

# Lichfield District



## Local Plan Allocations Gypsy and Traveller Sites Methodology Paper

December 2016

# **Local Plan Allocations Methodology Paper:**

## **Gypsy and Traveller Sites**

National planning policy guidance defines Gypsies and Travellers as the following:

*'Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such' - Planning Policy for Traveller Sites and Travellers (PPTS) DCLG 2015.*

Paragraph 10 of the PPTS states that local planning authorities should do the following, in producing their Local Plan;

- a) identify and update annually, a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against their locally set targets; and
- b) identify a supply of specific, developable sites, or broad locations for growth, for years 6 to 10 and, where possible, for years 11-15.

### **Calculating the Requirement**

The District Council's Gypsy and Traveller Accommodation Assessment (GTAA) 2007, which informed the Local Plan Strategy, identifies a need for 14 residential pitches and 5 transit pitches within Lichfield District to 2026, Total Delivery within the plan period to date is 7 residential and 0 transit pitches which leaves a requirement for 7 residential and 5 transit pitches for the remainder of the plan period up to 2029. The Call for Sites has been open to submissions for Gypsy and Traveller (GT) Sites all year round since 2012. To date, no GT sites have been submitted since that time.

Given the lack of submissions, a pro-active approach has therefore been required in order to identify potential sites for allocation. Policy H3 of the adopted Local Plan Strategy states that the allocation of sites will be informed by the following criteria:

- the site is within or adjacent to Lichfield, Burntwood or a Key Rural Settlement or close to the A5 or A38 corridors;
- in the Key Rural Settlements, the proposal must be of an appropriate size so as not to put unacceptable strain on infrastructure;
- the site is large enough to provide for adequate on-site facilities for parking, storage, play and residential amenity as appropriate and dependent on the number of pitches; vehicular and pedestrian access to the site is safe and reasonably convenient;
- the site is located within Flood Zones 1 or 2;
- the site will be able to be landscaped and screened to provide privacy for occupiers and to maintain visual amenity within the landscape/townscape; and
- development of the site should protect the local amenity and environment and will have no significant detrimental impact to adjoining properties or neighbouring land by

virtue of noise and other disturbance caused by movement of vehicles to and from the site.

## **Process of Identifying Potential Sites and Methodology for Assessment**

The identification and short listing of sites was carried out in the following stages:

- 1) Identifying data sources
- 2) Initial Filter of Sites
- 3) Detailed Site Assessment
- 4) Establish Final Schedule of Sites

### **Stage 1. Identifying Data Sources**

For the purposes of this assessment the following sources of data were identified:

- a) Publicly owned land – making full use of registers/ GIS records of under-used or vacant sites within ownership of Lichfield District Council (LDC) Staffordshire County Council (SCC), Highways England (HE), Network Rail (NR) and the Homes and Communities Agency (HCA),
- b) Strategic Housing Land Availability Assessment (SHLAA)
- c) Local Authority intelligence
- d) Existing Gypsy and Traveller Sites
- e) Former application sites – i.e. those with planning history related to Gypsies and Travellers.

### **Stage 2. Initial Filtering of Sites**

Once data was sourced, an initial filtering process excluded sites with a non H3 compliant location (i.e not within or adjacent to Lichfield, Burntwood or Key Rural Settlements and not close to the A38/ A5 corridors). These were assessed through a database which references the H3 location criteria (see appendix A). Additional H3 site requirements were also set out in the database and were assessed at a later stage if they pass initial filtering.

This stage of the assessment removed sites if they were within either:

- Sites of Special Scientific Interest (SSSI), or
- Special Areas of Conservation (SAC)

Sites within the Green Belt could be carried forward to the next stage provided there were no other constraints that would rule them out at initial filtering. Policy E of the PPTS 2015 states that *Green Belt boundaries should be altered only in exceptional circumstances. If a local planning authority wishes to make an exceptional, limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site... If land is removed from the Green Belt in this way, it should be specifically allocated in the development plan as a traveller site only.* (Para 17).

## Site requirements

There are no definitive guidelines on the size of individual pitches but the PPTS that the sites should be considered in context and in relation to the local infrastructure and population size and density to ensure they do not dominate local settled communities. [The DCLG Gypsy and Traveller Good Practice Guide 2008](#) states the following:

*There is no one ideal size of site or number of pitches although experience of site managers and residents alike suggest that a maximum of 15 pitches is conducive to providing a comfortable environment which is easy to manage. However, smaller sites of 3-4 pitches can also be successful, particularly where designed for one extended family. These can be advantageous in making good use of small plots of land, whilst retaining the qualities described in this guidance and expected by families on modern sites. An example of a small scale site, in an urban environment, is featured at Annex B.3.*

The DCLG 2008 guidance advises that pitches should allow space for a mobile home and touring caravan as well as amenity building, parking and vehicle turning room. Having regard to this guidance and recent examples from elsewhere<sup>1</sup> we used a guideline minimum pitch size of 500-550sq m for residential sites and 300-350sqm for transit sites (which have a smaller pitch requirement). In light of the recommended maximum of 15 pitches per site, we considered potential sites of up to 1ha in area, unless other specific reasons indicate that a larger site should be included in the filtering process. For example if a site with an area greater than 1 Ha was deemed to have potential then it could be carried forward in the process with a view to a smaller section being allocated (should it pass assessment).

Guidance stipulates that access roads and the site design itself should be capable of providing sufficient space for the manoeuvrability of average size trailers of up to 15 metres in length, with capacity for larger mobile homes on a limited number of pitches where accessibility can be properly addressed.

Sites that were identified as being in conflict with national or local policy or which have fundamental constraints that cannot be mitigated, were not taken forward to the next stage of the assessment.

### a) Publicly Owned Land

Publicly owned sites were scoped out using GIS layers and filtered against the selection criteria. Land under the ownership of Lichfield District Council, Staffordshire County Council, The Homes and Communities Agencies (HCA), Highways England and Network Rail were taken into consideration during the process. .

### b) Strategic Housing Land Availability Assessment (SHLAA) and Urban Capacity Assessment

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<sup>1</sup> The Nuneaton and Bedworth Gypsies Travellers and Travelling Showpeople Site Allocations Development Plan Document (Preferred Options) 2015 uses these pitch requirements with regard to the DCLG Guidance and local best practice.

Whilst, it is acknowledged that no new sites have been submitted to the SHLAA for GT uses, it was nevertheless necessary to scrutinise the database in order to ascertain whether any potential options may arise (and approach landowners should sites pass selection). The database, which contains over 1000 entries was filtered by removing the following entries:

- Site area less than 500 sqm or over 1Ha (see pitch requirements)
- Location not in conformity with Policy H3
- Residential completions/ residential development under construction
- Live/extant or lapsed residential planning permissions
- Sites which make up part of the residential urban capacity (as per Urban Capacity Assessment (UCA 2016). Sites which did not pass the UCA will still be considered for GT uses
- Sites indicated as not available following the UCA 2016
- Rural sites where development would result in the loss of community facilities identified in the RSSS (and would therefore be in conflict with policy Rural 1)
- Sites which were unavailable due to the existing use still being operational
- Individual house plots which form part of a residential curtilage
- current amenity space or plots of land enclosed by residential properties on all sides (with regard to urban sites/existing residential areas)

c) Local authority intelligence

Discussions were carried out with colleagues in order to ascertain whether any other potential sites could be identified within the district. This focussed primarily on the Development Management, Planning Enforcement, Environmental Health and Housing Teams. Any sites identified in this way were added to the assessment database and assessed accordingly.

d) Existing Gypsy and Traveller Sites

The two existing Gypsy & Traveller sites are set out in the table below. Any sites which advance to detailed site assessment may have potential for intensification within the site boundary.

Location	No of pitches approved	Ref	Notes
Land East of "Oakfield" Bonehill Rd, Mile Oak, B78 3PS	1	10/00497/COU	Green Belt. Permission to provide 1 no. residential family gypsy pitches with utility/ dayroom and retention of existing storage shed, to facilitate a gypsy lifestyle.
The Poplars Coleshill Road Fazeley Tamworth Staffordshire B78 3SA	8*	07/00684/FUL (decided June 2010) and 04/01233/CLE	Green Belt. Increase number of caravan pitches from 2 to 8 and associated facilities.  *Certificate of lawfulness for 2 pitches previously granted in 2005 meaning only 6 were delivered in this plan period

#### e) Sites with a Gypsy and Traveller planning history

It was considered that the identification of potential new sites should include those which have been subject to planning applications and subsequently refused. This was based on a search of the uniform planning database. In some cases land is owned by or connected to Gypsy and Traveller families and therefore may be considered available. Any sites identified in this way were assessed accordingly.

The Initial filtering databases (from all data sources) can be found in the appendices. At the start of the process, there were 95 sites under consideration (Appendix A) comprising entries from all data sources. These were filtered down to a final 21, which were taken forward to the detailed sites assessment stage (Appendix B).

### **Stage 3. Detailed Sites Assessment**

At this stage the 21 remaining sites were then put through the SA process. This list of sites comprises the following:

- SHLAA/ Survey sites deemed policy compliant (at this stage landowner willingness unknown).
- Existing Gypsy and Traveller sites.
- Refused Gypsy and Traveller planning application sites

In addition to sites going through the SA process, an assessment against the criteria set out below was undertaken in order to ensure compliance with policy H3. This enables 'reasonable alternatives' to be considered through the SA process.

A detailed GIS based site-specific assessment was undertaken and site visits were carried out. The appraisal is divided into the following areas and an assessment summary is provided for each site:-

#### **Sustainability of the site**

All sites which reached this stage were subject to the Sustainability Appraisal (SA). It should be noted that whilst the methodology was consistent with residential allocations, the conclusions drawn from the SA may differ due to the unique requirements of Gypsy and Traveller sites, particularly with regard to locational sustainability. For instance, sites which may be deemed too isolated for residential development may be considered appropriate for Gypsy and Traveller uses, particularly those with good connection to the A5/A38 transport corridors (as specified in Policy H3).

#### **Environmental impact** – considering the following

- Ecological impact/ environmental designations
- impact on the openness of the Green Belt,
- risk from flooding,
- loss of best and most versatile agricultural land (as per NPPF),
- whether the site is greenfield or brownfield
- risk of contaminated land,

**Social impact** - considering whether the site would have a significant detrimental impact to adjoining properties or neighbouring land by virtue of noise or disturbance.

### **Site Context and Character –**

- Whether topographical characteristics of the site may present an obstacle to development,
- whether the site is in close proximity to existing infrastructure and whether or not there would be potential adverse impact from adjoining land uses
- whether there were utilities on site or if they could feasibly be provided.

**Continuity and Enclosure** – whether development of the site would provide continuity and enclosure in respect to adjacent land uses.

**Accessibility** – considering the suitability of vehicular access to the site, location of the site with regard to public transport routes and accessibility by foot or cycle to a range of community facilities.

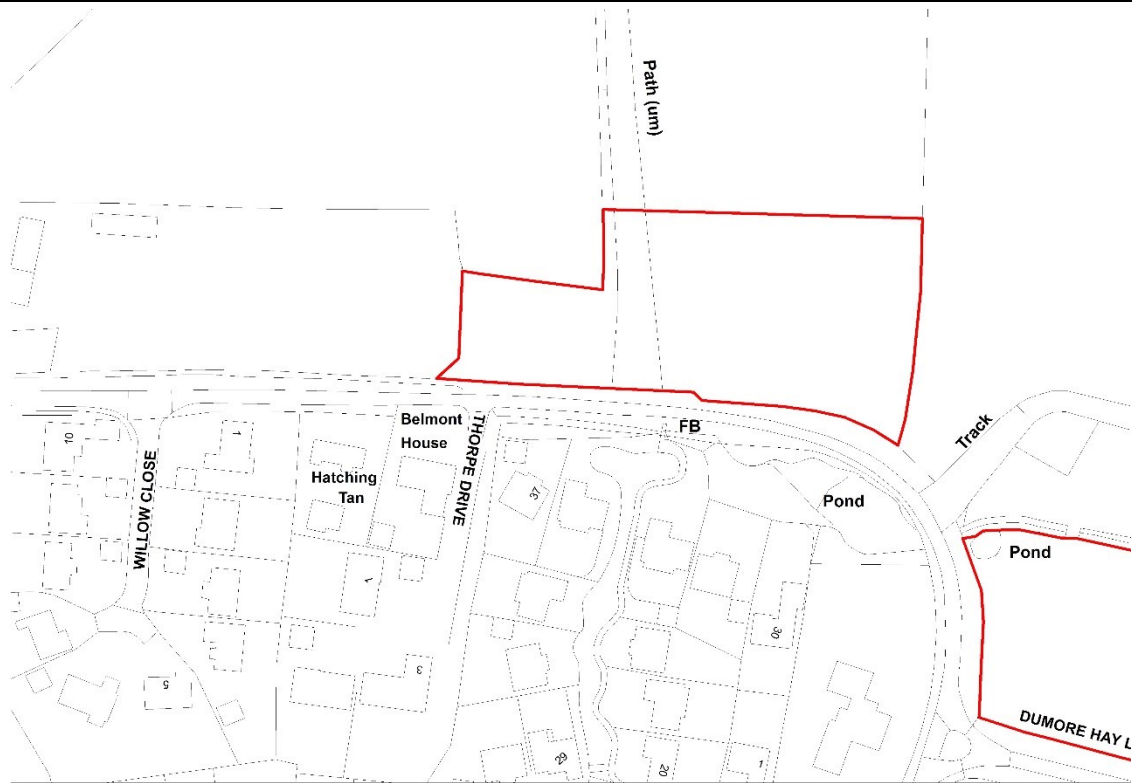
### **Stage 4. Establishing a Final Schedule of Sites**

Following the SA and detailed site assessments, three sites were deemed suitable for allocation: GT13, GT14 and GT 21.

The three landowners were contacted and of these only one was willing to have their site allocated. This site, GT 21 (1 pitch) is therefore recommended as a Gypsy and Traveller allocation. It is acknowledged that this does not meet the pitch requirement for the Local Plan period or the five year supply requirement. However, following a proactive approach, there are no other identified options in terms of potential Gypsy and Traveller allocation sites at present.

The tables below summarise the 21 site assessments which also refer to information set in appendix B and the SA. (for maps please see appendix C).

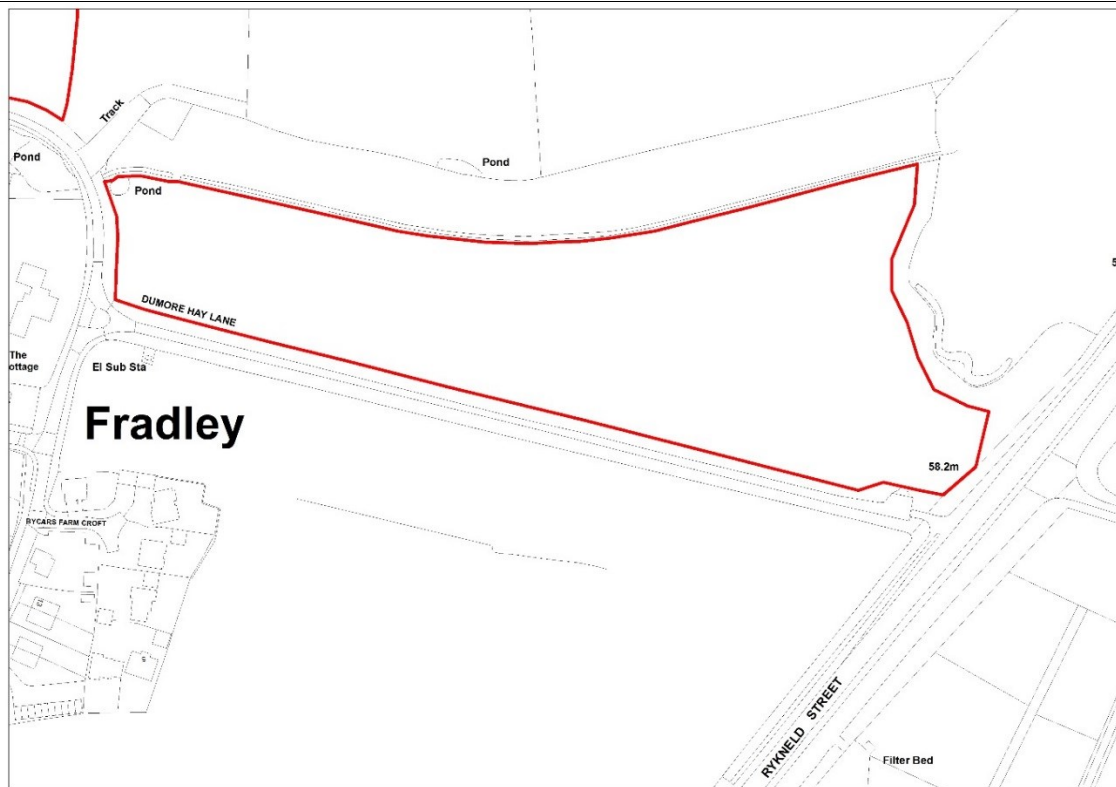
**Site GT1 Dunmore Hay Lane, Fradley (Site A) (SHLAA ref: 376)**



<b>Context</b>	Location was considered potentially H3 compliant as site lies adjacent to a Key Rural Settlement.
<b>Constraints</b>	The SA has highlighted significant sustainability issues. The associated mitigation is considered too extensive and not achievable for a GT site. Furthermore, following the Urban Capacity Assessment (UCA) the site is now part of the urban capacity and therefore not achievable as a GT site.
<b>Recommendation</b>	Remove from assessment.

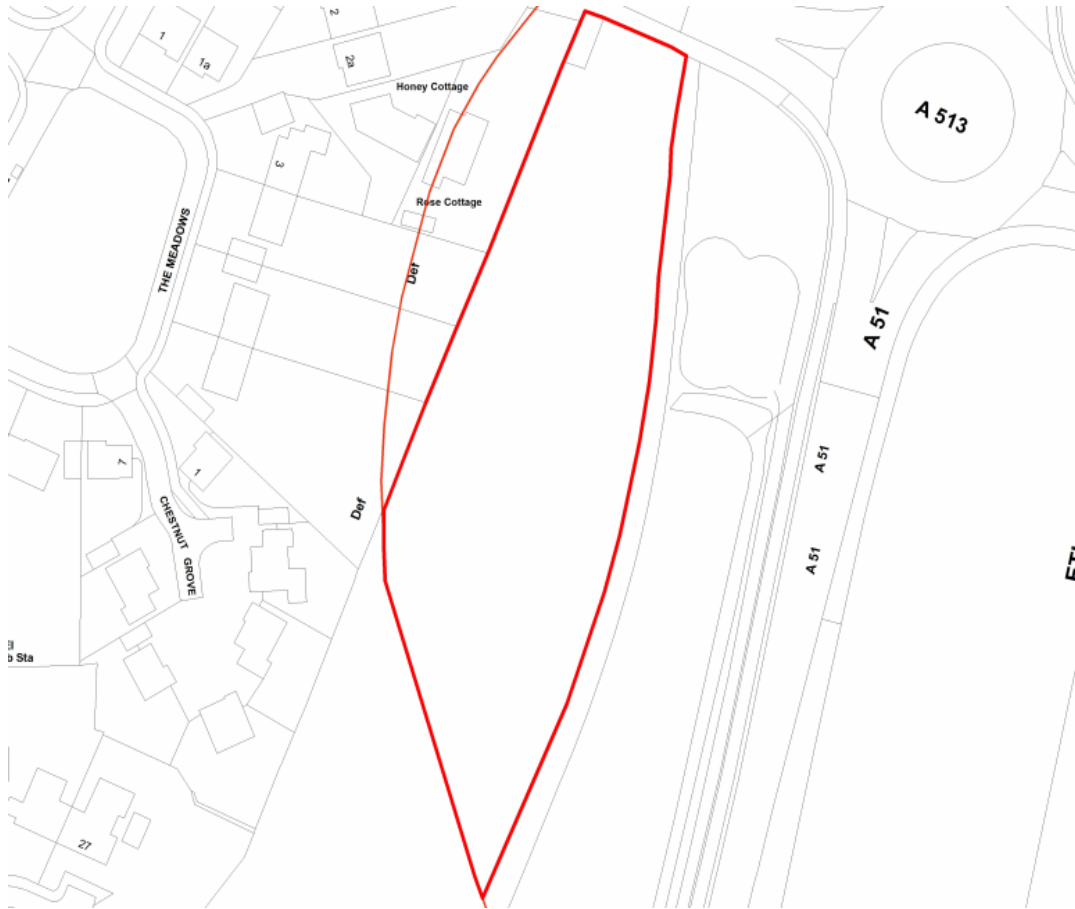


**Site GT 2 Dunmore Hay Lane, Fradley (Site B) (SHLAA ref: 377)**



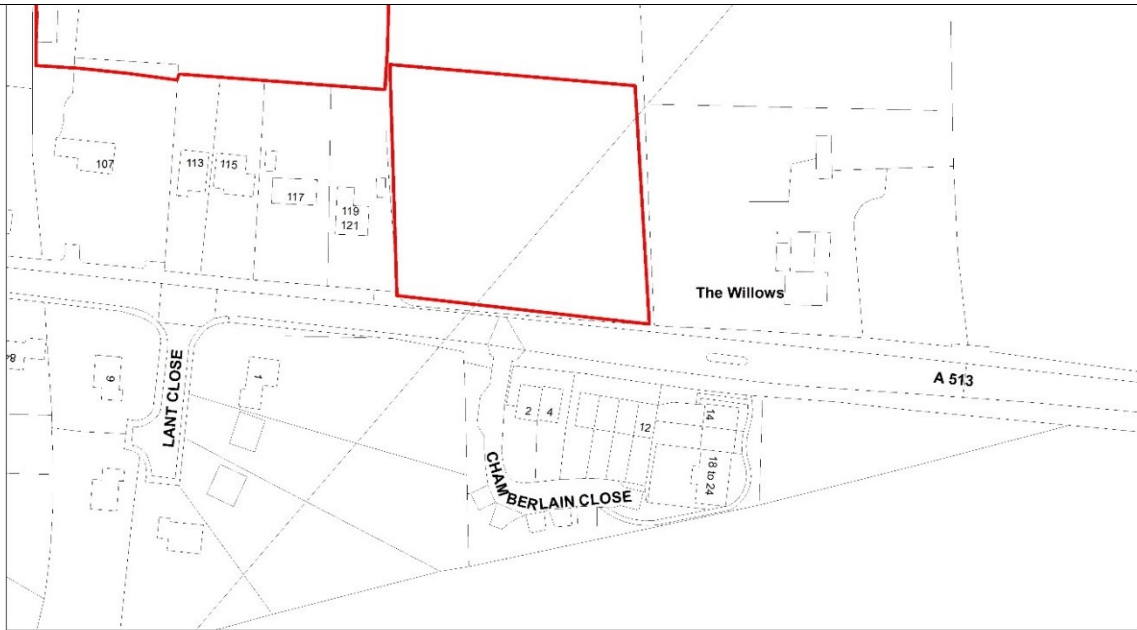
<b>Site Context</b>	Adjacent to GT1. Location was considered potentially H3 compliant as site lies adjacent to a Key Rural Settlement and the A38. Larger than 1 Ha but taken forward alongside GT1 with a view to selecting a smaller section if it passed the assessment.
<b>Constraints</b>	As with GT1, the SA has highlighted significant sustainability issues. The associated mitigation is considered too extensive and not achievable as a GT site. Furthermore, following the UCA it has transpired that the site is now part of the urban capacity and therefore not achievable as a GT site.
<b>Recommendation</b>	Remove from assessment.

**Site GT3 Land adjacent to Rugeley Road (SHLAA ref: 27)**



<b>Site Context</b>	Site was originally included as it was in owned by a public body (HCA) which may have aided deliverability.
<b>Constraints</b>	Although it is close to the sustainable settlement of Rugeley, the location is not H3 compliant (which specifies proximity to Lichfield, Burntwood and Key rural settlements). Site is not in the vicinity of the A5 or A38 corridors. Its proximity to high density housing poses potential amenity issues and further conflict with H3.
<b>Recommendation</b>	Remove from assessment.

**Site GT4 Land north of Alrewas Road, Kings Bromley (SHLAA ref: 641)**



**Site Context**

Agricultural land on the outskirts of Kings Bromley. Site was considered to have potential for transit pitches following GIS search of sites within relative proximity to the A38 corridor.

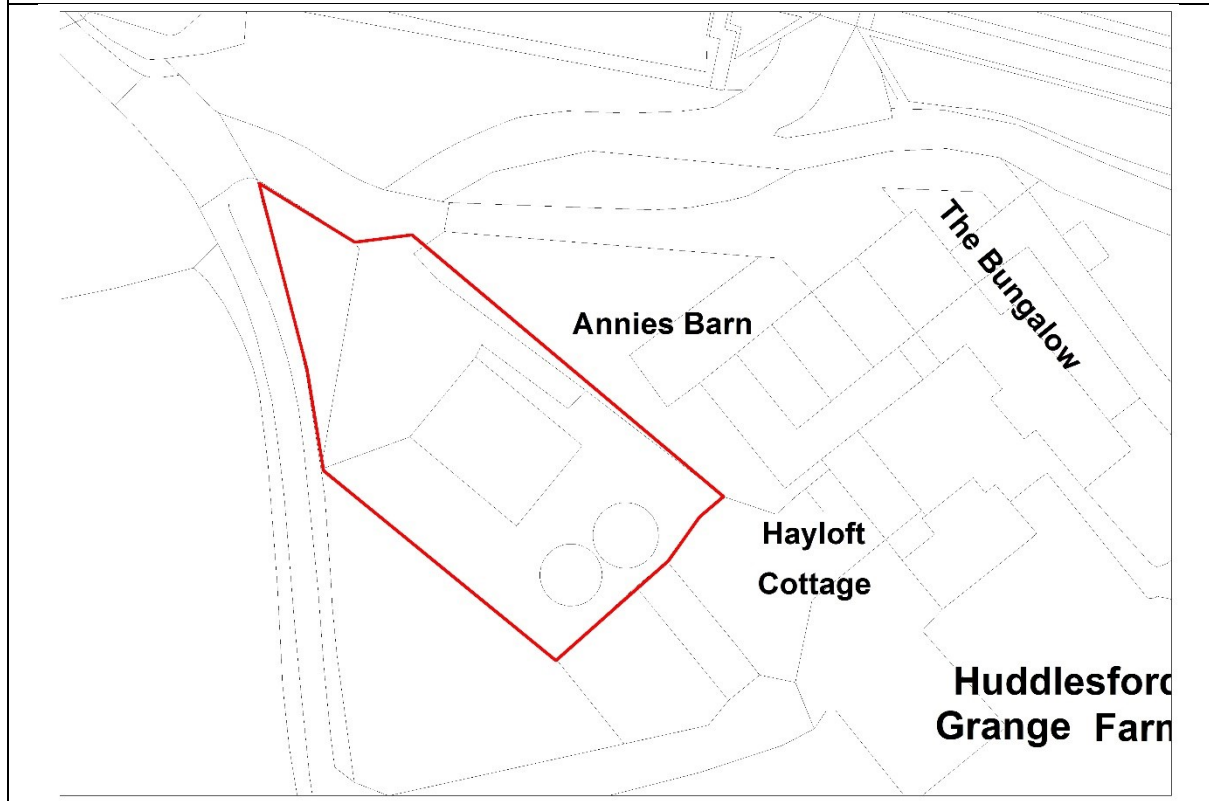
**Constraints**

The location is in conflict with H3 given that Kings Bromley is not a key rural settlement. Furthermore, it would not be appropriate to define the site as "close the A38 corridor" which is approx 5 km to the east. This is a prominent site on the entrance to the village and is considered to pose problems in terms of visual amenity.

**Recommendation**

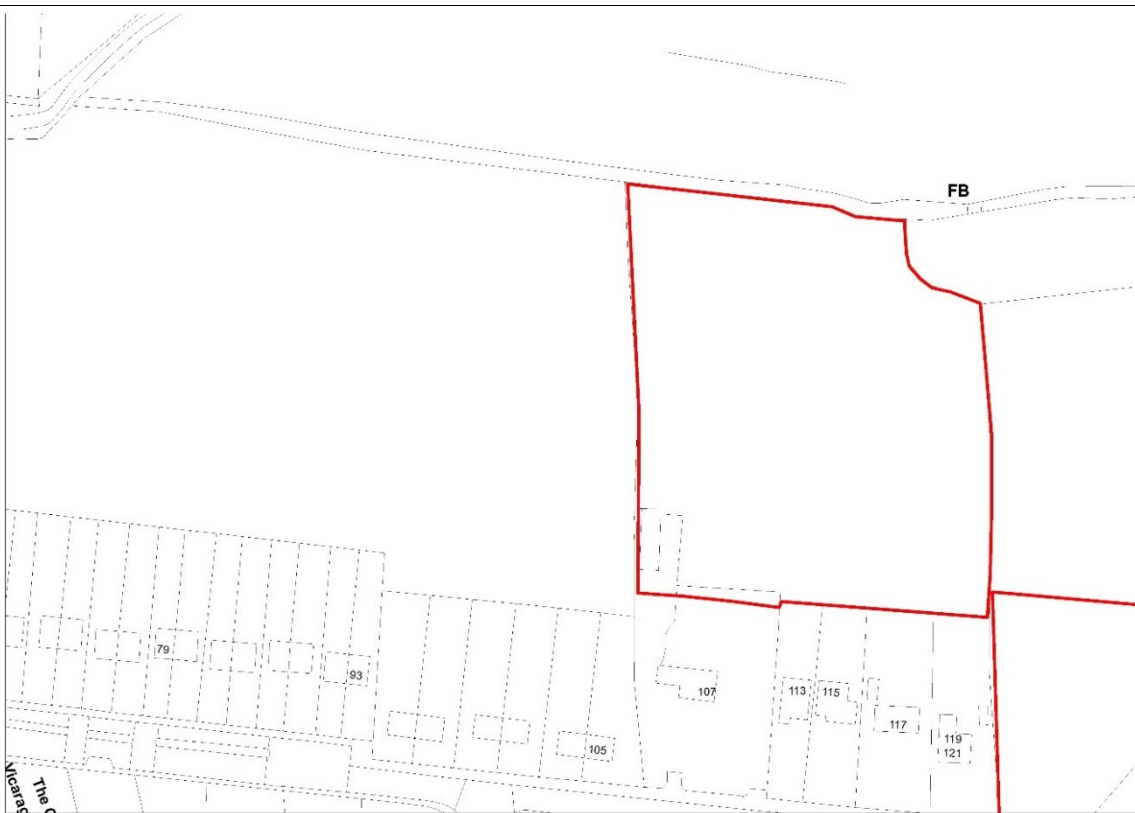
Remove from assessment.

**Site GT5 Land adjacent to Huddlesford Grange Farm (SHLAA ref: 667)**



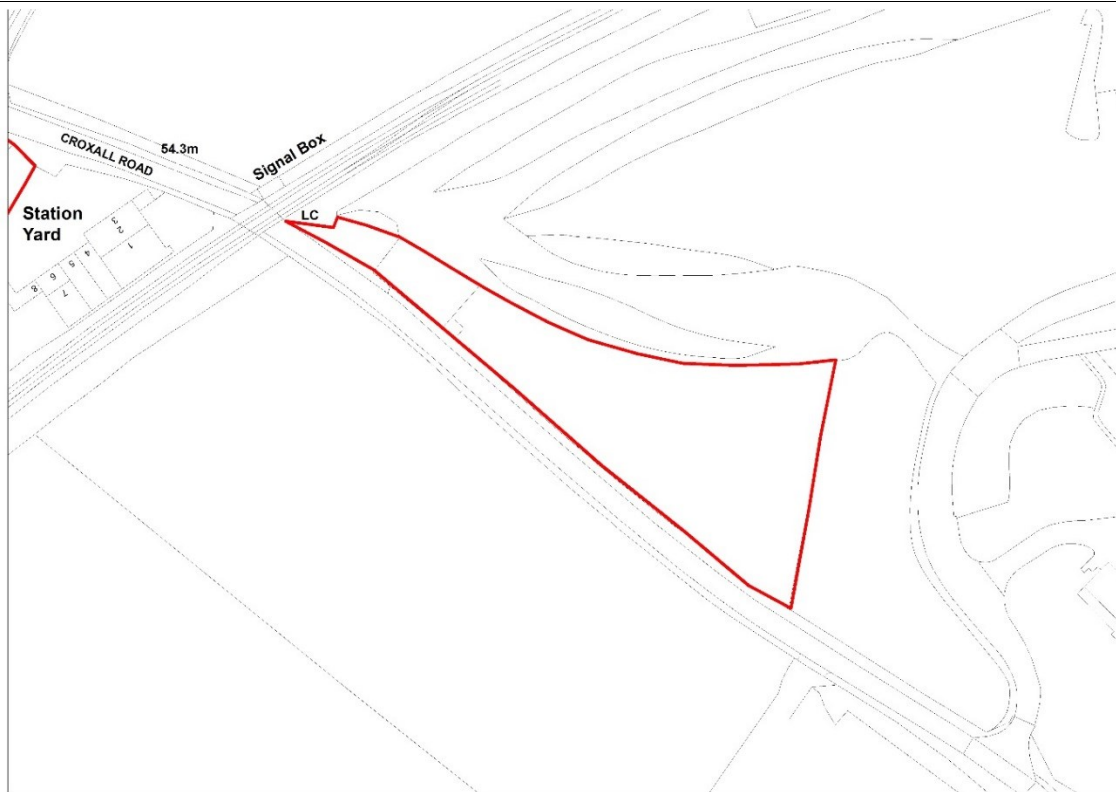
<b>Site Context</b>	Rural farm site, largeley occupied by agricultural buildings. Site was considered to have potential for transit pitches following GIS search of sites within relative proximity to the A38 corridor..
<b>Constraints</b>	A more detailed inspection reveals that site borders on a residential curtilage which may present challenges in terms of screening and amenity. The road access does not have a direct link with the A38 and the rural lanes would not be appropriate for access.
<b>Recommendation</b>	Remove from assessment.

**Site GT6 land rear 107 Alrewas Road, Kings Bromley (SHLAA ref: 686)**



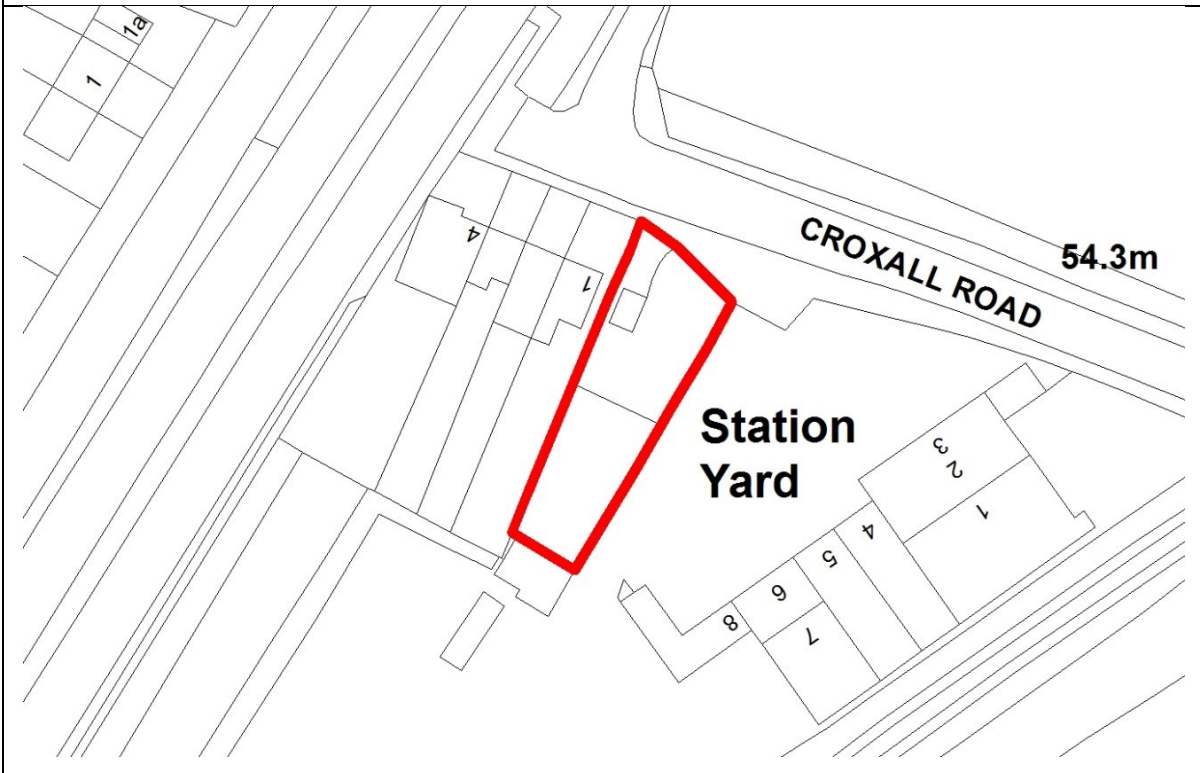
<b>Site Context</b>	Agricultural land on the outskirts of Kings Bromley. Adjacent to GT4 to the rear of residential properties along Alrewas Rd. Site was considered to have potential for transit pitches following GIS search of sites within relative proximity to the A38 corridor.
<b>Constraints</b>	The location is in conflict with H3 given that Kings Bromley is not a key rural settlement. Furthermore, it would not be appropriate to define the site as “close the A38 corridor” which is approx 5 km to the east. This is a prominent site on the entrance to the village and is considered to pose problems in terms of visual amenity.
<b>Recommendation</b>	Remove from assessment.

**Site GT7 Croxall Road, Spellow Field (SHLAA ref: 842)**



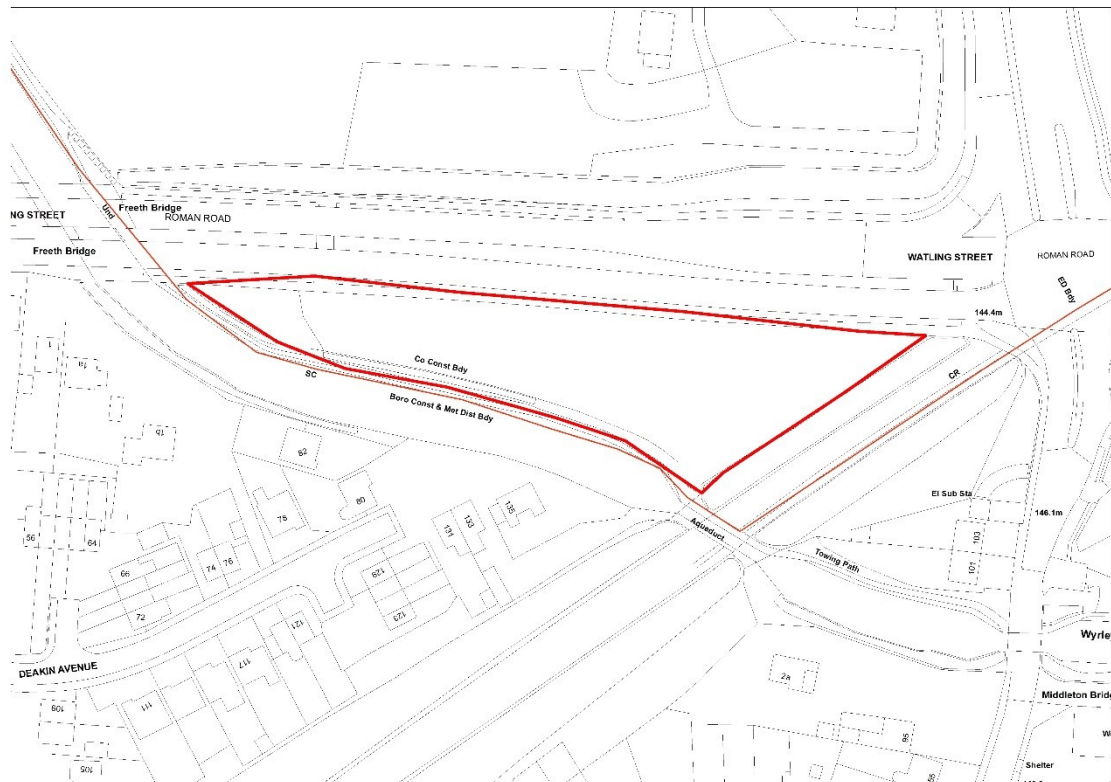
<b>Site Context</b>	Site was considered to have potential for transit pitches following GIS search of sites within relative proximity to the A38 corridor.
<b>Constraints</b>	Likely to have a significant visual impact on the approach to the National Memorial Arboretum (NMA) from Alrewas and therefore potential conflict with CP1 regarding the setting of tourist assets and with H3 (which requires allocations to have regard to other Local Plan policies). The cumulative impacts of the site for GT uses are considered too great to mitigate against.
<b>Recommendation</b>	Remove from assessment.

**Site GT8 Land adjacent to 1 Croxall Road (SHLAA ref: 884)**



<b>Site Context</b>	Site was considered to have potential following GIS search of sites within relative proximity to the A38 corridor.
<b>Constraints</b>	Following more detailed analysis, it is apparent the site forms part of a residential curtilage and amenity issues caused by vehicle movements would run counter to methodology and H3.
<b>Recommendation</b>	Remove from assessment.

### Site GT9 Land South of Watling St (A5), Brownhills



#### Site Context

Survey site chosen due to its proximity to the A5.

#### Constraints

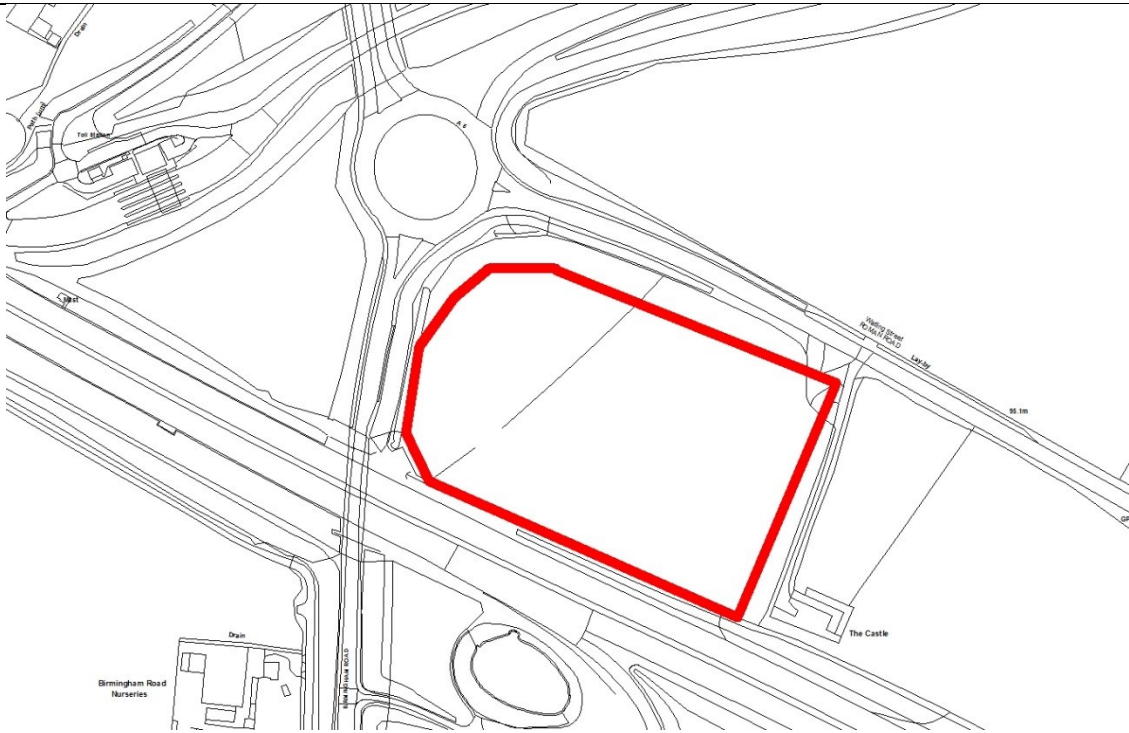
In the Green Belt. Site bounded by A5, disused railway & canal and the District Boundary. Currently unused and landowner unknown (No Land Registry documents). Unsuitable access directly onto A5, which is too narrow and at an angle not appropriate for large vehicles. Likelihood of visual amenity issues for neighbouring residential properties which may not be possible to mitigate.

#### Recommendation

Remove from assessment.

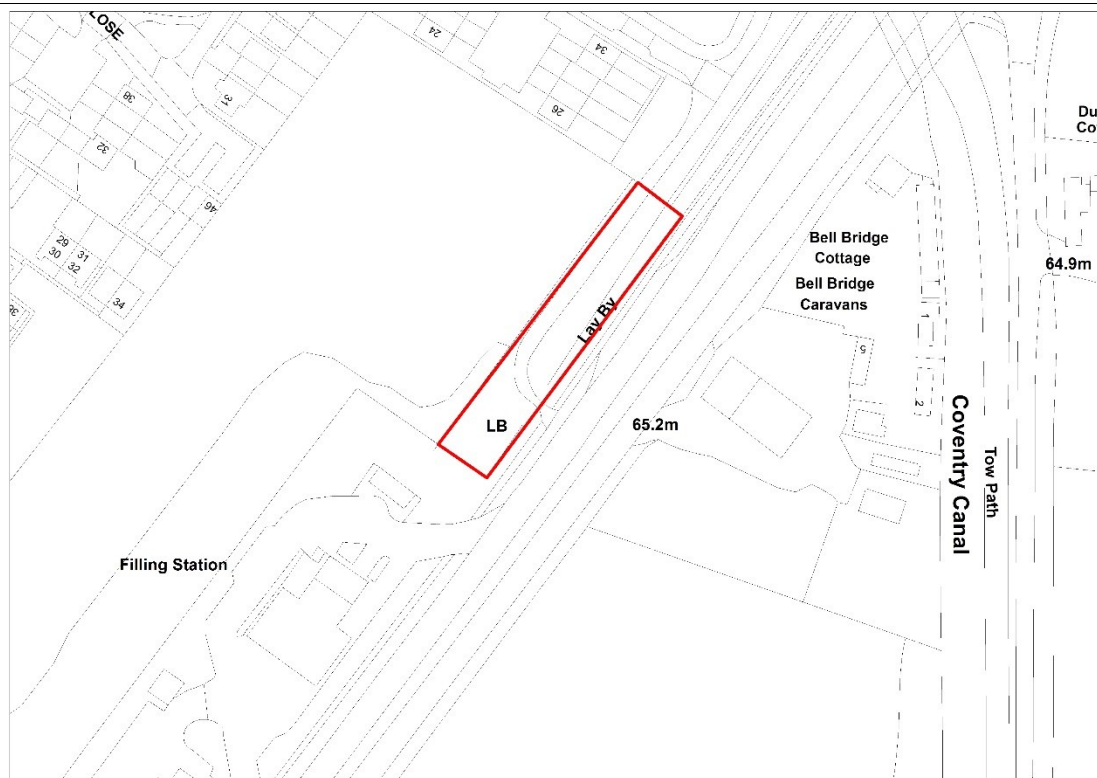


**Site GT10 Land south of Watling St (A5) near Wall**



<b>Site Context</b>	Former M6 toll construction compound, which has since been partially restored to agricultural land with some remaining hardstanding. Survey site selected due to its close proximity to the A5. Currently has good access.
<b>Constraints</b>	In the Green Belt. GB location. Site highly visible from A5 and its development would impact on the openness of GB. This section of GB not assessed by the Green Belt Review Supplementary Report 2013, however as a point of reference, the site context is similar to ref GT17 (also GB and in close proximity to both the M6 Toll and the A5) which was subject to planning appeal and Secretary of State Call in. Given that the site lies between these two major roads (unlike GT17 which lies south of both roads) the acoustic fence and other measures may have to be even more extensive than that required by GT 17 (given it would be required on north and south sides. In view of the Appeal/ Sec of State decision taken against site GT17 at planning application stage, it is considered that the mitigation required to make this site acceptable for GT uses may not outweigh the harm to the Green Belt.
<b>Recommendation</b>	Remove from assessment.

# Site GT 11 Layby and land off A38 (N) Fradley



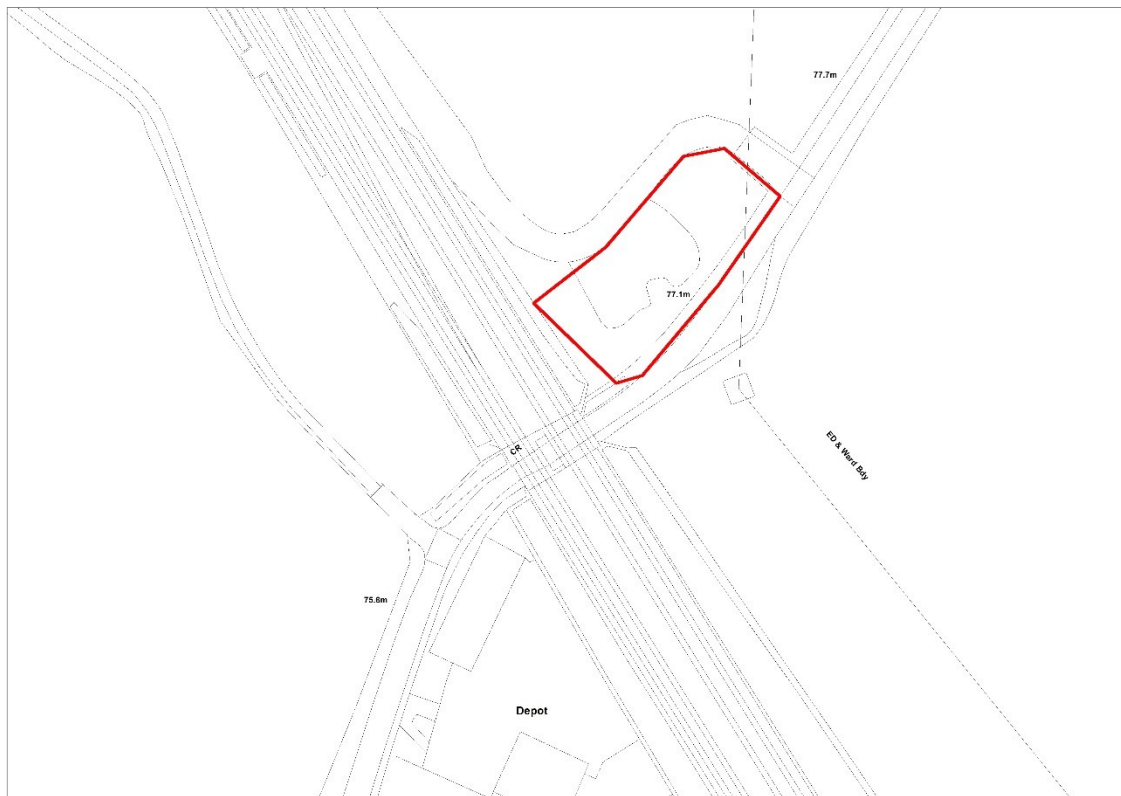
<b>Site Context</b>	LDC owned site comprising layby and land to the west. Chosen via GIS search of land in proximity to the A38.
<b>Constraints</b>	No direct access off A38 layby into adjacent land. Access off residential Jackman Rd. Impacts on amenity of neighbouring residents likely to be high due to proximity of site. At a width of 17 m, the site is too narrow to allow for vehicle/ caravan turning (trailers are at least 15m long and mobile homes can be up to 25 metres long).
<b>Recommendation</b>	Remove from assessment.

**Site GT12 Wall Butts (Muckley Corner) land south of A5 (W)**



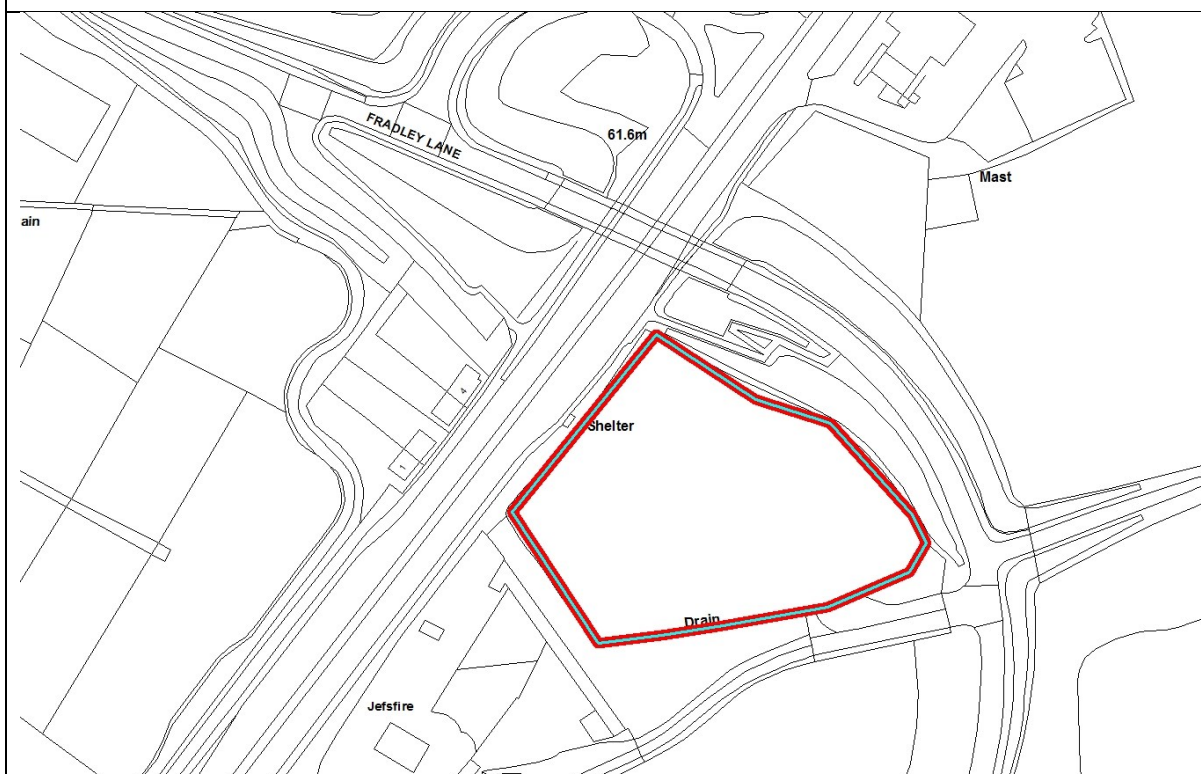
<b>Site Context</b>	LDC owned public open space chosen due to its close proximity to the A5.
<b>Constraints</b>	Green Belt location. Site would result in loss of common land and open space. The SA has highlighted significant sustainability issues. The associated mitigation is considered too extensive and not achievable.
<b>Recommendation</b>	Remove from assessment.

**Site GT13 Network Rail Land off Watery Lane, nr Lichfield**



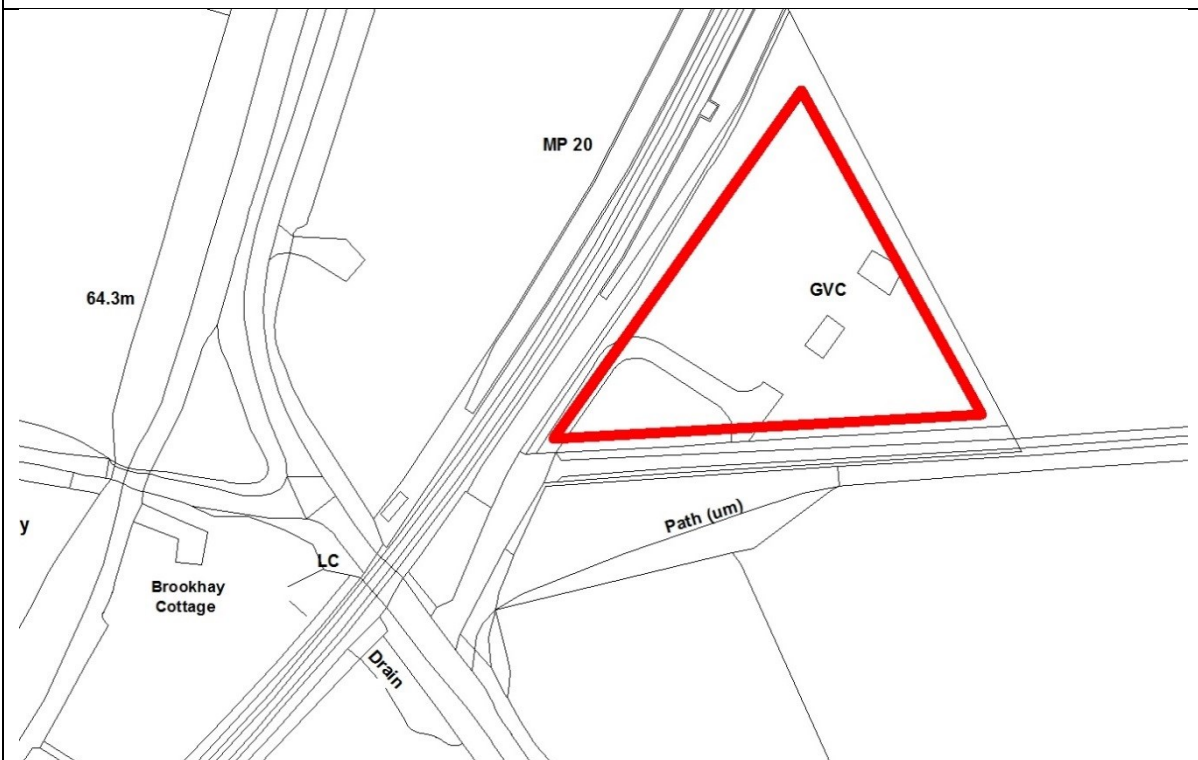
<b>Site Context</b>	Survey site selected following GIS search due to its proximity to Lichfield. Considered to be H3 compliant and has appropriate access capable of accommodating up to 6 pitches
<b>Constraints</b>	Noise from West Coast Mainline would need mitigating. Site is relatively exposed to the east and would need screening. Utilities may need further work to enable connection to mains supply. Otherwise no major constraints.
<b>Recommendation</b>	Suitable for allocation.
<b>Land owner Contacted</b>	Yes.
<b>Available for GT uses</b>	No.

**Site GT 14 Land off Fradley Lane (adjacent to A38) Fradley**



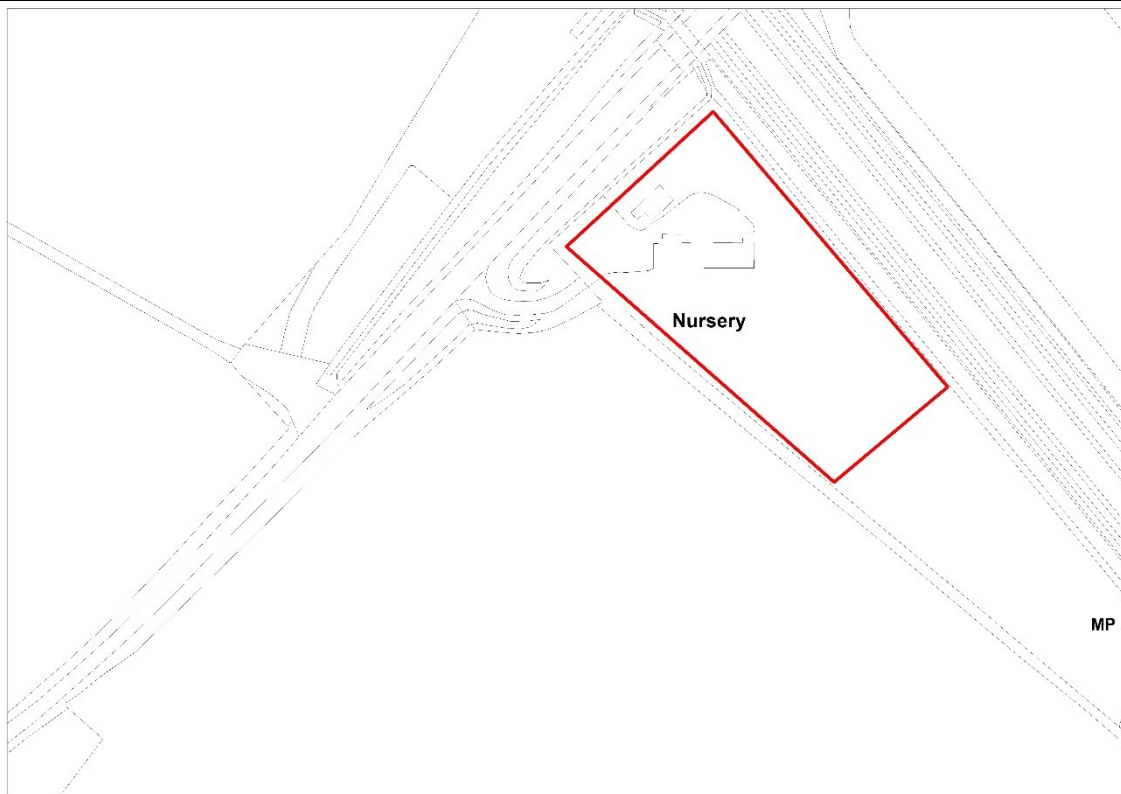
<b>Site Context</b>	Survey site chosen due to its proximity to the A38. Existing access is suitable and can be improved. Site is capable of accommodating up to 15 pitches and is considered to be H3 policy compliant. One neighbouring property on Fradley Lane to consider in terms of amenity.
<b>Constraints</b>	No constraints identified other than amenity of neighbouring residential property. Utilities may need further work to enable connection to mains supply.
<b>Recommendation</b>	Suitable for allocation.
<b>Land owner Contacted</b>	Yes.
<b>Available for GT uses</b>	No.

**Site GT15 Land off Brookhay Lane (Planning permission refusal ref: L940256)**



<b>Site Context</b>	Privately owned site set back along a track with access to Brookhay Lane.
<b>Constraints</b>	Was refused planning consent for GT uses in 1994 and significant changes have taken place in the planning system since that time. Not known if land is in same ownership. Officers noted potential highways concerns during previous planning application due to road junction near access. Sensitive woodland location. The recent SA has highlighted significant sustainability issues and the associated mitigation is considered too extensive and not achievable.
<b>Recommendation</b>	Remove from assessment.

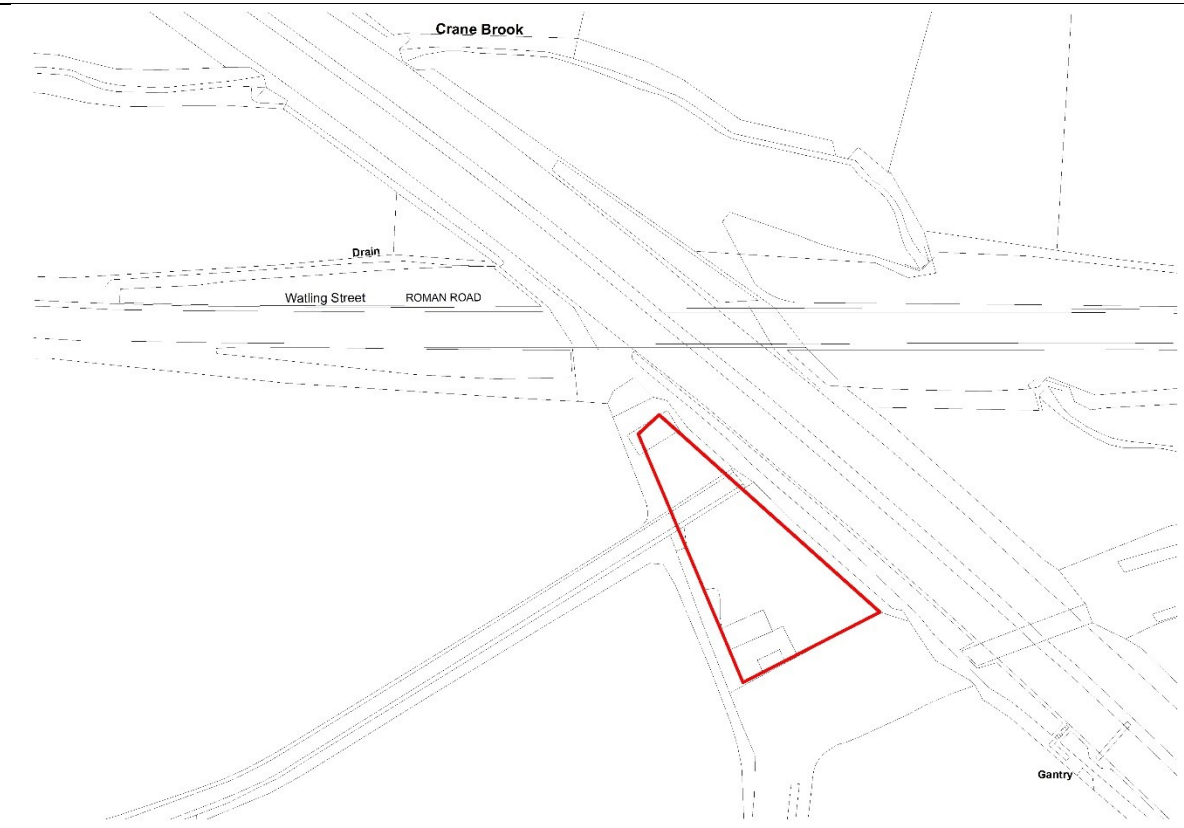
**Site GT16 Land at Shaw Lane, Hanch. (Planning permission refusal ref: 15/00722/COU)**



<b>Site Context</b>	Previously a plant nursery adjacent to the West Coast Mainline. Site was refused planning permission for GT pitches in 2016.
<b>Constraints</b>	In the Green Belt. Isolated location is not in conformity with H3.
<b>Recommendation</b>	Remove from assessment.



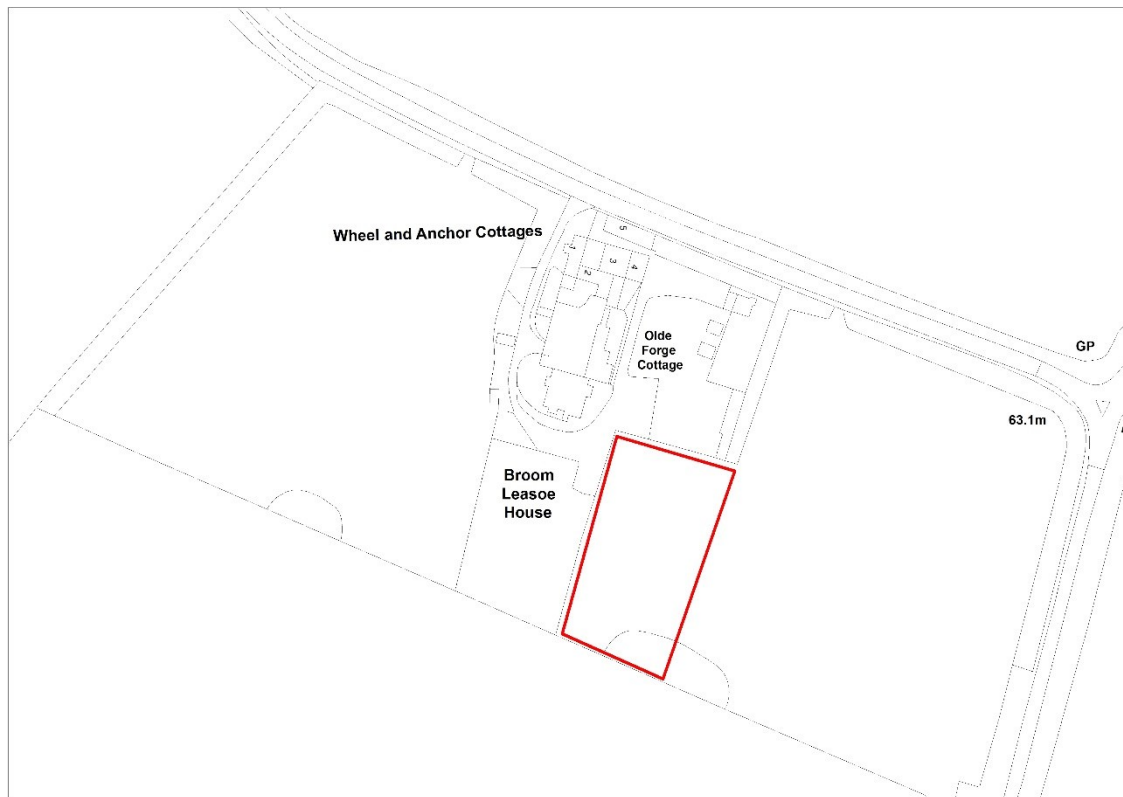
**Site GT 17 Land adj M6 Toll Hammerwich (Planning permission refusal ref: 12/00165/FUL)**



<b>Site Context</b>	Farm land with some agricultural buildings.
<b>Constraints</b>	Green Belt: visible from A5/ M6 Toll- with implications concerning the openness of GB and noise mitigation. Planning Refusal was upheld by Inspector and Secretary of State (SoS), both of whom concluded that the remedial measures would have a detrimental impact on the openness of the Green Belt. The SoS found that the proposed use would fail to safeguard the countryside from encroachment, which would conflict with one of the purposes of including land within the GB thus undermining local and national Green Belt protection policies. Furthermore the remedial measures required to mitigate the road noise may in themselves have implications for openness and visual amenity.
<b>Recommendation</b>	Remove from assessment.

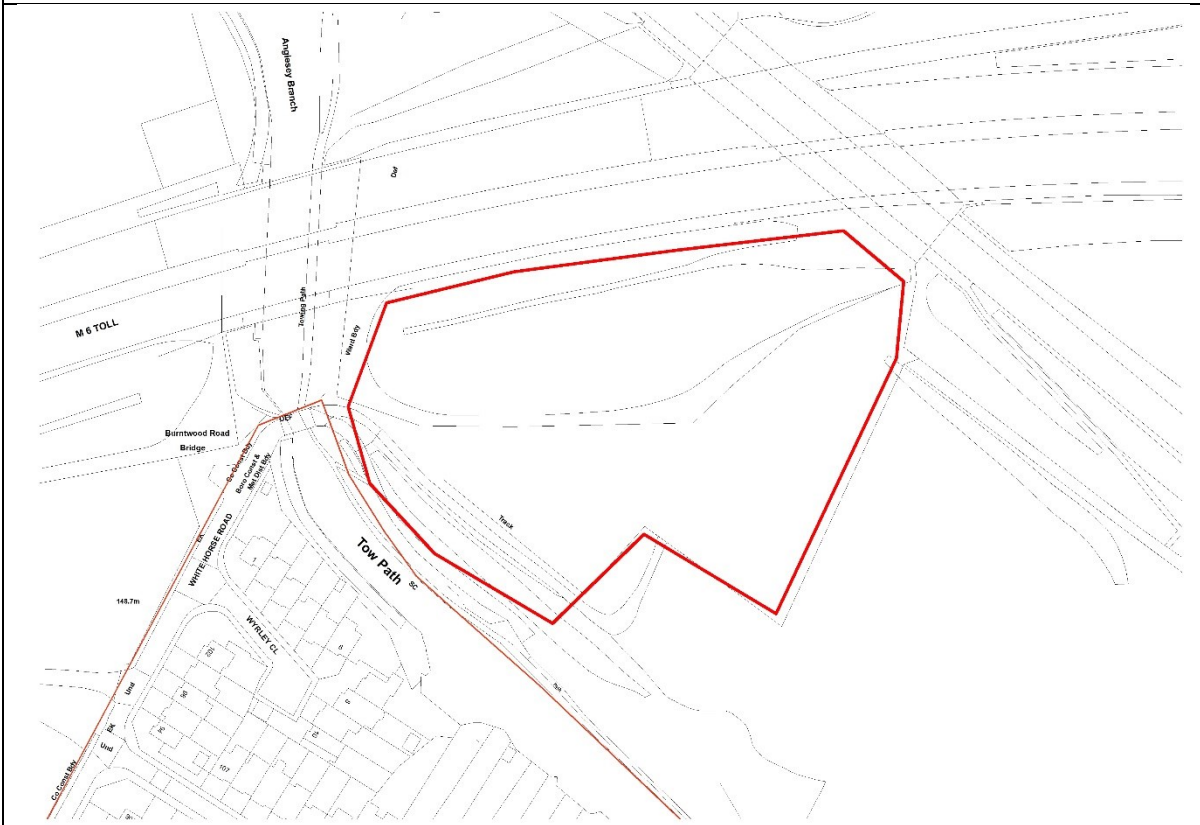


**Site GT 18 Land adjacent to " Broom Leasoe" Brookay Lane (Planning permission refusal ref: 01/00560/FUL)**



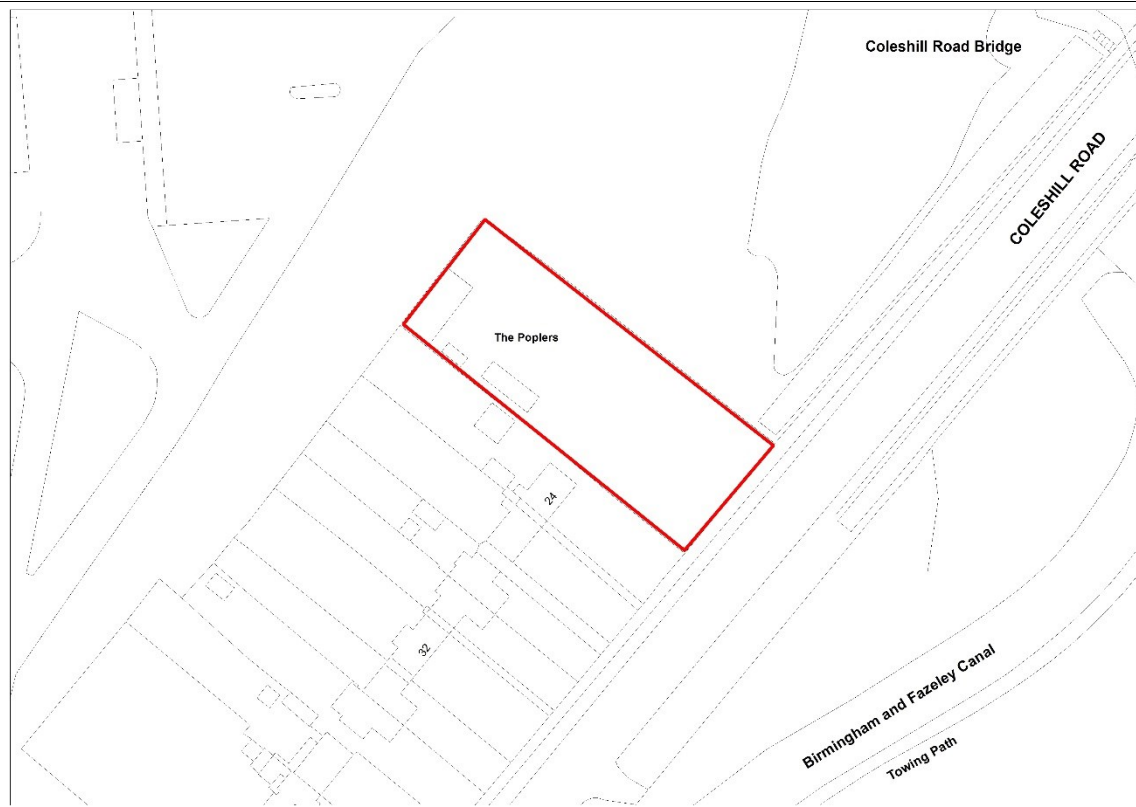
<b>Site Context</b>	Land adjoining residential dwelling.
<b>Constraints</b>	Poor road connections to A38. Site location not H3 compliant. In a residential curtilage. Site access inadequate.
<b>Recommendation</b>	Remove from assessment.

# **Site GT19 Land off White Horse Road, Brownhills**



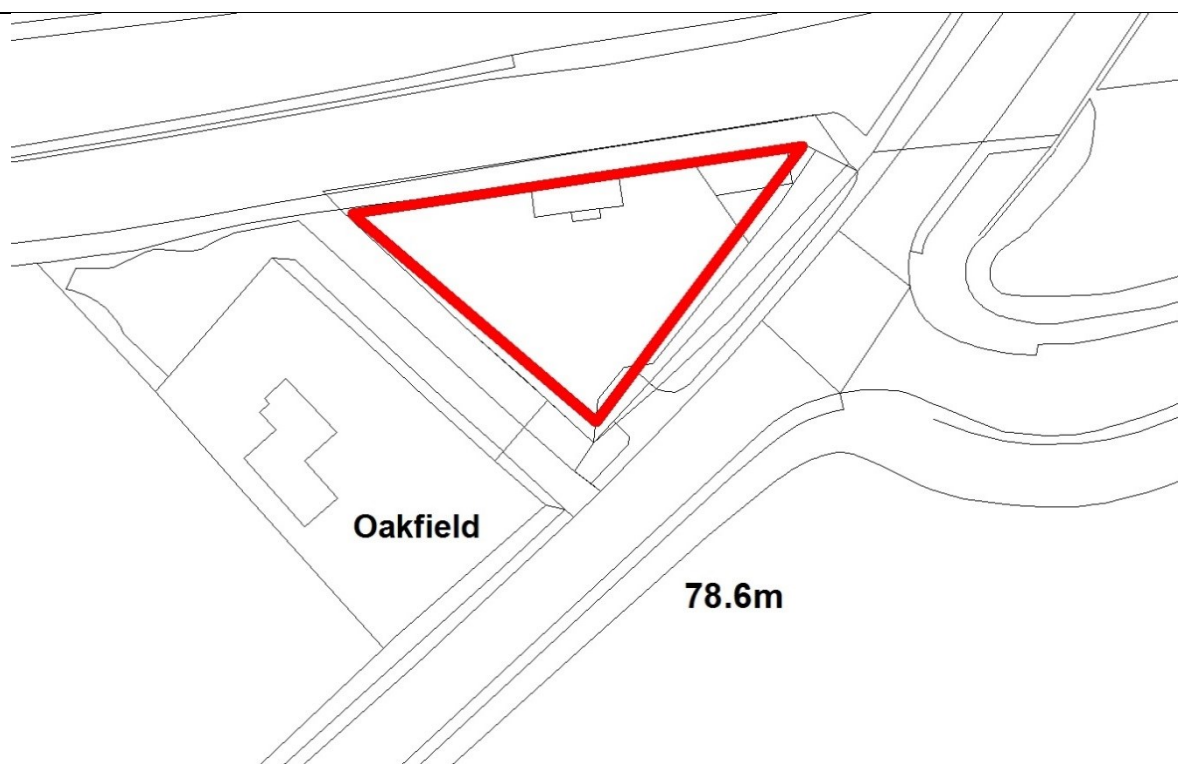
<b>Site Context</b>	LDC owned open space land. Chosen following GIS search due to its relative proximity to the A5.
<b>Constraints</b>	Green Belt location close to M6Toll with noise disturbance issues. Loss of Open Space. The SA has highlighted significant sustainability issues. Access is currently not appropriate. The associated mitigation is considered too extensive and not achievable.
<b>Recommendation</b>	Remove from assessment

**Site GT 20 "The Poplars", Coleshill Rd, Fazeley**



<b>Site Context</b>	Existing Traveller Site
<b>Constraints</b>	Planning permission granted in 2010 increased site to 9 pitches. Location is H3 compliant however at 1800 sq m, the site is not capable of accommodating any further pitches as this would result in over-intensification.
<b>Recommendation</b>	Remove from assessment

**Site GT 21 Land at Bonehill Road Mile Oak**



<b>Site Context</b>	Existing Traveller Site. Currently 1 permitted pitch (permitted in 2011) and at c.1000 sq m has capacity for another pitch.
<b>Constraints</b>	No major constraints and access requirements are in place. Site is H3 policy compliant due to its proximity to the A5 and Key Rural Settlement. Amenity of neighbouring residential property would need to be taken into consideration.
<b>Recommendation</b>	Suitable for allocation.
<b>Land owner contacted</b>	Yes
<b>Available for GT uses</b>	Yes

## Appendix A

# Sites considered at Initial Filter Stage

Location	SiteAreaHa	Location H3 compliant? *	SHLAA ID (if relevant)	Suitable (SHLAA)	Settlement	Within Settlement	Other relevant info	Can be taken forward for further consideration ***
Land to south of Bridge Cross Road, Burntwood	0.42	Inside town centre boundary	3	yes	Burntwood	yes	Land has been redeveloped	no, following UCA
Land to South of Lichfield Road, Burntwood	0.53	part	5	yes	Burntwood	yes	Likely to be used by NHS and not redeveloped in 0-5	no, following UCA
Land Adjacent to Aldridge Road Little Aston	0.85	no	14	yes	Little Aston	Part	Green Belt	N/A
Main Road, Harlaston	0.02	no	26	no	Harlaston	No		N/A
Blake Street, Land Off, Little Aston	0.83	no	29	yes	Other Rural	No		N/A
The Shrubbery, Elford	0.47	no	35	yes	Other Rural	yes	SHLAA considers not developable	N/A
Mease Lane, Haunton	0.53	no	41	no	Other Rural	No	not for sale but has been promoted, CA	N/A
Land adj fr Wigginton Village Hall, Main Road	0.43	no	45	no	Wigginton	Part	CA	N/A
21-23 Tamworth Street	0.16	within city centre retail area	54	yes	Lichfield	yes	City centre/ Retail Area/ Conservation Area. 2016 application to be determined -`	no, following UCA
Sandford Street 29, Lichfield		city centre centre boundary	59	yes	Lichfield	yes	Part of site has come forward as part of Walton dev	no, following UCA
Depot, Queen Street, Lichfield	0.07	yes	62	yes	Lichfield	yes	Still in business use unlikely to come forward	no, following UCA
The Homestead, Haunton Road, Harlaston	0.25	no	68	no	Harlaston	Part	Listed Bdg, CA	N/A
Blithbury Road, Works (North of Colton Mill Farm)	0.58	no	80	no	Other Rural	No		N/A
Webbs Farm, South of, Elford	2.57	no	86	yes	Other Rural	yes	SHLAA considers not developable	no, following UCA
Fazeley Saw Mill/ Goulds Timber Yard, Fazeley	0.62	yes	96	yes	Fazeley	yes	Still in active use. Refused permission for 103 apartments	no, following UCA
High Street 51-55, Chasetown	0.08	yes	98	yes	Burntwood	yes		no, following UCA
Land at St Josephs Church and Presbytery, Chasetown	0.08	yes	99	yes	Burntwood	yes	Redeveloped for Offices -	no, following UCA
Cloisters Walk, Whittington	0.28	yes	101	yes	Whittington	yes		no, following UCA
Post Office Farm Syerscote Lane, Wigginton	0.65	no	106	no	Wigginton	Part	Cons Area. in use as PH no plan to come forward	N/A
Meadowbrook Road, Lichfield, Staffordshire	0.53	yes	110	yes	Lichfield	yes	SHLAA considers not developable	no, following UCA

Location	SiteAreaHa	Location H3 compliant? *	SHLAA ID (if relevant)	Suitable (SHLAA)	Settlement	Within Settlement	Other relevant info	Can be taken forward for further consideration ***
London Road, Land off, Lichfield	0.64	yes	111	yes	Lichfield	yes	SHLAA considers not developable	no, following UCA
Land at 23/25 Greenhill, Lichfield	0.10	inside city centre boundary	113	yes	Lichfield	yes	Cons Area. in use as PH no plan to come forward	no, following UCA
Loughton Court Care Home, Trent Valley Road		yes	114	yes	Lichfield	yes	PP for 3 dwellings	no, following UCA
Petrol Station, Fazeley	0.13	yes	116	yes	Fazeley	yes	recently PA for filling station	no, following UCA
Old Road, Armitage	0.24	yes	122	yes	Armitage with Handsacre	yes	SHLAA considers not developable	no, following UCA
Rugeley Road 19, Rear of, Chase Terrace	0.08		129	yes	Burntwood	yes		no, following UCA
Lower Way, North of, Upper Longdon	1.00	no	134	no	Upper Longdon	Part		N/A
Wade Street, Hill Ridware	0.20	no	136	no	Hill Ridware	Part		N/A
Land at Trent Valley Rd, Lichfield	0.75	yes	142	yes	Lichfield	yes	SHLAA considers not developable	no, following UCA
High Street 100-126, Burntwood	0.46	yes	146	yes	Burntwood	yes	Original Urban Capacity Assessment - no details - remove from capacity	no, following UCA
Garage Site, Swan Island, Burntwood	0.16	yes	147	yes	Burntwood	yes	recent planning history is for current use,	no, following UCA
Dimbles Hill, Lichfield	0.37	yes	148	yes	Lichfield	yes	SHLAA considers not developable	no, following UCA
Squash Club, Spinney Lane, Burntwood	0.57	yes	151	yes	Burntwood	yes	Original Urban Capacity Assessment - no details - remove from capacity	no, following UCA
Hill Street, 1-3	0.16	yes	167	yes	Burntwood	yes	2005 outline expired no recent planning history	no, following UCA
Land at Netherstowe Lane.		yes	361	yes	Lichfield	yes	Permission is for hotel associated appartments not urban capacity	no, following UCA
Woodholme, Land to th rear, Upper Longdon	0.28	no	374	no	Upper Longdon	Part	AONB	N/A
Dumore Hay Lane, Fradley (Site A)	0.50	yes	376	no	Fradley	No		yes
Dumore Hay Lane, Fradley (Site B)	2.43 **	yes	377	no	Fradley	No	Large site- only a portion would be required	yes
Land at Queen St Lichfield		yes	413	yes	Lichfield	yes	in use as car garage no plans to change	no, following UCA

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PH, Stonnall		no	423	yes	Other Rural	yes	Still in active use. Residential PP expired	no, following UCA
Station Road, Land off, Hammerwich	0.18	no	433	no	Other Rural	No	Enclosed by residential properties and only minor road access from A5	N/A
Church Road & Church Lane, Stonnall	0.82	no	475	no	Stonnall	No		N/A
Land East of Stowe Street, Lichfield	0.13	yes	487	yes	Lichfield	yes	Site sold	no, following UCA
Land adj Rugeley Road, South of (Part CC District)	0.49	no	487	yes	East Rugeley	No	Site is part of larger cross boundary site with Cannock. Maybe too close to residential	N/A
Shenstone Employment Area		yes	500	yes	Shenstone	yes	Currently employment land	no, following UCA
Shires Industrial Estate	1.48	yes	508	yes	Lichfield	yes	SHLAA considers not developable	no, following UCA
Cedar Road Garage Court	0.17	yes	509	yes	Burntwood	yes	SHLAA considers not developable	no, following UCA
Russett Avenue Garage Court	0.10	yes	520	yes	Burntwood	yes	SHLAA considers not developable	no, following UCA
Grange Road Garage Court	0.30	yes	537	yes	Burntwood	yes	SHLAA considers not developable	no, following UCA
Land West of Church Road, Stonnall	0.09	no	542	no	Other Rural	No	Green Belt. Residential Property either side	N/A
Hardwick Road, 36/Little Aston Park Road	0.47	no	574	yes	Other Rural	yes		N/A
Cherry Orchard, Lichfield Day Services	-	yes	636	yes	Lichfield	yes	Redveloped as a school	no, following UCA
Alrewas Road, Land north, Kings Bromley	0.40	yes	641	no	Kings Bromley	No		yes
land adjacent to Huddlesford Grange Farm	0.17	yes	667	no	Other Rural	No	-	yes
Land at Hungry Lane, Weeford (also 2009 PA refusal GT site)	0.65	yes	669	no	Other Rural	No	GB- owner pursuing residential application	no, following UCA
Land west of Dog Lane, Weeford	0.63	no	677	no	Other Rural	No	GB	N/A
Alrewas Road, land rear 107, Kings Bromley	0.88	yes	686	no	Kings Bromley	No	-	yes
Haunton Road, Yew Tree House	0.10	no	705	no	Harlaston	No	-	N/A
Forge Lane, Forge Cottage, Little Aston	0.72	no	706	no	Other Rural	No	-	N/A
Land at King Edward VI School, Upper St John Street		yes	739	yes	Lichfield	yes		no, following UCA
Main Street, Storage Site	0.72	yes	753	yes	Alrewas	yes	SHLAA considers not developable	no, following UCA



Location	SiteAreaHa	Location H3 compliant? *	SHLAA ID (if relevant)	Suitable (SHLAA)	Settlement	Within Settlement	Other relevant info	Can be taken forward for further consideration ***
Bloomfield Crescent Garage Court	0.13	yes	755	yes	Lichfield	yes	Bromford Housing (fully enclosed)	no, following UCA
Bloomfield Crescent Garage Court 2	0.16	yes	756	yes	Lichfield	yes	Bromford Housing (fully enclosed)	no, following UCA
High Street, 7-9	0.13	yes	763	yes	Burntwood	yes	Planning permission 12/00063/FULM- completed	no, following UCA
Swan Road Car Park	0.16	yes	766	yes	Lichfield	yes	Site to stay in current Car Park use	no, following UCA
Queens Drive Industrial Estate	1.50	yes	769	yes	Burntwood	yes	Still in active use. SHLAA considers not developable	no, following UCA
Former Rocklands School	0.70	yes	776	yes	Lichfield	yes	Still in active use, not proposed for change in the UCA	no, following UCA
Salts Lane, land off, Drayton Bassett	0.87	no	826	no	Drayton Bassett	No		N/A
Croxall Road, Spellow Field	0.62	yes	842	no	Other Rural	No		yes
Nursery Lane, land off, Hopwas	0.57	no	863	no	Hopwas	No		N/A
Main Road, Haunton, land off	0.69	no	866	no	Other Rural	No		N/A
Main Road, Haunton, land off (2)	0.63	no	867	no	Other Rural	No		N/A
Croxall Road, 1, land adjacent to	0.04	yes	884	no	Other Rural	No		yes
Wishing Well Garage	0.40	no	885	no	Other Rural	No		N/A
Weeford House Farm	0.40	no	900	no	Other Rural	No		N/A
Fisherwick Road, land adj 76	0.30	no	947	yes	Whittington	No		N/A
Wade Lane, land south of	0.50	no	954	no	Hill Ridware	No		N/A
High Street, Rear of 31, Colton	0.40	no	960	no	Colton	No		N/A
Syerscote Lane, Corner of Main Street, Haunton	0.48	no	961	no	Other Rural	No		N/A
Stocking Lane, Land south of , Upper Longdon	0.20	no	963	no	Upper Longdon	No		N/A
Land at Brownhills S of Watling St A5	0.35	yes	N/A Survey	NA	Other Rural	No	GB,bounded by A5, disused railway & canal. SAC	yes
Former M6 toll compound, South of Watling St A5	4.0 (req part only)	yes	N/A Survey	NA	Other Rural	No	GB,highly visible from A5- openness of GB	yes
Layby and land off A38 N bound Fradley	0.15	yes	N/A Survey	NA	Other Rural	No	no direct access of A38, Access off residential Jackman Rd	yes



Location	SiteAreaHa	Location H3 compliant? *	SHLAA ID (if relevant)	Suitable (SHLAA)	Settlement	Within Settlement	Other relevant info	Can be taken forward for further consideration ***
** larger site kept within the process due to its potential for subdivision leaving part as a traveller site close to the A38								
*** UCA = Urban Capacity Assessment								

## Appendix B

# Sites considered at Detailed Assessment Stage

Site no.	Location	Source	SHLAA Id	SiteAreaHa	Available (GT uses	Vehicular access	Access 3 m wide	room for turning	Utilities on site	neighbouring properties	Other Notable constraints
GT1	Dumore Hay Lane, Fradley (Site A)	SHLAA	376	0.50	not known	yes (agricultural)	yes	yes	not known	yes from south	
GT2	Dumore Hay Lane, Fradley (Site B)	SHLAA	377	2.43 (req part only)	not known	yes (agricultural)	yes	yes	not known	yes from south	Large site- only a portion would be required
GT3	Rugeley Road, South of (Part CC District)	SHLAA & Survey	27	0.49	not known	yes	yes	not known	not known	yes	Site is part of larger cross boundary site with Cannock. Maybe too close to residential
GT4	Alrewas Road, Land north, Kings Bromley	SHLAA	641	0.40	not known	yes	yes	yes	not known	yes all sides	infill site- amenity issues
GT5	land adjacent to Huddlesford Grange Farm	SHLAA	667	0.17	not known	yes	yes	yes	not known	yes	On farm site - residential curtilage?
GT6	Alrewas Road, land rear 107, Kings Bromley	SHLAA	686	0.88	not known	no	no	yes	not known	yes from south	not directly off A38. Amenity issues
GT7	Croxall Road, Spellow Field	SHLAA	842	0.62	not known	yes	yes	yes	not known	Yes NMA	NMA approach
GT8	Croxall Road, 1, land adjacent to	SHLAA	884	0.04	not known	yes	yes	yes	not known	Yes NMA	NMA approach. Neighbouring amenity
GT9	Land at Brownhills S of Watling St A5	Survey	N/A	0.35	not known	Yes	yes	yes	not known	yes	GB,bounded by A5, disused railway & canal. SAC
GT10	Former M6 toll compound, South of Watling St A5	Survey	N/A	4.0 (req part only)	not known	yes	yes	yes	not known	yes	GB,highly visible from A5- openness of GB
GT11	Layby and land off A38 N bound Fradley	Survey	N/A	0.15	not known	Yes	yes	not known	not known	yes, limited	no direct access of A38, Access off residential Jackman Rd
GT12	Wall Butts (Muckley Corner) triangle land S. off A5 westbound	Survey	N/A	0.80	not known	yes	yes	yes	no	yes limited	GB, loss of common land and open space
GT13	Network Rail Site Watery Lane	Survey	N/A	0.18	not known	yes	yes	yes	not known	no	
GT14	Land off Fradley Lane adj A38	Survey	N/A	0.70	not known	yes	yes	yes	not known	yes -one	

[illegible]