

Contents

1 Aims of the Study	3
2 Background to Rural Sustainability	3
3 Definition of Rural Settlements	4
4 Definition of Rural Services	5
5 Delivery of Rural Services	6
6 Inter-Relationship Between Rural Settlements & Urban Areas	6
7 Primary Services, Facilities & Jobs	6
8 Key Local Services & Facilities	7
9 Rural Accessibility	12
10 Sustainable Rural Settlement Summary	15
11 Rural Settlements: Population & Dwellings	17
12 Rural Transport: Car Ownership by Settlement	19

1 Aims of the Study

1.1 This report has been prepared to assist in the development of policies for sustainable development within Lichfield District. It will initially be used for the consideration of interim policies for the management of new housing developments but also contribute to the evidence to be used for the preparation of a Core Strategy for the District as part of the Local Development Framework.

1.2 In his report on the Public Examination into the District Council's first submitted Core Strategy, the Inspector concluded that although there were proposed housing allocations within some of the District's rural settlements, there was a lack of evidence in relation to the suitability of villages in the District to accommodate growth. He considered that the relative sustainability of different settlements should have been assessed as part of the preparation of the Core Strategy. He indicated that an assessment of the sustainability of rural settlements would ensure that the scale and location of development outside the District's two main towns was driven by overall sustainability considerations, rather than simply the availability of previously developed land.

1.3 The Council has acted upon the Inspector's report, which also recommended that the submitted Core Strategy (October 2005) was withdrawn. As a consequence the Council is both re-commencing preparation work on a revised Core Strategy, including its evidence base, and also considering the introduction of interim policies to manage development whilst the Core Strategy is being prepared.

1.4 The purpose of this study, therefore, is to assess the sustainability of rural settlements within the District, primarily using data available on facilities and services present within settlements and accessibility to other centres by public transport. The results of this study will be used to develop interim policies and consequently assist in decision making on planning applications in the short term. In addition the work will assist consideration of potential development locations within the District and an overall spatial strategy for longer term development having regard to principles of sustainability.

1.5 Since the study identifies in broad terms the current availability, quality and access to services and facilities within rural settlements, the study will also assist in the development of spatial strategies to improve the overall quality of life for the communities that live within them.

1.6 In order to keep the process simple, a scoring system was applied to settlements based on the presence of key services and facilities and accessibility by public transport to other centres for employment, retail, health and leisure (Appendix 3).

2 Background to Rural Sustainability

2.1 Increasingly the need to create or move towards sustainable communities has emerged as key priority within planning. At the Regional level the Regional Spatial Strategy includes 4 policies on rural renaissance. Policy RR4 requires consideration of rural services in the preparation of development plans in terms of:

- How centres develop complementary roles in service delivery
- Ensuring policies for development take into account implications for services and facilities
- How services and facilities will be provided for in rural areas
- Local Transport Plans should identify where improved public transport is needed to support rural services.

2.2 The concept of sustainability can encompass many elements, but in the context of this settlement study it focuses on the ability of residents within Lichfield District's rural settlements to access employment, retail, health and leisure/entertainment facilities (by public transport) and the extent to which certain key facilities, such as shops, schools, doctors etc are present within the settlement themselves. This is on the basis that better access will minimise the need to travel, contribute to community life, and minimise social exclusion.

2.3 This work will assist in informing the potential locations for development outside the urban areas of Lichfield and Burntwood. In addition it will inform considerations that impact on the sustainability of rural services and facilities and help to develop policies to improve them.

3 Definition of Rural Settlements

3.1 There are various definitions of rural areas and settlement thresholds that are used in a variety of fields. A national definition used by Staffordshire County Council for the purposes of monitoring, includes a maximum population threshold of 3,000 people, the 2004 Rural Strategy (DEFRA) set out a new definition of settlements with populations of less than 10,000. This definition combined the physical form with a settlement's context measurement, enabling a density calculation resulting in a figure for sparseness of population.

3.2 The context for this study is the nature of settlements within the District boundary. Lichfield and Burntwood are taken as the only two urban areas with the rest of the District classed as rural. Within this rural area it was considered that the survey should focus on service and facility provision within settlements and the nature of their accessibility to external facilities.

3.3 In terms of this study initially it was considered appropriate to survey all settlements where 50 or more dwellings existed. However, it emerged early on in the process that some of the smaller settlements were not easy to define because of the dispersed nature of the housing

and because the majority had few facilities, were not accessible by public transport or had limited public transport available, and therefore they would score poorly in any event. A list of those settlements excluded from further study is found at the end of Appendix 1.

3.4 A decision was therefore taken to focus the study on those settlements with a clear and defined settlement boundary as set out in the adopted Lichfield District Local Plan. These settlements vary in size from Wigginton, with 252 dwellings up to Armitage with Handsacre, with 5,181 dwellings.

3.5 Three of the District's larger, more complex settlements, Armitage with Handsacre, Fazeley with Mile Oak and Little Aston with Streetly village, have more than one focus for local services and facilities. When walk time distances were applied to the individual service centres within these settlements, it was evident that the majority of the settlement was accessible within 5-10 minutes walk time. Therefore it was decided that these settlements should be considered as a single entity for the purpose of the study, but that an additional score would be applied to settlements where facilities were accessible by foot.

3.6 A list of settlements considered as part of this study is attached at Appendix 1.

4 Definition of Rural Services

4.1 There is no single national definition of rural services; however the two most widely used are those of the Countryside Agency and DEFRA. In terms of accessibility, DEFRA's targets include improving availability of services for those without access to a car, including the use of locally based community transport solutions, improving access to health care, Post Offices, banks and ATM as well as improving accessibility to the internet.

4.2 Within this study basic key rural facilities and services used are –

- Post Office
- Doctors Surgery, Dentist, Pharmacy
- Primary School
- Village Hall
- Pub
- General Store
- Public transport access

5 Delivery of Rural Services

5.1 Many of the facilities frequently available within settlements are provided by the private sector and therefore subject to commercial realities. Post offices are normally run as commercial enterprises but as part of another commercial enterprise, Post Office Ltd. Public houses are usually either provided as individual businesses or as part of a brewery chain. Other facilities are delivered either by the public sector or through voluntary bodies. Community Halls are commonly operated and owned by the local parish council, or other community organisations. Primary schools in many rural areas are most likely provided by the Local Education Authority, which in the case of Lichfield District, is Staffordshire County Council. It should be noted that within the District a number of private schools and special school also operate within the rural area, often serving catchments outside the District. The analysis within this study relates to facilities serving the District. Delivery of primary education is affected by a number of factors including demographic changes. Public transport provision in rural Lichfield is through a mixture of private operators, public subsidies and community transport schemes.

6 Inter-Relationship Between Rural Settlements & Urban Areas

6.1 Whilst it is acknowledged that there are links between rural and urban areas, quantifying the relationships between settlements and urban areas and the influence that they exert on one another is difficult. It is anticipated that further work will be undertaken to try to establish the extent of influence and links between both urban and rural settlements within and outside the District, but this work is outside the scope of this study.

7 Primary Services, Facilities & Jobs

Employment:

7.1 As part of this study it is important to gauge the accessibility of employment destinations for the rural community, essentially by public transport. Destinations within the district include settlements with large industrial estates:

- Lichfield – Burntwood – Fradley – Fazeley – Shenstone and Armitage

7.2 Outside the district main employment destinations include:

- Rugeley – Tamworth – Burton on Trent – Sutton Coldfield – Birmingham, Walsall, Cannock and Stafford.

7.3 A 40 minute journey time was applied to the rural settlements and the number of destinations available from each settlement to those listed above was calculated. Typically those settlements located on route of a frequent bus service or with access to a train station scored highly. In addition it was considered that the presence of a large employment centre within or adjacent to a settlement that could reasonably be accessed by foot justified additional weight within the scoring system.

7.4 It should be noted that research by the Countryside Agency (CRN47) found that in some studies, the location of employment development in larger rural settlements failed to recruit local employees and indeed generated larger numbers of commuting trips by car. Studies also found that rural residents also travel the greatest distance for work, shopping and leisure. However the nature of this study is about the availability of services and facilities providing the opportunities for sustainable lifestyles rather than existing travel patterns to jobs, services and facilities.

Shopping and Leisure:

7.5 The rural settlements within the District look to a number of towns for their major shopping and leisure facilities. Whilst most people access these by car, in terms of sustainability it is the pattern of bus services in particular that determines the principal larger service centre that an individual villages looks towards. Most villages in the eastern part of the District for example, have bus services focussed on Tamworth rather than Lichfield. The study does not specifically examine access to these 'higher order' centres for shopping and leisure, but the pattern in terms of accessibility would be similar to that for access to employment.

8 Key Local Services & Facilities

Certain facilities are considered to be important within rural settlements; these facilities are considered as key facilities for the purpose of this study. As part of this survey key facilities include –

- Post Office
- Doctors Surgery, Dentist, Pharmacy
- Primary School
- Village Hall
- Pub
- General Store

8.1 District Councils are not directly responsible for the provision and delivery of all rural services and exert varying degrees of influence through planning policies. However the co-ordination of strategies to seek to retain and promote rural services and facilities that are under threat from various influences, such as Post Offices, shops and health facilities, is an important part of spatial planning and therefore local planning authorities need to consider such policies within their local development frameworks.

The Post Office

8.2 Post Offices are important due to the range of facilities that they often provide, from the typical traditional services such as bill payment and access to money to the sale of everyday general household items. The services and range of goods on sale is dependant on a variety of factors including the physical size of the building, the size of the immediate population and sometimes they are also influenced by the availability of other similar services on offer locally. In addition Post Office services offered may also be affected by its location in relation to the strategic highway network, which may generate passing trade.

8.3 Post offices are influenced by policy at national level and over recent years many Post Offices have closed as part of a major review of postal services. This review, along with other factors, has impacted on the presence of Post Offices within Lichfield District. Post Offices have closed in several settlements, including Colton, Hill Ridware, King's Bromley, Drayton Bassett, Edingale and Clifton Campville.

8.4 Post Office Ltd. as part of its maintenance of the rural post office network is looking into alternative ways of post office provision within rural areas. One such method of provision has recently been seen in King's Bromley where a limited post office function within the village hall on a part time basis has been implemented.

8.5 There are currently (May 2007) proposals to close a further 2,500 Post Offices nationwide. However a recent survey of 1,000 people found that two thirds of those in rural areas relied on their local post office for groceries, with most saying they valued the convenient location. Three out of four people surveyed who used a post office walked there, with most saying they would have to drive or catch a bus if it closed.

8.6 Such statistics highlight that Post Offices still remain a service under threat and in rural areas the closures of such facilities affect the more vulnerable sections of the community the worst affected including the elderly, disabled people, those on low incomes and those without access to a car.

Health - Doctors Surgery/Dentists/Pharmacy

8.7 Access to health facilities from rural areas can often be difficult, particularly when communities are reliant on public transport. Doctors in particular, and to lesser extent dentists, are important key services within a rural area; however these facilities are usually only found in the larger settlements. Within Lichfield District, six rural settlements have doctors surgeries

located within them, Alrewas, Armitage, Fazeley, Shenstone, Whittington and Stonnall and three have dentists, Alrewas, Armitage and Shenstone. Whilst these surgeries will take patients from a wider catchment some residents are registered with practices in Lichfield or Burntwood and others outside of the District.

8.8 The provision of doctor's surgeries is under the control of the Primary Care Trust. No new surgeries are currently proposed within the rural area although there is potential for such facilities should the need arise; sites have been identified at Fradley and within the Rugeley Eastern Redevelopment Zone.

8.9 Reliance on access to surgeries by public transport can pose particular difficulties where services are infrequent and whilst most of those located within Lichfield are located on frequent routes between the larger towns they are not very accessible by those living in other rural communities where public transport is too infrequent.

8.10 Most rural doctors' surgeries incorporate a pharmacy for use by those residents with no direct access to an independent pharmacy. However, pharmacies are also important aside from their direct prescription services; they offer other over the counter medication and expert advice on medical issues as well as providing other general household products. Separate pharmacies are located within Alrewas, Armitage, Fazeley, Shenstone and Little Aston.

Primary Schools

8.11 It is recognised that the presence of a primary school is an important element of rural life, providing easily accessible education for young children and often acting as a community focal point. All settlements within this study, with the exception of Hamstall Ridware, Hammerwich, Harlaston, Streethay and Upper Longdon, have a primary school located within them or on their edge. Two of the larger settlements, Fazeley/Mile Oak and Armitage with Handscacre have 2 primary schools. As with all areas some of those schools on the edge of the District have pupils from outside the District on the school roll, equally some children will travel to schools just outside the District. In addition the District is home to several private and special schools.

8.12 Primary schools vary in size within the rural area, with relatively small schools in several of the smaller villages. Such schools have proven to be vulnerable to closure over the years, with closures taking place at Hammerwich, Hamstall Ridware and Harlaston.

8.13 Nationally school rolls are falling with the exception of certain areas where numbers have been boosted by residential development. There are currently no proposals for further village school closures within the District.

Village/Community Halls

8.14 Most settlements surveyed have a village/community hall located within them with the exception of Drayton Bassett, Hamstall Ridware, Streethay and Upper Longdon. Wigginton village hall has closed and there is planning permission for residential development on the site.

8.15 Village halls vary greatly from small old buildings as seen at Clifton Campville to more modern buildings as seen at Colton. Typically larger settlements have larger halls. In recent years new village halls have been built at Armitage, Colton (replacement) and Fradley.

8.16 Village halls and other community buildings are a principal focus for village life. Halls are varied in their size, quality, ownership and management and include: rural community centres, Women's Institutes, British Legion halls, memorial halls, halls belonging to churches and chapels, including innovative use of a separate part of the church building itself for community activities. Many are no longer just a place to meet for social occasions such as parties, wedding receptions, guides/scouts and other local clubs. In more recent years nationally there has been a move towards their use as a venue for other activities such as local health facilities, farmers' markets, lunch club for older people and IT facilities and the District council's mobile play services. In 2007 King's Bromley Village Hall opened a small post office function to serve local people following 3 years without a service.

8.17 Surveys of community halls nationally carried out in the late 1990's showed that three quarters of village halls were used by less than half of the residents in the communities they serve and that almost 60% of halls were used by less than a quarter of the local population.

8.18 However, how the community uses the hall, and the services or facilities the hall has on offer, is vital. The people who use village halls a number of times a week tend to be those without private transport who cannot travel elsewhere and are at a more vulnerable stage of life: older people and those with young families and children.

8.19 Within the District community halls do not appear to be under significant stress in terms of suffering the loss of the facility to a community, however, their need for maintenance and improvement may be a significant financial issue for many communities. In terms of this study's methodology, which uses the fairly simple criteria of the availability of a hall to a community, this particular factor does not cause significant differences between most villages and is not therefore a critical factor in the overall variations in the 'scoring' approach used to consider settlement sustainability.

Public Houses

8.20 Pubs have long been established within rural communities and today still remain an important feature of rural life not only providing a focal point for social interaction but also more recently the range of services that some provide is changing. Aside from the employment opportunities that they provide pubs can also contribute to the local tourist industry. For this reason public houses were considered to be a key service within the rural community.

8.21 Work undertaken by DEFRA (2001) colluded that rural pubs are often a "hub" for a variety of local activities and that some have potential to assume a business and community role in the future for one-stop shop fro essential services.

8.22 Whilst this survey was primarily concerned whether or not a settlement had a pub within it, the study did not go into any further details in relation to the existing functionality of the pub and what services were available. Outside of the urban areas no rural pub has closed in the last 10 years and there has been only 1 new pub built between Lichfield and Whittington.

8.23 Some settlements have several historic public houses (Shenstone, Alrewas, Armitage, Fazeley and Whittington). With the exception of Drayton Bassett, Hammerwich, Fradley and Little Aston all settlements within the study have at least one pub and at Hamstall Ridware it is the only key service within the village. It should be noted that a number of other public houses are located within the rural area outside those settlements considered as part of this study.

General Stores

8.24 As stated earlier post offices often sell some general daily household items – the range of products on offer tends to be limited. The presence of a separate general store or range of local stores is considered to be important in influencing the sustainability of settlements. Typically general stores are found within the larger settlements where a variety of other shops are also present.

8.25 Those settlements near to urban areas located on busy routes, such as Little Aston and Fazeley, have numerous shops and services – a direct result of the increase in potential patronage due to adjacent population and car borne trade due to location on the main highway networks.

8.26 Other large settlements with a range of shops and services include Alrewas, Armitage with Handsacre, Shenstone and to a lesser degree, Whittington and Stonnall. Trade here is likely to be from a mixture of local residents, patronage from nearby settlements with no such facilities and through trade dependant on the location of the settlement in relation to the highway network.

Loss of Services and Facilities

8.27 Over the years a number of changes to the type of services and facilities within rural settlements have occurred. These have resulted from a number of influences, most of which are national trends in retailing, financial services provision and the economics of service provision.

8.28 Some settlements within the District have seen the closure of shops, post offices and petrol stations. In several villages these closures have occurred despite the construction of significant levels of additional residential development, which provides evidence that increasing the number of residents within a settlement has not provided sufficient benefit to overcome the national trends in trade and service provision.

9 Rural Accessibility

Public Transport

9.1 In Staffordshire most bus services operating on major routes run on a commercial basis however evening and Sunday services are subsidised, as are most village/rural services throughout the week, by Staffordshire County Council. Non-commercial services are made the subject of a tender exercise undertaken every 3 years in line with a review.

9.2 The Local Transport Plan for Staffordshire includes accessibility strategies and targets for accessibility improvements throughout Staffordshire. Objectives include improving accessibility to everyday facilities to those without access to a car, through improvements to public transport, pedestrian and cycle networks.

9.3 This study focuses both on:

- on the potential accessibility of rural residents by sustainable (non-car) means, to centres of employment, retail, leisure, and health services outside the settlement, and;
- the presence within the settlement of certain key facilities or accessibility by public transport to them.

9.4 In considering journey times it was decided that a maximum 40 minute journey time was acceptable for employment, retail, leisure etc. In order to collect travel time information, journey times were calculated excluding any transfer time between connecting services where necessary. With this in mind journeys with transfers are likely to be slower than the estimates used.

9.5 3 bus timetables published by Staffordshire County Council (Tamworth, Lichfield & Rugeley, Cannock and Burntwood – published September 2006) cover bus routes within the District; these were used to gather detailed information on routes and frequency.

9.6 Popular services, classed as frequent within this study, operate every 30 -60 minutes throughout the day including peak times (7am - 9am and 4pm – 6pm). In addition to these services there are a number of services operating on less frequent basis, some operating a limited daily service and others operating a single service one day a week.

9.7 All of the settlements within the study were served by some level of bus service and all of the available services have been categorised and mapped as part of the study to demonstrate the pattern of accessibility as a contributory factor to rural sustainability. As largely commercial services they are potentially subject to future changes.

Frequent Bus Services:

9.8 The most frequent routes operating every 30 minutes within the District throughout the day run between:

- Tamworth and Lichfield(765) stopping at as Hopwas and Whittington;
- Lichfield and Stafford (825) stopping at Armitage with Handsacre;
- Lichfield and Burntwood (860/860A).
- Tamworth to Birmingham (110) stopping at Fazeley, Mile Oak and Bassetts Pole.

9.9 Other frequent services operating half hourly during peak times then on an hourly basis include the 112 service operating between Burton and Birmingham stopping at, Shenstone, however there are no peak services to Burton via Streethay and Alrewas just an hourly service throughout the day. This service has ceased since the study commenced.

9.10 A further service runs between Burton and Lichfield (812) stopping at Streethay, Fradley, Kings Bromley, Alrewas.

Less Frequent Bus Services:

9.11 All settlements with existing boundaries are served by some level of bus service, the more frequent services listed above typically serve the larger settlements. Elsewhere the level of service varies in terms of times and number of services throughout the day and week.

9.12 The majority of the settlements in the eastern part of the district (Wigginton, Elford, Edingale, Harlaston and Clifton Campville) are served by the same service between Monday and Saturday focussed on linking with Tamworth. This service (787) operates in a loop stopping at all these settlements before heading to Tamworth at a frequency of approximately 1 bus every 2 hours during the day. Due to the nature of this location and route bus journey times tend to be lengthy.

9.13 The 428 service operates between Lichfield and Uttoxeter and stops at Armitage, Hill Ridware and Hamstall Ridware, with between 3 and 5 buses a day between Monday and Saturday.

9.14 The 381 service operates 5 buses daily between Lichfield and Walsall. From Lichfield the service stops at Wall, Shenstone and Stonnall before progressing on to Walsall.

9.15 Colton is served by a single bus a day to and from Rugeley (12) on weekdays only.

9.16 The 14 service operating between Rugeley and Lichfield stops at Longdon 3 times daily Monday to Friday.

9.17 Of those settlements with a bus service Drayton Bassett has the least frequent service, with only a single bus on Fridays (216).

Train Services:

9.18 Within Lichfield District there are 4 train stations, Lichfield City, Lichfield Trent Valley, Shenstone and Rugeley Trent Valley. Tamworth station and Blake Street on the cross-city line are on the edge of the District and therefore accessible to many residents. The services provided on the rail routes are:

- Central trains operate a frequent train service between Lichfield Trent Valley and Redditch passing through Birmingham New Street, via Lichfield City, and Shenstone stations within several stops within Birmingham. Journey times from Lichfield to Birmingham New Street are around 40 minutes.
- Virgin Trains operate services between London and Glasgow via Lichfield Trent Valley on the West Coast Mainline. This service stops at Lichfield X times daily.
- Central Trains operate an hourly a service between Stafford and Birmingham via Rugeley Trent Valley station. This service takes 15 minutes to Stafford and 1hour to Birmingham from Rugeley Trent Valley.
- A further service operates between Stafford and Birmingham stopping at additional stations between Walsall and Birmingham.
- The service operating through Tamworth between Burton and Birmingham operates X trains an hour at peak times.

Access by Foot:

9.19 The presence of a range of facilities within settlements is important in that it benefits all local residents who are able to access them by foot and is not dependant on public or private transport. Thus services are available to those who might otherwise be disadvantaged by transport cost. For this reason an additional score was applied within the matrix where there were a range of facilities within walking distance.

9.20 5 and 10 minutes walk times were applied to settlements, starting from those areas where facilities are concentrated. When these walk times are applied, the majority of all settlements were within a 5 -10 minute walk time of the settlement 'service' centre.

Cars:

9.21 Car travel has not been included in the study, since the study concentrates on indicators of sustainability within rural settlements, with a particular objective of contributing to strategies that minimise the need for private car journeys and reducing their distance.

9.22 Car ownership is an indicator of wealth and can also to a certain extent reflect the availability of accessible and frequent public transport. Generally within Lichfield District car ownership is above average, however there are some clear variations in car ownership levels and households with no car.

9.23 In those rural areas where public transport is infrequent those with no access to car transport are severely disadvantaged in terms of access to employment, service and facilities. Similarly a number of households with access to 1 car can also experience the same disadvantages where the only household car is used for work trips by a member of the household.

10 Sustainable Rural Settlement Summary

10.1 Map 1 shows the location of the key services and facilities identified within the settlements surveyed, together with their location in relation to the public transport network within the District.

10.2 Certain settlements clearly stand out as having a range of shops, key services and facilities. These settlements include, Armitage with Handsacre, Fazeley, Alrewas, Shenstone, Little Aston, Stonnall and Whittington. With the exception of Stonnall all of these settlements are located on frequent public transport routes giving access to other larger centres within and outside of the District.

10.3 Some of the services and facilities and their number present in some of these settlements are likely to be influenced by through trade from car users (particularly where the shops etc. are accessible and visible from the main highway network) and proximity to a larger urban area, which allows access to a wider population. Such settlements include Little Aston and Fazeley.

10.4 Other settlements where the majority of services are located in a central location within the settlement but off the main highway network and with frequent public transport services, are Whittington and Shenstone.

10.5 Most other villages only have 3 or 4 key facilities. Longdon and Elford have 4 facilities but neither are located on frequent public transport routes, making it very difficult to use public transport for employment, leisure and retail trips. Those settlements with 3 key facilities include Clifton Campville, Colton, Edingale, Harlaston, Hill Ridware, Hopwas and King's Bromley. Of these villages, only Hopwas is located on a frequent public transport routes.

10.6 Settlements with only 2 key facilities are Wigginton and Hammerwich and neither are located on frequent public transport routes again making it difficult to use public transport for employment, leisure and retail trips. However Wigginton has the benefit of being very close to the Tamworth urban area.

10.7 Hamstall Ridware, Upper Longdon and Drayton Bassett each have only a single key service and again none are located on frequent public transport routes.

Matrix Score – Hierarchy Results:

10.8 The simple scoring system was used to summarise the various factors used to assess the relative sustainability of the rural settlements. Scores were given for access to:

- employment, retail, leisure and hospitals by public transport
- access to employment by foot – major employment centres
- access to frequent public transport
- access to train station within 20 minutes by public transport
- the presence within the settlement of key services and access to them by frequent public transport services

10.9 The scoring matrix of results is included as a table in Appendix 3. The separate scores for accessibility factors and availability of key services and facilities when summed result in the following individual settlement scores, with the higher scores representing the most sustainable rural settlements.

1. 69 Armitage with Handsacre
2. 66 Shenstone
3. 59 Fazeley
4. 54 Alrewas
5. 53 Little Aston
6. 41 Whittington
7. 26 Fradley
8. 22 Hopwas
9. 11 Streethay
10. -3 Stonnall
11. -23 Elford -Longdon
12. -31 Harlaston

13. -33 Wigginton-Colton-Clifton Campville-Edingale-Hill Ridware

14. -34 Hammerwich

15. -36 Drayton Bassett

16. -41 Upper Longdon

10.10 Whilst this scoring system quantifies sustainability of those settlements assessed as having the potential for a degree of sustainability, the system has to be treated with some caution, for example since no prioritisation is given to the factors used. However, research carried out by the Countryside Agency into sustainability stresses that whilst approaches vary from simple written assessments to complex matrices, scoring systems and capacity analysis, most approaches give similar outcomes and that new development should be directed towards those villages with the greatest range of services and facilities, the highest degree of accessibility and the fewest development constraints.

10.11 The analysis does suggest that there are a group of larger villages within the District with characteristics in terms of accessibility and facilities that suggest a degree of local sustainability in the context of rural living. The scoring suggests that these villages are Armitage with Handsacre, Shenstone, Fazeley/Mile Oak, Alrewas, Little Aston and Whittington. The provision of a local centre at Fradley, as provided for in the outline planning permission for the airfield employment development, could raise the settlement into this category, dependent upon the facilities incorporated.

11 Rural Settlements: Population & Dwellings

Population 3,000-5,500		
Settlement	Population	Total Dwellings
Armitage with Handsacre	5181	2199
Fazeley	4581	1963
Population 2,000-3,000		
Settlement	Population	Total Dwellings
Alrewas	2997	1263
Little Aston	2832	1145
Whittington	2251	931

Shenstone	2132	906
Population 1,000-2,000		
Settlement	Population	Total Dwellings
Fradley*	1689	727
Hammerwich	1573	639
Stonnall	1470	643
Kings Bromley	1011	393
Population 500-1,000		
Settlement	Population	Total Dwellings
Hill Ridware	741	309
Colton	702	288
Clifton Campville	598	255
Edingale	598	236
Elford	581	241
Hopwas	580	252
Streethay	535	208
Population 250-500		
Settlement	Population	Total Dwellings
Harlaston	378	156
Upper Longdon	319	139
Hamstall Ridware	317	124
Longdon	282	122
Wigginton	252	97
Settlements without a defined boundary not included within the study		
Settlement	Population	Total Dwellings
Wall	405	176 (No facilities)

Shenstone Woodend	372	120 (No facilities)
Hints	359	145 (Village Hall)
Whittington Heath	358	163 (No facilities)
Chorley	335	131 (Village Hall)
Haunton	266	80 (No facilities)
Weeford	202	82 (No facilities)

12 Rural Transport: Car Ownership by Settlement

	Total population	Total dwellings	Cars per dwelling	Dwellings with no car	Dwellings with 1 car	Dwellings with 2 cars	Dwellings with 3 cars+	Frequent bus service
Alrewas	2997	1263	1.18	121	463	474	127	
Armitage with Handsacre	5781	2199	1.75	314	989	226	41	
Clifton Campville	598	255	1.17	23	78	104	35	
Colton	702	288	1.12	22	98	120	39	
Drayton Bassett	723	304	1.18	33	88	131	38	
Edingale	598	236	1.16	24	66	100	36	
Elford	581	241	1.15	23	64	94	51	
Fazeley	4581	1963	1.34	450	797	519	144	
Fradley	1689	727	1.25	53	212	288	80	
Hamstall Ridware	1573	639	1.2	90	195	238	99	
Hamstall Ridware	317	127	1.11	10	37	59	18	
Harlaston	378	156	1.11	9	49	57	34	

	Total population	Total dwellings	Cars per dwelling	Dwellings with no car	Dwellings with 1 car	Dwellings with 2 cars	Dwellings with 3 cars+	Frequent bus service
Hill Ridware	741	309	2.23	11	55	64	19	
Hopwas	580	252		25	86	100	31	
Kings Bromley	1011	393		33	100	184	68	
Little Aston	2832	1145		40	259	550	229	
Longdon	282	122		4	42	48	23	
Shenstone	2132	906		94	340	353	98	
Stonnall	1470	643		43	215	265	102	
Streethay	535	208		11	65	103	31	
Upper Longdon	319	139		3	35	68	29	
Wigginton	252	97		8	37	35	16	
Whittington	2251	931		102	310	445	131	