainly provided by the 2015 Local Plan.
- 1.10 In the Local Plan, the focus for growth is the main settlements of Lichfield City and Burntwood, although Fradley is identified as a location for a strategic development allocation. Core Policy 1 of the Local Plan states:
- "Fradley will remain a focus for employment, but will also play a major role in meeting housing need with an expansion of the existing settlements. This will be supported by community, education and health facilities, as well as public transport measures and green infrastructure, to assist in the creation of a cohesive and sustainable community."*
- 1.11 Growth in Fradley is expected to accommodate approximately 12% of the overall district housing growth requirement, which equates to 1,250 dwellings.
- 1.12 The Local Plan also contains more specific strategic policies for Fradley. In summary:
- Policy Frad1: Fradley Environment:
 - high quality green infrastructure shall provide physical and visual connections to the countryside;
 - land north of Hay End Lane and west of Old Hall Lane shall incorporate green corridors and green space at the edges;

- A green corridor will be provided along the southern side of the Coventry Canal which will include the retention of significant existing vegetation wherever possible;
- Adequate mitigation from the impacts of the adjacent employment park on new development will be provided, which may include buffer planting;
- Allotments should also be included as part of the green infrastructure and should be located so as to be accessible by all parts of the community;
- New development shall improve access for all on to the canal and should ensure appropriate enhancements are made to the canal network up to Fradley Junction.
- Policy Frad2: Fradley Services and Facilities:
 - Initiatives to improve existing facilities or proposals to provide a range of new facilities and social infrastructure will be supported. Additional primary education facilities will be provided, including nursery provision.
 - Land for a new health care facility will be provided close to the existing local centre (Stirling Centre) and will be safeguarded for such a use.
 - Sports pitches will also be provided which will include a minimum of 2 football pitches and a cricket pitch. Opportunities to provide a sports/social club and associated sports facilities should also be explored.
 - Existing pedestrian and cycle routes will be retained and enhanced and new routes will be created to enable safe and convenient connections.
 - Improvements will also be made to the frequency of bus service.
 - Improvements to the local and strategic highway network will be undertaken commensurate with the scale of development.
 - All options will be explored to improve the Hilliard's Cross and Fradley Village Junctions on the A38(T).
- Policy Frad3: Fradley Economy:
 - Fradley will remain as a major focus for employment through the implementation of existing commitments and redevelopment.
 - Smaller units and 'incubator' employment units will also be encouraged within Fradley.
- Policy Frad4: Fradley Housing:
 - Development will be focused on the former airfield, utilising current brownfield land, along with further housing development accommodated on land to the north of the Coventry Canal and on land north of Hay End Lane and west of Old Hall Lane.
 - New development will provide a housing mix to reflect local housing need, especially providing smaller 1 and 2 bedroom properties for first time buyers and to meet the housing needs of an ageing population.

- 1.13 In March 2017, Lichfield District Council published the Lichfield Local Plan Allocations Document for consultation. It seeks to deal with a number of non-strategic issues across the district and there are several draft policies of relevance to Fradley:
- Policy IP2: Lichfield Canal. The policy safeguards the route and the Lichfield Canal and the Heritage Towpath Trail from development which could prejudice its long term restoration.
 - Policy ST5: Road and Junction Improvements – Fradley. Protection is given to land required for junction improvements at the Hilliards Cross and Fradley Lane junctions on the A38.
 - Policy EMP1: Employment Areas and Allocations. Approximately 18 hectares of land is allocated south of Fradley Park for a range of B-class employment uses.
 - Policy F1: Bridge Farm, Fradley. The site is allocated for approximately 80 dwellings and has been granted planning permission for this scale of development.

Monitoring the Plan

- 1.14 Fradley Parish Council, as the Neighbourhood Plan authority, will be responsible for maintaining and periodically revisiting the Plan to ensure relevance and to monitor delivery.

2 LOCAL CONTEXT

History of Fradley

- 2.1 Fradley first appeared in 12th-century records as 'Frodeleye', or 'Frod's lea'. Historically it formed part of the parish of Alrewas until, in April 2009, Fradley and nearby Streethay split from Alrewas and Orgreave to form 'Fradley with Streethay' parish. The Parish holds many historic buildings:

St Stephen's Church

- 2.2 St Stephen's Church, built in 1861, still stands proudly on the corner of Church Lane and Old Hall Lane and hosts many Australian war graves from World War Two. The Church was refurbished in 2015/2016 with a new roof, rewired and a new extension built on the side overlooking the grave yard.



St Stephen's School

- 2.3 A quaint Victorian schoolhouse, which had stood beside the St Stephens Church since 1875, was demolished in 2008 to make room for modern classrooms to accommodate Fradley's growing child population.



Farming in Fradley

- 2.4 Although Fradley no longer has any working farms, the following former farmhouses can still be seen: Bycars Farm, Bridge Farm, Hilliards Cross Farm and Old Hall Farm. Some of the fields are either rented out or the landowners use subcontractors to do the planting and cropping work.



Trent & Mersey and Coventry Canals

- 2.5 Fradley is surrounded by canals and nearby Fradley Junction is where the Trent & Mersey and Coventry Canals merge. Fradley Junction is a well-known local beauty spot with a selection of cafés, with a public house (the White Swan) and is a hive of boating activities. It is one of the Midlands' most peaceful and picturesque waterside locations in the heart of Staffordshire, enhanced by the presence of a nature reserve. James Brindley was commissioned to build the Coventry Canal in 1768 and the Trent & Mersey Canal in 1777.



The Royal Air Force in Fradley

- 2.6 Prior to World War II the village comprised only St Stephen's church, St Stephen's school, several farms and smallholdings and a scattering of private dwellings. During the intervening years the village has seen momentous changes, starting with the construction in 1939 of the famous RAF Station Lichfield on Fradley Common.

- 2.7 In August 1940 the Royal Air Force moved in, along with Hurricanes, Oxford and Anson aircraft. Spitfires arrived in 1941 and Wellington Bombers followed in 1942. Alongside RAF personnel training in the Wellingtons, there were a large number of Australians and some Canadians and Czechs.
- 2.8 The RAF left in 1958 and the whole site was sold by the Air Ministry in 1962. In 2000 a memorial to all who served at RAF Lichfield was constructed opposite St Stephen's church, which is home to the war graves of the Australian aircrew and one German Luftwaffe pilot who lost their lives. Their graves continue to be treated with great reverence by the community.
- 2.9 Fradley has over recent years absorbed many changes, but parts of the village still retain much of their original charm and character.

Fradley Park

- 2.10 In 1998 major redevelopment started on the former airfield, with the construction of factories, warehouses and 750 new houses. Fradley Park is a 300-acre warehousing and distribution development, which covers most of the former airfield.

Fradley Village Hall

- 2.11 Fradley Village Hall started its life as an old Nissen hut, sited next to St Stephen's School, which had been transported piece by piece by one of the local farmers from the Cotswolds in 1953. This was eventually replaced by a new building in approximately 1978 until a fire occurred on 5th November during the mid-1990s. The current Village Hall, designed to represent an RAF hangar, was built in 1999 and a new Youth and Community Hall was built on adjacent land 10 years later.

Since the 1980s

- 2.12 There have been several housing developments built within the Fradley parish since the early 1980s. The first of these developments were within the ancient village boundary creating the Statfold Lane development off Church Lane. Further houses were built in the 1990s to develop the Edwards Farm Road estate and as the RAF Fradley site was cleared for industrial development, the area to the north east side of Common Lane was also developed for housing. This phase of development was completed in 2005. Development was also started to the north west of Common Lane in 2016 for a further 1,000 homes.



- 2.13 Further development for 400 houses is committed in the Fradley neighbourhood area and expected to be delivered over the next five years. This, along with a site proposed for allocation in the Lichfield Local Plan Allocations Consultation Document (March 2017), will deliver a total of 1,365 dwellings. More detail is provided in Section 4.

Profile of the community today

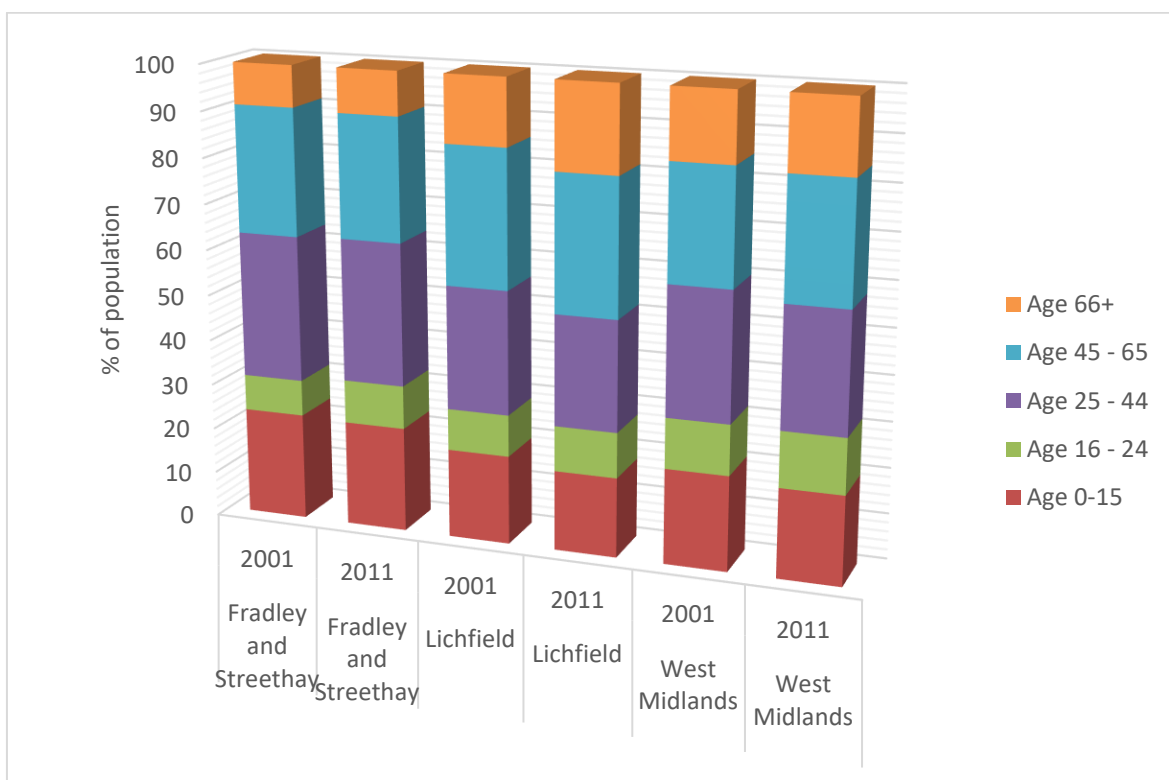
- 2.14 Unless otherwise stated, all data comes from the Census. It should be noted that the figures presented below are for the whole of Fradley and Streethay parish which is larger than the Neighbourhood Plan area.

Population change

- 2.15 The population of Fradley and Streethay parish was 3,753 in 2011. This increased by 53% over the ten years since 2001. Since 2011 the population has increased further, by 4.7% in 2015 to 3,932¹.
- 2.16 The population of Fradley and Streethay parish aged 25-44 is high and remained broadly constant over the period 2001 to 2011. By contrast, the proportion of this age group, common of young families, was declining in the district and the West Midlands region.
- 2.17 The proportion of people of retirement age (66+) is correspondingly low in Fradley and Streethay and has remained static over the period 2001 to 2011. This compares to a large and growing proportion of retirees in the district and region. This is shown in Figure 2.1.

Figure 2.1: Age profile, 2001 and 2011

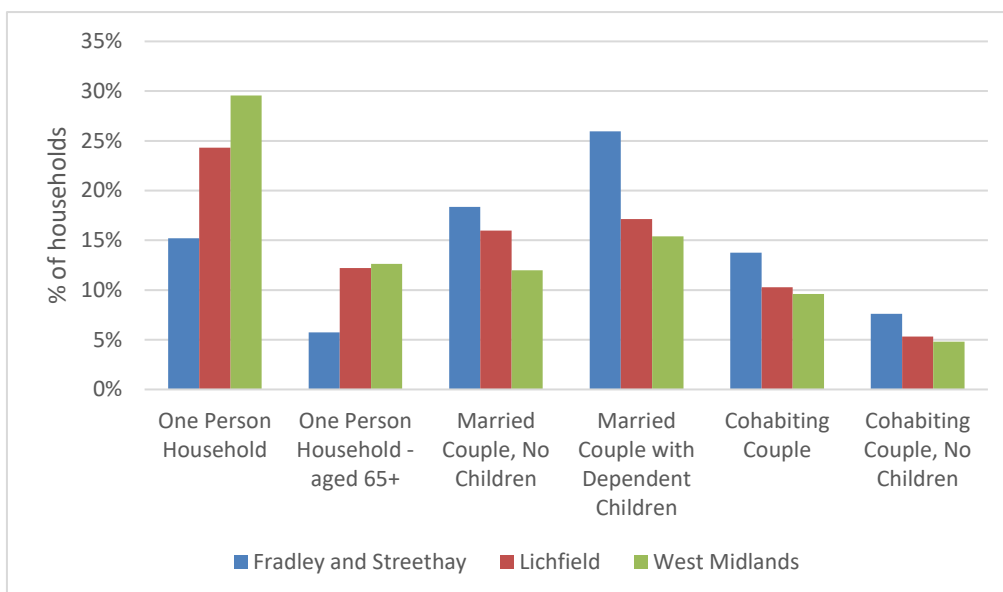
¹ Source: LGA - <http://reports.esd.org.uk/reports/14?b2q9ecbe=201703291150501&pat=LA&pa=E07000194%3APARNCP>



Housing types

- 2.18 Figure 2.2 compares household types. This demonstrates that Fradley and Streethay is a very popular location for families, with over one-quarter of households consisting of a married couple with dependent children. It also has a high proportion of co-habiting couples, most of which have no children. This suggests it is a popular place for young couples to come and start a family. The parish has a corresponding low proportion of one-person households, particularly of retirement age.

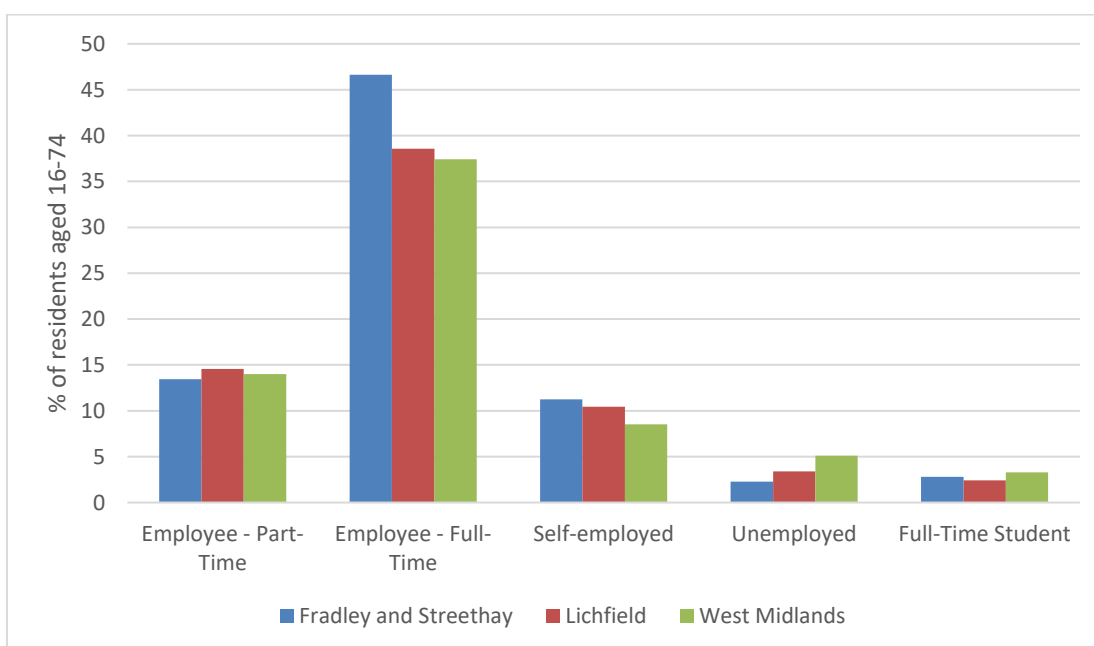
Figure 2.2: Household Type, 2011



Economic activity

- 2.19 Over 76% of the residents in Fradley and Streethay are economically active compared to 69% in Lichfield District and 68% in West Midlands. Of these, 47% are employed full-time, well above the district and regional averages. Self-employment is also strong, at over 11% of the resident workforce.

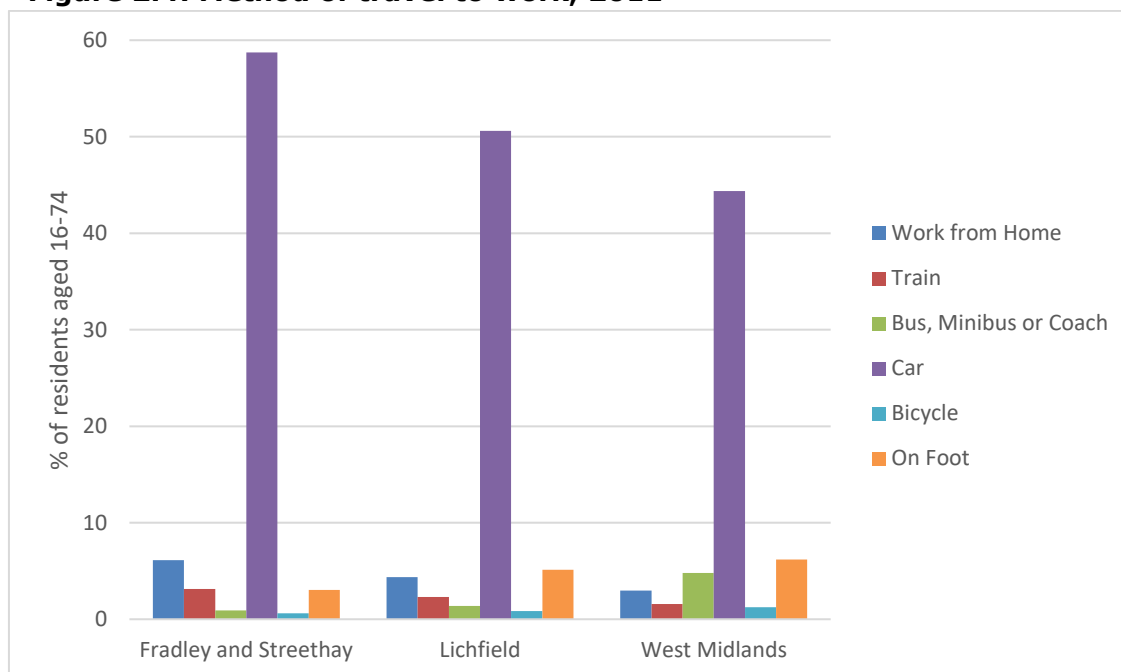
Figure 2.3: Economic activity, 2011



Travel to Work

- 2.20 Figure 2.4 shows that nearly 60% of residents travel to work by car, well above the district and regional averages. Corresponding rates of bus and train use are low, which reinforces the view that alternatives are limited. Few people walk or cycle to work which suggests that only a small number work at Fradley Park.

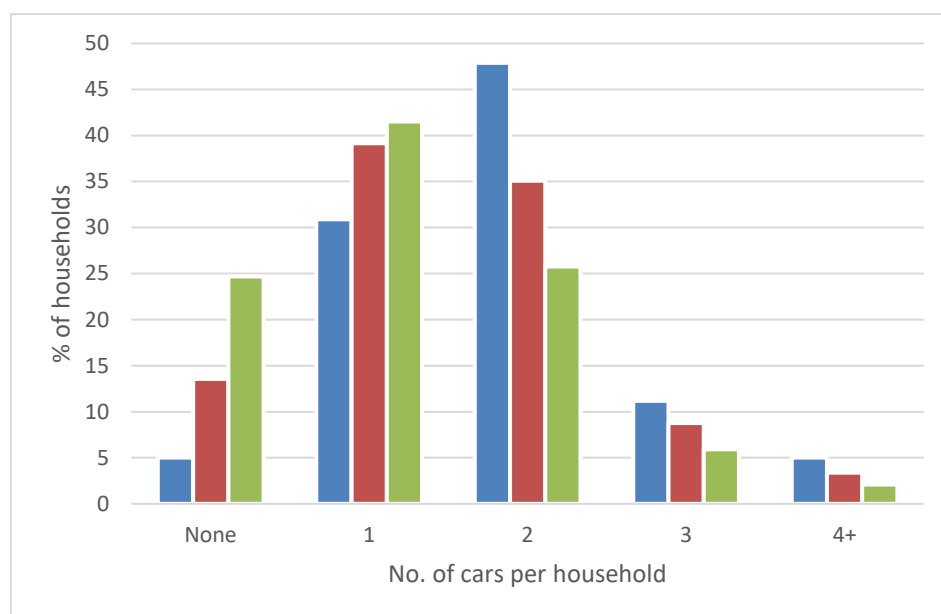
Figure 2.4: Method of travel to work, 2011



Car Availability

- 2.21 Car ownership in Fradley and Streethay is high. Only 5% of households don't own a car in the parish, compared with 14% in Lichfield and 25% in the West Midlands. Many of these households own at least two cars, with the average being 1.84 cars per household. This compares with just 1.51 cars per household in the district and 1.20 cars per household across the region (Figure 2.5).

Figure 2.5: Car availability, 2011



Local infrastructure

Community facilities

- 2.22 The community has access to the following community facilities in Fradley:
- Community hall
 - Village hall
 - Hay End Multi-Use Games Area (MUGA) and skate park
 - Worthington Road play area
 - Statfold Lane playing field
- 2.23 The village hall is regularly hired out by Fradley residents and organisations and is also used by people from outside the area. It is difficult to book the hall and can only be done several months in advance. The community hall is used mainly by the uniform organisations, e.g. scouts and guides. The low ceiling means it is not suitable for indoor racket sports which restricts what it can be used for. However, the hall is still regularly hired out for events, even though it is not the preferred option.
- 2.24 St Stephen's Church is in constant use for worship, community events and its meeting room is hired by various groups.



- 2.25 The Stirling Centre provides basic convenience services, anchored by a Co-op store. The other services include a hair salon, café, pharmacy and two food take-aways, one of which is also a restaurant. The Co-op is very busy, serving both residents and employees from the industrial units. Through the Neighbourhood Plan questionnaires, the community made it very clear that there was a strong desire for extra parking at the Stirling Centre. This has since been addressed by the owners, with a further 30 spaces having been created. Also at the Stirling Centre is a private gym, which is very popular.

Health

- 2.26 Fradley lacks a GP surgery and this is a significant issue - over one-third of those responding to the Neighbourhood Plan questionnaire considered this to be 'essential', with the nearest GP surgery being in Alrewas. As part of the planning permission for development at Fradley Park, land is provided for a new primary healthcare facility. However, changes to the provision of healthcare nationally mean that the focus of primary healthcare facilities will be delivering them 'at scale' in the form of a smaller number of large hubs that provide more than just traditional GP surgeries. The local Clinical Commissioning Group has confirmed that it is not part of its plans to provide a branch surgery at Fradley. In light of this, it is unlikely that the land set aside for healthcare provision at Fradley Park will be brought forward for a primary healthcare facility.

Transport and movement

- 2.27 Vehicle movement is an issue on Fradley. The main strategic route is provided by the A38 which runs immediately to the east of the settlements of Fradley Village and Fradley South. Difficulties with access to the A38 at both the Hilliards Cross and Fradley Lane junctions is an issue which is likely to be exacerbated by the additional development in the neighbourhood area.



- 2.28 Within Fradley village, there are also traffic pinchpoints around St Stephen's Primary School where Fradley Village Hall is also located and close to this, at the junction of Old Hall Lane and Church Lane. This is particularly problematic at school drop-off and pick-up times.
- 2.29 In Fradley South there are localised pinchpoints along Turnbull Road where the design of the estate roads that support new development here result in traffic problems.



- 2.30 Fradley has a good network of footpaths and footways. Cycle routes are more restricted, with an east-west link to the National Cycle Network route which skirts the northern boundary of the neighbourhood area. This link also provides access over the A38.

3 VISION AND OBJECTIVES

Challenges for Fradley

- 3.1 The Neighbourhood Plan seeks to address, as far as is possible, the challenges that face the community of Fradley. In summary these challenges are:
- The likely rapid growth of the population through a significant number of large developments being granted planning permission over a short period of time.
 - Inadequate sports provision.
 - Lack of health, recreational and community facilities.
 - Limited employment space for start-up micro-businesses to flourish.
 - Traffic movement and associated congestion through the village, coupled with limited alternatives to the car.



Source: Rosie Tonks

Vision for Fradley

- 3.2 In consultation with the community, the established vision for Fradley is as follows:

In 2029, Fradley is a sustainable and desirable place to live. This has been achieved principally through the provision of community infrastructure projects. In particular this has included new football and cricket pitches along with changing rooms and social facilities, new play and youth facilities and a community hub, consisting of a library, pub and space for a range of community activities.

Alongside new development, Fradley's local environment has been preserved through the protection given to local green spaces and the design of high quality amenity green spaces into the new residential areas.

Movement by means other than the car has been achieved by improving cycle paths and pedestrian routes, which has helped to create a healthier community.

Small local businesses have been supported in their growth, helping to make Fradley a place where people can live and work. In particular, the community hub has provided flexible workspace and meeting rooms for small businesses which has allowed these businesses to grow and thrive.

Despite the significant growth that has occurred, the character of the village and neighbourhood area as a whole has been maintained through the promotion of high quality and sympathetic development.

Neighbourhood Plan Objectives

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

1. To provide an appropriate mix of community, leisure and retail facilities that are accessible to both Fradley village and Fradley South to address the growing needs of the community
2. To protect and enhance the integrity of the environment and to maintain a close relationship between village and countryside
3. To resist the coalescence of Fradley with neighbouring villages or Lichfield
4. To retain an attractive and distinctive built environment with appropriate access to green space
5. To develop and grow cycle paths and footpaths through the neighbourhood area
6. To minimise the impact of vehicular movement and parking
7. To provide the potential for start-up businesses to thrive and grow
8. To promote social cohesion within the community

- 3.4 These objectives come under five main themes:

- Overall Spatial Strategy
- Community Infrastructure
- Character and Environment
- Economy
- Movement

3.5 We address each in turn on Sections 4 to 8.

4 SPATIAL STRATEGY

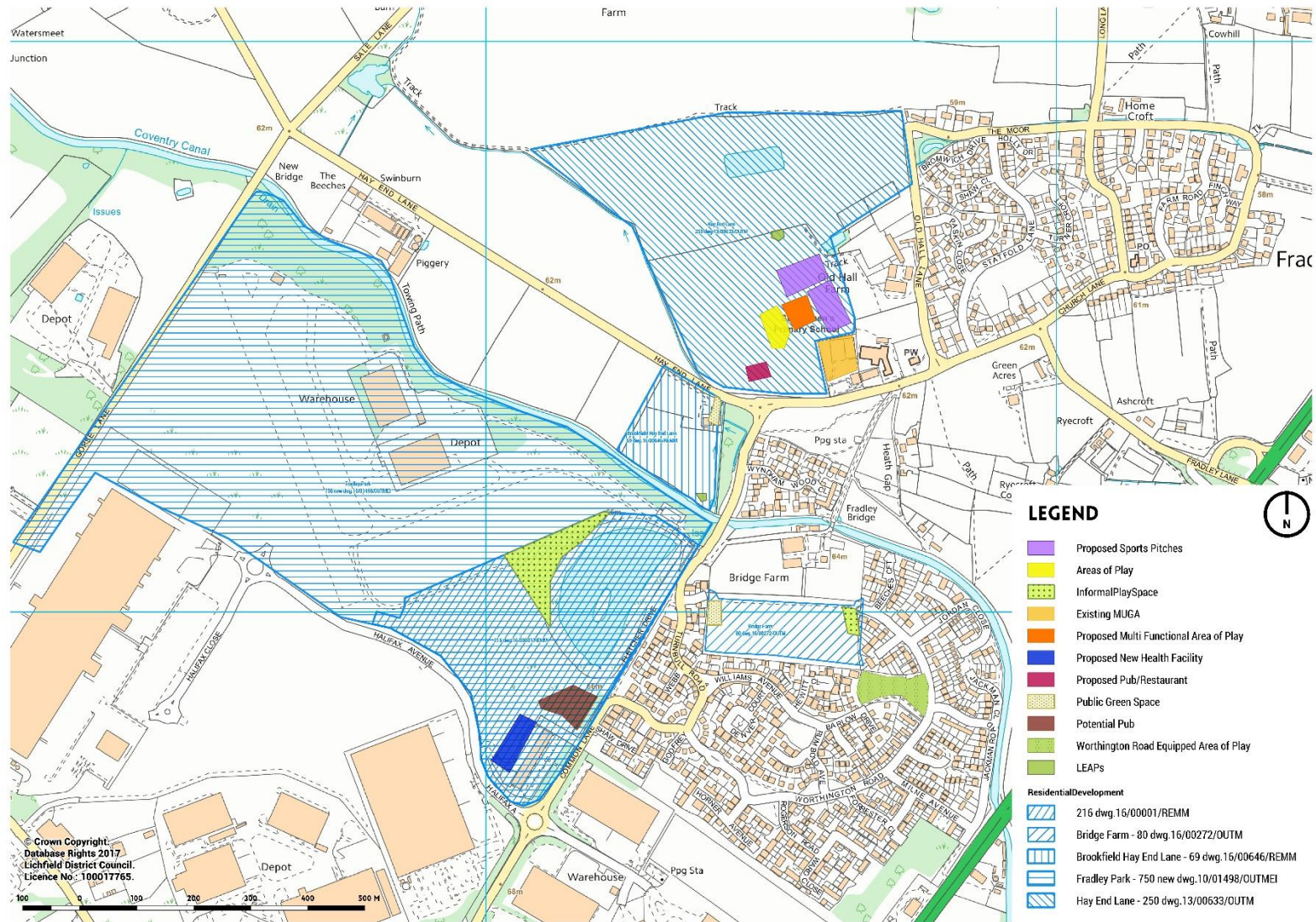
- 4.1 The Lichfield District Local Plan spatial strategy (Core Policy 1) is to deliver a minimum of 10,030 dwellings over the period 2008 to 2029. This is to be achieved by focusing growth in the most sustainable settlements. Whilst Lichfield City and Burntwood are the main settlements where growth will be located, the Local Plan also requires Fradley to accommodate a significant amount of growth, a minimum of approximately 1,250 dwellings over this same period. It is classed as a 'Key Rural Settlement'.
- 4.2 In the period since 2013, the following planning applications have been granted planning permission:
- Land off Hay End Lane – 250 dwellings
 - Brookfield Hay End Lane – 69 dwellings
 - Fradley Park (1) – 216 dwellings – this is the first phase of the larger Fradley Park (2) development, so delivers 216 of the total 750 dwellings.
 - Fradley Park (2) – 750 dwellings
 - Bridge Farm – 80 dwellings
- 4.3 This is shown in Figure 4.1. Whilst not all of these planning applications have got full planning permission, it is expected that these 1,149 dwellings will be delivered in the first half of the Neighbourhood Plan period. These permissions will therefore provide well in excess of the housing requirement for Fradley for the whole of the Local Plan period to 2029.
- 4.4 Despite this, other landowners and parties with land interests have engaged in the Neighbourhood Plan process. It is envisaged that over the plan period – which is three years longer than the Local Plan period – further development will come forward. It is important that this development makes effective use of brownfield land and is brought forward not only in the most sustainable locations but on sites that can address the community infrastructure needs identified in the Neighbourhood Plan.

POLICY FRANP1: FRADLEY VILLAGE SETTLEMENT BOUNDARIES

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

Fradley Neighbourhood Plan Pre-Submission (Regulation 14) draft

Figure 4.1: Development in the planning pipeline or significant planning applications, May 2017



5 COMMUNITY INFRASTRUCTURE

- 5.1 In a small but growing community such as Fradley, the local community facilities are vital for it to prosper. Without these community facilities, people would have to travel elsewhere to access such facilities, with the most likely destination being Lichfield City. With the limited access to public transport, this will mean an increase in unsustainable car journeys.



- 5.2 The community facilities in Fradley perform more than just a role of preventing people going elsewhere for their leisure activities. They help to create a strong community, bringing people together to share common interests and making Fradley a very desirable place to live.

Retention of existing community facilities

- 5.3 Given the limited number and capacity of existing community facilities, the loss of any existing community facility to an alternative use will be strongly resisted. It may be possible for the community facility in question to be re-provided as part of a proposed development. However, this would have to provide the facility to at least the size that it previously was and be of a quality fit for modern use. It must also be provided upfront as part of any development. This ensures that there is not a lengthy period between the demolition of the existing facility and its re-provision. The issue of the phasing arrangements between the availability of a new facility and the closure of the existing facility and the associated redevelopment of the site will ideally be expected to be addressed either in a unilateral undertaking or a Section 106 agreement. Failing this, it must be demonstrated that there is a reasonable prospect that the new facility will be delivered as soon as possible after closure of the existing facility.
- 5.4 This reinforces Lichfield Local Plan Policy HSC2, although this only seeks to protect against the loss of playing fields and sports facilities, rather than all community facilities.



POLICY FRANP2: EXISTING COMMUNITY FACILITIES

Proposals that would result in the loss of existing community facilities will not be supported unless appropriate re-provision is made. Such re-provision will be required to demonstrate that the replacement facility:

- is at least of an equivalent scale to the existing facility; and**
- is in a generally accessible location to the community of Fradley within the Neighbourhood Plan area; and**
- has a reasonable and demonstrable prospect of being delivered as soon as possible after the closure of the existing facility; and**
- is of a quality fit for modern use.**

Provision of new/expanded community facilities

- 5.5 The emerging growth in Fradley will significantly increase the population of Fradley. This is expected to have two effects – firstly, to increase demand for existing community facilities, and secondly to create demand for new types of community facility.
- 5.6 It is important that provision of new community facilities is made and in particular, that the opportunities to provide these as part of the new developments is taken. However, this must reflect the need to ensure that new facilities are provided in the right location. There is little value in providing new facilities in close proximity to existing facilities of the same type in one part of Fradley, when another part of the community is poorly served by such facilities. Equally, it may be more appropriate to expand existing provision rather than provide further facilities which may overall dilute the offer. A common example of this are play and youth facilities where expanded provision creates a stronger overall offer which addresses what young people actually want.

Sports facilities

- 5.7 Lichfield Local Plan Policy HSC2 requires that all Strategic Development Allocations (i.e. development at Fradley Park) should provide playing field facilities at a minimum

level of 1.23ha per 1,000 population, including around 200m² for changing and pavilion space and 0.025ha for parking.

- 5.8 Lichfield Local Plan Policy Frad2 identified the need for a minimum of two football pitches and a cricket pitch to serve its SDA growth. The policy also recommended exploration of the need for a sports/social club and associated sports facility.
- 5.9 Development with outline planning permission at Hay End Lane will provide two football pitches, changing facilities and associated car parking.
- 5.10 Evidence gathered to inform the Neighbourhood Plan² shows that, based on the existing provision and proposed growth in Fradley of the 1,250 dwellings on the SDA, there is a need for between two and three adult football pitches. This is in line with the Local Plan strategy for Fradley and the Lichfield District Playing Pitch, Tennis and Bowls Strategy³.
- 5.11 In light of the emerging growth that is additional to that at the SDA, it is considered that, in addition to the two football pitches proposed as part of development at Hay End Lane, a further pitch should be provided. Ideally, to allow year-round use, one of these pitches should be an artificial surface which is floodlit. Alongside this, provision of a mini-football pitch for junior players is considered to be necessary to support activity across all age groups – currently there is no provision for junior football in Fradley.
- 5.12 Along with the additional pitch provision there should be a 600m² sports and social facility which incorporates changing facilities to serve the additional pitches. In addition there should be approximately 750m² of car parking provision.
- 5.13 The provision of a cricket pitch is supported, which should be provided along with a pavilion and appropriate changing facilities. It would be efficient to provide this along with the football pitches and other facilities. This would enable the social/changing facilities to be shared.
- 5.14 There is also a wider aspiration for a new bowling green, potentially to be provided alongside new sports pitch and pavilion provision, with facilities then being shared. However, at the present time, further work is needed to justify such provision.

POLICY FRANP3: PROVISION OF NEW/EXPANDED SPORTS FACILITIES

A. Proposals for new and/or improved community facilities will be supported subject to the following criteria:

- a. the proposal would not have significant harmful impacts on the amenities of surrounding residents and other activities; and**
- b. the proposal would not have significant harmful impacts on the surrounding local environment; and**
- c. the proposal would not have unacceptable impacts on the local road network; and**
- d. the proposal would provide appropriate car parking facilities; and**
- e. the proposal is located within or immediately adjacent to the village settlement boundaries as defined in Policy FRANP1.**

² Navigus (2017) *Fradley Sports Pitches, Amenity Green Space and Equipped Areas of Play Study*, for Fradley Parish Council

³ Neil Allen Associates (2012) *Playing pitch, tennis and bowls strategy*, for Lichfield District Council

B. The provision of the following sports facilities in a location that is generally accessible to the community of Fradley will be strongly supported:

- a. Two adult football pitches, with the provision of one pitch as an artificial surface (3G or equivalent), with floodlighting.
- b. A mini-football pitch, preferably located alongside the adult pitches to allow sharing of associated facilities.
- c. A sports and social facility of at least 600m² floorspace incorporating:
 - i. a main hall;
 - ii. kitchen and WCs;
 - iii. changing room facilities commensurate with the need to serve three football pitches;
 - iv. provision of on-site parking totalling approximately 750m².

C. The provision of a cricket pitch and associated social/changing facilities will be strongly supported. The preferred location for such provision is as part of a shared offer with any football pitches and social/changing facilities unless separate social/changing facilities can be provided.

Other community facilities

- 5.15 Fradley currently has two community halls serving it. However, these are limited in size and the range of activities that can be supported. In particular they are not suited to changing ways of providing community facilities, specifically through co-location. Community space increasingly should be flexible so that it can cater for the wide range of needs. The existing facilities were never designed to enable this.
- 5.16 The development of land at Fradley Park was supposed to provide a new public house, for which planning permission has been granted. However, as at October 2017, there has been limited commercial interest in providing such a facility despite the fact that the community has expressed strong interest in having a pub serve the area.
- 5.17 Recently there have been growing numbers of examples of communities taking over the running of such facilities. Whilst this is commonly an existing pub, the same principle could apply to new provision. Engagement with the community as part of the Neighbourhood Plan process has demonstrated interest in running the pub as a community facility. Such a scenario would then create the potential for this to be used as a multi-use community facility.
- 5.18 The community is currently served by a mobile library unit. There is a wish to have a more permanent library facility in Fradley and again, there is the potential to run this as a community concern, either as part of local authority library provision or alternatively as an independent facility.
- 5.19 As is identified in the Economy section of the Neighbourhood Plan, the encouragement and growth of small and start-up businesses needs managed workspace and rooms to hold meetings. A community hub could provide this, with meeting space being provided either permanently or within space that can be reconfigured for alternative use outside of the working day.

- 5.20 It is considered that the identified location for this facility near to the Stirling Centre would be ideal and should be delivered by the proposed development of land at Fradley Park.

POLICY FRANP4: PROVISION OF A COMMUNITY HUB

- A. Proposals for a new community hub will be supported, the provision of which should seek to include:**
- a. a public house; and**
 - b. community meeting space capable of internal adaptation to meet a range of needs; and**
 - c. kitchen and WCs; and**
 - d. a community library; and**
 - e. managed workspace (Class B1c); and**
 - f. meeting rooms; and**
 - g. car parking.**
- B. The preferred location for such provision is as part of the Strategic Development Allocation of land at Fradley Park, close to the Stirling Centre, at which it is envisaged that a public house is proposed to be provided. If such commercial provision is not viable, then community-led provision of a community hub, incorporating a public house (Use Class A4) use, will be strongly supported.**
- C. If it is demonstrated that such provision is not deliverable at the Fradley Park Strategic Development Allocation, the equivalent provision of a community hub as part of other development in Fradley will be strongly supported, provided it is in a location that is generally accessible to the community of Fradley.**

Play and youth facilities

- 5.21 The Lichfield Open Space Assessment⁴, as informed by evidence gathered to inform the Neighbourhood Plan⁵, recognised the need to improve the two existing play areas serving Fradley. Moreover, this noted that the Worthington Road play area – the only actual play area for children in Fradley – lies some distance from the northern half of Fradley so its accessibility is limited. There is a need therefore for new provision to address the Lichfield Local Plan requirement in Policy HSC1 to provide play facilities within 480m/10 minutes' walk.

⁴ Lichfield District Council (2016) *Open Space Assessment*

⁵ Navigus (2017) *Fradley Sports Pitches, Amenity Green Space and Equipped Areas of Play Study*, for Fradley Parish Council



- 5.22 This also does not recognise the type of play facility that is needed. The Worthington Road facility is aimed at younger children, whereas the Hay End MUGA and skatepark is more for older children. As well as further Local Equipped Areas for Play (LEAPs) for young children, there is a need for a facility to serve the needs of older children. This should be in the form of a Neighbourhood Equipped Area for Play (NEAP) and, based on the Local Plan standards, the scale of growth at the SDA justifies the provision of a NEAP.
- 5.23 In addition, application of the Local Plan standards also demonstrates that provision of an additional MUGA is justified.
- 5.24 Development with outline planning permission at Hay End Lane and with full planning permission at Brookfield Hay End Lane will each provide a LEAP.
- 5.25 As Figure 5.1a shows, applying the 10-minute/480m Local Plan accessibility threshold to the existing and proposed play facilities still leaves many in the existing community much further away than they should be to reasonably expect regular use. Figure 5.1b shows that provision as part of the proposed developments will help to address this but will still not provide coverage for the whole community. Further provision is therefore encouraged.
- 5.26 The preferred location for provision of any new LEAPs, a new NEAP and a new MUGA are either west or north-west of Fradley Village or nearer to Fradley South which is particularly lacking in access to formal areas of play.

POLICY FRANP5: PROVISION OF PLAY AND YOUTH FACILITIES

- A. Proposals for new and/or improved play and youth facilities will be supported subject to the following criteria:**
- a. the proposal would not have significant harmful impacts on the amenities of surrounding residents and other activities; and**
 - b. the proposal would not have significant harmful impacts on the surrounding local environment; and**
 - c. the proposal would not have unacceptable impacts on the local road network; and**
 - d. the proposal is located within or immediately adjacent to the village settlement boundaries as defined in Policy FRANP1.**

- B. The provision of play and youth facilities in locations that are able to support the existing community will be strongly supported. The provision of a Neighbourhood Equipped Area for Play (NEAP), a Multi-Use Games Area (MUGA) and Local Equipped Areas for Play (LEAPs) that is accessible (based on a 10-minute/480m walk time/distance) to Fradley Village and, in particular, Fradley South, will be strongly supported.**
- C. If it is clearly demonstrated that such provision is not deliverable in these locations, then equivalent provision as part of other development in Fradley will be strongly supported, provided it is in a location that is generally accessible to the community of Fradley.**

Figure 5.1a: Accessibility thresholds of existing play and youth facilities

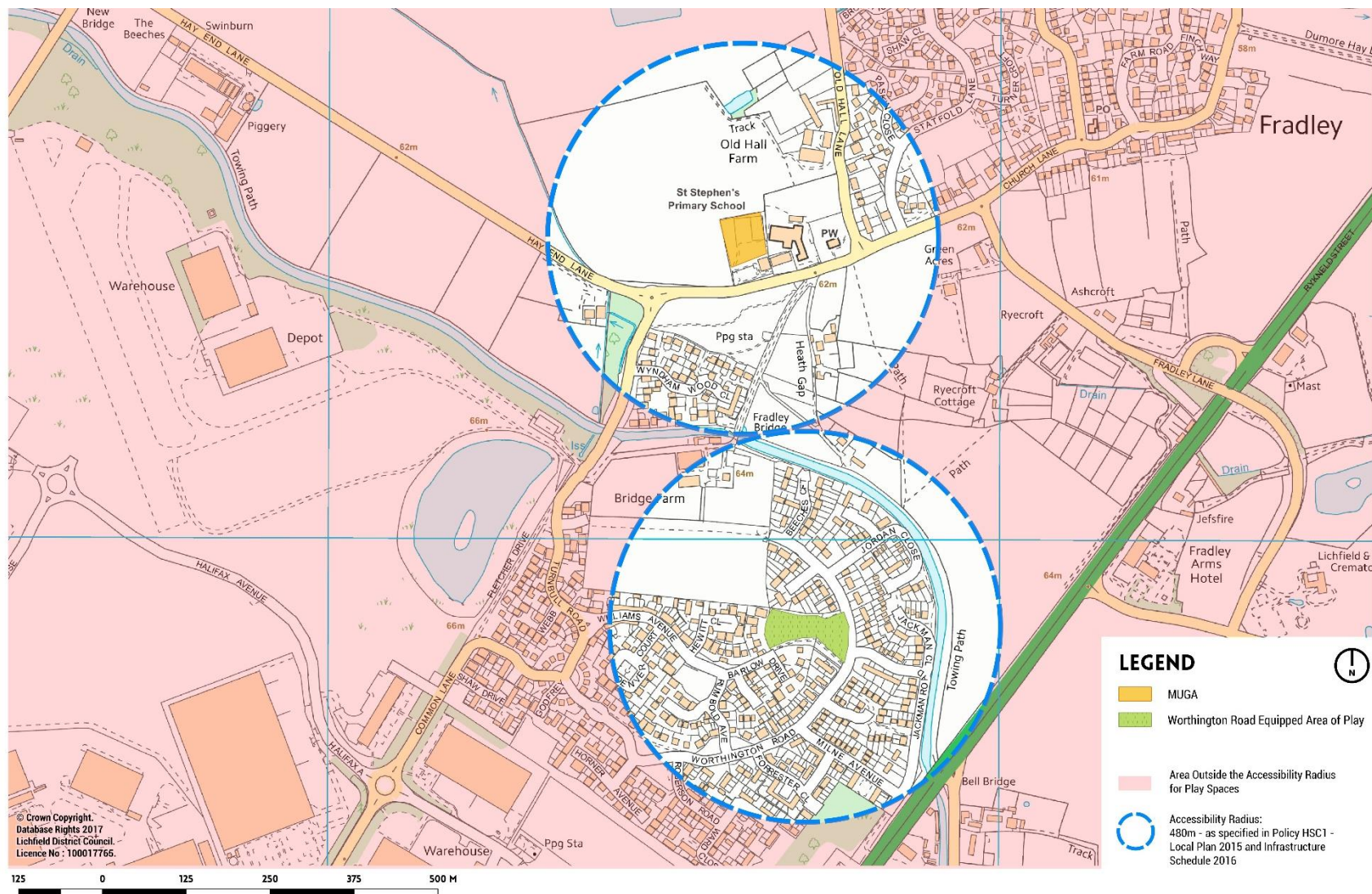
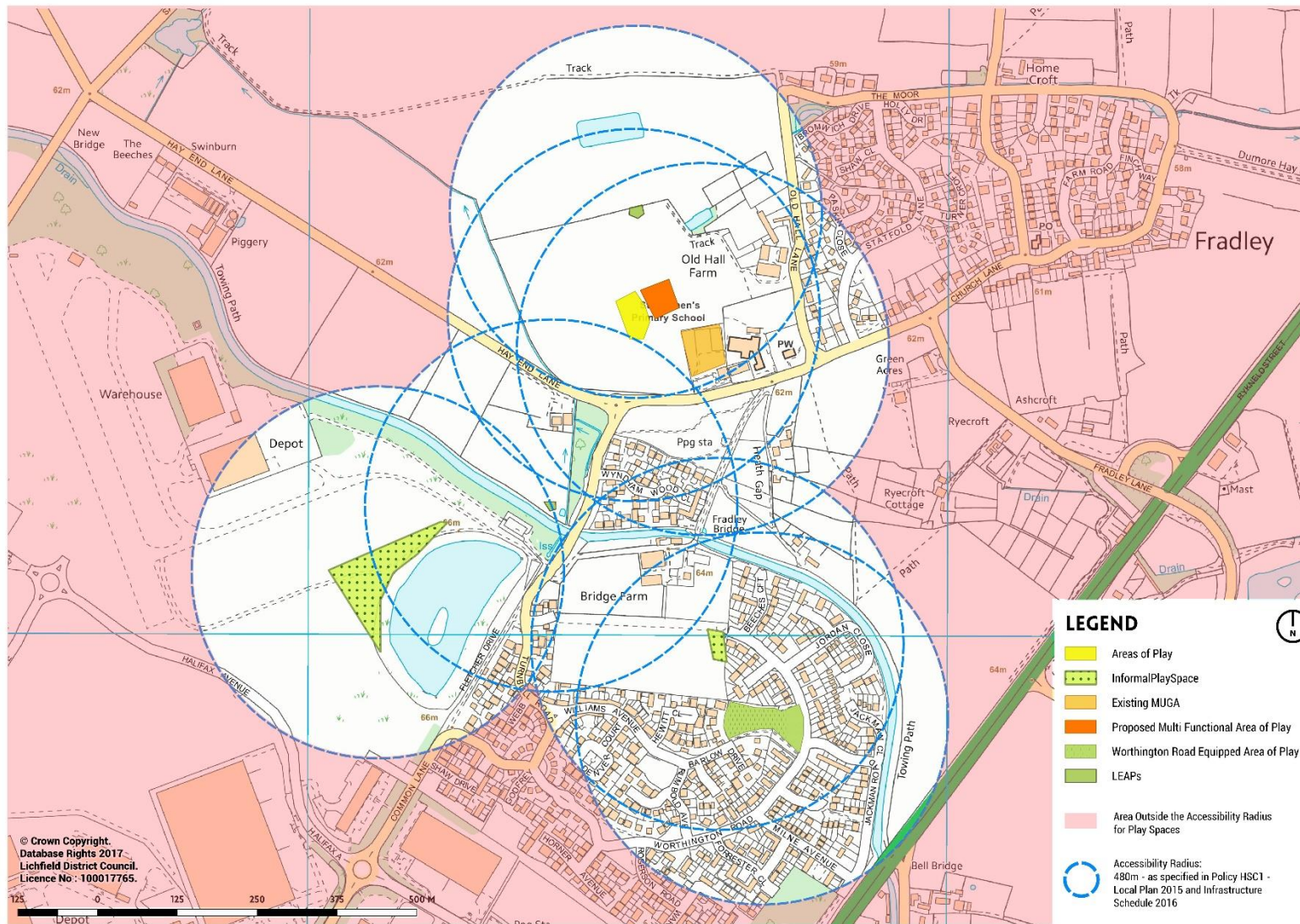


Figure 5.1b: Accessibility thresholds of existing and committed play and youth facilities



6 CHARACTER AND ENVIRONMENT

Character Areas

- 6.1 Particular issues raised by the community of Fradley are the concern that the significant amount of new development emerging in Fradley could start to dominate the overall visual appearance of the Neighbourhood Plan area and ultimately dilute the character that makes it the place it is today.
- 6.2 Adverse impacts of inappropriate developments can include the following:
- Loss of significance to heritage assets, including impacts on setting
 - Changes to the grain and overall density which defines local character
 - Loss of amenity, overshadowing, overlooking
 - Noise
 - Loss of green links/ trees /hedgerows/vegetation
 - Visual intrusion
 - Visual separation
 - Loss of parking
 - Difficulties with recycling and waste collections/bin storage
- 6.3 It is considered important that development must be designed so that it sits appropriately within its surroundings. It is acknowledged that, if development is of a different mix of housing, e.g. 2- and 3-bed dwellings in a predominantly 4- and 5-bed dwelling area, then densities may differ slightly. However, it is vital that the design of such developments does not have a negative impact on the amenity of existing residents in the neighbouring properties.



- 6.4 The objectives of this policy are to ensure that safe and attractive residential layouts are promoted.
- 6.5 The particular issues that must be considered in demonstrating that a development scheme is acceptable are as follows:
- Plot width - plots must be of sufficient width to allow a building(s) to be sited with adequate separation between dwellings. The width of the remaining and the new plot should be similar to that prevailing in the immediate area.
 - Building line - where the established building line of existing dwellings is a feature of the area, new development should respect that building line.
 - Visual separation - new dwellings must have similar spacing between buildings to that commonly found on the street frontage.
 - Building height - new buildings should reflect the height of existing buildings. Where existing buildings are of a uniform height, new buildings should respect that height and vice versa.
 - Daylight and sunlight - new buildings should not adversely affect neighbouring properties by seriously reducing the amount of daylight available through windows. Blocking direct sunlight from reaching neighbouring properties can cause overshadowing and is not acceptable.
 - Bin storage – ensure adequate provision, either through access round the outside of the house, or if this is not possible, then specific bin stores to be designed at

the front of properties to avoid bins just being left to dominate the frontage of properties.

- Parking and access arrangements - satisfactory arrangements will be required for parking and access. Generally parking areas to the front of the property using the front garden will not be acceptable unless, this is the prevailing pattern of parking in the locality.
- Boundary treatment - boundary treatment along the frontage should reflect that prevailing in the area. Proposals for open frontages or the use of the frontage for parking will not be acceptable in areas where enclosed front boundaries prevail.



- 6.6 The policy applies to the whole of the Neighbourhood Plan area rather than just within the village settlement boundaries.
- 6.7 It is important that the guidance in the Fradley Character Areas Assessment, or any successor document, is followed in respect of the two character areas in Fradley. These character areas that have been identified cover Fradley Village and Fradley South. The extent of the Character Areas are shown with the Policies Maps.
- 6.8 The Character Area Assessments do, in certain circumstances, identify prevailing examples of development which have served to harm the overall character of the area in question. One example is in Fradley South where some of the existing development in parts of Character Area has houses which have no front gardens and have inadequate parking areas. This style of development should be avoided and not replicated.
- 6.9 For each, their landscape character, townscape, built form, vegetation and hard landscape and boundary treatment described. It provides guidance in respect of each character area it is particularly important that this guidance is followed by development proposals.

POLICY FRANP6: CHARACTER AREAS

All development shall protect the amenity of neighbours, and reflect the scale, mass, height and form of neighbouring properties. Development proposals must demonstrate how they contribute positively to the features of the respective character areas, as described in the Fradley Character Area Assessment.

In particular, development proposals shall:

- **retain historic buildings that contribute to the distinctive character and historic and architectural interest of the village; and**
- **ensure that they do not lead to over-development of a site; and**
- **avoid the appearance of cramming; and**
- **be in keeping with the form of development of properties in the immediate surrounding area, unless otherwise indicated in the Fradley Character Area Assessment; and**
- **ensure that new buildings do not adversely affect neighbouring properties by seriously reducing the amount of daylight available through windows or by obstructing the path of direct sunlight or window; and**
- **ensure that it does not unacceptably reduce the level of existing private amenity space provision for existing residential properties; and**
- **provide adequate bin storage; and**
- **provide appropriate parking and access arrangements, both for the new development and existing properties where they would be affected; and**
- **reflect the prevailing boundary treatments.**

Local Green Spaces

6.10 Under the NPPF, Neighbourhood Plans have the opportunity to designate Local Green Spaces which are of particular importance to them. This will afford protection from development other than in very special circumstances. Paragraph 77 of the NPPF says that Local Green Spaces should only be designated:

- *"where the green space is in reasonably close proximity to the community it serves;*
- *where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
- *where the green area concerned is local in character and is not an extensive tract of land."*

6.11 Whilst there are many smaller green spaces that create an open setting to some of the estates that have been developed, these do not fulfil all of the criteria of the NPPF. The only areas that do are:

- Watersmeet public open space
- Fradley skate park and MUGA

- Worthington Road play area
- Statfold Lane large public open space
- Statfold Lane small public open space
- Public open space at the junction of Williams Avenue and Rumbold Avenue
- Fradley Wood, Gorse Lane

Watersmeet public open space



- 6.12 This space is a pleasant green area to the front of Wyndham Wood Close, in the heart of Fradley, and is unofficially known as the 'village green'. Due to the lack of public open space currently available in Fradley this is a valuable asset to the community. It is also now maturing, having the benefit of oak, sycamore, hawthorn and horse chestnut, creating a nice landscaped aspect. The area is used by many dog walkers, pedestrians and children, enjoying a safe and pleasant environment.

Fradley skate park and MUGA



- 6.13 This space is used extensively by the children of Fradley. St Stephen's Primary School use the MUGA almost daily for team games, making use of the basketball facilities and ball games. Outside the perimeter of the MUGA (but within the whole play area) stands the very popular skate park, providing activities for both skateboards and scooters.

Worthington Road play area



- 6.14 This area is a good sized play area that is central to Fradley South and is also within a 10-15 minute walk from Fradley Village. It blends well within the community and is an attractive and well maintained community area. It is also the only play area in Fradley that caters for smaller children. It provides many pieces of good quality equipment which are in use every day.

Statfold Lane large public open space



- 6.15 This open area is laid to grass and was originally intended for a football pitch when the Statfold Lane estate was built in the 1980s. This area is used by dog walkers, joggers and children playing ball games.

Statfold Lane small public open space



- 6.16 This small space is laid to grass and, as with the larger area on Statfold Lane, this was designated as a childrens' play area when the Statfold Lane estate was built. At that time no play equipment was provided and this remained a mown grassy area. However, the area is well used by children for kick around football games and dog walkers. It is very accessible to residents of Fradley, being a few minutes' walk from anywhere in Fradley village.

Public open space at the junction of Williams Avenue and Rumbold Avenue



- 6.17 This is an area laid to grass, landscaped with trees and bounded on all sides by a hedgerow. This area of Fradley South contains houses of quite high density with very few front gardens and small back gardens. It provides a welcome green space and serves to enhance this particular area.

Fradley Wood, Gorse Lane



- 6.18 Fradley Wood is one of the few natural woodlands remaining in Fradley and contains a variety of different types of trees, including silver birch, oak, and elder.
- 6.19 The public footpath runs from Gorse Lane, through the Wood and finishes up at Shade House at Fradley Junction (Conservation area). This not only provides a recreational opportunity but also is an ideal place for dog walkers.
- 6.20 Fradley Wood, particularly in the summer, is full of flora and fauna and its presence contributes to the local environment, on the edge of the village and its close proximity to Fradley Junction and Coventry Canal.

- 6.21 This woodland was part of Fradley Airfield which was constructed in World War II. Old derelict WWII brick-built storage facilities still remain on this site amongst the trees. This offers a perfect habitat for roosting bats in the old buildings. These are close to the trees which offer foraging opportunities and due to the close location of the canal at Fradley Junction there is a plentiful supply of water. Also part of the woods contain some farmed fields, offering plentiful, wide flight corridors for the bats. These buildings also offer homes for owls, swallows and house martins. The trees also provide numerous nesting and foraging opportunities for other birds and insects.

POLICY FRANP7: LOCAL GREEN SPACES

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

- 1. Watersmeet public open space**
- 2. Fradley skate park and MUGA**
- 3. Worthington Road play area**
- 4. Statfold Lane large public open space**
- 5. Statfold Lane small public open space**
- 6. Public open space at the junction of Williams Avenue and Rumbold Avenue**
- 7. Fradley Wood, Gorse Lane**

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

- the proposal is of a limited nature and it can be clearly demonstrated that it is required to enhance the role and function of an identified Local Green Space; or**
- the proposal would result in the development of local community infrastructure as required by Policy FRANP3.**

Landscape features

- 6.22 Fradley is not rich in landscape areas of recognised value but this does not mean that the community of Fradley does not appreciate the value of the landscape that it has. Whilst much of the undeveloped land around Fradley village and Fradley South has been well-established for farming, there are examples of small-scale features which are particularly distinct within this landscape. These include mature trees and hedgerows. With such a flat topography, these features are particularly visible within the wider landscape.



- 6.23 In the community survey, 94% of respondents thought that it was either important or very important that such features are retained as part of any new development. Sometimes existing features such as hedgerows have to be removed to allow for widened carriageways or footways/cyclepaths, or to provide appropriate visibility splays at road junctions. In such circumstances, development proposals should think about providing appropriate replacement green features elsewhere on the site.

POLICY FRANP8: MINIMISING THE ENVIRONMENTAL IMPACT OF DEVELOPMENT

Developments proposals are expected to have regard to the existing natural features on the frontage of a site and to retain these wherever possible. Where such features have to be removed, development proposals are expected to incorporate new green infrastructure, including the planting of new linear features, such as hedgerows, in order to ensure that the character of the settlement and the ecological and natural resources in the area are protected.

7 ECONOMY

- 7.1 Within the Fradley Neighbourhood Plan area, Fradley Park provides a significant number of jobs principally in the warehousing and distribution sector. As a strategic employment location, its role is of significant importance, not least for the jobs that it provides. However, for many people these are not necessarily the types of jobs they are looking to seek. Increasingly, the national economy is seeing growth in service and IT sectors, with much of this growth being through start-up and micro-businesses.
- 7.2 Many of these businesses start at home with people being self-employed. In Fradley and Streethay Parish, the 2011 Census showed that 8.2% of the resident population aged 16 to 74 were self-employed and did not employ anyone else. This was above the district and West Midlands averages (7.6% and 6.5% respectively). Moreover, the 2011 Census also showed that 6.1% of the parish's resident population aged 16 to 74 worked mainly from home. This compared with 4.4% and 3.0% for Lichfield district and the West Midlands respectively.
- 7.3 In order for these businesses to grow and flourish, they do need dedicated workspace. It is common that growing home-based businesses need office/workspace as they take on employees although many homeworkers also choose to take workspace even if they are not looking to grow their business. This is so that they can network and socialise in a working context. All these users are looking for competitively priced, flexible workspace that also provides services such as meeting rooms.
- 7.4 The proposals for a community hub could include provision of flexible workspace and meeting rooms as part of its wider offer. These meeting rooms could then be hired by community groups outside of working hours.

POLICY FRANP9: SMALL-SCALE COMMERCIAL DEVELOPMENT

Development proposals to provide small-scale office and/or light industrial (B1-class) employment opportunities will be supported. In particular, proposals to provide a new facility as part of a multi-functional community facility (in line with the requirements of Policy FRANP4) will be particularly strongly supported.

- 7.5 At Fradley Park, a growing issue is the lack of provision for heavy goods vehicles (HGVs) to park off the roadway and to be provided with associated comfort facilities. The nature of the distribution sector is that many of these HGVs arrive with goods outside working hours so have to wait for some time before they can access their destination and unload their goods. These drivers have little choice but to park illegally on the roadway. This also has the effect of the HGVs damaging the verges.



- 7.6 It is important that the provision of new units can either provide or demonstrate that there is sufficient provision of off-road lorry parking and access to facilities for drivers.

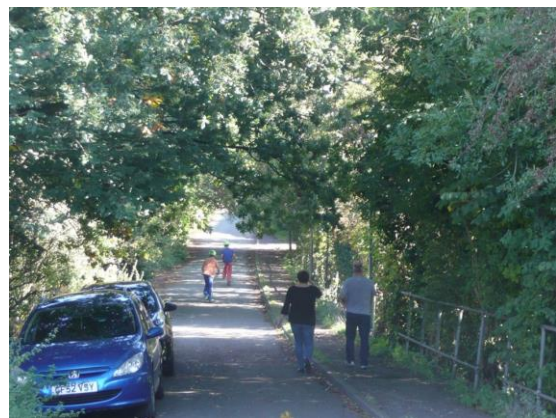
POLICY FRANP10: PROVISION FOR DISTRIBUTION VEHICLES

Development proposals for additional distribution and warehousing facilities (Class B8) must demonstrate that there is sufficient provision of off-road lorry parking and access to basic facilities (toilets and washing) for drivers.

8 MOVEMENT

Movement routes

- 8.1 In terms of trying to positively influence future patterns of movement into and around Fradley, including the employment area at Fradley Park, the Neighbourhood Plan seeks to focus on making improvements for pedestrians and cyclists in order to encourage more walking and cycling from all the residential areas. Linking the new housing sites, as well as the existing parts of the settlements, into the network of walkways is vital to encourage more walking and less use of the car. Such improvements have a range of benefits including:
- Providing genuine alternatives to the private car as a means of accessing key shops and services, such as the Stirling Centre, local schools and other community facilities;
 - Provide health benefits through increased walking and cycling;
 - Facilitating less congestion at busy times by encouraging children walking to and from school and people walking to the shops rather than 'jumping in the car' for a short journey;
 - Providing a safer environment for the community of Fradley, including for vulnerable users.



- 8.2 Access on foot into and around Fradley and to key facilities such as the local school and the Stirling Centre requires improvement to existing walkways as well as the provision of some new walkways and pedestrian crossing points in order to encourage increases in usage. Work by the Neighbourhood Plan Steering Group has identified and mapped the main footpaths and cycle routes in Fradley. From this, a number of Movement Routes have been identified that will enable access on foot and by bicycle to these key facilities. These are shown in Figure 8.1. It is vital that these Movement Routes are improved and that access to them from the new housing developments can be provided.
- 8.3 For new development, it will be important that safe footpath and, where possible, cycle access is provided to link in with these movement routes. Without this, new

developments will be isolated from the footway and cycle network and will become car-dependent estates.

- 8.4 Where improvements are needed, contributions will be sought through Section 106 agreements and will be used to part-fund these and lever in match funding from other sources.

POLICY FRANP11: CYCLING, WALKING AND DISABILITY ACCESS ROUTES

Development proposals to improve cycling and walking will be supported. In particular, provision of cycle and pedestrian routes that are physically separated from vehicular traffic and from one another will be strongly supported. Such routes should also ensure that access by disabled users and users of mobility scooters is secured.

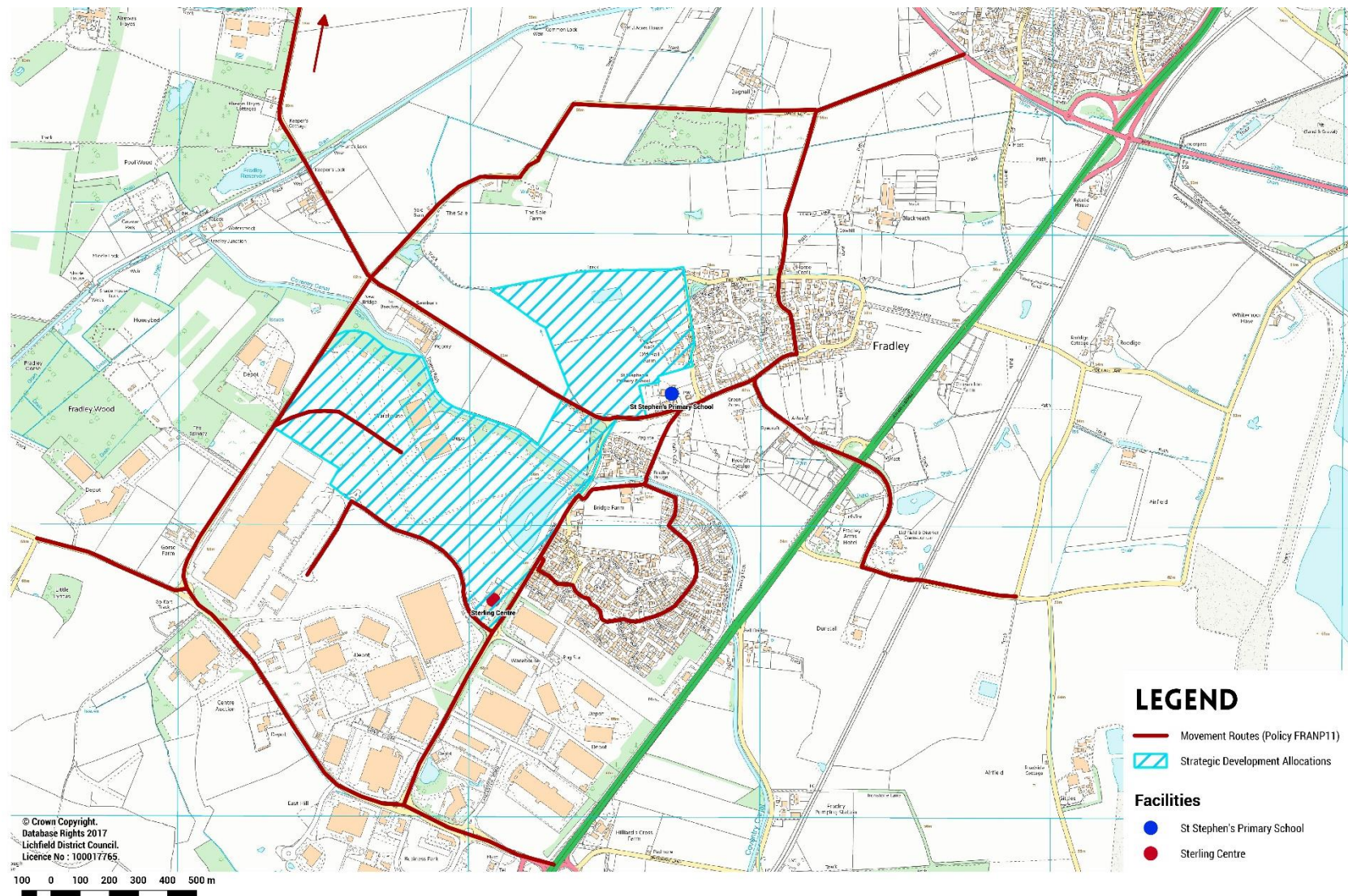
To ensure that residents can access public transport facilities, schools, leisure and other important facilities serving Fradley, all new developments should ensure safe pedestrian access to link up with existing footways that, in turn, directly serve the Movement Routes shown on the Policies Map or any other Movement Routes subsequently identified.

Proposals to enhance the identified Movement Routes and any other Movement Routes that are subsequently identified will be strongly supported.

Development will be expected to not have an unacceptable impact on Movement Routes, and provide a strategy to mitigate the impact of additional traffic movements on the safety and flow of pedestrian and cycle access.

Where pedestrian, cycle and disabled access provision is not addressed by dedicated provision of crossings, improvements to existing crossing points will be supported. This includes provision of dropped kerbs for disability and pushchair access.

Figure 8.1: Movement Routes

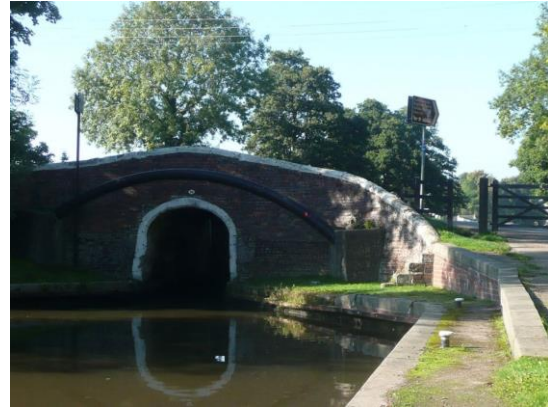


Highway pinchpoints

- 8.5 Many members of the community have raised concerns about the impact of growth in terms of vehicular congestion. Whilst Policy FRANP11 seeks to maximise the potential for use of alternative modes of transport to the private car, it is still expected that the increase in traffic created by over 1,250 new dwellings will be significant.
- 8.6 Whilst much of this traffic is residential, there is a significant amount of HGV traffic associated with Fradley South. Where these two come into conflict can create safety issues.



- 8.7 Of particular concern is access to and from the A38, the main route providing wider access from Fradley to neighbouring settlements. Policy Frad2 of the Lichfield Local Plan states that, 'All options will be explored to improve the Hilliard's Cross and Fradley Village Junctions on the A38(T)'.
- 8.8 Whilst the sites already in the planning pipeline will provide the appropriate mitigation for the traffic impacts caused by their respective developments, the cumulative impacts on the highway network and, in particular, in the Hilliard's Cross and Fradley Village junctions will not be known until these developments have been built out. This is unlikely to be until the second half of the Neighbourhood Plan period. However, both prior to this and at the point when the full observed effects are understood, it is vital that new development fully assess the additional impact that they will have. In particular, it will be particularly important that they are able to demonstrate that they will not have a severe detrimental impact on any road junctions, including the two identified junctions.
- 8.9 In addition, development which requires or facilitates significant levels of access across the Gorse Lane canal bridge will need to fully assess the additional impact that this will have. This is a narrow hump-back bridge and is not suitable for significant levels of traffic. Any further development on the north side of the canal could require the provision of a new crossing at this point because the community identified that this would be unsafe to use as a main route.



- 8.10 In order to consider the cumulative impacts, any Transport Assessment or Transport Statement will need to provide a common methodology that relates to previous assessments or statements.

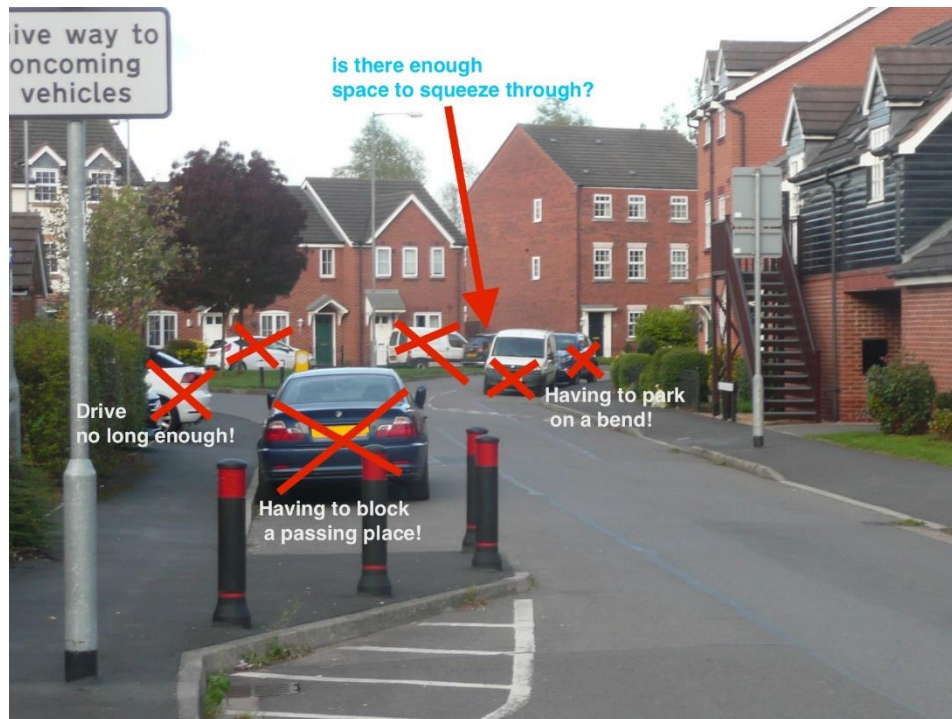
POLICY FRANP12: HIGHWAY CAPACITY AT KEY ROAD JUNCTIONS

All Transport Assessments (for larger sites) or Transport Statements (for smaller sites) - as required by Para 32 of the National Planning Policy Framework - should address to the satisfaction of the highway authority the cumulative transport impact on road junctions, in particular including the following, identified on the Policies Map:

- **Hilliard's Cross junction on A38**
- **Fradley Village junction in A38**
- **The Gorse Lane bridge**

Residential parking

- 8.11 In a rural community such as Fradley with limited public transport alternatives and limited services provided within the community, it is not surprising that car ownership and use is high. In 2011, the Census figures showed that households in the parish of Fradley and Streethay had an average of 1.84 cars compared with just 1.51 cars per household across Lichfield district and 1.17 cars per household nationally. Moreover, this level of car ownership has increased by more than 5% since 2001.
- 8.12 Inevitably such high levels of car ownership create problems when it comes to residential parking. High levels of on-street parking create difficulties with vehicular movement, particularly for refuse lorries and emergency vehicles. More generally, parked cars mean that walking and cycling are more dangerous as well. With the significant amounts of new development planned, it will be important that solutions are found to minimise on-street parking.
- 8.13 It is therefore important that, in meeting the requirements of Lichfield Local Plan Policy ST2 (Parking provision), off-street parking solutions are provided which residents actually use. Commonly, garage spaces are too small to comfortably fit a modern car and the spaces themselves are used for storage. This is one of the main reasons why people park in the street.



- 8.14 Credible alternatives to garages which still allow some storage space in the roof are car ports. Creative solutions such as this, along with ensuring that, where possible, off-street parking spaces are provided.

POLICY FRANP13: RESIDENTIAL PARKING

Development proposals that generate an increased need for residential parking must provide adequate and suitable off-street parking in order to minimise obstruction of the local road network in the interests of the safety of all road users, including pedestrians and cyclists. This must meet the requirements of Local Plan Policy ST2.

Parking spaces can take the form of spaces or garaging/car port facilities, but must be permanently available for parking use.

9 HOUSING NEEDS

- 9.1 Whilst the profile of Fradley and Streethay parish shows that it has a high proportion of families and lower proportions of older people, this is likely to change over the Plan period. Throughout the engagement on the Neighbourhood Plan, the community has expressed a strong desire to stay in Fradley as people age. Consequently, over the lifetime of the Plan it is likely that the profile of the households in Fradley will be more inter-generational, with a greater proportion of older people than at present.
- 9.2 Whilst Policy H1 of the Lichfield District Local Plan makes clear that the development planned in Fradley must provide a mix of dwelling types, sizes and tenures and that the District Council will promote the delivery of supported housing and care homes, there are some specific needs in Fradley which development should address. In particular the Neighbourhood Plan survey identified a strong wish for more bungalows which address the needs of older people. Whilst such provision will therefore be welcomed, it is important that there is flexibility in the types of households that will live in particular types of housing, therefore development should more generally provide housing which meets the needs of older people. In particular, at least some housing on large, strategic developments should be capable of adaptation for older users who may have mobility issues. The focus of District Local Plan Policy H1 is on the provision of 2- and 3-bed units which fits well with the type of housing sought by older people.

POLICY FRANP14: MEETING THE HOUSING NEEDS OF OLDER PEOPLE

In order to ensure that existing residents of Fradley can continue to live in their community as they age and their housing needs change, new residential developments will be expected to include some units that demonstrably meet the needs of older people or are capable of adaptation to meet such needs.

If such provision is not made, then it must be demonstrated why this would make the development unviable or why it is technically unfeasible.

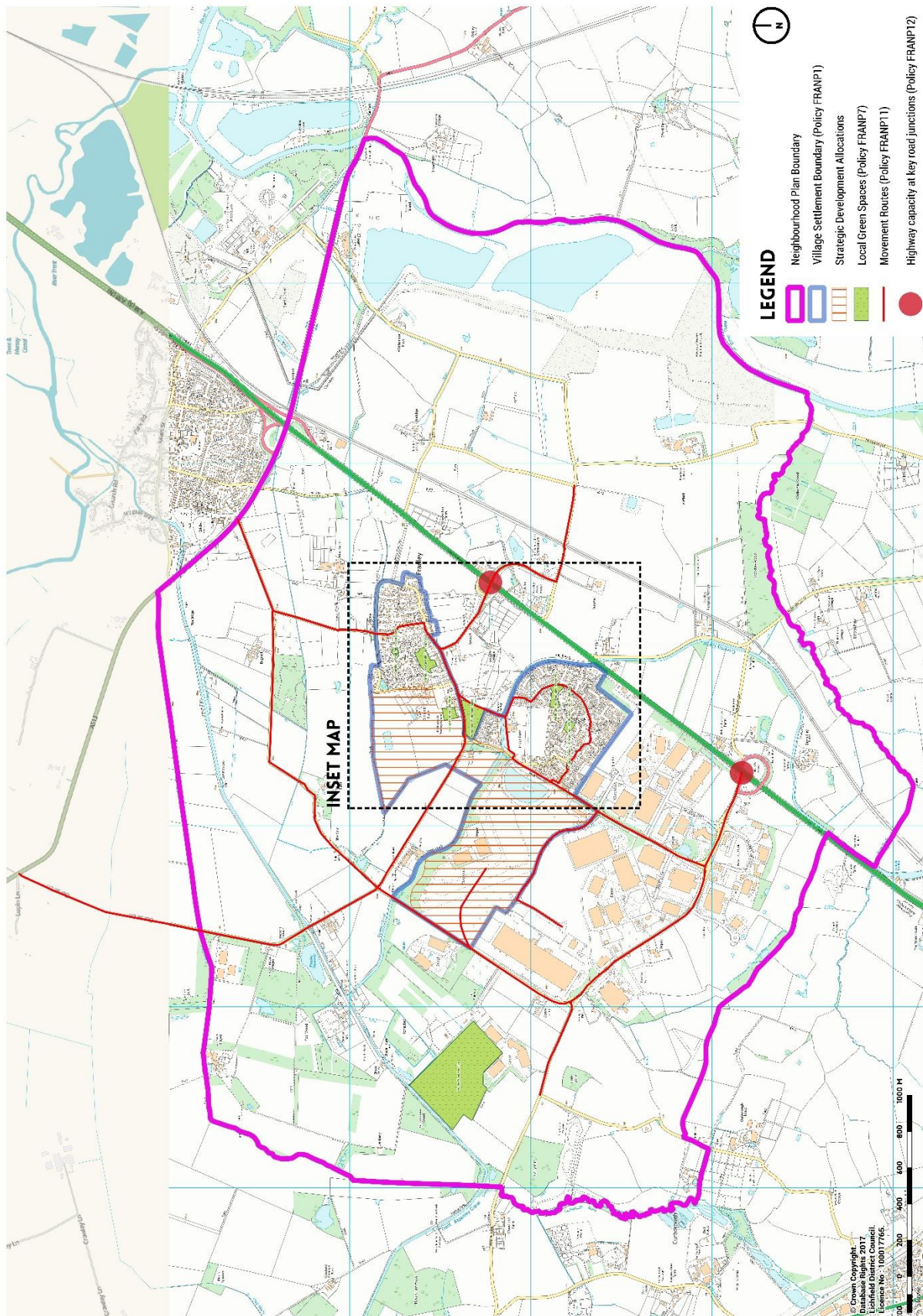
10 NON-POLICY ACTIONS

- 10.1 It must be recognised that the Neighbourhood Plan cannot deliver the full vision; it is either beyond the scope of planning laws or requires remedial action to deal with existing shortcomings. For that to happen individuals and groups in the community as well as the Parish Council must continue their work of building and maintaining a strong community and in working with developers, landowners, businesses and other agencies to provide the facilities best targeted to meet community needs.
- 10.2 The areas in which issues to work on have arisen in the course of consultations are noted in Table 10.1. Ownership of the issues has been suggested and when agreed active action planning should follow. Inclusion in this list is not meant to signify approval or prioritisation of these issues.

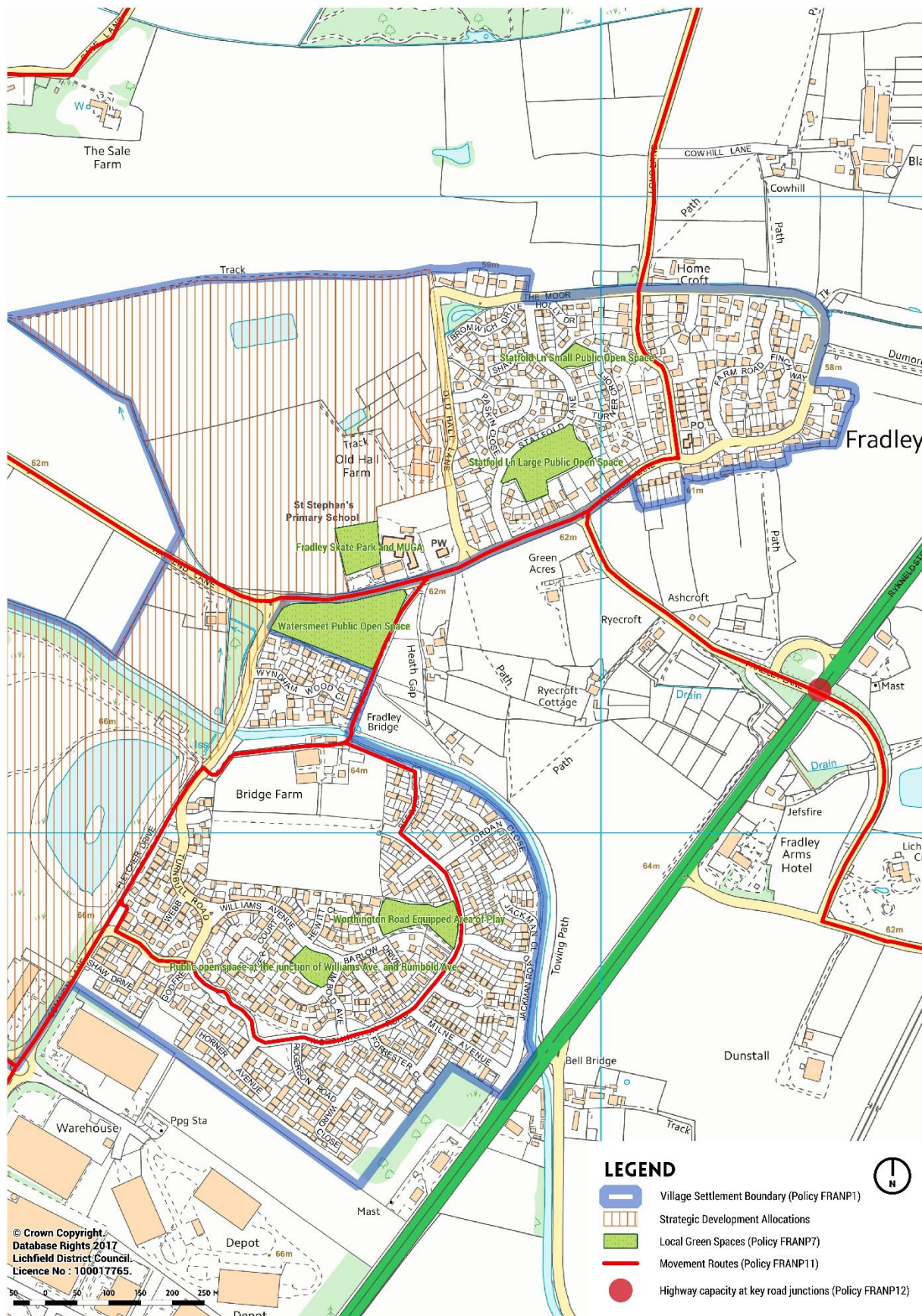
Table 10.1: Non-land use issues to be addressed

Issue	Possible actions	Lead agencies and partner
Community Infrastructure		
Lack of allotment provision	Identify a suitable site for allotments and engage with the landowner	Fradley Parish Council
Provision of new bowling green	Explore possible locations and gather evidence about demand.	Fradley Parish Council
Character and Environment		
Litter	Provision of more litter bins	Fradley Parish Council
Biodiversity	Creation of a new wildflower meadow	Fradley Parish Council
Wildlife	Develop evidence base to create a green corridor, as previously identified in the ATLAS report	Fradley Parish Council
Economy		
Broadband	Get high speed broadband installed in all parts of the settlements	Staffordshire County Council
Mobile communications	Encourage new infrastructure to improve mobile signal	Fradley Parish Council
Movement		
On-street parking	Work to educate drivers about the impact of parking on pavements	Police
Bus and train travel	Work with providers to get timetables to tie in better	Fradley Parish Council

11 POLICIES MAPS



INSET MAP



CHARACTER AREAS

