

Shobnall Neighbourhood Plan - 2017-2031

Regulation 15 Submission Draft - 2017

Shobnall Parish Council

July 2017



Preface

The Shobnall Neighbourhood Plan has been produced by members of Shobnall Parish Council, local residents and professional planning, environmental and highways consultants. The Plan is intended to represent the opinions, concerns, aspirations and ideas of local people living and working in Shobnall. Shobnall Parish Council hopes that the Plan will become part of the development plan for Shobnall, meaning that it will have legal status when planning decisions are made in Shobnall.

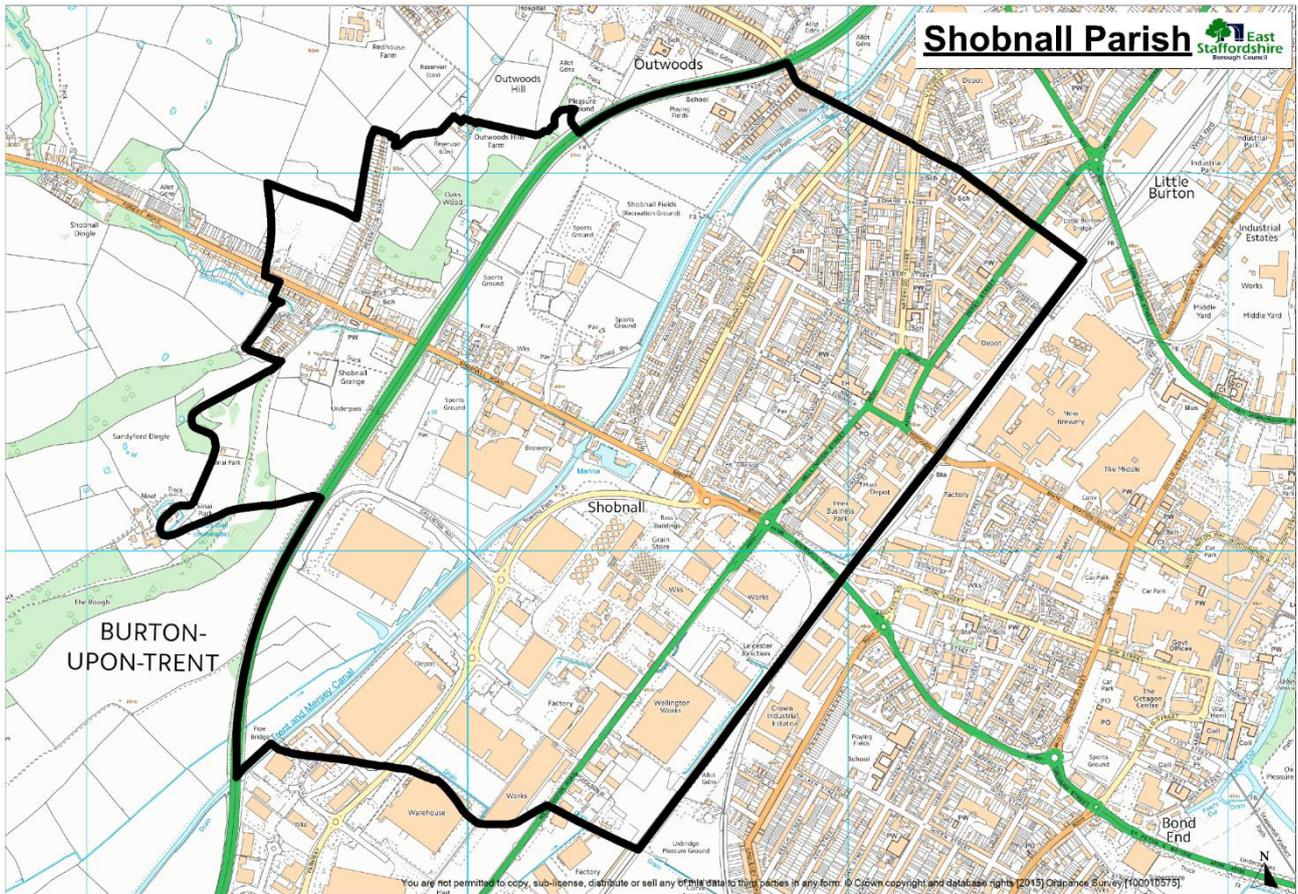
The aims, objectives, and planning policies in this Neighbourhood Plan have been written to influence future development in Shobnall. The Plan should reflect local people's views as accurately as possible, so it is important that local people give their views on what has been prepared so far.

Thank you

Shobnall Parish Council



The Shobnall Neighbourhood Plan Boundary



This is the designated Shobnall Neighbourhood Plan area. All plans and policies within this Neighbourhood Plan will affect any relevant development within this boundary.

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PART 1: The Shobnall Neighbourhood Plan



1. Introduction

What is the Shobnall Neighbourhood Plan?

- 1.1. The Neighbourhood Plan is a plan for the future development of Shobnall Parish, a built up area at the south-west edge of Burton-on-Trent, in East Staffordshire. The Plan has been written to be used as part of the planning system. This means that it is intended that the Plan will be used by the local planning authority, East Staffordshire Borough Council, to make decisions on planning applications for new development in Shobnall.
- 1.2. As with all planning documents in the English planning system, the plan deals with issues relating to the use of land and development. It is intended that land owners, property owners and developers will refer to the plan when considering development in Shobnall and when making applications for planning permission.
- 1.3. The Plan has been prepared to achieve the objectives of the government's neighbourhood plans: to enable local people to have a greater say over planning decisions in the local area. It expresses the needs and concerns of local people in Shobnall.
- 1.4. The Plan therefore deals with the land-use planning issues of most concern to local residents, community groups and local businesses.
- 1.5. Unless noted otherwise, the policies in this plan refer to all forms of development that may come forward, including housing, commercial, and industrial buildings.



2. Background to Neighbourhood Plans

- 2.1. Neighbourhood planning is a central government initiative introduced by the Localism Act 2011 and recognised in the National Planning Policy Framework (NPPF), March 2012.
- 2.2. The NPPF states that *“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need.”* In addition, *“the ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area”*, in the case of Shobnall this is East Staffordshire Borough Council’s Local Plan (2012).
- 2.3. Since the introduction of the right for parishes and community groups to prepare neighbourhood plans in 2011. Local people in many communities around England have embarked on the preparation of their own neighbourhood plans, so that the specific issues and needs particular to their neighbourhood areas are addressed more effectively by the planning system.

Using this Neighbourhood Plan

- 2.4. This plan contains policies and guidance that are intended to shape development in Shobnall Parish over the next fifteen years (to 2031).
- 2.5. The Plan is expected to be used by different people. It is likely that it will be most relevant to:
 - Land owners, property owners and developers
 - The Local Planning Authority, East Staffordshire Borough Council
 - Local residents, Shobnall Parish Council, community groups and business owners

Landowners, property owners and developers

- 2.6. Anyone seeking planning permission for new development in the plan area must ensure that their proposals accord with the plan policies relevant to the nature of the development proposed. The plan policies are intended to reflect the scope and direction of existing planning policies at the national and local level, so developers can expect the plan to add local detail to the types of planning issues they will already be familiar with.

The Local Planning Authority

- 2.7. East Staffordshire Borough Council will be responsible for implementing the plan, by assessing planning applications against the plan's objectives and policies. The Borough Council will be expected to approve applications that accord with the policies, and refuse those which do not, subject to compliance with all other relevant issues and subject to all other material concerns.

The People of Shobnall

- 2.8. Local residents, the Parish Council, community groups and business owners can use the Plan to ensure that development proposals accord with the wishes and aspirations of the local community, as expressed by the plan objectives and policies. The Plan can be used when developers consult with the community before making planning applications – local people will have the assurance that the neighbourhood plan policies have legal weight, equal to those of the Council's Local Plan. Local people will also be able to check that the local planning authority give due consideration to the policies of the neighbourhood plan when making decisions on planning applications.

Structure of the Neighbourhood Plan

- 2.9. The Plan has been organised into three main sections. Part 1, this section, sets out what the plan is, the background to its preparation, the context in which it will be used, and how its implementation will be monitored, and how the plan will be updated in the future.
- 2.10. Part 2 comprises the planning policies. These explain the specific requirements that new development in Shobnall will be expected to follow or achieve. The policies are arranged into six broadly themed sub-sections, which reflect the main issues that local people in Shobnall are concerned about and which can be addressed through the planning system. Each of the issues are expressed in a number of different policies. The themes are:
- Transport and Highways
 - Housing and Services
 - Shops and Businesses
 - Community Services
 - Built Environment and Heritage

- Green Spaces and the Natural Environment

2.11. Finally, Part 1 and 2 are supported by a number of appendices providing further background details, maps, plans and schedules of information. The appendices provide information on proposed development sites, listed buildings, and technical terms used in the plan. The appendices are listed on the contents page.

2.12. This version of the Neighborhood Plan is currently at Regulation 15. This process collects all relevant documents alongside the Plan to submit to the local council; this is then followed by a six week consultation period. Once the consultation period is over the Plan will then be examined by an independent examiner who tests the Neighborhood Plan against basic conditions which will either pass, fail or pass the Plan with modifications. Once the Plan has been amended (if needed) it is then sent to public referendum and subsequently adoption.



3. Background to the Parish

Introduction

- 3.1. This section explains the general characteristics of the plan area, to provide an understanding of the context in which the plan policies will operate. This background section summarises the detailed research and findings presented in the baseline research, which was assembled and analysed as part of the plan preparation.
- 3.2. In terms of land use, Shobnall Parish is a mixed area, with several sub-areas with clearly distinguished purposes. The majority of land is a built-up area, forming part of the western fringe of Burton-on-Trent.
- 3.3. The main parts of the plan area are fairly well-defined by a number of boundaries: The Trent and Mersey Canal runs roughly north-east to south-west through the parish. Shobnall Road runs roughly north-west to south-east. The A38 also runs roughly south-west to north-east, forming a 'spine' across the western quarter of the parish area. The eastern edge of the area is defined by the railway line between Derby and Birmingham. The whole area of Shobnall Parish falls within The National Forest.
- 3.4. The area enclosed between the canal and the railway and to the north of Shobnall Road is densely built-up, providing most of the housing in Shobnall, along with the main high-street areas, and the historic civic core of Burton. There are also some industrial premises at the eastern edge.
- 3.5. Almost all of the land to the south of Shobnall Road has been developed for industrial and businesses uses, including well-established industrial occupiers as well as more recently developed warehousing and logistics operations. There is a limited amount of brownfield land in this part of Shobnall.
- 3.6. The portion of the plan area to the north of Shobnall Road and between the canal and the A38 is characterised by wide open spaces, including Shobnall Fields and Shobnall Leisure Complex.
- 3.7. Land to the west of the A38 is mostly undeveloped. This includes Oaks Wood, farmland and areas of scrub. There is some residential development focussed along Shobnall Road, Forest Road, Reservoir Road and Lordswell Road.

Transport and Highways

- 3.8. In a number of ways, Shobnall is defined by the transport connections that run through and around it. The A38 bypass, Trent and Mersey Canal, A5121 road and the Derby-Birmingham railway line all run roughly southwest-northeast through the parish. Shobnall Road runs perpendicularly to these, roughly northwest-southeast through the middle of Shobnall.
- 3.9. These connections present a variety of opportunities and problems that can be addressed through the planning system. The local community intend that the plan will in particular address concerns about traffic noise, safety, pollution, as well as on-street parking, congestion, heavy goods vehicle movements, provision for pedestrians and cycling, and public transport provision.

People, Jobs and Homes

- 3.10. At the 2011 census, Shobnall was home to around 7061 residents. Between 2001 and 2011, the local population grew faster than that of East Staffordshire generally.
- 3.11. Relative to the rest of England, Shobnall is an ethnically mixed area, with ethnic minorities making up a larger proportion of the local population than the overall population of England. In particular, 28.6% of residents (at the 2011 census) recorded themselves as being Asian or Asian British, compared to 7.7% of the population of England.
- 3.12. Shobnall appears to have a considerably younger population than the rest of East Staffordshire and England, with people between the ages of 0-44 years making up more of Shobnall's population than in other places. People of this age make up 67% of the population of Shobnall, compared to 57% of East Staffordshire's population and 58% of the population of England.
- 3.13. At 47% of tenures, far more people in Shobnall rent their homes (including social renting and private rentals) than in East Staffordshire (28% of tenures) and in England (34% of tenures). Accordingly, fewer people own their homes in Shobnall – 50% of tenures, compared to 70% in East Staffordshire and 63% in England. Homes in Shobnall are on average significantly cheaper than the average across East Staffordshire: in 2014 the average house price in Shobnall was £110,000, compared to £140,000 in East Staffordshire.
- 3.14. A large proportion of the land in Shobnall is in economic and employment use, and Shobnall is an important local employment centre for Burton and the wider area. In addition to the large area of industrial and distribution premises at the south of the plan area, Shobnall has

an important local centre of shops, services and other businesses clustered around Waterloo Street and Derby Street. In total there are around two hundred businesses operating in Shobnall.

- 3.15. A large proportion of residents work in manufacturing, at 25.2% of the population compared to 10.2% nationally. Average incomes in Shobnall are considerably lower than the averages for East Staffordshire and England.

Local Buildings and Heritage

- 3.16. Shobnall has a significant heritage environment, including several listed buildings and two conservation areas. These elements are associated with Shobnall's Victorian industrial history. The listed buildings are mostly centred on the civic centre of Shobnall, including Burton Town Hall and St Paul's Church. These are listed in Appendix F.
- 3.17. The plan area also includes a Scheduled Ancient Monument, at Sinai Park.

The Environment

- 3.18. Shobnall's green spaces include several designated natural habitats at Oaks Woods, including deciduous woodland and ancient woodland. These wooded areas form part of The National Forest and are locally accessible. The Kingfisher Trail is a Local Nature Reserve running along a stretch of the Trent and Mersey Canal towards the north of the Parish.
- 3.19. Shobnall Parish includes several areas of green space of various types. However, some residential parts of the plan area suffer from poor access to green space, and are densely urbanised. Some of the existing green spaces could benefit from improvements, including better maintenance and facilities. There are currently no allotments within the Parish.
- 3.20. There are local environmental concerns relating to the local highway network, including an Air Quality Management Area around Wellington Street, Waterloo Street, and Derby Street. Noise and air pollution arising from traffic movements are significant concerns around the plan area.

Shops and Services

- 3.21. Shobnall has a large local centre of shops and high-street businesses, centred in a zone along Wellington Street, Waterloo Street, Borough Road and Derby Street.
- 3.22. A survey of the parish in early 2015 found 196 operating businesses. The largest proportion of these were retailers, of which there were 69 (35.2% of businesses). The next most

numerous type of businesses were general businesses and light industry, numbering 26 (13.3% of businesses). Further details on the types of businesses in Shobnall are provided by the Baseline Report prepared for the plan.

- 3.23. In the central area, there are two areas with conspicuously high levels of vacant commercial premises, along Borough Road and around the junction of Waterloo Street and Edward Street.
- 3.24. In the whole of the parish, there were 25 vacant commercial premises and four vacant public houses – representing nearly 13% of commercial premises in the plan area.



4. Objectives and Approach to Development

Introduction to the Objectives

- 4.1. This section sets out the Objectives which have formed the basis for the preparation of the plan policies. Objectives have emerged from the Vision for Shobnall, a statement setting out what the community want to achieve through the preparation and operation of the neighbourhood plan.

Vision

“By the end of the Neighbourhood Plan period in 2031, Shobnall will be a safer, healthier and more attractive place to live; will provide better access to green spaces; have a stronger local economy with better opportunities; have a stronger community; have better public and sustainable transport options; have a stronger ‘village’ centre.”

Objectives

1 – Transport and Highways

“To ensure that Shobnall can be accessed and visited safely and conveniently by all modes of transport (including sustainable modes, cycling and walking). To ensure this can be done without causing undue harm to residents’ wellbeing, the natural environment and local economic development.”

2 – Housing and Development

“To plan positively for the future development of particular sites in Shobnall to deliver the maximum benefit for local residents and businesses. To provide the right mix of quality housing needed in Shobnall, while protecting the local environment and the quality of life of existing residents.”

3 – Community Services

“To ensure that Shobnall has the right health, education, community and leisure facilities and services needed to improve quality of life, wellbeing, and community development.”

4 – Shops, Businesses and the Leisure and Visitor Economy

“To support stronger local economic development. To consolidate the existing retail centre, whilst building on underused assets to strengthen Shobnall’s visitor and leisure economy.”

5 – Built Environment and Heritage

“To protect, enhance and make the most of Shobnall’s heritage buildings, and to improve the appearance, functionality and accessibility of Shobnall’s streets and public places.”

6 – Green Spaces and the Natural Environment

“To protect, enhance and improve Shobnall’s existing green spaces, waterways and natural environment, and improve their accessibility for the wider community.”

Approach to Development

4.2. In addition to the objectives set out above, the plan and its policies have also been developed with the following principles in mind. It is recommended that developers and applicants consider, where relevant, the following overarching principles of development when preparing and submitting planning applications within the parish.

- Early consultation with the Parish Council and other community organisations is highly recommended, especially for residential schemes larger than one dwelling or developments that involve the use of a previously developed site. The Parish Council wish to be informed about development in neighbouring areas outside the Plan area, which may have an impact on residents in the Parish. The Parish Council will be responsive to such efforts, engaging with developers positively and constructively.
- Particular attention should be given to engaging with communities regarding matters of transport including, sustainable transport, HGV movements, congestion and parking. The local community welcomes pre-application discussions with developers and applicants regarding transport strategies and traffic impact assessments.
- There is particular concern amongst residents about the movement of HGVs in residential areas. New development in the plan area should avoid adding to such movements through and near residential areas, wherever practical.
- Development of new community facilities, including development that provides or supports medical, educational and community services, will generally be supported.
- Residential developments should include an on-site element of affordable housing provision, at least at the level set out by national and local policy and guidance. These should be indistinguishable from the private homes, and ‘pepper-potted’ through the development.
- In considering the development or redevelopment of sites, applicants should be mindful to not overdevelop a site, in terms of delivering a scale or density of development which would be incongruous with its immediate neighbours and preserving local amenity.
- Wherever possible, contributions for open space, highways and transportation and social housing should be spent locally, unless there are no viable options to do so locally.

- New development will be expected to take full account of the importance of river ecology, flood risk and appropriate drainage. New development should conform to Strategic Policy 27 in the ESBC Local Plan where potential flood risk may occur. New development should not threaten Shobnall's aquatic environments, flora and fauna, worsen flood risk or lead to drainage problems in the Parish. Development schemes should make positive use of watercourses, including Shobnall Brook and the Trent and Mersey Canal.

5. Monitoring and Review

Monitoring

- 5.1. The Neighbourhood Plan will form part of the development plan for East Staffordshire, and as such will be subject to the Borough Council's Local Plan Annual Monitoring Report (AMR) regime. The AMR provides many of the monitoring and review mechanisms relevant to the Neighbourhood Plan policies, as they nest within the wider Strategic Policies of the Local Plan.
- 5.2. It is expected that traffic counts might be undertaken in the lifetime of the plan in order to provide up to date and independent assessments of local highway capacity when further development schemes come forward, in support of policy T1 Transport Assessment.

Review

- 5.3. The Neighbourhood Plan has been prepared to guide development up to 2031. This is in line with the adopted Local Plan for East Staffordshire, which provides the strategic context for the Neighbourhood Plan. It is unlikely that the Neighbourhood Plan will remain current and completely relevant for the entire plan period and may, in part or in full, require updating or amending before 2031.
- 5.4. There are circumstances in which a partial review of the plan and its policies may be necessary. This includes revision of the following local planning documents prepared by East Staffordshire Borough Council:
 - The Local Plan (2015) and its evidence base.
 - Design Guide SPD (2008)
 - Open Space SPD (2010)
 - Housing Choice SPD (2010)
- 5.5. In all cases, the Parish Council should consider taking a partial review of the Neighbourhood Plan in five to six years after adoption of the plan (anticipated as being around 2021-23), and a full review should be begun no later than 2030.

PART 2: Neighbourhood Plan Policies



6. Overview of the Policies

Introduction to the Policies

- 6.1. The policies on the following pages follow the same structure as the plan objectives set out in section 4 above. The policies are intended to influence development in Shobnall over the plan period, in support of the achievement of the plan objectives.
- 6.2. Each policy comprises three parts: an introduction setting out in general terms what the policy seeks to achieve and the background to the issues; the policy wording itself, which development should generally seek to follow as appropriate; and an explanatory section which details how the policy should be followed and implemented.

Policies and Objectives Matrix

6.3. The table below sets out which of the Neighbourhood Plan's objectives will be supported by which of the Plan's policies. There is some crossover between the objectives and the policy themes.

Plan Objectives	Plan Policies					
	Transport and Highways	Housing and Development	Community Services	Shops and Businesses....	Built Environment and Heritage	Green Spaces and the Natural Environment
Transport and Highways Policies						
T1: Transport Assessment	✓			✓	✓	✓
T2: Highway Design and Traffic Calming	✓	✓			✓	
T3: Travel Planning	✓	✓				✓
T4: Traffic Management	✓					
T5: Parking	✓	✓				
T6: Sustainable Transport	✓					✓
T7: Cycling and Pedestrian Routes	✓					✓
Housing and Development Policies						
HD1: Developer Contributions	✓	✓	✓		✓	✓
HD2: Housing Design Quality	✓	✓				
HD3: Housing Mix		✓				
HD4: Development Sites		✓		✓		
HD5: Character Areas		✓		✓	✓	
Community Services Policies						
CS1: Sports, Leisure and Community Facilities			✓			✓
CS2: Medical Facilities			✓			
Shops and Businesses Policies						
SB1: Shopfront Design Quality				✓	✓	
SB2: Empty Commercial Premises				✓	✓	

SB3: Business Development Areas	✓			✓		
Plan Objectives	Transport and Highways	Housing and Development	Community Services	Shops and Businesses	Built Environment and Heritage	Green Spaces and the Natural Environment
Plan Policies						
Built Environment and Heritage Policies						
BH1: Protecting Shobnall's Heritage					✓	
BH2: Sustaining Shobnall's Heritage			✓		✓	
Green Spaces and the Natural Environment Policies						
GN1: Local Green Spaces and the Natural Environment			✓			✓
GN2: Allotments			✓			✓
GN3: Open Space in New Development			✓			✓

7. Transport and Highways

POLICY T1 – Transport Assessment

Transport Assessment

New development must wholly mitigate for its own traffic generation and impact.

The neighbourhood plan requires applications for major development (as defined by Appendix B of the Guidelines for Transport Assessment (GTA) or any subsequent replacement guidelines) to provide:

- ***Robust assessment of traffic generation and impact;***
- ***Evidence of how mitigation will be achieved, including specific measures;***
- ***Time frames for implementation, and how these relate to the phasing/build-out of i) other major development schemes in the area and ii) the development itself;***

in line with relevant national policies and guidance, including the GTA and replacement documents.

Assessments should include consideration of traffic expected to arise from development schemes consented or under construction in and surrounding the plan area, in order to assess the potential cumulative highways impact. Applicants should make use of traffic assessments submitted in support of previously consented schemes.

Where traffic arising from new development impacts on parts of the local highway network and at junctions which are known to suffer existing congestion, the developer should demonstrate how additional traffic impact can be made acceptable in transport terms, and identify any necessary local highway improvements which the development can and will provide.

This will be either through provision of said improvements under a Highways Agreement, or financial contributions to them, in scale with the development and secured by S278 or S106 agreement.

- 7.1. Residents have expressed considerable concern about the impact of recently approved major residential development in and around Shobnall on the safe and efficient functioning of the local highway network, and the impact of traffic flows on residents and the environment. Independent assessment by a highways and transportation specialist has identified that Shobnall Road / Forest Road is now at capacity and is unable to accommodate any further

increases in traffic flows. Across the entire parish, pollution, increased traffic queuing and noise and vibration are a very real issue for local residents and need to be properly assessed and minimised.

- 7.2. The neighbourhood plan steering group seeks to ensure that such impacts are appropriately and transparently assessed, with reference to adopted standards and methods. The local community intends that new development should not cause a significant worsening of local traffic conditions. Detailed studies have been undertaken by the Parish Council in support of the Neighbourhood Plan focused on the B5017, including independent traffic counts and flow assessments. Developers and applicants are expected to make use of these figures (or where relevant more updated or recent studies to the same methodology) when assessing the acceptability of proposals.
- 7.3. The neighbourhood plan therefore requires new development to assess and, where the predicted impact on congestion and highway safety is found to be unacceptable, to mitigate for its traffic generation and traffic impact.
- 7.4. These measures are necessary so that the local community can judge the impact from development and through it influence development and its support, provision and contribution to local and necessary improvements in all aspects of the highway network, local to the Parish environs. x
- 7.5. With the objectives noted in the above paragraph in mind, the neighbourhood plan expects applicants to prepare their transport assessments in a way that they can be understood by the general public. This should ensure that:
 - The underlying assumptions
 - The data used in calculations
 - The assessment methods and the conclusions reached,
 - The nature and expected effectiveness of any proposed mitigation measuresare presented in a clear, non-technical and succinct manner. This could take the form of a separate non-technical summary.
- 7.6. The local highways and planning authorities will likewise be expected to prepare any responding reports, decision notices etc., in a similar manner that will facilitate the community's understanding of how their conclusions have been reached.

POLICY T2 – Highway Design and Traffic Calming

Highway Design and Traffic Calming

Applications for major development which include new streets and roads will be expected to achieve a good standard of design quality, according with relevant national principles, guidance and policies.

Development will be expected to provide a high quality highway design, including achieving:

- ***Accessibility for all modes of travel, prioritising sustainable modes.***
- ***Pedestrian and cycling connectivity through development sites, including clear signage of cycling routes***
- ***Creating shared surfaces***
- ***Improvements in the quality of the public realm***
- ***Creating a sense of place***
- ***Creating a hierarchy of roads.***
- ***Forming areas of carriageway offering casual (not specifically designated) car parking.***

Applicants for smaller schemes will also be expected to consider aspects of good highway design as appropriate to the scale of the development, including accessibility to nearby bus routes, connectivity to existing pedestrian and cycling routes, and signposting and legibility.

Where a public highway is to be subject to traffic calming (especially on pedestrian priority streets), the design of the scheme will whenever possible be provided by quality public realm design, priority working, and gateway treatments rather than vertical deflection (speed bumps and cushions), or other methods which cause noise and vibration, unless a specific need for this type of traffic calming is identified and evidenced.

This will apply where traffic calming is required to reduce traffic speeds through residential areas, or when traffic impact arising from new development results in a need for traffic calming. In the latter case, the developer will be expected to provide (or provide financial contributions towards) the traffic calming scheme.

Aspirational Project: The B5017 Shobnall Road

The Parish Council will work with the County Highways Authority and adjacent parishes to explore and implement traffic calming and speed reduction measures along the length of the B5017 Shobnall Road/ Forest Road in order to improve the quality of life for residents. Already approved developments in the area will mean the road will exceed its design capacity when all are implemented, as a result calming will be vital in ensuring the road continues to function.

The Parish Council will continue to promote interventions at gateway points including vehicle activated signage and priority working and have worked closely with a highways engineer to develop a scheme of proposed works. The Parish Council will seek to ensure that moneys collected from the proposed developments will be focused on the delivery of these measures, as well as moneys available from the County Highways Authority annual budget.

Explanatory

- 7.7. Many areas of Shobnall have problems arising from a legacy of streets and roads that were not originally designed to accommodate motor vehicle traffic and parking. Major new developments in Shobnall present opportunities to achieve quality highway design that contributes to the attractiveness and better functioning of roads and the public realm.
- 7.8. The community support the creation of traffic calming measures on existing and new roads in order to achieve safety improvements, but wish to ensure that these are carefully designed to avoid negative side effects, including detracting from an attractive street scene and excessive traffic noise.
- 7.9. The Parish Council have worked closely with an independent highways and transportation consultant to arrive at an appropriate scheme of works for the B5017 where it runs through the Parish. The significant capacity issues and abnormally high percentage of HGV movements along this route mean that it is a priority for traffic calming measures.

POLICY T3 – Travel Planning**Travel Planning**

Where appropriate to its scale and nature, new development must encourage the use of existing sustainable modes of travel and must improve them locally where necessary and provide new facilities as required to support the sustainable travel needs of new development traffic generation to cater for walking, cycling, bus transport and rail travel.

Where appropriate, car share schemes and other car based multiple occupancy travel will be encouraged and supported, especially in employment and retail use classes where travel planning can minimise single occupancy car journeys.

Applications for major development should be supported by travel plans, provided against the thresholds set by the Staffordshire County Highway Authority in their related policy document dated 2008 referred to above (or any subsequent replacement guidelines).

Travel Plans will include: targets, measures and monitoring strategy to be agreed with the Local Planning Authority.

Where identified, support for the use of existing sustainable links will be provided in the form of:

- ***Footway surfacing and lighting upgrades (via S278 Agreement).***
- ***Provision of new controlled pedestrian and cycling crossings (via S278 Agreement).***
- ***Direction signing and cycle lane markings (via S278 Agreement).***
- ***Additional bus service or quality partnership bus stops on existing bus service routes (via the Authority integrated transport unit).***
- ***Travel Plans will be secured via the Local Planning Authority under a S106 Agreement via the Planning Act 1990.***

Explanatory

7.10. New development must provide for, promote and support sustainable modes of transport.

7.11. Shobnall PC require new development to provide appropriate levels of travel planning for new development in order that single occupancy car travel can be minimised. It should be noted that travel planning does not allow for the reduction of parking provision against parking standards set out at Policy T5.

- 7.12. New development must identify and provide for appropriate improvements to existing local sustainable transport links and travel options in order to promote accessibility and connectivity.
- 7.13. These measures are necessary so that Shobnall PC can judge the impact from development and through it influence the provision of sustainable travel improvements from new development, in the interests of sustainability and environmental issues and in an effort to restrain increases in traffic congestion on the highway network.

POLICY T4 - TRAFFIC MANAGEMENT

Policy T4: Traffic Management

In the interests of managing local traffic, it will be expected that:

Applications for development which will result in a permanent increase in frequent movements of heavy goods vehicles must be supported by a routing plan. Applicants are encouraged to identify HGV routes which use the parts of the local highway network identified at Appendix A, and to avoid all other roads in the plan area, except where this is not practicable, which must be explained in the routing plan. Given the identified impact of HGV movements along the B5017 schemes which will increase HGV movements along this route will be refused.

The operation of these routes will be conditioned as part of planning permissions, which, where appropriate, will be enforced through a Travel Plan Monitoring Agreement.

Routing plans that will result in significant additional movements of HGVs along the routes OTHER than those identified at Appendix A are unlikely to be supported.

This requirement will also be applied to vehicle movements associated with the construction phase of developments, as a condition of planning permission.

Where local traffic management issues arising from new developments are identified by supporting transport assessment that monies should be provided for the introduction of related Traffic Regulation Orders and secured by a S106 agreement or through priority working.

In developing routing strategies applicant will be required to consider appropriate long distance signage in order to discourage the use of the B5017.

Aspirational project: Signage to divert HGV's

The parish council will seek to work with County Highway Authority to examine additional signage to Burton which currently directs traffic along the B5017. Work by the highways consultant highlighted that alternative signage would aid routing and the excessive volume of HGV's through Shobnall. Specifically focusing from traffic approaching from the North East and South East along the A511. This will encourage the use of A5 and the A38 (approach from the South East) or the A51 and the A38 (approaches from the North East). Signage along the B5017 should be change to better reflect the local nature with better reference to Shobnall Parish rather than Burton to encourage local traffic.

Explanatory

- 7.15. The movement of commercial traffic through Shobnall, such as heavy goods vehicles (HGVs) is a major concern for many residents. There are serious impacts from heavy vehicles identified along the B5017 as a result of the independent highways study
- 7.16. Shobnall Parish has a limited number of through routes, all of which are heavily trafficked at peak flow hours and the local highway network is often congested and operating at capacity in these peak hours.
- 7.17. In several places around Shobnall, there are frequent heavy goods vehicle (HGV) movements, which significantly increases at night, along roads which are considered to be unsuitable for such use, particularly in suburban residential areas.
- 7.18. Frequent movements of heavy goods vehicles cause disruption to local residents, including noise and air pollution, health impacts, congestion, safety risks to pedestrians and cyclists, and vibration and damage to buildings and structures. Parts of Shobnall including Wellington Street and streets to the east of Burton Town Hall are in an Air Quality Management Area, reflecting the poor air quality resulting from local road traffic.
- 7.19. These impacts could be lessened (or at least not made worse) if HGV movements arising in the plan area avoided using roads through residential areas. The routes identified at Appendix A provide access between existing (and potential future) business sites in the plan area to the strategic highways network, and avoid residential areas. Encouraging HGV movements to use these routes would help to avoid worsening negative impacts on local residents and other occupants.
- 7.20. The intended overall effect of the policy is to encourage HGV movements arising from new development in business and industrial areas (e.g. Centrum 100, sites along Shobnall Road and the A5121) to use routes towards the strategic highways network (specifically the A38) that have less impact on local residential areas. Specifically, these routes include Parkway and the A5121 south of Shobnall Road, which lead to the A38 just south of the plan area. By using these routes instead of roads through residential areas (Shobnall Road, Forest Road and Waterloo Street/the A5121 north of Shobnall Road), the impact of new HGV movements on residential areas will be reduced.

- 7.21. In some cases, it will not be possible for HGVs to travel between employment sites and the highways network without using roads through residential streets. In such cases, planning applicants for development which will result in new HGV movements will be expected to demonstrate why it is necessary to use any roads other than those identified at Appendix A, in their travel plans.
- 7.22. The policy sets out the means through which the planning and highways authorities will enforce HGV routing plans agreed as part of planning permissions will be enforced. It is also anticipated that the local community will monitor HGV movements arising from new developments, to assist with ensuring routing plans are complied with.
- 7.23. The local community aims to achieve the effective management of local traffic issues, including liaising with the local highways authority and the local planning authority. The Parish Council will endeavour to develop a liaison relationship with both authorities to ensure that the Parish Council can properly review the traffic management issues arising from new development, and that the relevant neighbourhood plan policies are brought to bear.
- 7.24. The Parish Council will actively seek to deliver weight restriction traffic regulation orders on roads in residential areas, and seek funding for those orders from any development which may generate heavy goods vehicle movements that may impact on the routes.

POLICY T5 – PARKING

Policy T5: Parking

Adequate and suitable off-street parking should be provided on all new developments in order to avoid worsening the negative impacts of on-street parking.

Applications for commercial, retail or mixed use development will be expected to demonstrate that an appropriate amount of car parking provision will be included.

New residential development, including change-of-use, will generally be expected to provide car parking spaces at the following proportions. Where proposals do not provide parking at these levels (whether higher or lower), applicants will be required to justify the level of provision, and to demonstrate that parking demand arising from the development will not worsen existing parking problems.

Residential car-parking standards

- ***For developments providing 1-bedroom dwellings, 1.5 parking spaces per dwelling will be expected (rounded up to the nearest whole number)***
- ***For 2 or 3 bedroom dwellings, a minimum of 2 parking spaces will be expected.***
- ***For larger dwellings (including Houses in Multiple Occupation requiring planning permission), provision of 1 additional parking space per additional bedroom, for each dwelling, will be expected.***

Proposals for off-street car parking on disused land near to areas experiencing the worst effects of on-street parking will be supported, subject to according with all other relevant policies.

Applications to convert residential garages to living space [or any other uses] will be resisted unless it can be demonstrated that the garages or their courtyards do not contribute to keeping parked vehicles off-street in an area where there is currently a problem with on-street parking, and the new development will contain off-street parking in line with the above standards.

Explanatory

7.25. The provision of car parking is a significant matter which causes multiple issues of concern to local residents and businesses. These include:

- Traffic and pedestrian safety
- The ability of residents to park at a reasonable distance from their homes;
- The difficulty faced by potential shoppers, visitors and tourists in parking in and around the commercial areas of Shobnall, and the resulting impact on local businesses;

- The impact of on-street parking on the safe and efficient operation of the highway network, particularly along dense terraced streets around Shobnall Street and Grange Street.

7.26. These issues can be exacerbated by new development, if sufficient parking is not provided to meet the resulting additional demand.

7.27. This policy seeks to ensure that these issues are not made worse by new development, by setting parking standards that new development will be expected to achieve. These standards will help to ensure that new development provides sufficient parking to meet the resulting additional demand.

POLICY T6 – SUSTAINABLE TRANSPORT

POLICY T6: Sustainable Transport

The Neighbourhood Plan supports the development of new sustainable transport services and the enhancement of existing provision.

The plan particularly supports measures to improve transport connections, including:

- ***Footway surfacing and lighting upgrades.***
- ***Provision of new controlled pedestrian and cycling crossings.***
- ***Direction signing and cycle lane markings.***
- ***Additional bus services or quality bus stops on existing bus service routes, including connections along Shobnall Road and from major new developments that come forward in the lifetime of the plan.***

Appendix B set out the specific cycling routes within the Neighbourhood Plan area

Developer contributions, as set out in appendix D, will be sought to deliver these improvements, as appropriate.

Explanatory

7.28. The benefits of sustainable forms of transport are manifold and considered to be implicit. They include reducing localised air pollution as well as carbon emissions, improved highways efficiency, economic benefits, health benefits from reduced pollution and increased opportunities for exercise.

7.29. Public transport is important to people on low incomes, young and elderly people, and people with limited mobility and disabilities.

7.30. A primary concern of the local community is the existing levels of traffic congestion suffered on the local highway network at times of peak hour traffic. New development will add further traffic impact and loading to the network and to stress point junctions in those peak traffic flow hours.

7.31. Appropriate provision for new, and improvement to existing, sustainable links, will help to reduce the reliance on and the dominance of single car occupancy travel.

- 7.32. This policy will give the Parish Council a mechanism to negotiate with developers to achieve better sustainable travel options within Shobnall and help mitigate in a sustainable way for development traffic impact.
- 7.33. Improved sustainable transport options will also support initiatives and local policy in terms of environmental issues like noise and air pollution.
- 7.34. Improvements to sustainable transport are required by the National Planning Policy Framework and the local policies of both Staffordshire County Highway Authority and the Local Planning Authority

POLICY T7 – CYCLING AND PEDESTRIAN ROUTES

Policy T7: Cycling and Pedestrian Routes

As noted in Policy T4, the improvement of sustainable modes of transport are key to the local area. Development proposals which contribute to the creation or improvement of network of cycling and pedestrian routes, providing connections to and between centres of employment, shops and services, around Shobnall will be supported by the plan.

The plan supports the creation of specific new cycle routes shown at Appendix B. These are:

- A. Enhancement of the Trent and Mersey canal towpath, including creation of a hard surface, improved connections into the existing highway network, and any other development required to provide a quality cycling route;***

- B. Improvements to the existing route between the site of the approved major residential development at Lawns Farm and the centre of Burton, as shown by the map at Appendix B. Works to create this route may include:***
 - Signalled cycle crossings at the junction of Shobnall Road and Parkway, and at the junction of Shobnall Road and Wellington Street***
 - Pavement widening and alterations to public realm layout and street furniture along Shobnall Road between these two junctions***
 - Creation of on-pavement cycling lanes along the same stretch***

In addition, applications for development which:

- Deliver elements of this proposed route***
- Where appropriate, provide other forms of cycling infrastructure, including cycle racks and secure and weather-protected cycling storage***

will be looked upon favourably, subject to according with other relevant policies.

Where it is reasonable to do so, developer contributions in the form of s.106 payments will be sought for sections of the route which directly relate to proposed schemes.

Explanatory

- 7.35. There is some existing provision of cycle infrastructure around Shobnall, but in places this is limited in utility and attractiveness to potential cyclists. Problems include gaps, sudden endings in unsafe places and difficult crossing points. These issues place existing cyclists in danger and inconvenience, and may deter the uptake of cycling. Overall, the existing cycling routes provides safe routes useful only for leisure purposes, rather than providing useful links to employment centres. Cycle routes between residential areas and business areas are required to reduce dependency on private car use.
- 7.36. Policy T7 proposes routes for improvements to cycling connectivity across Shobnall Parish. It is acknowledged that further feasibility work may need to be undertaken into the practicality of each route before they can be implemented.
- 7.37. The cycling routes proposed above will require additional measures outside the plan area in order to provide a continuous link into central Burton. These are the creation of off-road cycle path down Moor Street to Moseley Street, and waymarking at the junction of Moseley Street and Station Street to provide directions to destinations including Burton Station and the town centre, as well as a painted cycle lane along these roads.

8. Housing and Development

POLICY HD1 - DEVELOPER CONTRIBUTIONS

Policy HD1: Developer Contributions

The community have identified a range of local improvements which can be supported by development contributions arising from planning permissions granted in the plan area. When negotiating development contribution agreements, the community would recommend that funding be allocated to these improvements, set out at Appendix D.

Explanatory

- 8.1. The local community have identified a range of issues of concern and interest which can appropriately be addressed through developer contributions where these are appropriate, see Appendix D.

POLICY HD2 – HOUSING DESIGN QUALITY

Policy HD2: Housing Design Quality

New housing development in Shobnall should achieve a high standard of design, including:

- ***Appropriate provision of private or shared green space, meeting or exceeding standards set out in local and national policies and guidance***
- ***Appropriate provision of car parking, with reference to the parking standards set out in Policy T3 and the character areas described in Policy HD5.***
- ***Sustainable design measures, including high energy efficiency, a high standard of thermal insulation, on-building generation of renewable energy.***
- ***Sustainable Drainage Systems (SuDS), to manage surface water, reduce flood risk and contribute to green infrastructure, as set out in ESBC Local Plan Strategic Policy 27.***

Explanatory

8.2. The NPPF places great importance on the quality of design of the built environment, as does East Staffordshire's Local Plan. Future development in Shobnall will present opportunities to achieve a high level of design quality. Taking these opportunities will help to support the Plan objectives and to achieve sustainable development.

8.3. Particular issues that the plan seeks to address include ensuring that the design of new development is sensitive to, and responds positively to, the positive aspects of Shobnall's built environment.

8.4. Dwellings suitable for family occupation should have access to private garden space of at least 70 sq.m, and those with 3 or more bedrooms should have in excess of 100 sq.m of private garden space.



POLICY HD3 – HOUSING MIX

Policy HD3: Housing Mix

New housing development should deliver an appropriate mix of housing types and sizes to meet the needs of current and future Shobnall residents, reflecting that set out by ESBC Local Plan policies SP16 and SP17, and by the Housing Choice SPD.

Shobnall’s particular housing needs include:

- ***Starter homes and homes suitable for young families***
- ***Affordable housing***
- ***Larger family homes***

Explanatory

8.5. The local community would like to ensure that the housing needs of local residents are met by future residential development in Shobnall. It is important that new development helps existing residents to remain in the Parish as their lifestyles and needs change over time.

8.6. Recent demographic data for Shobnall indicates a need for:

Homes for young families

- Shobnall has a relatively young population, many of whom can be expected to want to stay in Shobnall and start families.

Affordable housing

- The average income in Shobnall is considerably lower than the national average, and a larger than average proportion of Shobnall residents claim benefits and/or are unemployed, suggesting a greater than average need for affordable homes.

Larger family homes

- Shobnall is a multicultural neighbourhood, with a variety of types of family units and resulting different housing needs. New housing should help to effectively meet this need by including larger family housing, with homes of up to four or five bedrooms.

POLICY HD4 – DEVELOPMENT SITES***Policy HD4: Development Sites***

In the interest of achieving a brownfield-first approach to development in Shobnall, the redevelopment of previously developed land will be supported by the plan. In the interests of achieving the plan objectives, the following redevelopment aspirations have been identified for the sites below (shown at Appendix C), should they come forward for redevelopment in whole or in part during the lifetime of the plan. Proposals that deliver elements of the development set out will be supported by the plan, subject to the requirements set out following the list of sites, and subject to all other development plan policies.

On all of these sites, development which (where appropriate) delivers public car parking, new community facilities or new public green spaces will be welcomed, subject to according with all other relevant policies. Development that delivers new public green spaces towards the eastern side of the plan area (where there is a distinctive lack of such spaces) will be particularly supported, including at Sites 5, 6, 7, and 8.

On all sites, development that supports the objectives of the National Forest will be encouraged.

On all sites, the appropriateness of the development types set out below is subject to avoiding or reducing the risk of flooding through appropriate design.

Site 1: Industrial units on Shobnall Road (between Henderley Court and Shobnall Fields, facing Marston's Brewery) (1.06 ha): *Redevelopment for leisure and sports uses, including development that enhances the services offered at Shobnall Leisure Complex at the rear of the site, will be considered appropriate.*

Site 2: Shobnall Sports and Social Club (4.3 ha): *Mixed use leisure development, ensuring that the quality of sports and leisure facilities is improved. Limited residential development on the site will only be acceptable if it can be demonstrated to be required to fund improvements to the leisure elements, and if flood risk on the site can be appropriately mitigated. The loss of playing fields will be resisted unless better quality or quantity is provided on-site.*

Site 3: Former Day Centre, Shobnall Street (0.4 ha): *Redevelopment for a small market led residential scheme which should seek to retain the mature trees around the edge of the site. Vehicular access should not be taken from either Shobnall Road or Shobnall Street. Apartments or sheltered / extra care housing may be appropriate on this site. Development which provides new medical services or community uses will also be considered appropriate. The provision of a new pedestrian route to site 4 beneath the bridge carrying Shobnall Road will, if feasible, safe and appropriate, be welcomed as part of any new development..*

Site 4: The Yard (Shobnall Skip Hire) / Staffordshire County Highways Depot ('Shobnall Tip'), Shobnall Road (0.9 ha): Commercial office and leisure use making use of the site's proximity to Shobnall Marina. Development should add to pedestrian and cycle links between Shobnall Road and Centrum 100. The design should respond to the sites location as a gateway to Shobnall and to Centrum 100. Residential use in this location is unlikely to be acceptable given that the site is surrounded by major roads. The provision of a new pedestrian route to site 3 beneath the bridge carrying Shobnall Road will, if feasible, safe and appropriate, be welcomed as part of any new development. Flood risk assessment of development proposals on this site will be required to take into account the condition of the culverted Shobnall Brook running underneath the site, and where necessary take opportunities (including works to improve the culvert or contributions to fund such works) to reduce flood risk arising from the culvert's condition.

Site 5: Former Day Centre, Byrkley Street (0.3 ha) Retail, offices, community uses, and limited residential development will be considered acceptable on this site, so long as a strong active frontage is provided to Byrkley Street and adequate parking is provided.

Site 6: Land between Derby Street and railway line (3.85 ha): Mixed use residential-led development including office and leisure on all or part of this site. Care should be taken to ensure that: the listed heritage assets within the area are retained and enhanced as part of the proposals; that schemes support existing and retained surrounding uses; that adequate noise attenuation from the railway is included in the design. Schemes that can deliver a strong active retail / commercial frontage to Derby Street, or provide new public green space, will be looked upon favourably.

Site 7: Land between Curzon Street and railway line (4 ha): Mixed-use development including offices, residential uses and, where appropriate, light industrial premises. This may include the redevelopment, refurbishment and reuse of the existing buildings on the site in whole or in part. Schemes that provide strong pedestrian links to the railway station, or appropriate station car parking will be looked upon favourably. Development schemes that provide new public green spaces will be encouraged. Flood risk assessment of development proposals on this site will be required to take into account the condition of the culverted Shobnall Brook running underneath the site, and where necessary take opportunities (including works to improve the culvert or contributions to fund such works) to reduce flood risk arising from the culvert's condition.

Site 8: Former industrial premises at Wellington Road (1.8 ha within parish): Redevelopment of this site (and the wider part of the site outside of the Shobnall Parish boundary) adjacent to the Centrum 100 scheme should be focused on employment or commercial uses. Schemes for offices and light industrial premises including workshops will be supported, subject to achieving suitable access to Wellington Road.

Explanatory

- 8.7. It is anticipated that the sites listed in Policy HD3 may come forward for redevelopment in the lifetime of the plan. The plan supports the redevelopment of these sites as outlined above, in the interest of achieving the plan objectives. In summary this includes an additional 3.5 hectares of employment land on smaller sites within the Parish, and the identification of 10 hectares of existing employment sites for new economic activity including offices, leisure and light industrial workshops to diversify the economic profile of the parish. Additional land is also identified to help support the retail and commercial core around the railway station and along Wellington and Derby Streets.
- 8.8. The suggested development of the sites is considered to be the most appropriate use for each site, considering the social, economic and environmental objectives of the plan and the characteristics of the sites and the surrounding areas, and the opportunities they present.
- 8.9. These uses have been appraised for compliance with the plan's sustainability objectives as being a preferred option, however, flexibility has been included within the policies to allow for negotiation to ensure long term viability.



POLICY HD5 - CHARACTER AREAS

Policy HD5: Character Areas

In specific areas of Shobnall, new development should be designed to respect and, where appropriate, reflect identified positive aspects of the established character of the built environment. These are:

- ***Municipal Centre (Town Hall and surroundings).*** Key design features of existing buildings include decorative embellishments such as stone lintels to doors and windows, large bay windows, integral porches, and uniform roof lines.
- ***Commercial Spine (Wellington Street, Waterloo Street, Derby Street, Borough Road).*** The commercial core includes a wide variety of building types and architectural styles. Positive characteristics include attractive and consistent shopfronts at Derby Street, decorative brickwork, stonework, glazing and architectural detailing along Borough Road, and several stretches with consistent building forms.
- ***Residential Spine (Shobnall Street and Grange Street).*** Key design features include consistent regularity of rooflines and building forms in long terraces, and use of materials including redbrick and slates.
- ***Traditional Terraces.*** Key characteristics include the close-knit block structure achieving a sense of enclosure, doors opening directly onto the street, consistent rooflines, and use of unfinished brick.
- ***Terrace Renovations (Gordon Street and Richmond Street)*** Key characteristics include an exceptionally high level of visual consistency between properties, including use of rendering, painting, window and door designs, down pipes and chimneys.
- ***Modern Infill Development (The Grange and southern end of Rangemore Street).*** Key characteristics include flat flush windows, plain or two-toned brickwork, and homes being set back from the pavement by shared lawns.
- ***Modern Canalside Homes:*** Key characteristics include patterned brickwork, balconies, use of redbrick at a range of scales.
- ***Post-War Municipal Housing (Price Court, Shobnall Close, Grange Close)*** This area demonstrates some striking architectural styles, at Price Court. Positive characteristics include shared lawns, careful incorporation of private balconies, steep raked roofs, and distinctive use of yellow brick.
- ***Rural Edge West Shobnall (Shobnall Road, Reservoir Road, Highcroft Drive, Lordswell Road).*** This area is characterised by its mix of post-war and late C20th detached houses, some of which are much larger properties than the norm for Shobnall, with large front gardens. Dwellings are also characterised by large bay windows, decorative brick work and stone lintels. Homes demonstrate diverse

architectural styles.

- ***North Shobnall Villas (Outwoods Street).*** *This is a small area of C19th detached and semi-detached villas with a certain degree of architectural consistency, that are generally in good condition. Key characteristics include large bay windows, front doors with fanlights, decorative brickwork, masonry and timber, and white or cream stone painted lintels.*

With reference to the notes above and set out in Appendix E (as well as any other relevant design guides and policies), developers should aim to reinforce positive design aspects of these character areas, and avoid replicating their negative design aspects.

Explanatory

8.10. The built environment in the older parts of Shobnall (i.e. the areas largely to the north of Shobnall Road) has a particular character which should be protected and enhanced by new development. This includes not only the Conservation Areas but also other residential and commercial streets.

8.11. Other areas suffer from various negative characteristics, and new development in these specific areas which contribute improvements to these aspects are encouraged.

9. Community Services

POLICY CS1 – SPORTS, LEISURE AND COMMUNITY FACILITIES

Policy CS1: Sports, Leisure and Community Facilities

Proposals for new development that deliver new sports and leisure facilities within the plan area, either directly as part of a mixed-use scheme or as a result of financial contribution from other development, will be supported by the neighbourhood plan.

In addition to the new facilities and improvement of existing facilities in the parish outlined in the East Staffordshire Local Plan and the Sports Investments and Delivery Plan 2015, creation of the following specific sports and leisure facilities identified during the community consultation would be supported:

- ***Leisure and community uses that make active use of the Trent and Mersey Canal;***
- ***Provision of allotments within the parish boundary for residents;***
- ***Community hall / event space suitable for hosting social events and functions;***
- ***Provision of on-site children’s play spaces will be welcomed as part of new housing development proposals.***

Applications that come forward for the provision of community cafes and other facilities that contribute to community cohesion will be supported by the neighbourhood plan.

New development should protect existing community facilities, including schools, medical services, leisure and sports facilities, and community centres. Applications for development that fail to do so will be resisted.

Explanatory

- 9.1. The neighbourhood plan seeks contributions from development towards the retention and enhancement of sports, leisure, play and other associated community facilities, subject to compliance with other neighbourhood plan and local plan policies.
- 9.2. Consultation responses have suggested that the plan area experiences under provision of some types of leisure facility. Shobnall Leisure Centre has been noted as being operating at full capacity.
- 9.3. Development for, or which include, sports and leisure facilities directly will also be welcomed by the neighbourhood plan.

POLICY CS2 – MEDICAL FACILITIES

Policy CS2: Medical Facilities

Proposals (including mixed used developments) that provide or include facilities to accommodate medical services will be supported by the neighbourhood plan.

Explanatory

- 9.4. This policy requires health provision in the parish to be provided or enhanced to meet the demand resulting from new housing allocations within the East Staffordshire Local Plan, as well as better and more local facilities for existing member of the community.
- 9.5. Local people have expressed a need for additional general medical services. There is currently a clear lack of local services in the parish, including general practices. The community would like to see additional services provided to serve local people.

10. Shops and Businesses

POLICY SB1 – SHOPFRONT DESIGN QUALITY

Policy SB1: Shopfront Design Quality

Where appropriate, planning applications for new and change-of-use developments of use classes A1, A2, A3, A4 and A5 will be required to demonstrate how they have achieved a high standard of design quality. Applications of this type that do not clearly demonstrate how design quality has been considered will be resisted.

Proposals that make sympathetic use of Shobnall's older shop and business premises, including restoring original features and character elements, will be supported by the plan, particularly in and adjacent to the Conservation Areas.

Applicants should refer to Appendix 2: Shop Front Design of East Staffordshire Borough's Council's Design SPD (2008)

Explanatory

- 10.1. The appearance of some of Shobnall's shopping streets present opportunities for improvements. The low-quality and run-down appearance of some premises detracts from the attractiveness of Shobnall as a retail centre, potentially harming its success.
- 10.2. At the time of the plan's preparation, shopfronts along streets including Waterloo Street and Wellington Street had recently been improved as part of ESBC's Inner Burton Housing Initiative regeneration programme. This policy would support such investment schemes in the future.
- 10.3. The creation of new and refurbished retail and commercial premises with a high standard of design will result in the overall character of Shobnall's retail centre being improved. This will help to attract more shoppers and visitors, benefitting existing shops and businesses.



POLICY SB2 – EMPTY COMMERCIAL PREMISES

Policy SB2: Empty Commercial Premises

Proposals will be supported for [innovative] short-term uses of commercial premises that have been empty for a long period of time, and where there is no immediate prospect of occupation.

If the new use requires permission for a change of use, this will normally be granted for a temporary period of up to 6 months to allow assessment of: the effect on the occupiers of surrounding premises; the effect on local highways; and whether or not there has been a change in the likelihood of a commercial use occupying the premises.

Explanatory

- 10.4. As with many high streets, the main shopping and service area of Shobnall suffers from the effects of a number of empty commercial premises. These are particularly apparent on the ground floor of premises on Waterloo Street and Derby Street.
- 10.5. Empty units cause a variety of negative effects on the local area, including poor visual appearance, discouraging visitors and tourists, discouraging new businesses and investment, a less pleasant built environment, reducing activity and surveillance of streets and public spaces.
- 10.6. The plan seeks to address this situation by encouraging the temporary active use of ground floor retail and commercial premises, where more permanent or ongoing occupations may not be viable. Temporary uses might include community and charitable activities, galleries and exhibitions.
- 10.7. The plan supports ‘conventional’ occupation of retail and commercial premises above short-term uses, where these are viable.



POLICY SB3 – BUSINESS DEVELOPMENT AREAS***Policy SB3: Business Development Areas***

The Neighbourhood Plan will support the development of premises, facilities and infrastructure which promotes the following particular types of economic activity in different areas of Shobnall, as follows. These areas are shown on the map at Appendix H.

Development of non-employment uses on existing employment sites within these areas will not be permitted except in the circumstances set out in ESBC Local Plan Strategic Policy 13.

SHOBNALL'S INDUSTRIAL AREA: The Neighbourhood Plan will support the continued development of industrial premises in the portion of the Plan area to the south of Shobnall Road and east of the A38. Premises for advanced industries, including IT, communications, and research businesses, will in particular be supported. Such development should accord with all other relevant policies, particularly transport policies T1 to T5.

'EAST SIDE' - Land to the east of Wellington Street and Derby Street, between Shobnall Road and Victoria Road: Redevelopment of sites in this area which deliver mixed use commercial and retail schemes will be supported. Schemes that include new car parking facilities for visitors will in particular be supported. Proposals which provide community facilities will in particular be supported.

CANALSIDE / LEISURE AND TOURISM AREAS: Proposals which support the development of tourism in Shobnall will be supported by the plan, particularly where they make active use of local assets including Shobnall's heritage assets, Shobnall Marina, and the Trent and Mersey Canal and canal-side area. All development on sites adjacent to the canal should be designed to respond positively to it, in terms of use, orientation, scale and appearance.

WELLINGTON STREET / WATERLOO STREET / DERBY STREET / BOROUGH ROAD: The continued development of the retail, service and eating and drinking offer in this area will be supported. Proposals for new development which help to increase the variety of shops and services will in particular be supported. In addition, development proposals which contribute to the creation of a night-time economy in this area will be supported, including restaurants, bars and cafes. New development in this area which complements the new University Technical College on Waterloo Street will also be supported. These may include study centres, cafes, educational businesses and retail. Mixed use development in and near this area which include new car parking for visitors to the local area will generally be supported.

Explanatory

- 10.8. Shobnall Parish contains a large number of businesses, with around two hundred as of early 2015. Shobnall is an important centre of economic activity for Burton, including premises for large multinational companies, as well as many small and medium size enterprises. A large proportion of land in the plan area is in employment use.
- 10.9. The plan seeks to support the continued economic development of Shobnall, and seeks to support greater economic development to support the plan objectives.
- 10.10. The plan recognises the particular characteristics of several distinct employment areas, and seeks to support the most appropriate kind of economic development in these areas in response to these characteristics and the objectives of the plan, to reinforce the success of these business areas.

Shobnall's Industrial Area

- 10.11. The wide area to the south of Shobnall Road includes various light industrial and manufacturing businesses, logistics operators, and pharmaceutical businesses. The area includes the recently developed Centrum 100 Business Park, as well as long-established local businesses including Marston's Brewery. The area is an important local employment centre, and the plan seeks to reinforce this role, whilst avoiding worsening traffic and highways issues related to existing industrial and logistics businesses.

'East Side'

- 10.12. This area currently provides a mix of premises, including industrial, logistics, retail, office and a hotel. It is expected that in the lifetime of the plan, sites in the area may come forward for redevelopment. The plan seeks to promote the redevelopment of this area to provide additional retail, commercial and office premises, to strengthen this part of Shobnall as a local centre.

Leisure and Tourism Areas

10.13. Shobnall's heritage assets and public open spaces are currently considered to be underutilised as resources for promoting a local leisure and tourism economy. Much of Burton's significant industrial and brewing heritage is located in Shobnall, including the Marston's Brewery complex, Trent and Mersey Canal, and many examples of listed and unlisted buildings from the same periods. New development could enhance and build on these assets, including by protecting and enhancing the character and appearance of the area's character buildings, Conservation Areas and character areas identified in Appendix E. New waterside development including facilities for narrowboaters, waterside leisure including bars, restaurants and pubs, and community uses, would make better use of the canal.

10.14. Shobnall Marina in particular is considered to offer opportunities for greater leisure and tourist activity, making use of the waterside location. Appropriately coordinated development of land to the east and south would bolster this potential.

Wellington Street / Waterloo Street / Derby Street / Borough Road

10.15. This area hosts a large number of shops and services, and the plan seeks to retain and promote this provision. Parts of this area suffer from a prominent level of empty premises, detracting from the area's apparent and actual success as a local centre.

10.16. Shobnall benefits from a reasonable variety of shops and high-street services. However, there appears to be disproportionate provision of some types of services in the retail centre.

10.17. Whilst it would not be appropriate to seek to restrict the establishment of any types of retail and service businesses, the community would welcome the provision of appropriate new shops and services which are currently underrepresented or absent from the local offer.

10.18. Increasing the variety of shops and services would achieve various benefits which would contribute to the achievement of the plan objectives, including improving the convenience to local residents, reducing the need to travel outside the neighbourhood, reducing car travel, retaining local spending, re-occupying empty or underused premises, and attracting new shoppers, tourists and investment. Providing 'more of the same' types of shops and services would not achieve these benefits.

10.19. Parts of the area also suffer from a poor quality public realm, with untidy street furniture and streetscape elements and shopfronts in poor condition.

10.20. Shobnall's retail and service centre suffers from the effects of under provision of car parking spaces. This causes various problems, including discouraging shoppers and visitors from using the shops and services in Shobnall, congestion and road safety problems caused by on-street parking.

10.21. The provision of new car parking near to Shobnall's retail and services centre would alleviate these problems, and would contribute to the economic success of the local area.

10.22. There are a number of sites immediately to the east of the main shopping area which may be expected to become redeveloped in the lifetime of the plan, and proposals for mixed-use development on these sites would present an opportunity to provide needed car-parking.



11. Built Environment and Heritage

POLICY BH1 – PROTECTING SHOBNALL’S HERITAGE ENVIRONMENT

Policy BH1: Protecting Shobnall’s Heritage Environment

New development proposals will be expected to protect and enhance the character and value of Shobnall’s heritage environment, including Listed Buildings, Conservation Areas, archaeology, and other statutorily protected assets. Development will also be expected to protect and enhance any locally listed building identified by the Local Planning Authority, as well as the schedule of structures (at Appendix F) identified by the local community as contributing positively to the character of the local built environment.

Applications for development which will harm these assets will be refused.

Explanatory

11.1. Shobnall has a strong heritage environment, which contributes to the general character and local interest of the neighbourhood. The heritage assets present opportunities to help achieve the plan objectives, including opportunities to boost the local economy by attracting visitors, providing an attractive build context for new development, and providing a distinctive local character.

11.2. The heritage environment is one of Shobnall’s key assets. The protection and enhancement of elements of the heritage environment is therefore a key priority for the local community, and as such the plan seeks to reinforce existing national and local policy for heritage assets.



POLICY BH2 – SUSTAINING SHOBNALL’S HERITAGE

Policy BH2: Sustaining Shobnall’s Heritage Environment

Proposals that protect Shobnall’s heritage assets (including listed buildings and non-designated buildings) by putting them to new and/or innovative uses will be supported by the plan.

Proposals that bring long-term empty or neglected heritage assets back into active use, including community uses, will be particularly welcomed.

Such proposals will be expected to demonstrate that the protection of architectural significance and historical/social interest has been balanced against the need to achieve a viable use of the asset, including by addressing access and parking issues, as appropriate.

Explanatory

- 11.3. The plan recognises the necessity for heritage assets to be put to practical use in order to sustain their condition and character. Buildings that do not have a viable and relevant use are at risk of neglect and harm, where funding cannot otherwise be found for their maintenance and protection.
- 11.4. In order to protect heritage assets from disuse and neglect, the plan therefore recognises that proposals for new, relevant uses of heritage buildings should be supported, where the original (or most recent) use of the buildings can no longer sustain the protection of the building. Proposals for new uses of heritage buildings will therefore be welcomed, where they do not result in excessive harm to the character and architectural interest of the building.
- 11.5. Planning applications for proposals to re-use and adapt heritage buildings must demonstrate how an appropriate balance has been achieved between enabling a valid use and protecting (or enhancing) the building’s character and distinctiveness.

12. Green Spaces and the Natural Environment

POLICY GN1 – LOCAL GREEN SPACES AND THE NATURAL ENVIRONMENT

Policy GN1: Local Green Spaces and the Natural Environment

In accordance with ESBC Local Plan Strategic Policy 32, the Neighbourhood Plan seeks to designate the open spaces noted at Appendix G as Local Green Spaces. These Local Green Spaces are to be protected from development. Development that protects and enhances these local green spaces (for instance by improving access, community facilities, or habitat improvements) will generally be supported. Development which harms these green spaces will be refused.

The assessment and accompanying map at Appendix G identify other open spaces that do not meet the criteria for designation as Local Green Spaces, but are considered to make a contribution to the quality of the local natural environment, or to provide leisure and play opportunities. Development which protects these (non-designated) open spaces will be supported, subject to compliance with all of relevant policies.

Development on land adjoining these green spaces should avoid harming their human or ecological value, for instance by causing excessive overshadowing, noise and disruption, or pollution.

Development that includes provision of new public open spaces will be supported by the plan, subject to compliance with all other relevant policies.

New development should make provision and provide funding for new green spaces within their area.

New development should support the objectives, policies and strategies of the National Forest, where appropriate, including increasing tree planting and improving air quality.

New developments will only be accepted where they will not cause or suffer from land instability, or cause contamination of ground, air or water.

Developments delivering 10 or more homes will be expected to include a green buffer of landscaped or planted land, sufficient to provide foiling views of the development and to provide functional green infrastructure.

Explanatory

- 12.1. Shobnall enjoys a range of types and sizes of public green spaces, which provide benefits including leisure, sport, relaxation, wildlife habitats and support for biodiversity. Some parts of the parish have better access to larger green spaces than others.
- 12.2. The population of the local area is expected to increase considerably over the plan period, resulting in an increased need for green spaces for local residents, and putting pressure on the existing spaces. The plan therefore seeks to protect these existing green spaces and to improve their quality, usefulness and attractiveness.
- 12.3. As well as improving provision for local residents, better quality green spaces will help to attract more visitors and tourists to Shobnall, supporting the economic objectives of the plan.
- 12.4. The specified protected spaces are of a variety of types, including playing fields and children's play areas, informal green spaces, landscaped areas and hard public realm. These provide different benefits for local residents and the natural environment, and will require different types of intervention and protection to maximise these benefits

POLICY GN2 – ALLOTMENTS

Policy GN2: Allotments

The creation of new allotments in Shobnall will be supported by the plan. Development proposals which include allotment space will be supported, subject to compliance with all other relevant policies of the development plan.

Large residential developments, including development of allocated sites, will in particular be expected to provide allotment space as part of the green spaces provided in their designs.

Residential developments that provide (either on-site or through developer contributions) a minimum of 3.71m² of allotment space per new dwelling will be supported (per guidelines in ESBC's Open Space SPD), subject to compliance with other policies.

Explanatory

- 12.5. Allotments could make a significant contribution to achieving the sustainability objectives of the plan. Allotments benefit residents by: providing opportunities to grow their own food, opportunities for exercise contributing to physical and mental wellbeing, reducing food miles, saving money, and helping community development and cohesion.
- 12.6. Parish Councils are now obliged to provide their residents with allotments, where these are demanded. There are currently no allotments within the boundary of Shobnall parish, and any residents wishing to grow on allotments must make use of allotments outside the parish.
- 12.7. Development proposals that provide new allotment space in appropriate locations within Shobnall will therefore be welcomed, in order to help achieve the benefits that allotments can provide, and to aid the Parish Council to fulfil its obligations.

POLICY GN3 – OPEN SPACE IN NEW DEVELOPMENT

Policy GN3: Open Space in New Development

New residential developments which:

- ***Provide appropriate public, private and shared amenity space;***
- ***Can be demonstrated to support relevant objectives of the National Forest;***

Will be supported by the plan, subject to compliance with other relevant policies of the development plan.

Proposals that fail to take such opportunities will be resisted.

Applications for development proposals that include significant landscaped areas or other privately owned open spaces must be supported by a maintenance scheme, setting out how these spaces will be maintained and improved to a high standard.

Planning permission for such proposals may include conditions that require these maintenance schemes to be undertaken for a minimum period of 15 years following completion of the development.

Explanatory

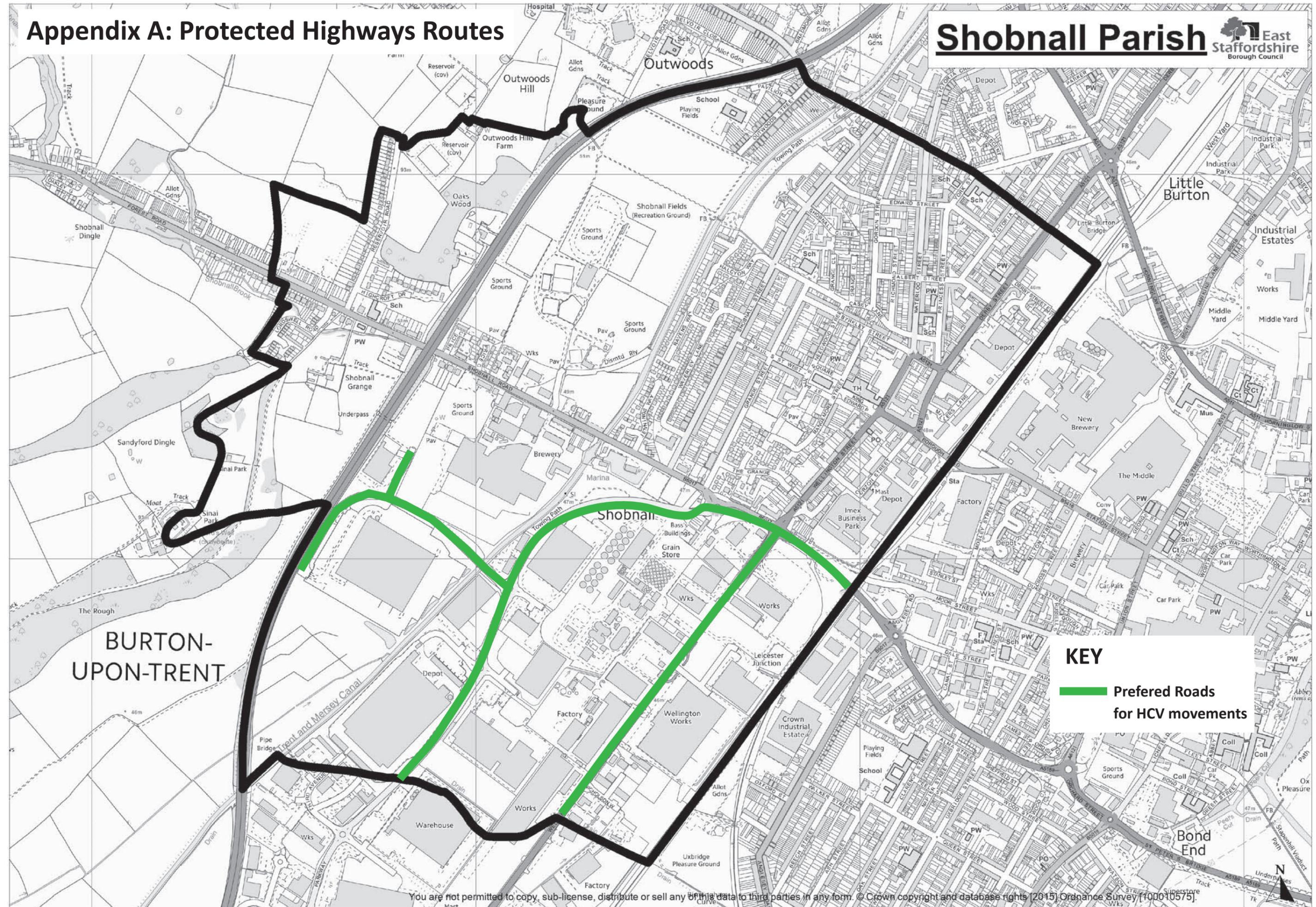
12.8. Whilst Shobnall has a variety of green spaces, these are spread unevenly around the Parish, with some residential areas underserved or located far from the nearest good quality green space. The population of Shobnall and the immediately surrounding area is expected to grow considerably over the lifetime of the plan, increasing the demand for local public green spaces in the plan area.

12.9. For these reasons, the plan supports the creation of new public open spaces as part of new residential development. Larger residential schemes that present clear opportunities to provide new public open spaces should do so, in order to provide a good standard of amenity to their residents and to avoid placing excessive demand on existing spaces and facilities.

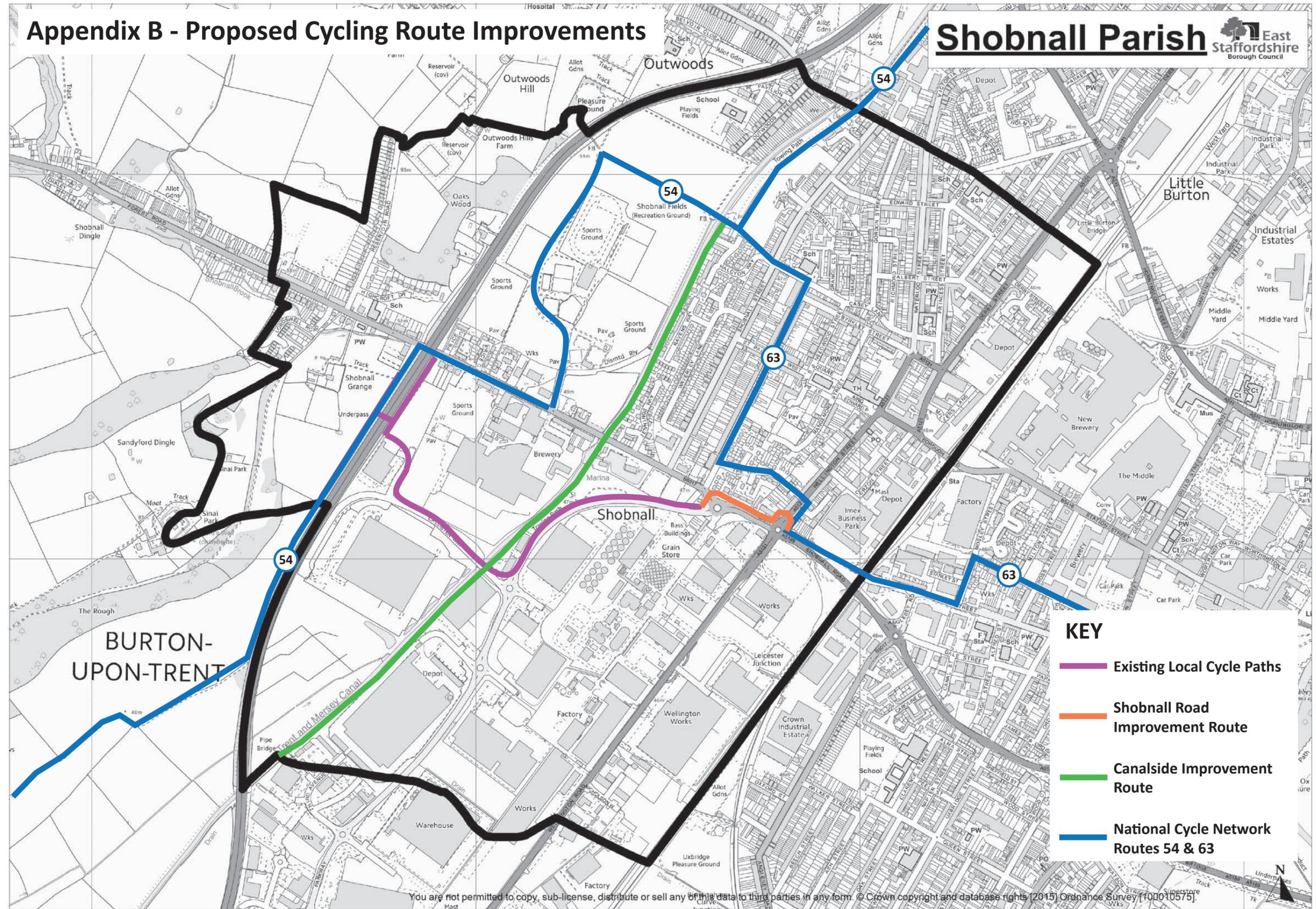
12.10. Detailed planning applications that include proposals for public green space should demonstrate how they have addressed accessibility and inclusivity, safety and crime prevention, habitat creation/enhancement, biodiversity, as appropriate.



Appendix A: Protected Highways Routes

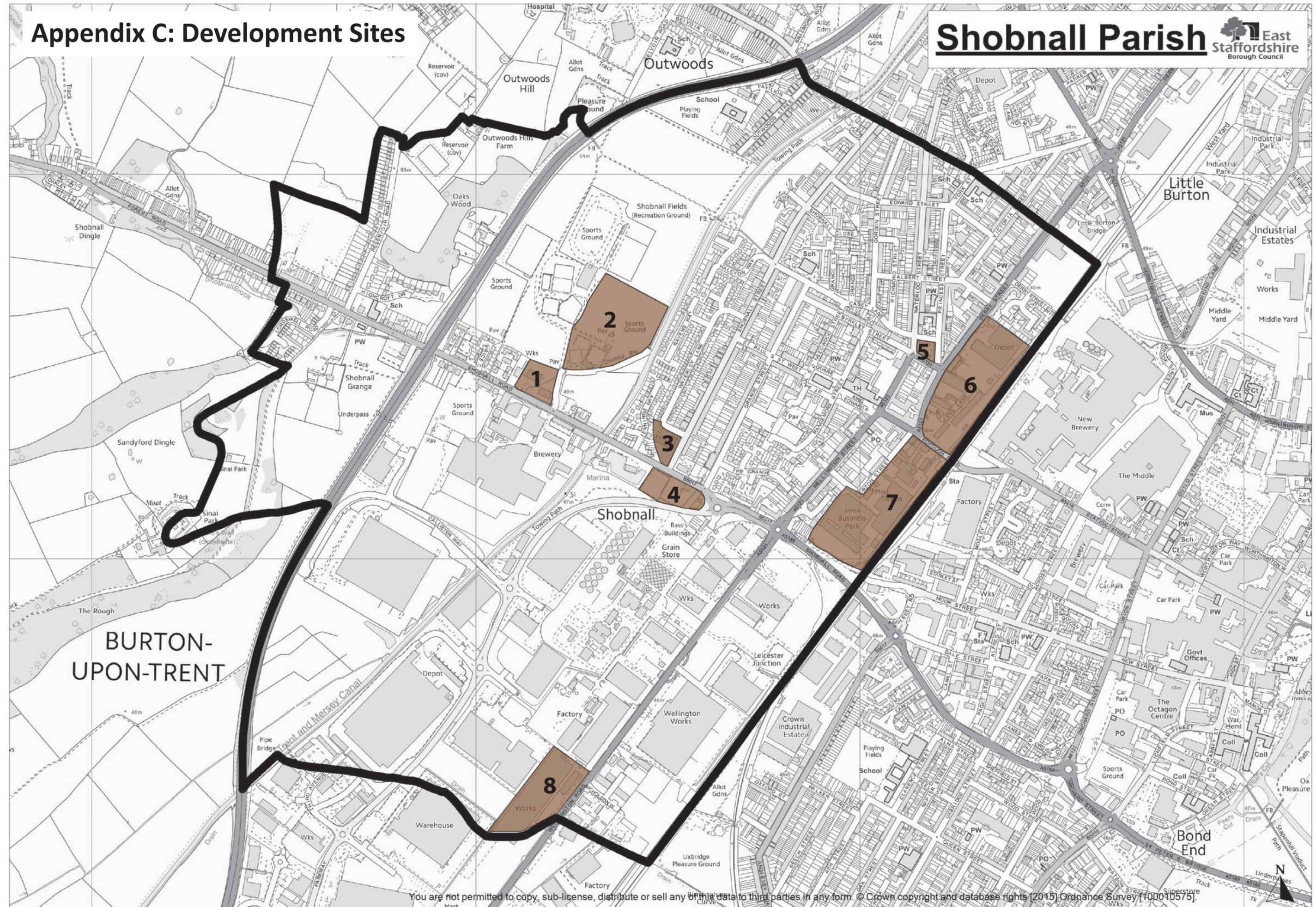


Appendix B - Proposed Cycling Route Improvements



- KEY**
-  Existing Local Cycle Paths
 -  Shobnall Road Improvement Route
 -  Canalside Improvement Route
 -  National Cycle Network Routes 54 & 63

Appendix C: Development Sites



Appendix D: Neighbourhood spending priorities for developer contribution (where appropriate) funds and community funding bids

This schedule sets out the community's suggestions for:

- The spending of developer contributions (S106 and CIL) arising from development in Shobnall
- Projects that the community will seek funding for, including through the Parish Council

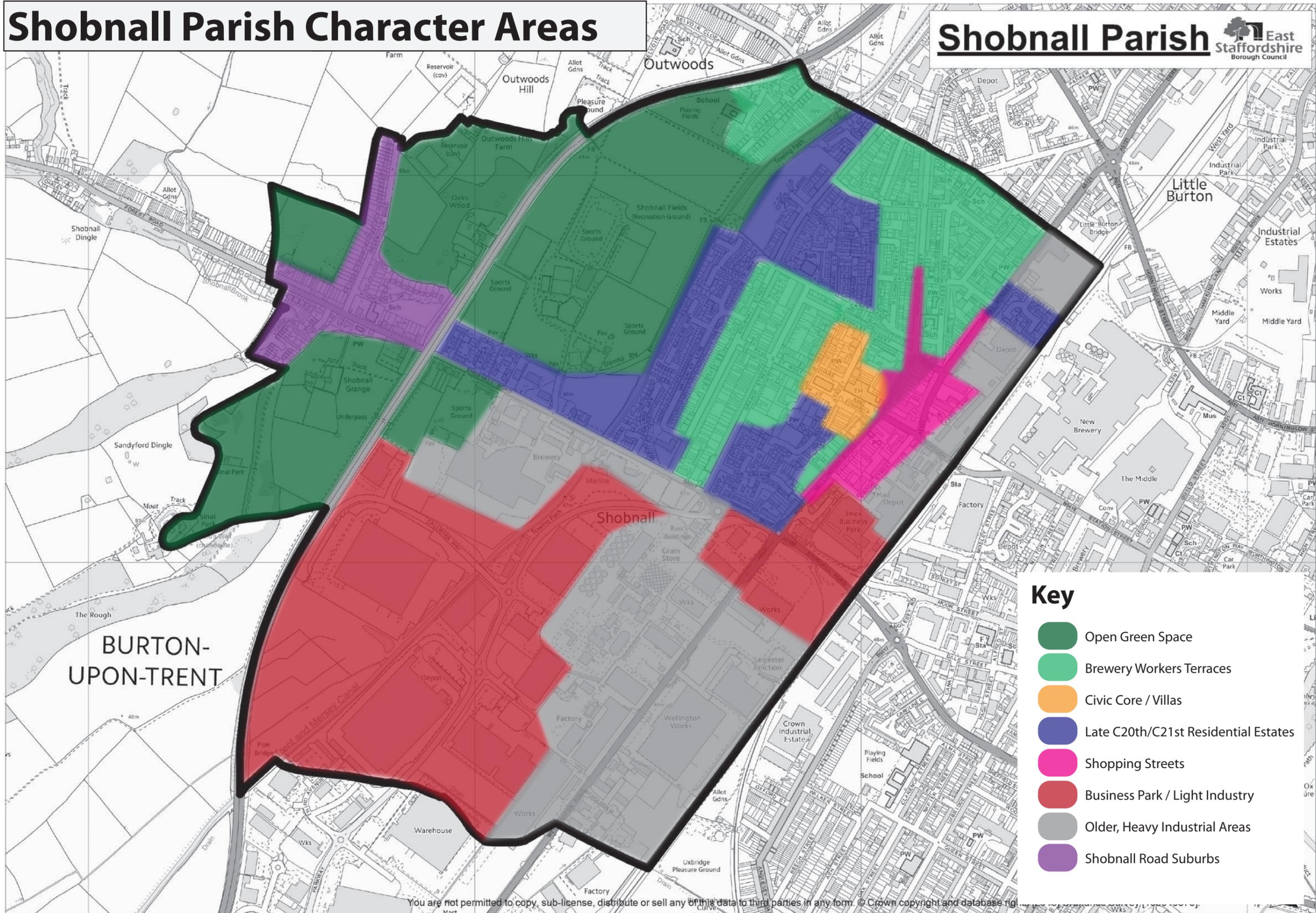
Highways

- **Traffic calming and public realm improvements in areas experiencing impacts of high traffic volume, including along Shobnall Road**
- **Signposting to direct HGVs to appropriate routes**

Sustainable Transport Connections

- **Improvements to existing cycle infrastructure and creation of new facilities**

Shobnall Parish Character Areas



Key

-  Open Green Space
-  Brewery Workers Terraces
-  Civic Core / Villas
-  Late C20th/C21st Residential Estates
-  Shopping Streets
-  Business Park / Light Industry
-  Older, Heavy Industrial Areas
-  Shobnall Road Suburbs

Appendix F: Designated and non-designated heritage assets in Shobnall

Listed Buildings

- | | |
|--|-----------|
| • 124-145 Wellington Street (Almshouses) | Grade II |
| • 292-303 Shobnall Road (Marston's Cottages) | Grade II |
| • Central Brewing Tower, Marston's Brewery | Grade II |
| • Church of St. Paul, St. Pauls Square | Grade II* |
| • Former Midland Railway Grain Warehouse | Grade II |
| • Gate Piers to Shobnall Grange | Grade II |
| • Malthouse Number 7 at Former Bass Brewery | Grade II |
| • Marston Brewery | Grade II |
| • Methodist Church, 108 Byrkley Street | Grade II |
| • Offices at Marston's Brewery | Grade II |
| • Shobnall Grange | Grade II |
| • Sinai Park | Grade II* |
| • Station Bridge and Flanking Walls, Borough Road | Grade II |
| • Statue of Michael Arthur Bass, King Edward Place | Grade II |
| • Town Hall, King Edward Place | Grade II |
| • Trent and Mersey Canal Milepost off Third Avenue | Grade II |
| • Trent and Mersey Canal Milepost off Halcyon Way | Grade II |

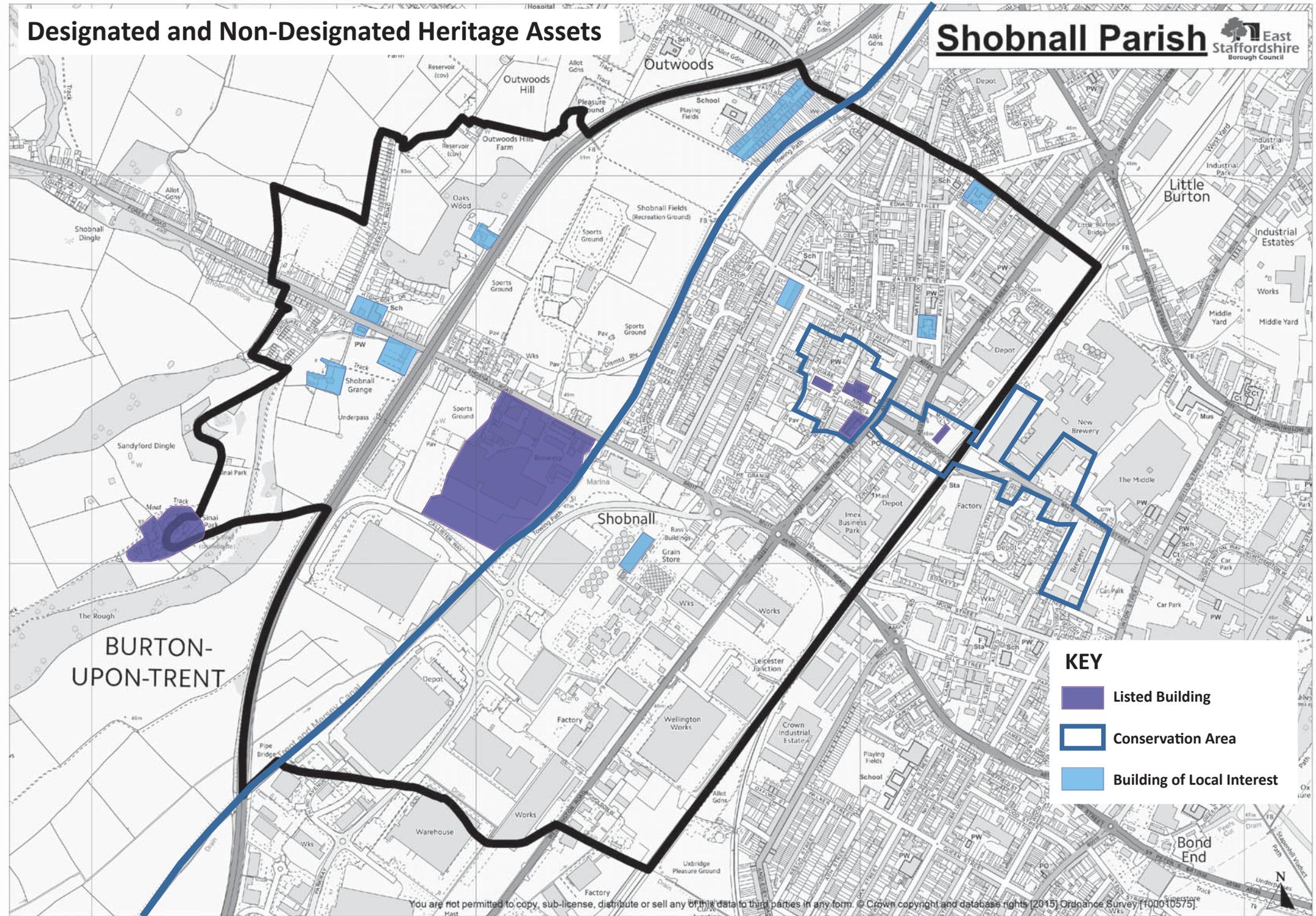
Conservation Areas

- Station Street & Borough Road Conservation Area (part within Burton Town)
- King Edward Place Conservation Area
- Trent and Mersey Canal Conservation Area (portion within Shobnall Parish)

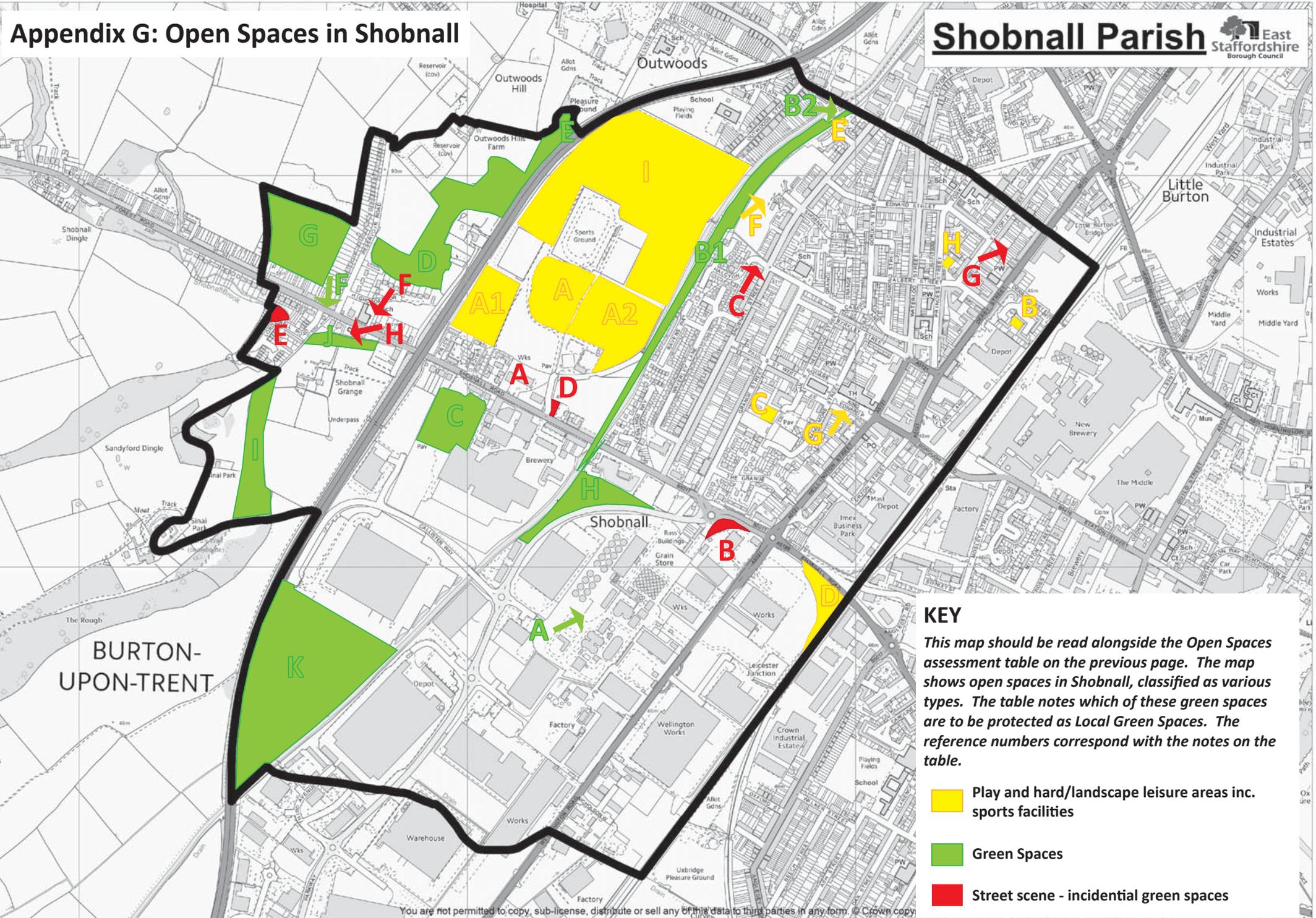
Non-Designated Heritage Assets identified by the Community

- Charlotte James care home , Off Shobnall Road (adjacent to the A38)
- Former Grange School Buildings, Junction of Grange Street and Casey Lane
- Former School Buildings, Waterloo Street
- St Aidan's Church, Shobnall Road
- Shobnall Primary School Buildings & house, junction of Shobnall Road & Reservoir Road
- The Albion Public House and Associated Outbuildings, Shobnall Road
- Town Hall Extension, King Edward Place
- Victoria Community School Buildings, junction of York Street and Victoria Road
- Villas and terraced houses along Outwoods Street
- Bass's Cottages, off Shobnall Road
- Alms Houses on York Street

Designated and Non-Designated Heritage Assets



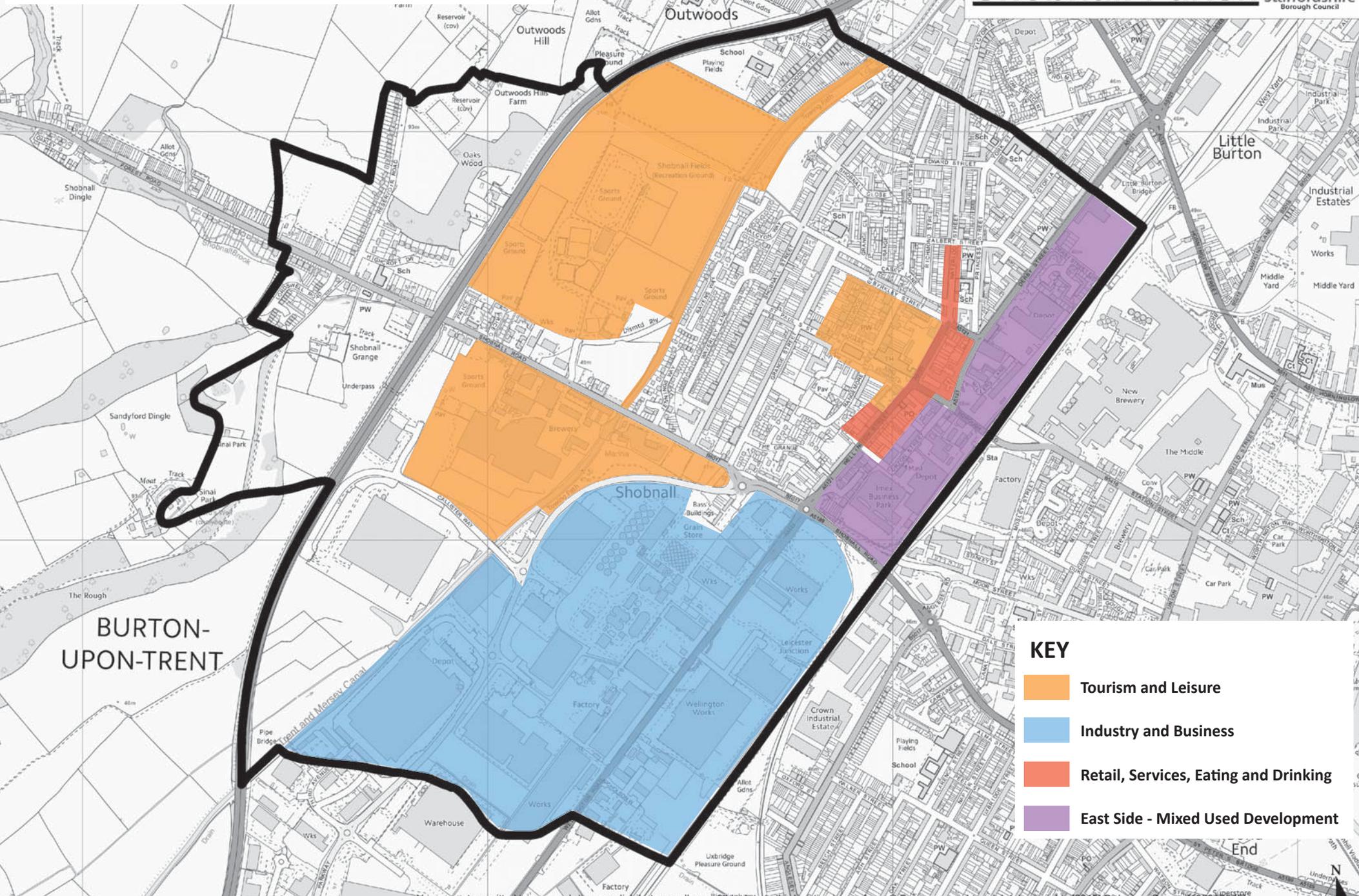
Appendix G: Open Spaces in Shobnall



KEY
This map should be read alongside the Open Spaces assessment table on the previous page. The map shows open spaces in Shobnall, classified as various types. The table notes which of these green spaces are to be protected as Local Green Spaces. The reference numbers correspond with the notes on the table.

- Play and hard/landscape leisure areas inc. sports facilities
- Green Spaces
- Street scene - incidental green spaces

Appendix H - Business Development Areas



KEY

- Tourism and Leisure
- Industry and Business
- Retail, Services, Eating and Drinking
- East Side - Mixed Used Development

Appendix I: Glossary

<p>Affordable Housing</p>	<p>Affordable housing is sub-divided into three distinct types of housing:</p> <ul style="list-style-type: none"> • Social Rented • Affordable Rented; and • Intermediate Housing <p>Affordable Housing: Social Rented, Affordable Rented and Intermediate housing which is provided to eligible households whose needs are not met by the market and which will remain unaffordable unless the subsidy is recycled for alternative affordable housing provision.</p> <p>Affordable Rented Housing: Housing which meets the Housing Corporation’s Design and Quality Standards (or replacement standards) and which is let by a Registered Provider of Social Housing to a person allocated that Dwelling in accordance with the Council’s Allocation Scheme at a controlled rent of no more than 80% of the local market rent.</p> <p>Intermedia Housing: Discounted Sale housing and Shared Ownership housing.</p> <p>Social Rented Housing: Housing which meets the Housing Corporation’s Design and Quality Standards (or replacement standards) and which is let by a Registered Provided of Social Housing to a person allocated that dwelling in accordance with the Council’s Allocation Scheme at a rent determined through the national rent regime (Rent Influencing Regime guidance).</p>
<p>Annual Monitoring Report (AMR)</p>	<p>This report monitors the Local Planning Authority’s progress towards production of its Local Development Framework and the implementation of the strategies and policies already produced specifically those in the Core Strategy and the Allocations and Development Management DPD.</p>
<p>Brownfield or Previously Developed Land</p>	<p>Land that is classed as brownfield is often known as previously developed land. This means that the land has previously been used prior to its current use or proposed use. In many cases brownfield land is despoiled, includes existing buildings or hard standing and may be contaminated.</p>
<p>Developer Contribution</p>	<p>Developer contributions are often referred to as Section 106 planning obligations but may not always be so. In many cases, these planning obligations provide a means of ensuring that developers contribute towards the infrastructure and services needed to make proposed developments acceptable in land use planning terms. Contributions may be made as financial payments or as direct works on or off-site.</p>
<p>Development</p>	<p>Development is defined in planning terms under the 1990 Town and</p>

	country Planning Act. Broadly, it is considered to be ‘the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land’. Most, but not all, forms of development require planning permission.
Community Infrastructure Levy (CIL)	A charge levied by local authorities which raises funds from owners or developers of land undertaking new building projects in their area.
Conservation Areas	Areas of special architectural or historic interest within which it is desirable to preserve or enhance the character or appearance. Within conservation areas there is extra control over a range of planning and design matters.
Green Infrastructure	Green Infrastructure is a network or collection of quality green spaces and other environmental features that interlink and serve both nature conservation and health & wellbeing purposes.
Heritage Assets	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Heavy Goods Vehicles (HGV)	A large vehicle for carrying goods, usually exceeding 7.5 tonnes.
Infill Plots	Plots of land located within a built-up area that is currently not developed on for further construction, especially as part of a community redevelopment or growth management program.
Listed Buildings	A building or structure which is considered to be of ‘special architectural or historic interest’ and merits consideration in planning decisions.
Localism Act	The Localism Act (2011) was a feature introduced by central government containing a number of proposals to give local authorities new freedoms and flexibility. Devolving power from local government to the community level.
Local Plan	The Local Plan expresses the vision, objectives, overall planning strategy, and policies for implementing these, for the whole Borough. It is the policy against which development requiring planning consent in local authorities is determined.
Local Planning Authority (LPA)	A local planning authority is the local authority or council that is empowered by law to exercise statutory town planning functions for a particular area.

Market Housing	Open market housing is housing which has no occupancy restriction or legal tie and that can be bought by anyone.
National Planning Policy Framework (NPPF)	Guidance provided from central government for local planning authorities and decision-takers, on drawing up plans and making decisions about planning applications.
Neighbourhood Plans	A Plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Act 2004) which sets out specific planning policies for the Parish which are the primary policies for determining planning applications within that parish.
Public Realm	The space between buildings comprising the highways land, footpaths and verges.
Streetscene	Elements which comprise the street environment, including roadways, pavements, street furniture etc.
Sustainable Development	The Bruntland Report provides the accepted definition of sustainable development as 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs' (WCED, 1987). The principle of sustainable development may be broadly described as encompassing social, environmental and economic issues, and also entailing concern with intra-generational and inter-generational themes.
Sustainable Transport	Modes of transport that better support the protection of the natural environment, natural resources, human health and well-being, and economic development. These may include public transport, cycling and walking.

Appendix J: Shobnall's Priorities – The community's actions to complement the neighbourhood plan

Through the development of the neighbourhood plan, a variety of projects, initiatives and activities were identified which can be undertaken (by the local community, the Parish Council and other groups and official bodies) to help achieve the objectives of the neighbourhood plan, but which fall outside the remit of the planning system. It is hoped that this section clearly sets out the priorities of local residents.

Theme	Plan Objectives	What have people said they want and need?	Ways this can be addressed outside the neighbourhood plan.
Transport and Highways	<i>"To ensure that Shobnall can be accessed and visited safely, conveniently and sustainably by all modes of transport, without causing undue harm to residents' wellbeing and the natural environment, so that Shobnall is a healthier, safer, cleaner and more pleasant place to live."</i>	<p>To reduce traffic volumes and congestion – or at least avoid increased traffic volumes and congestion.</p> <p>Reduce the need to travel by car</p> <p>Existing traffic to be re-routed</p> <p>To reduce the negative impacts of traffic, parking and congestion</p> <p>Reduce numbers of lorries</p>	<p>Build new roads</p> <p>Better signposting to avoid busy routes through Shobnall</p> <p>Improve other roads and junctions to encourage use of other routes</p> <p>Redesign the environment to accommodate car parking better</p> <p>Better enforcement</p> <p>New pedestrian crossings</p> <p>Continue to liaise with Staffs County Council to explore the feasibility of imposing weight restrictions on residential roads.</p> <p>Liaise with Staffs County Highways on the creation of one-way routes through the Parish; where these are created, ensure that the inclusion of cycle lanes is considered.</p> <p>Liaise with Staffs County Highways so that advisory cycle routes are signposted through the Parish;</p> <p>Seek funding and advice from Sustrans</p>
			<p>Encourage provision of car parking on open land around the railway line.</p> <p>Encourage landowners</p>

			<p>associations Parish Council leadership / capacity building Encourage volunteering – with people out of work claiming ESA/incapacity benefit, lots of young people</p>
Shops and Businesses	<i>“To support stronger local economic development. To consolidate the existing retail centre, whilst building on underused assets to strengthen Shobnall’s visitor and leisure economy.”</i>	<p>More shops at west end of Shobnall Improve the appearance of Shobnall’s high streets. Reduce vacancy and under-occupancy, including along Borough Road and at the junction of Waterloo Street and Edward Street More jobs for local people – increase the retail and leisure offer Encourage current and future residents to use local businesses in the ward</p>	<p>Form a Business Improvement District Seek funding for shopfront improvement schemes Seek regeneration funding for public realm works Promote Shobnall as a local centre for south Asian culture – food, religion, music Form Asian traders association? Increase educational attainment Understand and address what shops and services are missing from Shobnall</p>
Built Environment and Heritage	<i>“To protect, enhance and make the most of Shobnall’s heritage buildings, and to improve the appearance, functionality and accessibility of Shobnall’s streets and public places.”</i>	<p>To make more of heritage assets to improve the local economy To benefit more from canal boats passing through To develop economy around canal and marina To achieve improvements to the quality of the public realm, including the appearance of private dwellings Improved street furniture – benches, bins, etc. Signposting to local landmarks and facilities Interpretation of Shobnall’s history and heritage assets Creation of a heritage walking route</p>	<p>Raise awareness of local heritage Local heritage collection ‘Visit Shobnall’ activities – visitor centre, website – commission research and publication, online and print History of Shobnall publication Work with the breweries</p>
Green Spaces and Natural Environment	<i>“To protect, enhance and improve Shobnall’s existing green spaces, waterways and natural environment, and improve their</i>	<p>Improvements to flood defences in areas which are at risk to flooding Access improvements Planting and habitat</p>	<p>Ongoing volunteer schemes to improve and maintain green spaces Committed volunteers</p>

	<p><i>accessibility for the wider community.”</i></p>	<p>enhancements Interpretation – species and habitats Better provision of green spaces Particularly in the centre Easier access to them – footpaths, safe footpaths, better signposting Better maintenance Decent private gardens Derelict/brownfield land to be used for green space Sections of the Shobnall Brook and Tatenhill Brook North Watercourses which are in culverts are in need of clearing and repairing</p>	<p>to seek funding and assistance to improve green spaces Negotiation with landowners Negotiation with landowners / LPA for contributions to fund improvements</p>
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Shobnall Neighbourhood Plan - 2017-2031

Submission Draft – July 2017