



Cannock Chase Local Plan (2018-2040)

Gypsy and Traveller & Travelling Showpeople Topic Paper

December 2023



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1. Introduction

- 1.1. The purpose of the document is to explain how the Council developed Policy SO4.3 and undertook a rigorous site selection process to identify all suitable, available and deliverable sites for Gypsy, Traveller and Travelling Showpeople Accommodation.
- 1.2. This document sets out Cannock Chase District Council's proposed draft planning policy for residential sites for members of the Gypsy, Traveller, and Travelling Showpeople communities. The paper considers the evidence available and takes a positive and effective approach to meeting the needs identified for these communities. The overarching aim of the policy is to ensure fair and equal treatment for members of the Gypsy, traveller and travelling show people communities, in a way that facilitates their traditional and nomadic way of life while respecting the interests of the settled community (as per paragraph 3 of the Planning Policy for Traveller Sites (PPTS) 2015).
- 1.3. For the purposes of this planning policy "Gypsies and Travellers" means "*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 or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such*" (as per Annex 1 of the PPTS). We would note that the definition has recently changed to include those travellers that have ceased to travel as a result of age, health or old age.
- 1.4. For the purposes of this planning policy, "Travelling Showpeople" means "*members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily*" (as per Annex 1 of the PPTS).
- 1.5. The document summarises the work undertaken at each stage of development of the Local Plan and should be read in conjunction with the Site Selection Methodology, the Green Belt Topic Paper and the Duty to Cooperate Statement of Compliance.
- 1.6. The background paper provides an overview of how the draft planning policy has been developed, informed by the national planning policy and legislative context; local context and evidence of local need; and a process of a search for additional sites to accommodate the local needs.
- 1.7. This background paper also examines whether there is scope for further intensification and expansion of existing Gypsy and Traveller sites in the District (Appendix 4), a list of the sites submitted through the Strategic Land Availability Assessment (SLAA) for Gypsy and Traveller Site (Appendix 5) and a broad site selection search along the A5 Corridor (Appendix 6).

2. National Planning Policy, Guidance and Legislative Context

- 2.1. National planning policy and guidance in respect to the provision of housing for the Gypsy, Traveller and Travelling Showpeople communities is provided by the National Planning Policy Framework (2021), Planning Practice Guidance and Planning Policy for Traveller Sites (2015).

National Planning Policy Framework (2023)

- 2.2. Paragraph 60 of the National Planning Policy Framework (NPPF) states that to support the government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed and that the needs of groups with specific housing requirements are addressed. Furthermore, the NPPF makes it clear that to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals.
- 2.3. Within this context, the NPPF, at paragraph 62, states that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including travellers). Footnote 27 of the NPPF identifies that the Planning Policy for Traveller Sites sets out how the travellers' housing needs should be assessed for those covered by the definition in Annex 1 of the PPTS.
- 2.4. The NPPF, at paragraph 68, states that strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:
- a) Specific, deliverable sites for years one to five of the plan period; and
 - b) Specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.
- 2.5. At Footnote 38 the NPPF notes that a five-year supply of deliverable sites for travellers- as defined in Annex 1 to Planning Policy for Traveller Sites- should be assessed separately, in line with the policy in that document.

Planning Policy for Traveller Sites (2015)

- 2.6. The NPPF (at paragraph 4) states that the Framework should be read in conjunction with the Government's planning policy for traveller sites. The Planning Policy for Travellers (PPTS, 2015) sets out how travellers' housing needs should be assessed and provides an overarching set of aims in respect of traveller sites for plan making and decision taking to ensure fair and equal treatment for travellers, in a way which facilitates the traditional and nomadic way of life for travelers while respecting the interests of the settled community (PPTS, paragraph 3). The PPTS is intended to

deliver on the Government's aims in respect of traveller sites (as set out at paragraph 4 of the PPTS). Annex 1 of the PPTS provides a definition of gypsies and travellers and travelling showpeople, for the purposes of national planning policy.

- 2.7. The PPTS emphasises the need to acquire and use evidence to plan positively and manage development and at Policy A (paragraph 7 of the PPTS) it states that in assembling the evidence base necessary to support their planning approach, local planning authorities should:
- a) Pay particular attention to early and effective community engagement with both settled and traveller communities (including discussing travellers' accommodation needs with travellers themselves, their representative bodies and local support groups)
 - b) Cooperate with travellers, their representative bodies and local support groups; other local authorities and relevant interest groups to prepare and maintain an up-to-date understanding of the likely permanent and transit accommodation needs of their areas over the lifespan of their development plan, working collaboratively with neighbouring local planning authorities
 - c) Use a robust evidence base to establish accommodation needs to inform the preparation of local plans and make planning decisions.
- 2.8. In relation to plan making, Policy B of the PPTS (Paragraphs 8-13) sets out the key guiding principles for planning for traveller sites. At paragraph's 9-10 it states that local planning authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople. In producing their Local Plan, local planning authorities should:
- a) Identify and update annually, a supply of specific deliverable sites sufficient to provide 5 years' worth of sites against their locally set targets
 - 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
 - c) Consider production of joint development plans that set targets on a cross-authority basis, to provide more flexibility in identifying sites, particularly if a local planning authority has special or strict planning constraints across its area (local planning authorities have a duty to cooperate on planning issues that cross administrative boundaries)
 - d) Relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density
 - e) Protect local amenity and environment.
- 2.9. The PPTS (paragraph 11) states that criteria should be set to guide site allocations where there is identified need. Where there is no identified need, criteria-based policies should be included to provide a basis for decisions in the event that applications come

forward. Paragraph 13 of the PPTS emphasises that traveller sites should be sustainable and that local plan policies should reflect this.

- 2.10. Policy C of the PPTS (Paragraph 14) advises that in rural or semi-rural settings, the scale of traveller sites should not dominate the nearest settled community.
- 2.11. Policy D of the PPTS (Paragraph 15) outlines how rural exception sites can be considered for allocation and release solely for affordable traveller sites.
- 2.12. Policy E of the PPTS (Paragraphs 16-17) reiterates the policy in the NPPF that inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances. It also makes it clear that traveller sites (temporary or permanent) in the Green Belt are inappropriate development and adds that subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances. This is also set out in Policy F (Paragraph 24) of the PPTS. It outlines how land removed from the Green Belt via the plan-making process to meet an identified need for a traveller site should be specifically allocated as a traveller site only. In the context of removing land from the Green Belt, paragraphs 140-141 of the NPPF in relation to demonstrating exceptional circumstances would need to be adhered to.
- 2.13. Mixed use residential and business use traveller sites should be considered wherever possible (having regard to the safety and amenity of the occupants and neighbouring residents) and the need that travelling showpeople have for mixed-use yards should be taken into account (Policy F, Paragraphs 18-20 of the PPTS).
- 2.14. The PPTS also provides a policy framework for decision-taking. Policy H (Paragraphs 22-28) outlines that applications should be assessed and determined in accordance with the presumption in favour of sustainable development and the application of specific policies in the National Planning Policy Framework and the planning policy for traveller sites (see Paragraphs 22-23). It goes on to direct (at paragraph 24) that local planning authorities should consider the following issues amongst other relevant matters when considering planning applications for traveller sites:
 - a) The existing level of local provision and need for sites;
 - b) The availability (or lack) of alternative accommodation for the applicants;
 - c) Other personal circumstances of the applicant;
 - d) That the locally specific criteria used to guide the allocation of sites in plans or which form the policy where there is no identified need for pitches/plots should be used to assess applications that may come forward on unallocated sites; and
 - e) That they should determine applications for sites from any travellers and not just those with local connections.

- 2.15. Paragraph 25 of the PPTS states that local planning authorities should very strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan and they should ensure that sites in rural areas respect the scale of, and do not dominate, the nearest settled community, and avoid placing an undue pressure on the local infrastructure.
- 2.16. Paragraph 26 provides a series of factors to which weight can be given, including the redevelopment of brownfield land and the quality of the site design (and how it enhances the environment).
- 2.17. Paragraph 27 provides that if a local planning authority cannot demonstrate an up-to-date 5 year supply of deliverable sites this should be a significant material consideration in any subsequent planning decision when considering applications for the grant of temporary planning permission adding the exception is where the proposal is on land designated as Green Belt; sites protected under the Birds and Habitats Directives and / or sites designated as Sites of Special Scientific Interest; Local Green Space, an Area of Outstanding Natural Beauty, or within a National Park (or the Broads).
- 2.18. Paragraph 28 outlines that local planning authorities should consider how they could overcome planning objections to proposals via the use of planning conditions or obligations, including time limits on the occupation of sites.

Planning Practice Guidance (2014 and as updated)

- 2.19. The Planning Practice Guidance (PPG) refers to the application of the PPTS in assessing the housing needs of specific groups (Paragraph: 001 Reference ID: 67-001-20190722).

Relevant Legislation and Case Law

- 2.20. In addition to the above national policy context, provisions set out in the Housing and Planning Act (2016) include a duty (under Section 8 of the 1985 Housing Act that covers the requirement for a periodical review of housing needs) for local authorities to consider the needs of people residing in or resorting to their district with respect to the provision of sites on which caravans can be stationed, or places on inland waterways where houseboats can be moored. Draft Guidance related to this section of the Act has been published setting out how the government would want local housing authorities to undertake this assessment¹.
- 2.21. There have been a series of relevant case law judgements which have a bearing on the application of national planning policy, as referenced within Chapter 2 of the Cannock Chase Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2019). These primarily relate to the definition of 'travelling' and

¹ Review of housing needs for caravans and houseboats: draft guidance (MHCLG, March 2016)

application of the planning policy definition of a traveller. The implication of these rulings in terms of applying the planning definition is that it will only include those who travel (or have ceased to travel temporarily) for work purposes, or for seeking work, and in doing so stay away from their usual (including permanent) place of residence.

- 2.22. A legal challenge² to the planning definition of a traveller within the PPTS was dismissed by the High Court (June 2021). The challenge was focused on the 2015 PPTS change to the definition of a traveller which removed reference to those that had permanently ceased to travel. The judgement concluded that it was a legitimate aim to distinguish between the land-use needs of nomadic people and of the settled community (those that had permanently ceased to travel). However, this judgement was subsequently successfully appealed in October 2022 on the basis of the definition being indirectly discriminatory towards Gypsies and Travellers who had permanently ceased to travel due to old age or illness, but who lived or wanted to live in a caravan.
- 2.23. The wider impact of this judgement was not fully known at the time of preparing the Local Plan. Subsequently, the Government have revised the definition of Gypsy and Travellers as explained in Para 3.17.

3. Local Context and Local Need

Local Context

- 3.1. Cannock Chase District contains the principal settlement of Cannock, which takes in the sustainable suburbs of Hednesford, Heath Hayes and Wimblebury. There are two distinct smaller settlements of Rugeley/Brereton and Norton Canes, as well as a large semi-rural/rural area with scattered smaller settlements and washed over villages. It is a former mining area with a rich history where work on reclaiming former mining and derelict land has created an attractive semi-rural location situated on the fringes of the West Midlands conurbation. The District has excellent transport links with the strategic road network as it is in close proximity to Junction 11 of the M6 and has the A5 trunk road and M6 Toll road passing through its southern area.
- 3.2. Outside of the urban areas, the majority of the countryside is within the Green Belt (representing 60% of the District land area) with a significant proportion of this being a designated Area of Outstanding Natural Beauty (AONB), representing around 40% of the District land area. The District is also home to several other environmental designations including Special Areas of Conservation, Sites of Special Scientific Interest and Sites of Biological Importance (alongside Local Nature Reserves). Cannock Chase District is entirely within the zone of influence of the Cannock Chase Special Area of Conservation (SAC) wherein measures to mitigate the impacts of new development are necessary in order to avoid adverse impacts upon the SAC.

² *Lisa Smith -v- The Secretary of State for Housing, Communities and Local Government and Others* [2021] EWHC 1650 (Admin)

- 3.3. The current Local Plan (Part 1) was adopted in 2014. Policy CP7 (Housing Choice) of the Local Plan sets out targets for the provision of pitches and plots to meet the identified needs for Travellers and Travelling Showpeople (for the plan period up to 2028). These were based upon an accommodation assessment undertaken in 2012. A broad 'area of search' for sites to meet these needs was identified. This is sited in the southern part of the district, focused around the A5 corridor, and includes areas of built development and countryside, with the latter representing Green Belt Land. It reflects the fact that the majority of existing traveller and travelling showpeople sites within the District are in this area and in proximity to the A5 corridor, which is a main travelling route. Whilst the sites are all located within the Green Belt, the majority are within close proximity to the urban area with good access to services and facilities.
- 3.4. This local context constituted part of the 'exceptional circumstances' for considering the release of Green Belt sites within this area. The Policy provides a series of criteria for guiding the identification of new sites. The intention was for Local Plan (Part 2) to identify new sites and take forward site allocations; however, following the decision to commence a Local Plan Review in 2018 the Local Plan (Part 2) was not progressed further.
- 3.5. The Design Supplementary Planning Document (SPD) adopted in 2016 provides guidance for the layout and design of new sites for travellers and travelling showpeople.
- 3.6. In relation to Cannock Chase SAC, permanent traveller pitches are regarded as residential development for the purposes of the Habitat Regulations development; therefore they would be required to mitigate for their impact upon the Cannock Chase SAC. A mitigation package is available and deliverable, as per the Cannock Chase SAC Guidance to Mitigate the Impact of New Residential Development (2022) and can be secured through a financial contribution or bespoke mitigation measures.
- 3.7. The Authority Monitoring Report (2022) identified that 15 pitches have been provided since the start of the plan period. (2 granted 2009 – CH/09/0137; 5 CH/20/305 in February 2021; 4 CH/20/198 in September 2020, 4 CH/22/0089 in April 2022). There is currently no identified five-year supply. The Local Plan Review will seek to progress the issues further. The last two counts to January 2022 and July 2021 show a decline in traveller caravans in Cannock Chase.

Local Need

- 3.8. As part of the updated evidence base for the Local Plan Review, a new Gypsy and Traveller Accommodation Assessment (GTAA) was undertaken and published in 2019. This provides an assessment of need within the District for the Local Plan Review plan period (up to 2038). It covers the needs of 'nomadic' gypsies i.e. those who are still travelling including English, Scottish, Welsh and Romany gypsies, Irish travellers, New age travellers and Travelling Showpeople. It assesses the needs of

those who fall within the planning definition of a traveller and the needs of those that do not.

- 3.9. As part of the survey work, the study identified that within the District there were no public sites; four private sites with permanent planning permission (31 occupied pitches); no pitches with temporary planning permission; one site that is tolerated for planning purposes (8 pitches); one Travelling Showpeople yard (6 occupied plots) with temporary planning permission. There were also 4 households living on the roadside. All of these are in the southern part of the District and largely in proximity of the A5 corridor (see **Figure 1** below which details the location of existing traveller and travelling showpeople sites (GT1-GT5 and TS1).
- 3.10. The GTAA uses 2019 as the baseline date, netting supply and demand prior to this date to zero i.e. it excludes any shortfall from the previous plan period to avoid double counting. It identifies a need for gypsy and traveller provision for an additional 14 pitches during 2019-2024 and a further 11 pitches between 2024-2038 arising from existing households falling within the planning definition of a traveller, and potentially a further 4 more pitches from undetermined households to 2038. A need for 25-29 pitches in total is therefore identified. There are no needs arising from households that do not fall within the planning definition of a traveller. The need arising for travelling show people is an addition 8 plots during 2019-2024 and a further 2 plots between 2024-2038. There are 6 existing plots within the District that are on a site with a temporary permission and the need for 2 further plots arises due to growth from these between 2019 and 2024. There are no needs arising from households that do not fall within the planning definition of a travelling showperson.

Table 1: Gypsy, Traveller and Travelling Showpeople Need

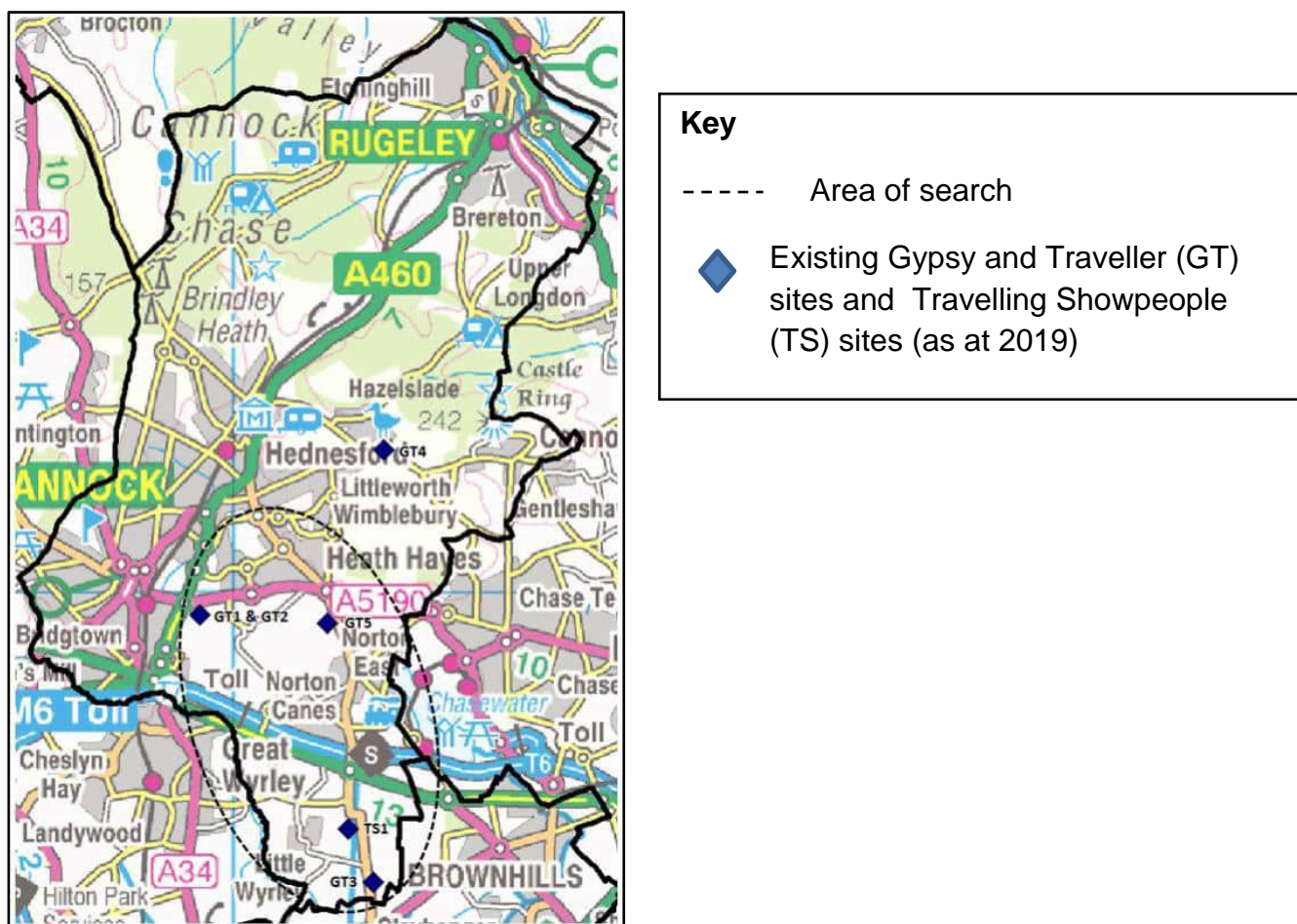
	2019-2024	2024-2029	2029-2034	2034-2036	2036-2038	Total Need 2019-2038
Gypsy and Traveller pitches required	14 (in addition 0-3 for undetermined households)	2	4	3	2 (in addition 0-1 for undetermined households)	25-28 pitches
Travelling Showpeople plots required	8	1	1	0	0	10 plots

- 3.11. The majority of the future need for new pitches arises from household growth; however there are also pitches that are needed to meet current needs (primarily from doubling up/concealed households, reflecting some overcrowding on existing sites, and one roadside based family).
- 3.12. The Local Plan Period has been extended to 2040, whereas the current GTAA only covers a period to 2038. However, the majority of immediate needs (doubled up households, concealed households etc) have been met through recent planning

approvals as set out in Table 2. Therefore it is considered that projecting forward the household formation rate by two years would generate an additional pitch which would be required over the plan period.

- 3.13. The study undertook a robust and thorough assessment to identify the total additional provision and if there was a need for any transit sites and/or emergency stopping place provision. The study found that the pitch requirements were driven only by locally identifiable need and there was no evidence of any households wishing to move to Cannock Chase or of any residents on existing sites stating that they were planning to move away from the area. In addition, due to the historic low numbers of unauthorized encampments, it is not recommended that there is a need for any transit provision (paragraph 7.44 of the GTAA).
- 3.14. In terms of how to address these local needs, the GTAA (Paragraphs 1.8-1.9) states that the need arising from households that met the planning definition should be addressed through site allocation/intensification/expansion as appropriate. Careful consideration will need to be given to addressing the needs associated with undetermined households; in terms of Local Plan Policies, the use of a criteria-based policy (as suggested in PPTS) for any undetermined households that do provide evidence that they meet the planning definition should be considered.
- 3.15. The GTAA 2019 offers an opinion on the broad 'area of search' in the adopted plan which focused around the A5 corridor (See Figure 1 below). It states (at Paragraph 8.18) that the majority of traveller sites within the District and identified need continues to remain within this broad area and that the preference for most households that were interviewed was to meet current and future need on or near existing sites. The GTAA goes on to note that the strategy for allocating new provision will also be informed by other factors such as deliverability (i.e. where land is actually available for this use) and wider sustainability considerations.

Figure 1: Location of existing Gypsy, Traveller & Travelling Showpersons sites (2019)



3.16. Since the GTAA (2019) there have been several planning applications and subsequent planning permissions for additional pitches within the District (as per Table 2 below).

Changes to Planning Definition of a Gypsy and Traveller

3.17. On the 19th of December 2023, the Government made changes to the PPTS in response to the outcomes of the 2022 Lisa Smith Court of Appeal Judgment. In relation to the changes to the PPTS, Annex 1 has been amended and now reverts back to the planning definition of a Traveller in PPTS (2012) and now includes those who have ceased to travel permanently as a result of education, health or old age.

3.18. The 2019 GTAA did consider those households that did not meet the definition (although may do so now in light of the 2023 amendments). It states: ‘a total of 7 Gypsy and Traveller households did not meet the planning definition as they were not able to demonstrate that they travel away from their usual place of residence for the purpose of work, or that they have ceased to travel temporarily due to children in education, ill health or old age. Some did travel for cultural reasons, to visit relatives or friends, and others had ceased to travel permanently – these households did not meet the planning definition’ (page 42, Cannock Chase GTAA 2019).

3.19. In reconsidering whether these households would generate additional need it is noted that these households already live in a caravan, and interview data shows that due to the age of the occupants it is unlikely any new households would be formed. As such, it is not considered any additional need would arise as a result of the change in definition to Gypsy and Travellers.

3.20. In summarising the need arising from households that do not meet the planning definition, the GTAA counted an additional 3 pitches to account for this unmet need. However, this largely accounted for the households in the District who refused to interview (which made their needs difficult to determine). Those occupants were residing in caravans at Stokes Lane, and their needs have subsequently been met through a recent planning permission.

Table 2: Planning Permissions for additional pitches

Planning Ref No.	Proposal	Address	Decision and Date	No. of pitches
CH/21/0083 ³	Change of use to mixed use for stabling of horses and as a residential caravan site for 1 gypsy family with 2 caravans including no more than 1 static/mobile home.	Land off Colliery Road, Rugeley	Full Refusal 22.05.2021; Appeal Allowed 23.6.23	2
CH/20/305 ⁴	Change of use of land to a gypsy and traveller residential site with the siting of up to 10 caravans of which no more than five would be static caravans, construction of utility block, and the creation of a new vehicular access and the laying of hard standing	Land at Lime Lane, Pelsall	Full Approval granted 15.02.2021	5
CH/20/198 ⁵	Change of use of land to use as a residential caravan site for 4 gypsy families each with 2 caravans (1xstatic), layout of hardstanding, erection of a dayroom, 3 no. utility buildings.	Land of Stokes Lane, Norton Canes	Full Approval granted 03.09.2020	4
CH/19/048 ⁶	Change of use of land to gypsy traveller residential site for up to 7 caravans, of	Grove Colliery, Lime Lane, Pelsall	Full Refusal 15.01.2020	0

³ [Citizen Portal Planning \(agileapplications.co.uk\)](http://Citizen Portal Planning (agileapplications.co.uk))

⁴ [Citizen Portal Planning \(agileapplications.co.uk\)](http://Citizen Portal Planning (agileapplications.co.uk))

⁵ [Citizen Portal Planning \(agileapplications.co.uk\)](http://Citizen Portal Planning (agileapplications.co.uk))

⁶ [Citizen Portal Planning \(agileapplications.co.uk\)](http://Citizen Portal Planning (agileapplications.co.uk))

	which no more than 3 would be static caravans. The construction of a day room block and utility block, creation of a new vehicular access and the laying of hard standing.		Appeal withdrawn 03.08.2021	
CH/21/0040 ⁷	Larger amenity block to CH/20/198.	Land of Stokes Lane, Norton Canes	Full-Approved with conditions 24.3.21	0
CH/21/0367 ⁸	Amended plans for amenity building plans and elevations site Utility Block to CH/20/305.	Land at Lime Lane, Pelsall, Walsall	Full - Approval with Conditions - 13.10.2021	(Same site as CH/20/305)
CH/22/0089 ⁹	Develop the land as a residential caravan site for 4 gypsy families each with 2 caravans (1 static) layout of hardstanding, erection of a dayroom, 4 no utility buildings and associated ancillary buildings not in accordance with the approved plans of Planning Permission CH/21/0040	Land of Stokes Lane, Norton Canes	Full - Approval with conditions 20.4.22	(Same site as CH/20/0198)
CH/22/0172 ¹⁰	Application under Section 73 of the Town & Country Planning Act 1990 to vary Conditions No. 3 (amenity building materials), 6 (internal site layout), 7 (SUDS scheme), 11 (parking and turning areas), 12 (caravans siting), & 13 (plan no. condition) of Planning Permission CH/21/0376.	Land at Lime Lane, Pelsall, Walsall,	Full - Approval with conditions 1.9.22	(Same site as CH/20/305)

3.21. In relation to the planning application at Grove Colliery (CH/19/048) the proposal was refused on the basis of a poor standard of residential amenity; pedestrian safety concerns; and the loss of undesignated heritage assets. The appeal lodged was subsequently withdrawn in August 2021 by the applicants and intended occupiers of

⁷ [Citizen Portal Planning \(agileapplications.co.uk\)](http://Citizen Portal Planning (agileapplications.co.uk))

⁸ [Citizen Portal Planning \(agileapplications.co.uk\)](http://Citizen Portal Planning (agileapplications.co.uk))

⁹ [Citizen Portal Planning \(agileapplications.co.uk\)](http://Citizen Portal Planning (agileapplications.co.uk))

¹⁰ [Citizen Portal Planning \(agileapplications.co.uk\)](http://Citizen Portal Planning (agileapplications.co.uk))

the pitches following planning approval for the proposals at Lime Lane (CH/20/305) which served as an alternative site for the same applicants and occupiers.

- 3.22. In relation to the planning application at Colliery Lane (CH/21/0083) the proposal was refused based on matters related to harm to the Green Belt; AONB; and lack of a sustainable location. An Appeal has subsequently been allowed in June 2023.
- 3.23. Reflecting the nature of the District and the location of existing communities, all of these proposals were situated within the Green Belt. They were all private proposals brought forward by private individuals. Those proposals which were granted planning permission at Lime Lane (CH/20/305) and Stokes Lane (CH/20/198) were deemed to have demonstrated the 'very special circumstances' whereby the potential harm to the Green Belt by reason of inappropriateness, and any other harm, was clearly outweighed by other considerations (in accordance with the NPPF).
- 3.24. In relation to both of these proposals, the other considerations that weighed in favour were the personal need of the extended families for settled sites; the lack of any realistically available alternative sites; personal circumstances with regard to health and education, and the effect on human rights; best interests of the children due to reside on the sites; the uncertainty with regard to the future provision of sites in the District and neighbouring Districts; the strong likelihood that sites which may come forward via the Local Plan will be located within the 'area of search' representing Green Belt land; and the sustainability benefits of providing settled sites, including access to facilities and services.
- 3.25. There are currently no further pending planning applications for new pitches or plots.
- 3.26. There is currently one unauthorised gypsy and traveller site in the District at a second site on Stokes Lane.

4. Draft Local Plan Review Policy Development, Site Search and Assessment

Work undertaken prior to development of the Local Plan Review

Previously Adopted Local Plan

- 4.1. The previous Local Plan was adopted on the 11th June 2014. Paragraph 4.41 of the adopted Local Plan states that there was a total need of **41** pitches over the period 2012-2028.
- 4.2. Paragraph 2.31 of the current GTAA highlights this need and the accompanying policy in the Local Plan (Policy CP7 - Housing Choice). The 41 pitch need is considerably higher than the need identified in the current GTAA. Paragraph 1.20 of the GTAA sets out that the reason for this is that the anticipated growth identified in the previous GTAA have not occurred on some of the sites. Furthermore, the 2019 GTAA was a new assessment of need with a baseline of February 2019 and therefore does not include any unmet need from the period 2012-18 as this would amount to double counting.

Local Plan (Part 2) 2016-17

Initial Work

- 4.3. Before the first stage of the Local Plan commenced (Issues and Options), a Call for Sites were undertaken in 2016. A Background Paper was published in November 2016 which set out the Site Selection methodology. The paper provides an initial assessment of sites which have the potential to be considered as part of the Local Plan Process.
- 4.4. The search for traveller and travelling showpeople sites to meet local needs for the Local Plan Review took forward existing work that had been undertaken as part of the Local Plan (Part 1) and emerging Local Plan (Part 2). The Gypsy, Traveller and Travelling Showpeople site options selection methodology background paper' (November 2016) was published which set out the Councils' approach to the identification of site options for travellers and travelling showpeople accommodation. This highlighted the difficulties that had been encountered in seeking to identify sufficient sites to meet local needs.
- 4.5. The background paper states that following several Call for Sites exercises requesting site options for all uses and GTTS sites specifically, only one site was forthcoming. As part of the 2016 Call for Sites exercise the Council specifically identified its interest in receiving site submissions for GTTS provision to take forward in Local Plan (Part 2).
- 4.6. Prior to this, in 2013 the Council undertook a more tailored Call for Sites exercise with the major landowners in the 'area of search' specifically for GTTS provision. The only site forthcoming from all of these exercises was Albutts Road, Commonside submitted

by Wyrley Estates for relocation of the existing travelling showpeople family currently residing at Grove Colliery, with the potential for additional provision to meet the Local Plan requirements (Site Ref. GT1). As a result, the Council undertook a series of steps in order to identify additional site options to be considered as part of the Local Plan (Part 2).

- 4.7. Initially, a 'long list' of potential site options was considered from the following sources:
- Existing gypsy, traveller and travelling showpeople sites and their potential for expansion/ intensification;
 - Sites proposed for gypsy, traveller or travelling show people through the call for sites;
 - Sites within Cannock Chase District Council and Staffordshire County Council ownership; and
 - Sites proposed within the Strategic Housing and Employment Land Availability Assessments.
- 4.8. In addition, discussions were undertaken with major landowners in the District to ascertain if there were any other site opportunities not previously submitted, or if there was the potential for any sites that had previously been submitted for alternative housing and employment development could be made available for traveller and travelling showpeople provision. Detailed discussions were undertaken in 2016 with the major landowners within the 'area of search' along the A5 corridor.
- 4.9. Search criteria excluded sites of less than 0.2 ha as it was assumed these were too small to accommodate a minimum 3-4 pitches. 3-4 pitches enables at least an extended family to reside together. Based upon previous national guidance, local Design SPD guidance, other local authority examples and the existing sites within CCDC, the assessment assumed that an average good-sized gypsy and traveller pitch required 500m². It is also assumed that a small sized travelling show people site to accommodate one extended family requires a minimum of 0.2ha (to accommodate circa 3 caravan plots and storage/maintenance areas) based upon guidance. Guidance also suggests that site densities shouldn't exceed 20 caravans per hectare (0.05ha per plot). Areas of land in public ownership which effectively formed 'tracks' along former railway lines etc. were also not included given the obvious physical constraints to appropriate development.
- 4.10. Sites identified as deliverable/developable within the SHLAA and/or as available within the ELAA were not included in the assessment process from the outset. Whilst it is recognised that deliverable/developable/ and available sites within the SHLAA/ELAA could potentially come forward for an alternative use (particularly those without planning permission at present) it was considered that these sites had already been identified as required for the supply for housing and employment. In addition, those which were under construction or had planning permission or were the subject of a current planning application were also excluded.

- 4.11. A desktop-based exercise was then undertaken whereby sites were discounted from the initial list where they were wholly affected by one or more of the following absolute constraints:
- Flood Zone 2 or 3;
 - Covered by a natural environment designation e.g. SAC/SSSI, Ancient Woodland;
 - Contain listed buildings or Scheduled Ancient Monuments;
 - Other prohibitive site specific constraints e.g. no access, topography; and
 - Landowner not willing to consider making site available for GTTS provision i.e. in active alternative use/being promoted for alternative use/not being promoted for development.
- 4.12. As a result of this process, a 'short list' of potential site options was identified. A total of six sites (GT1, GT2, GT3, GT4, GT5, GT6 at Appendix 1 of this background paper) were identified to be the subject of further assessment work as follows:
- GT1: Land at Land at Albutts Road, Commonsides, Norton Canes;
 - GT2 (N68): Land to the rear of Woodlands Caravan Park, Lime Lane, Little Wyrley;
 - GT3 (C489): Land at former Golf Driving Range, Lichfield Road, Cannock;
 - GT4 (NE5): Turf Field, Watling Street/Walsall Road, Norton Canes;
 - GT5 (NE6/N18): Jubilee Field, Lime Lane/Watling Street, Norton Canes; and
 - GT6: Land at Cannock Wood Road, Rawnsley
- 4.13. All sites were located within the Green Belt with an indicative capacity of between 60-105 pitches and between 19-52 plots. Five of the six sites were located within the 'area of search' along the A5 corridor. The background paper did however note that there was not necessarily any firm commitment from the landowners that these sites would be made available for traveller and travelling showpeople provision. It also noted that the majority of existing traveller and travelling showpeople sites within the District had limited physical capacity for expansion or intensification; only the existing sites at Cannock Wood Road and Lime Lane were identified as having some potential for expansion (identified as GT6 and GT2 site options respectively).

Issues, Policy Options and Background Paper

Evidence base assessments - Sustainability Appraisal

- 4.14. As part of the evidence base supporting the Issues and Options document, the accompanying Sustainability Appraisal (As part of the Integrated Impact Assessment) assessed the six sites identified at that stage. The summary table of the assessment is provided below:

Table 3: Sustainability Appraisal of Potential Gypsy and Traveller Sites (Issues & Options)

	GT1	GT2	GT3	GT4	GT5	GT6
SA1: Biodiversity and Geodiversity	-?	-?	-?	--?	--?	-?
SA2: Pollution	-?	--?	--?	--?	-?	+
SA3: Previously Developed Land	-	-	-	-	-	+
SA4: Climate Change	0	0	0	0	0	0
SA5: Flooding	-	-	-	-	-	0
SA6: Landscape and Townscape	-?	-?	-?	-?	-?	--?
SA7: Waste	0	0	0	0	0	+?
SA8: Sustainable Transport	+	-	+	-	-	+
SA9: Affordable Housing	++	++	++	++	++	++
SA10: Education	-?	-?	-?	-?	-?	-?
SA11: Crime	0	0	0	0	0	0
SA12: Health	-	-	-	-	-	-
SA13: Recreation	++	++	++/- ?	++	++	++
SA14: Services and Facilities	+?	--	+?	+?	+?	-
SA15: Economy	0	0	0	0	0	0
SA16: Town Centres	0	0	0	0	0	0
SA17: Historic Environment	-?	-?	--?	-?	-?	-?

4.15. The SA noted that all the Gypsy and Traveller site options are within close proximity of either an internationally, nationally or locally designated biodiversity or geodiversity site. Of the six Gypsy and Traveller sites, only two site options (GT4 and GT5) are likely to have an uncertain significant negative effect on biodiversity and geodiversity as both these sites lie within 250m of Cannock Extension Canal SAC and SSSI which are internationally and nationally designated sites respectively. The remaining four site options are located within 250m of at least one locally biodiversity or geodiversity designated site and are therefore expected to have an uncertain minor negative effect.

4.16. In overall consideration of the sites:

- Five of the six Gypsy and Traveller site options are likely to have a negative effect on pollution.
- Four of the six Gypsy and Traveller site options (GT1, GT3, GT4 and GT5) are located within or connected via road to an AQMA within Cannock Chase or the Walsall AQMA and are therefore identified as having a minor negative effect. Furthermore, all these site options are located directly adjacent to a motorway and or an 'A' road where potential residents could experience adverse effects relating to noise pollution.

Significant negative effects are identified for sites GT2, GT3 and GT4 because the site options lie on greenfield land which is classed as Grade 3 agricultural land.

- In contrast, site GT6 is located on brownfield land and is therefore expected to have a minor positive effect on preserving soils. As site GT6 is also not located in an area which is expected to intensify air quality issues at any of the declared AQMAs in or in close proximity to the District and is also not located adjacent to an A-road which might otherwise have adverse impacts on residential amenity in terms of noise pollution, an overall minor positive effect has been identified.

Flooding

4.17. In relation to reduce the impacts of flooding, all of the Gypsy and Traveller site options are located outside of flood zones 2 and 3. However as previously mentioned, five of the six site options (GT1, GT2, GT3, GT4 and GT5) are located on greenfield land and as such a minor negative effect is expected for these sites. Site option GT6 is situated on brownfield land and therefore a negligible effect is expected for this site.

AONB

4.18. No Gypsy and Traveller site options are located within the AONB, however site GT6 lies within 1km of this designation therefore potential significant negative effects were identified in relation to the landscape and townscape objective. Outside of designated landscape areas, where development will take place on greenfield land, the character of the local environment is more likely to be affected. The emerging Landscape Character Assessment for Cannock Chase District divides the District into a number of Landscape Character Types (LCTs) and assesses their sensitivity to development. The remaining five Gypsy and Traveller site options (GT1, GT2, GT3, GT4 and GT5) are located within LCTs that were assessed as being moderately sensitive to new development, therefore a minor negative effect is identified for these sites.

Sustainable Transport

4.19. In terms of encouraging sustainable transport, site options GT1, GT3 and GT6 are located within 350m of at least one bus stop so minor positive effects are likely for these site options. The remaining three site options GT2, GT4 and GT5 are more than 1km of a railway station, over 350m from a bus stop and they do not have an existing cycle route passing the site, as such these site options are likely to have a minor negative effect.

Primary School/ Secondary School

4.20. As all six Gypsy and Traveller site options are located more than 600m from any primary or secondary school, a minor negative effect is identified on all the sites. A similar picture is found in relation to healthcare facilities; as all six of the Gypsy and

Traveller site options are not located within 600m of any healthcare facility, a minor negative effect is expected on all site options.

Open Space/ Playing Fields

4.21. All six Gypsy and Traveller site options are within 600m of at least one existing area of open space, playing fields/sports facilities, cycle paths or PRow and so are likely to have a significant positive effect on this SA objective. A minor negative effect is also identified for site option GT3 as an area of semi-natural open space is located within the site boundary that could be lost, retained or enhanced if the site is developed.

Community Facilities

4.22. In terms of access to community facilities and services, four of the site options (GT1, GT3, GT4 and GT5) have been assessed as being likely to have an uncertain minor positive effect on this SA objective. The majority of these four sites (GT1, GT4 and GT5) have been identified as being within the southern periphery of the Norton Canes urban area. As such these sites may provide a good level of access to nearby services and facilities however this is uncertain given the smaller size of the identified centre. Similarly, site option GT3 is located on the southern periphery of the urban edge surrounding the District Centre at Hawks Green and therefore an uncertain minor positive effect has been recorded in relation to this SA objective. In contrast, site option GT2 is not located within or at the periphery of Cannock, Rugeley, Hednesford, Hawks Green District Centre, any Local Centre or within walking distance of public transport links (within 1km of a railway station or 350m of a bus stop) and so significant negative effects are expected on this SA objective. Site option GT6 is not located within any of the above centres, however it is located within walking distance of a sustainable transport link (within 350m of a bus stop) so the public transport nodes accessible in close proximity to the site may allow for access to services and facilities further afield. A minor negative effect is therefore expected for site option GT6.

Historic Environment

4.23. Site option GT3 is the only site option expected to have a significant negative effect on the historic environment. While this site lies within a historic character zone which has not been identified being of particularly high value in terms of the historic environment (CHECZ 15 - East of Cannock), the site also lies within close proximity (40m) of a designated heritage asset (New Farm House Grade II Listed Building). Considering the very close proximity of the site to this heritage asset there is potential for adverse impacts to result in terms of its significance and that of its setting. Development at the remaining five Gypsy and Traveller site options may have the potential to result in adverse effects on heritage assets (site option GT2) which are likely to have greater potential to be mitigated or have would occur in historic environment character zones which have been identified through the Cannock Chase District HEA as being of medium sensitivity (site options GT1, GT4, GT5 and GT6). As such minor negative

effects are likely in relation to this SA objective for these Gypsy and Traveller site options.

Evidence base assessments - other

- 4.24. In view of the decision to take forward a Local Plan Review in 2018, no further site-specific assessment work was undertaken as part of the Local Plan (Part 2) process at the time e.g. via the site selection methodology.
- 4.25. Within the evidence base supporting the Local Plan (Part 1 and Part 2) wider areas of land within which the existing gypsy, traveller and travelling showpeople sites and potential new site options are located were assessed in the Green Belt Review (2016). The Review split the Cannock Chase Green Belt into two categories; broad areas and smaller parcels. The smaller parcels were generally those which were adjacent to the built-up areas, as well as settlements (towns and villages), strategic employment sites and gypsy and traveller sites, because these locations were likely to offer the most sustainable locations for new development, in line with the spatial strategy set out in the Council's Core Strategy. It also included areas that had been promoted for future development (as identified through the Call for Sites process). The broad areas were then the remaining areas of Green Belt, representing the main 'body' of the Green Belt including largely open and undeveloped countryside.
- 4.26. There have been updates to the evidence base as part of the Local Plan Review process, which are to be used as part of the site assessment and selection process as follows.

Consultation Responses

- 4.27. In response to the Local Plan (Part 2) which was not adopted, site specific comments and objections were received to the site options suggested for gypsy, traveller and travelling showpeople accommodation and it was suggested that the search for sites should be extended across the whole of the District. Concerns were expressed that a majority of the site options fell within Norton Canes Parish. Comments were received on the recommended design and size of new sites, with respondents suggesting smaller sites (up to 15 pitches) were appropriate. No further site options for gypsy, traveller and travelling showpeople were received in response to the consultation.

Local Plan Review

- 4.28. Following the Council decision not to proceed with the Local Plan (Part 2) and instead take forward a Local Plan Review (in 2018) work has continued on seeking to meet the local needs for traveller and travelling showpeople accommodation.

Issues and Scope (2018)

- 4.29. The first stage of public consultation on the Local Plan Review 'Issues and Scope' was undertaken in 2018. It identified the issues to be considered within the emerging Local Plan Review. The document noted that the relevant legislation, policy and guidance for travellers and travelling showpeople had been amended since the adoption of the Local Plan (Part 1). In view of this and the time since the last local accommodation assessment, it was considered appropriate to update the GTAA for the Local Plan Review to identify requirements for the new plan period.
- 4.30. The document reflected the commentary from the Local Plan (Part 2) Issues and Options evidence where it was identified that there were difficulties in finding sites. Comments were sought on what would be the most appropriate areas of the District to consider as part of the search for sites, including if the Council should be considering any cross-boundary sites. Comments were also sought on the site selection process.
- 4.31. In relation to comments regarding Gypsies and Travellers and site selection; one respondent outlined that the needs assessment should consider the updated definition of travellers and should also assess needs for caravan & houseboat accommodation. There is likely to be a considerable overlap between the accommodation required for Gypsies and Travellers who meet the definition, and those who fall outside it; sites should be allocated as suitable for both groups of travellers. The response suggested that appropriate sites outside the current area of search should be considered and that policies should require the provision of pitches through the largest housing development sites. The response outlined that much of the demand from Gypsies & Travellers is for small, extended family sites (up to 5 or 6 pitches).
- 4.32. One response suggested that additional provision should not be met simply by increasing the size of existing sites, but by increasing the number of sites themselves. This response also suggested that sites should generally be small (five to ten pitches) and, where possible occupied by one extended family group. This response highlighted the issue of transit sites. It stated that these should be provided but not situated near existing Gypsy and Traveller sites. Stafford Borough Council stated they were not in a position to assist with any unmet needs.
- 4.33. Comments were taken into consideration when developing the site selection methodology. This stage preceded detailed site selection work, but did involve a call for sites.

Issues and Options (2019)

- 4.34. In 2019, public consultation was undertaken on the Local Plan Review Issues and Options document. This was accompanied by the updated GTAA (2019) which provided pitch and plot requirements for the new Local Plan period and took into account the updated policy and legislative context. The Issues and Options document

reiterated the continued difficulties in identifying sites available for local needs. It provided a series of Options for meeting identified needs which were:

- Option A: Seek to provide for the needs identified in the updated Gypsy, Traveller and Travelling Showpeople Accommodation Assessment within the District via a criteria based approach to determining planning applications - Do not allocate specific sites via the Local Plan.
- Option B: Seek to provide for the needs identified in the updated Gypsy, Traveller and Travelling Showpeople Accommodation Assessment within the District via the allocating of sites within current 'Area of Search' identified in Local Plan (Part 1) (an area currently designated as Green Belt land in the main). Work with neighbouring authorities to identify any opportunities for meeting needs.
- Option C: Seek to provide for the needs identified in the updated Gypsy, Traveller and Travelling Showpeople Accommodation Assessment within the District via the allocating of sites and expanding the current 'Area of Search' to a District wide search for sites (still likely to include consideration of Green Belt sites). Work with neighbouring authorities to identify any opportunities for meeting needs.
- Option D: In combination with other Options, require new large housing sites to provide for gypsy, traveller and travelling showpeople accommodation needs.

4.35. The Issues and Options document also put forward a draft site selection and assessment methodology for comment. The methodology proposed a five-stage process whereby sites for potential assessment were:

1. Identified from the evidence base and the evidence base for the assessments was established.
2. A pool of sites and a first sift of sites would take place, with sites being sifted out of the process if they did not meet the thresholds for sites being considered for allocation; were not actively being promoted for development any longer; and were not considered suitable due to the majority of the site being affected by showstopper constraints.
3. Detailed site assessment, using a traffic light system to give a red, amber or green rating for detailed set of criteria and drawing upon the evidence base to assess sites. At this stage, key locational criteria for specific development types could also be taken into account.
4. 'Evaluation stage' whereby sites would be selected for allocation and information gathered for allocated sites to inform policies e.g. mitigation measures required.
5. Public consultation to inform the final site selection (as part of the Local Plan process).

4.36. Whilst there were no specific locational criteria suggested at the time for the selection of gypsy, traveller and travelling showpeople sites, the methodology was still under development and did enable for such criteria to be introduced as considered necessary.

- 4.37. As part of the evidence base supporting the Issues and Options document, the accompanying Sustainability Appraisal (SA- as part of the Integrated Impact Assessment) assessed the six sites previously considered within Local Plan (Part 2) Issues and Options (see Appendix 1). The SA assessment reflected the results of that undertaken for Local Plan (Part 2) (please see commentary above); there were no changes to the outcomes of the SA process.
- 4.38. The SA also assessed the four policy options put forward. The assessment noted Options B, C and D would be likely to provide more certainty in relation to the delivery of this type of development given that they would allocate land to meet local requirements, so had a more positive effect upon the meeting housing needs objective. Options A and D do not specifically require working with neighbouring authorities to identify any opportunities for meeting requirements to accommodate this type of growth and therefore the positive effects identified are likely to be combined with a minor negative effect. The assessment noted that the approach to providing housing development in Cannock Chase has included options to allow for housing growth within the Green Belt. However, development for Gypsy, Traveller and Travelling Showpeople accommodation would form only a small proportion of overall housing growth in the District. As such the specific location of development for Gypsy, Traveller and Travelling Showpeople accommodation is uncertain as part of the overall growth to be delivered in the District. As such uncertainty has been identified in relation to many of the remaining SA objectives.
- 4.39. However, in general it is expected that supporting the development of accommodation for Gypsy, Traveller and Travelling Showpeople in the Green Belt would result in adverse impacts in terms of the associated effects of loss of greenfield land and placing residents in locations which are less well related to services and facilities and employment opportunities in the urban areas. Therefore, negative effects are identified across many of the SA objectives related to the natural environment for Options B and C. In relation to Option B, the assessment notes the potential for a more significant negative effect on pollution due to the 'area of search' being situated around the A5 AQMA. Conversely, more positive effects are identified in relation to access to services and facilities given that some sites identified may be situated nearby the Local centre of Norton Canes. Overall, the negative and positive effects of the policy options are very much dependent upon the location of specific site allocations.
- 4.40. Responses to the Issues and Options consultation, demonstrated that options A and C were favoured. The association of Black Country Authorities supported option B as they considered that the A5 corridor could provide sites that could contribute, if necessary, to meeting needs arising from the Black Country. One developer considered option D would negatively impact upon the viability of and deliverability of the plan and upon individual strategic sites. An extension to the site at Lime Lane was proposed by the owners (within the Green Belt- see site N75 at Appendix 1) and a further developer/owner of the site at Watling Street offered to work with the Council

on the issues as the evidence base progressed. Historic England advised that any site allocation may need to be supported by an appropriate site assessment. In terms of the site selection and assessment methodology, whilst a number of comments were received to the consultation none of these were in relation to the assessment of gypsy, traveller and travelling showpeople sites, and no additional specific locational criteria were proposed.

- 4.41. Ultimately, a combination of Options A and C were chosen for the next stages of the Local Plan process, given the sites that have come forward through the process were not sufficient to meet the current needs at the time, a criteria based Policy (Option A) was also required.

Preferred Options (2021)

- 4.42. As part of the evidence base for the Preferred Options, the Council undertook a Development Capacity Study (2021) to consider the potential for any additional residential land supply. This was undertaken in accordance with the NPPF requirements to demonstrate that all non-Green Belt sustainable development options have been considered prior to the release of Green Belt. Whilst this was primarily focused upon residential housing land supply, those sites that were considered inappropriate for residential housing development are unlikely to be appropriate for alternative gypsy, traveller and travelling showpeople use. No further site options for gypsy, traveller and travelling showpeople provision were identified as part of this process.
- 4.43. The Preferred Option document took forward the local needs from the GTAA (2019). The Study had identified a remaining unmet need for the plan period, following the grant of planning permissions (subject to personal consents) at two sites within the District for gypsy and traveller families (one at Stokes Lane and another at Lime Lane).
- 4.44. The public consultation was undertaken on the Local Plan Review Preferred Options and Policy SO3.4: Gypsies, Travellers and Travelling Showpeople set out the proposed approach to accommodating local needs. The policy did not contain any site specific allocations, as at that time there were no sites suitable for allocation.
- 4.45. The supporting text to the Policy states that as the gypsy and traveller community have successfully secured sites to meet short term local needs to date the approach is to set out a criteria-based policy to consider future applications that meet longer term needs.
- 4.46. The Policy sets out that existing authorised sites for gypsies, travellers and travelling showpeople will be safeguarded from development which would preclude their continued use by these groups, unless acceptable replacement accommodation can be provided, or the site is no longer required to meet an identified need. The Policy

sets out a series of criteria for the consideration of future proposals that will meet the outstanding, longer term need.

- 4.47. As part of the evidence base for the Preferred Options, no site-specific options for solely gypsy, traveller and travelling showpeople uses were assessed given that no suitable, available and deliverable sites for that use had been submitted. However, several of the site options previously considered were assessed as part of the general residential and/or employment site options (see Table 4 below). Sites GT1 and GT6 had previously been assessed at the Issues and Options Stage. (see above).

Table 4: Sustainability Appraisal of Potential Gypsy and Traveller Sites (Preferred Options)

Site	SA1: Biodiversity & geodiversity	SA2: Pollution	SA3: PDL	SA4: Climate Change	SA5: Flooding	SA6: Landscape & Townscape	SA7: Waste	SA8: Sustainable Transport	SA9: Housing	SA10: Education	SA11: Crime	SA12: Health & Wellbeing	SA13: Recreation	SA14: Services & Facilities	SA15: Economy	SA16: Town Centres	SA17: Historic Environment
GT1 - N63	--?	--?	--	0	-	-?	0	+	++	--?	0	-	++	+	0	0	--?
GT2 - N68	-?	--?	-	0	-	-?	0	-	++	--?	0	-	++	--	0	0	0?
GT3 - C489	-?	--?	--	0	-	-?	0	+	++	--?	0	-	++/-?	+	0	0	0?
GT4 - NE5/E10	-?	--?	-	0	-	-?	0	-	0	0	0	0	++	--	+	0	0?
GT5 - NE6	--?	--?	-	0	-	-?	0	-	0	0	0	0	++	--	+	0	0?
GT5 - N18	--?	--?	--	0	-	-?	0	-	++	--?	0	-	++	--	0	0	-?
GT5 - N75	--?	--?	--	0	-	-?	0	-	++	--?	0	-	++?	--	0	0	0?

Note: whilst site N18 and NE6 are the same site, the different scores arising for some of the objectives are due to the N18 representing residential development of the site and NE6 representing employment development of the site.

4.48. All of the sites lie in proximity to designated biodiversity assets. The more significant negative scores for sites GT1 and GT5 due to their proximity to a SSSI/SAC, primarily the Cannock Extension Canal. In terms of pollution, all of the sites are identified as Grade 3 agricultural land (bar part of GT5 which is partly Grade 4). Those sites which are directly connected to an Air Quality Management Area give rise to air pollution concerns (all of the sites, bar GT1 and GT2). Sites GT1, GT2, GT3 and GT5 lie adjacent to an A road and/or the M6 Toll, which could give rise to air and noise pollution issues. All of the sites are identified as greenfield sites, so negative effects are likely for Objective 3 (previously developed land). In relation to flooding, all of the sites lie outside flood zones 2 and 3 but are located on greenfield land, so a minor negative effect is likely. All of the sites are located in landscape areas with moderate levels of sensitivity to development and are more than 1km from the AONB, so a minor negative effect is identified.

4.49. Sites GT1 and GT3 are the only sites identified as being in close proximity to sustainable transport links; all other sites are identified as likely to have a negative effect due to the absence of access to railway stations; bus stops; and cycle links. None of the sites are in close proximity to existing school or healthcare facilities; minor negative effects are therefore

identified for all the residential site options (under 'Education' and 'Health and well being'). All of the sites lie within close proximity of accessible open spaces, green links and/or Public Rights of Way; positive effects are generally identified for 'Recreation'. An uncertain mixed effect is identified for site GT3 as part of that site is identified as semi natural greenspace which could be lost.

- 4.50. Sites GT1 and GT3 are identified as being in proximity to existing local/district centres that provide access to nearby community services and facilities. All of the other sites are not in proximity to an existing local centre, so significant negative effects are identified for 'Services and facilities'.
- 4.51. In terms of the 'Historic Environment', sites GT2, GT3, GT4 and GT5 have been screened out of the Heritage Impact Assessment so an uncertain negligible effect is expected. Residential site option GT5 is identified within the Heritage Impact Assessment as being likely to impact on the non-designated asset of Conduit Colliery Basin which is wholly within the site. However, the site does not make a contribution to the assets significance. Recommendations are made to mitigate harm, giving rise to an uncertain minor negative effect. Site GT1 has been identified in the Heritage Impact Assessment as being likely to impact a non-designated asset (85 Albutts Road). The asset lies wholly within the site and contributes to its significance. Recommendations are made to mitigate harm, giving rise to an uncertain significant negative effect.
- 4.52. Policy SO3.4 was also assessed via the SA and positive effects were generally identified in relation to the criteria within the policy, such as the requirement for protection of residential amenity and the provision of on-site play facilities. Negative effects are identified as the development of new sites for Gypsies and Travellers is likely to increase noise and air pollution, energy use, transport movements and recreational pressures on biodiversity sites. Furthermore, increased transport movements will result in an increase in carbon emissions in the District. Negative effects are also identified due to the potential for use of greenfield land to deliver additional sites. A summary is provided in Table 5 below.

Table 5: Sustainability Appraisal of Policy SO3.4 (Preferred Options)

Site	SA1: Biodiversity & geodiversity	SA2: Pollution	SA3: PDL	SA4: Climate Change	SA5: Flooding	SA6: Landscape and Townscape	SA7: Waste	SA8: Sustainable Transport	SA9: Housing	SA10: Education	SA11: Crime	SA12: Health and Wellbeing	SA13: Recreation	SA14: Services and Facilities	SA15: Economy	SA16: Town Centres	SA17: Historic Environment
Policy SO3.4	-	+/-	-	+/-	-	+/-	+	+/-	++	0	0	+	+	+	0	+/-	0?

Consultation Responses

4.53. In response to the consultation, Norton Canes Parish Council identified that the relocation of unauthorised encampments along bridleways within the Parish was a priority for their area. They also supported the provision of alternative accommodation for the travelling showpeople as part of a heritage-led masterplan for the Grove Colliery area. Wyrley Estates also appear to support such a relocation as part of an emerging wider masterplan for the Grove Colliery area. Historic England commented that site allocations should be the subject of heritage impact assessments. Brindley Heath Parish Council stated that planning permission should not be granted for illegal sites and consideration should be given to a Council run site. Walsall Council suggested clarification was required in the policy terminology with the references to ‘plots’. An additional site option was proposed in the Green Belt (see site GT1 at Appendix 1 of this background paper).

Site specific Green Belt considerations

- 4.54. If the Council choose to allocate a site and remove it from the Green Belt, the Council will need to demonstrate ‘exceptional circumstances’. Exceptional circumstances are not defined within the NPPF, however the NPPF and previous caselaw offers the following;
- 4.55. The NPPF (paragraph 141) states that before concluding exceptional circumstances exist, the Council should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development. This includes considering supply from brownfield sites; optimising densities; and discussions with neighbouring authorities on whether they could accommodate needs.

- 4.56. In December 2021, CCDC formally wrote to all local authorities in the GBBCHMA and authorities with a functional relationship outside the HMA as well as immediate neighbouring authorities to establish whether any were able to accommodate the unmet housing need of Cannock Chase. The letter also sought clarification as to whether neighbouring authorities could assist CCDC in meeting its shortfall for land to meet the accommodation needs of gypsy and traveller and travelling show people, using land which was not in the Green Belt. None of the authorities had capacity to contribute to meeting the needs arising and a number of authorities expressed that they also had a shortfall in provision. The Duty to Cooperate Statement of Compliance provides greater detail.
- 4.57. In the case of *Calverton Parish Council v Greater Nottingham Councils* [2015] EWHC 1078 (Admin) it was established that in considering exceptional circumstances requires consideration of the 'nature and extent of harm' to the Green Belt and the extent to which the consequent impacts on the purposes of the Green Belt may be ameliorated or reduced to the lowest reasonably practicable extent.
- 4.58. In accordance with the NPPF (paragraphs 142-143) when removing land from the Green Belt it is also necessary to meet the criteria for compensatory improvements to the remaining Green Belt (to mitigate for the loss of Green Belt) and consider the appropriateness of new boundaries being set, so that they do not need to be altered at the end of the plan period and are clearly defined, using physical feature that are readily recognisable and likely to be permanent.
- 4.59. The Green Belt Topic Paper sets out the approach to the consideration of Green Belt release and the following provides additional detail on the nature and extent of the harm to this Green Belt (or those parts of it which would be lost if the boundaries were reviewed); and the extent to which the consequent impacts on the purposes of the Green Belt may be ameliorated or reduced to the lowest reasonably practicable extent.
- (ii) The nature and extent of the harm to this Green Belt (or those parts of it which would be lost if the boundaries were reviewed); and
 - (iii) The site selection methodology and Sustainability Appraisal have appraised the sites utilising the Green Belt harm assessment evidence and landscape evidence.
- 4.60. The Green Belt Review was undertaken in 2016 which included consideration of 6 locations for gypsy sites. The Green Belt review split the Cannock Chase part of the West Midlands Green Belt into 2 categories, these were broad areas and smaller parcels. The smaller parcels were generally those which were adjacent to the built up areas, strategic employment sites, gypsy and traveler sites identified through the Council's call for sites.

4.61. Desk based assessments and site visits were undertaken and reviewed land parcels adjacent to gypsy and traveller sites as these were considered to provide a good indication of the most appropriate areas for site expansion beyond the plan period at the time. 6 gypsy and traveller sites were identified and included within 5 different smaller parcels. As part of the detailed assessment process it was observed that a parcel of land has very distinct attributes with different sections of the parcel, this was recorded in the assessment database. Where this was the case, ratings were applied to reflect the assessment relevant to the larger part of a parcel (Para 3.28-3.34). The higher the score against the purpose, the greater the contribution the parcel makes to the Green Belt.

4.62. The smaller land parcels which contained the gypsy and traveller sites were scored as follows:

Smaller parcel	Total	Purpose 1	Purpose 2	Purpose 3	Purpose 4	Purpose 5
GT2 - LL1 Adj Lime Lane (GT2)	11	3	0	4	0	4
W3 Adj Lime Lane (site occupied by travelling show people)	4	0	0	0	0	4
GT1/GT6 - C12 Cannock Wood Road	12	2	4	2	0	4
GT3	8	2	0	2	0	4

4.63. Column 4 Parcel forms part of an historical and/or visual setting to a historic town. In Column 5, all sites throughout the assessment score the maximum of 4 as they all assist in urban regeneration and encourage the recycling of derelict and other urban land.

4.64. W3 was shown through the green belt assessment to have the least importance, make the least contribution to the principles of the GB as it only scored in the column for assisting in urban regeneration. Site W3 is currently occupied by travelling showpeople and there is no additional capacity. Site GT3 was the next lowest score with 8, as with all the sites it scored the maximum 4 for assisting in urban regeneration; it then scored 2 for criteria 3: location of the parcel between neighbouring settlements and scored 2 for criteria 1 ribbon development/openness. The detailed descriptions which accompany the parcels are included in Appendix B and used to assess the sites. The extent to which the consequent impacts on the purposes of the Green Belt may be ameliorated or reduced to the lowest reasonably practicable extent.

4.65. The site selection methodology explained below provides greater detail on site selection. Appendix 3 provides extracts from the Green Belt Part 1 document for each site.

Cannock Chase Green Belt Harm Assessment (February 2021)

4.66. A further Green Belt Assessment was undertaken in 2021 to establish what harm would be caused by the release of Green Belt Land. This examined different parcels and what their impacts would be if the site were released for the Green Belt.

4.67. This assessment focused on land parcels in sustainable locations adjacent to the main settlements. Due to the nature of the sites submitted for Gypsy and Travellers only the site boundary of GT1 was considered, which formed part of Parcel NC10 in the Green Belt Review Part 2. The release would be considered to have overall moderate harm on the Green Belt. Other sites will have been encompassed in larger land parcels in the 'Outer Areas' which generally were rated as having a strong contribution to the Green Belt.

Travelling Showpeople

4.68. The Council have been in communication with the existing site owner located at Grove Colliery both to ascertain the longer term need (as recognised in the GTAA) and to discuss potential options for relocation. The main issue is the general unsuitability of the site they already occupy which has led to the decision to relocate elsewhere within the District.

4.69. To date none of the potential sites considered as part of the site selection process have proven to be suitable for the intended use, largely due to the specific access requirements to accommodate the safe movement of traffic of the vehicle stock. Options have been discussed informally as they have arisen, and the Council continue to support the intentions of the current occupier to move within the District, subject to finding a suitable, available site.

Publication Local Plan (Reg 19)

4.70. The Council continued to refine sites following the preferred options stage using the process of SA and the site selection process outlined in the Site Selection Methodology Topic Paper. This details how one site for 3 pitches was identified at Cannock Wood Road, which represents an extension of an existing Gypsy and Traveller site.

- 4.71. In 2023, a final site assessment process was undertaken to examine whether there were any other sources to help meet the outstanding needs. Appendices 4,5 and 6 provide further details on this assessment process. This involved reviewing all sites submitted or identified through the development of the Local Plan and ascertaining whether any site, or parts of sites had been previously overlooked and could potentially be suitable for Gypsy and Travellers, subject to additional work with the landowner to determine whether sites could be made available for pitches or plots. The focus was on sites around the key area of search (A5) and on larger proposed allocation sites.
- 4.72. Two further pitches were identified at Lime Lane as a result of this work. This represents an extension of an existing Gypsy and Traveller site which is a more recently permitted site extension.
- 4.73. Whilst work has been undertaken to exhaust all possible site options in the District, there is still a deficit of sites to meet long term needs. This is a situation faced by all neighbouring authorities and it is recognised to be an ongoing challenge, through Duty to Cooperate discussions. The Council is open to considering joint needs assessments in future to look at the issue of need over a wider geography. The Publication plan continues to include a criteria-based policy to assessing sites which may arise within the plan period, providing the framework for meeting longer term needs. This policy has been refined since preferred options stage.

Meeting the Needs over the remaining Plan Period

Gypsy and Traveller Pitches

Requirement

	2019-2024	2024-2029	2029-2034	2034-2036	2036-2038	Total Need 2019-2038
Gypsy and Traveller pitches required	14 (in addition 0-3 for undetermined households)	2	4	3	2 (in addition 0-1 for undetermined households)	25-28 pitches
Travelling Showpeople plots required	8	1	1	0	0	10 plots

4.74. The 2019 study identified a need for 25 pitches and 0-3 undetermined households (table above). The approval at Stokes Lane CH/22/0089 met the need of undetermined households so this is not included in the summary table below. The supply of 7 pitches granted since 2019 is counted towards the requirement, in addition to the proposed allocated sites.

Site/ Planning Application	Current GTAA Period (To 2038)
Total Need - permanent pitches	25
Planning Approvals (not including Stokes Lane)	7
Cannock Wood Allocation	3
Lime Lane Allocation	2
Outstanding Need - permanent pitches	13

4.75. There is an outstanding need for 13 pitches over the plan period, for which the criteria based policy will be used to assess any applications which come forward for additional sites.

4.76. The Council will continue to work collaboratively with the occupier of the current site for Travelling Showpeople and liaise with them with regard to any potentially suitable sites which are identified or brought to the attention of the Council. It is anticipated that a suitable, available and deliverable site could be positively brought forward without allocation in the Local Plan subject to overcoming any constraints through the planning application.

4.77. The Council will monitor the supply position in the Authorities Monitoring Report. If there are any significant issues arising then it may be necessary to commission further updates to the GTAA to understand the latest position on need, and review the policy approach to determine whether it is helping to increase the supply of sites.

6. Conclusion

6.1 There have been historic issues with identifying and delivering sufficient sites to meet local needs for gypsies, travellers and travelling showpeople. This largely arises due to the following:

- Limited physical ability for existing gypsy, traveller and travelling showpeople sites within the District to intensify and/or expand;
- Lack of land in public ownership and which is available for new sites/expansions to existing sites;

- Lack of land in private ownership which is available for new sites/expansions to existing sites;
- Lack of land in ownership of gypsy, traveller and travelling showpeople families which could be utilised for new sites/expansions to existing sites; and
- Lack of land available in neighbouring local authorities to address unmet needs on a cross-boundary basis.

6.2 Given that all of the District's existing gypsy, traveller and travelling showpeople sites lie within the Green Belt, there has been an additional significant policy constraint to consider. The lack of available, alternative sites and lack of provision for new sites via the Local Plan process has been a factor in determining that 'very special circumstances' existed for the development of new pitches at Lime Lane and Stokes Lane within the Green Belt (recently granted planning permission).

6.3 The Local Plan process to date has demonstrated broad support for an approach that seeks to allocate new sites to meet needs alongside a criteria-based policy for identifying new sites and determining planning applications. Representations have both supported a focus on the A5 corridor 'area of search' and a wider District-wide search for new sites. Preference has been expressed for smaller-scale sites (generally 5-15 pitches) which provide for family-based needs.

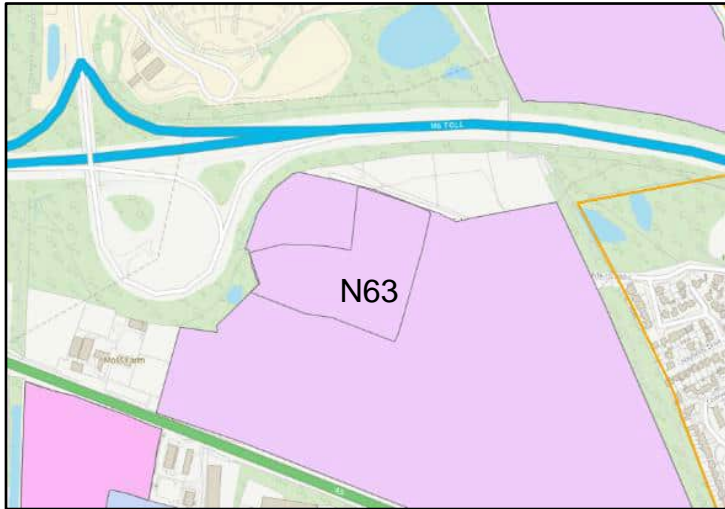
6.4 In terms of site options outside of the District, neighbouring local authorities have consistently advised that they would be unable to help meet the needs of Cannock Chase District as they are either unable to meet their own current needs or have an existing need of their own which already requires Green Belt site options to be considered. In addition, the GTAA found that the pitch requirements were driven by locally identifiable need and there was no evidence of any households wishing to move to Cannock Chase or of any residents on existing sites stating that they were planning to move away from the area.

6.5 This background paper reflects the difficulties encountered in identifying available sites for allocation, and that the site options considered have not been directly promoted by the traveller or travelling showpeople community to date; this gives rise to concerns regarding the deliverability of potential site allocations. It also reflects the fact that the traveller community has brought forward sites via the development management process to date on private sites that were not necessarily identified as options in the Local Plan process to date.

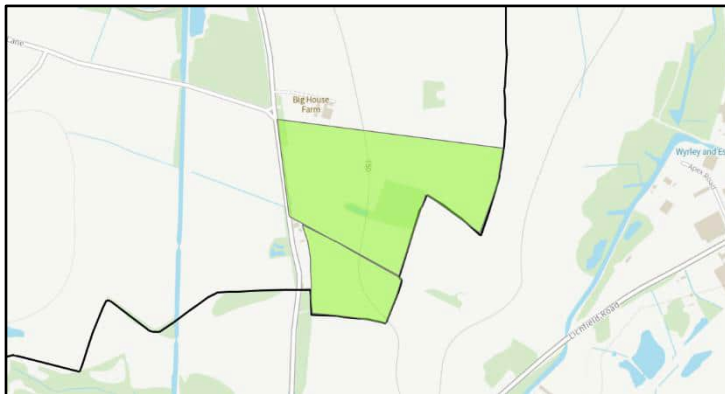
6.6 The Council continues to work with the gypsy and traveller community, neighbouring authorities and public land owning authorities to address local need. In view of the fact that the Local Plan must be considered for review at least every five years there is the opportunity to monitor the effectiveness of the proposed approach, including any additional site options for new provision that may emerge over time.

Appendix 1: Site Plans

GT1: Land at Albutts Road, Commonside, Norton Canes



GT2/N68: Land to the rear of Woodlands Caravan Park, Lime Lane, Little Wyrley



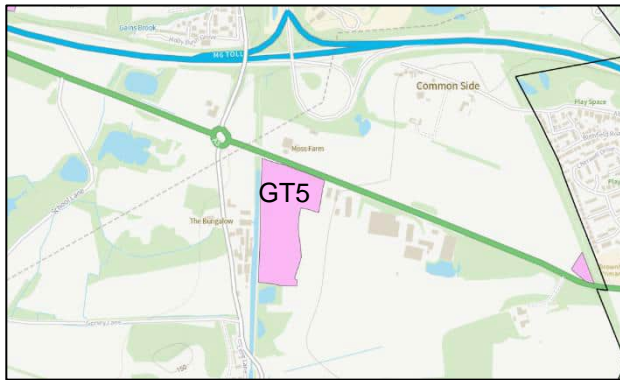
GT3/C489: Land at former Golf Driving Range, Lichfield Road, Cannock



GT4/NE5: Turf Field, Watling Street/Walsall Road, Norton Canes



GT5/NE6/N18: Jubilee Field, Lime Lane/Watling Street, Norton Canes



GT6: Land at Cannock Wood Road, Rawnsley



Appendix 2 - Issues and Options Sites

Site ID	Location	Site Area (Ha)	Easting	Northing	Indicative Capacity	Notes at 2016-2017	Green Belt (Greenfield/Brownfield)	Source/Status	Comment at 2016-2017: Taken forward in Local Plan Review Site Assessment?
Gypsy, Traveller and Travelling Showpeople Site Options Within Area of Search									
GT1	Land at Albutts Road, Commonsideside , Norton Canes	1.7	402,640	307,171	4-13 plots	Site submitted by landowner to accommodate relocation of traveller family currently residing at Grove Colliery in 2016. However, landowner has since expressed willingness to sell/lease site.	Green Belt (Greenfield)	Local Plan Part 2 Issues and Options Background Paper (2016) - No planning permission	Yes. However, note that the landowner does not appear to be willing to make land available at this stage.
GT2/N68	Land to the rear of Woodlands Caravan Park, Lime Lane, Little Wyrley	2.8	402296	304978	5-10 pitches	Land lies to the rear of an existing, well established gypsy and traveller site which is owned and operated by on site tenant (Woodlands Caravan Park). Land would accommodate an extension to this park. Site is currently in third party ownership but may be willing to sell. Operator of Woodlands Caravan Park envisages a modest increase only on existing provision to ensure the site remains manageable.	Green Belt (Greenfield)	Local Plan Part 2 Issues and Options Background Paper (2016) - No planning permission	Yes. However, note that the landowner may not be willing to make available whole area of land.
GT3/C489	Land at former Golf Driving Range, Lichfield Road, Cannock	4.8	399868	309756	15-30 pitches/4-13 plots	Land formerly utilised for a golf driving range- no longer in operation. Lies in close proximity to two existing gypsy and traveller sites along the Lichfield Road. Site could potentially accommodate two separate sites of up to 15 pitches and/or up to 13 plots. Area includes fishing pond which	Green Belt (Greenfield)	Local Plan Part 2 Issues and Options Background Paper (2016) - No planning permission	Yes. However, note landowner preference is for alternative development (residential/ infrastructure)

						reduces potential developable area.			
GT4/ NE5	Turf Field, Watling Street/Walsal l Road, Norton Canes	2.11	401806	307094	15-30 pitches/4- 13 plots	Landowners have promoted the site for employment development and this remains their first preference- but willing to allow assessment of the site for GTTS provision alongside potential employment use. Land lies to the rear of an existing public house. In close proximity to the A5. Site could potentially accommodate two separate sites of up to 15 pitches and/or up to 13 plots.	Green Belt (Greenfield)	Local Plan Part 2 Issues and Options Background Paper (2016) - No planning permission	Yes. However, note landowner preference is for employment development
GT5/ NE6/ N18	Jubilee Field, Lime Lane/Watling Street, Norton Canes	5.2	402122	306698	15-30 pitches/4- 13 plots	Landowners have promoted the site for employment development and this remains their first preference- but willing to allow assessment of the site for GTTS provision alongside potential employment use. In close proximity to the A5. Site could potentially accommodate two separate sites of up to 15 pitches and/or up to 13 plots.	Green Belt (Greenfield)	Local Plan Part 2 Issues and Options Background Paper (2016). No planning permission	Yes. However, note landowner preference is for employment development
N63	Land at Commonside , Norton Canes	3	402470	307070	15-30 pitches/4- 13 plots	Site suggested by landowner for residential and gypsy, traveller and travelling showpeople development.	Green Belt (mostly Greenfield, part Brownfield)	Local Plan Review Preferred Options (2021)	Yes.
N75	Land off Lime Lane, Little Wyrley	10.5	402504	305106	5-10 pitches	Site suggested by landowner for gypsy and traveller development. Small area of site recently granted planning permission for up to 5 pitches. Large site capable of	Green Belt (Greenfield)	Local Plan Review Issues and Options (2019)	Yes.

						further provision, but likely to be limited in view of existing scale of adjoining site.			
Gypsy and Traveller Site Options Outside Area of Search									
GT6	Land at Cannock Wood Road, Rawsley	0.4	402860	312060	5 pitches	Site adjacent to existing gypsy pitches and land owned by site tenants. No formal submission to Local Plan process- interest expressed informally. Site slightly constrained as narrows to a point- reduced indicative capacity as a result.	Green Belt (Brownfield)	Local Plan Part 2 Issues and Options Background Paper (2016). No planning permission	Yes. However, note the landowner has not actively pursued site allocation recently.

Appendix 3: Detailed extract from Green Belt Study Part 1

GT1/N63: Land at Albutts road, Commonside, Norton Canes.

The Green Belt Study Part 2 identifies the area with a harm rating of moderate.

The site lies within a much wider parcel and has been considered as part of parcel W1 in the Green Belt Study 2016.

Purpose 1 - 1a Ribbon development: The parcel lies to the north of Watling Street Business Park and to the south of the M6 Toll Motorway which skirts the southern edge of the town of Norton Canes. The Green Belt within the parcel prevents the westwards and eastwards sprawl of Watling Street Business Park along the northern side of Watling Street (A5), which is currently undeveloped. While there is a small business park along Lime Lane (B4154) to the west, the Green Belt land within the parcel plays a limited role in preventing the northwards sprawl of this development due to the strong boundary presented by Watling Street (A5) along the southern edge of the parcel. The Green Belt within the parcel plays some role in preventing the westwards sprawl of the town of Brownhills to the east along Watling Street (A5) and Albutts Road/Commonside; however, this role is considered to be relatively minor due to the presence of a dismantled railway helping to retain the existing edge of Brownhills. Overall, the parcel is considered to play some role in preventing sprawl along the northern side of Watling Street.

1b Openness: The parcel lies to the north of Watling Street Business Park and to the south of the M6 Toll Motorway which skirts the southern edge of the town of Norton Canes. The parcel is predominately made-up of medium-sized regular-shaped agricultural fields used for grazing. Many of the fields are lined by mature trees. There are two water bodies within the parcel. There are three significant pockets of development within the parcel – several large isolated dwellings and agricultural buildings along Albutts Road/Commonside, Moss Farm and a large pub/restaurant with associated car park. A line of pylons runs through the centre of the parcel. Finally, the northbound access road to the M6 Toll Motorway service station at Norton Canes is also located within the parcel. Both the raised access road and the buildings associated with the other developments compromise the openness of the Green Belt within their immediate vicinity; however, roughly half of the land within the parcel is open and free from development with good views of the countryside within the parcel and to the west.

Purpose 2 - To prevent neighbouring towns merging into one another 2a - The parcel lies to the north of Watling Street Business Park, not a settlement. However, the parcel also sits adjacent to the town of Brownhills at the eastern edge of the parcel. The distance between the urban edge of Brownhills at the eastern edge of the parcel and Norton Canes to the north is less than 1km.

Purpose 3 -3a Significance of existing urbanising influences - The parcel lies to the north of Watling Street Business Park and to the south of the M6 Toll Motorway which skirts the southern edge of the town of Norton Canes. The parcel is predominately made-up of

medium-sized regular-shaped agricultural fields used for grazing. Many of the fields are lined by mature trees. There are two water bodies within the parcel. There are three significant pockets of development within the parcel – several large isolated dwellings and agricultural buildings along Commonsides, Moss Farm and a large pub/restaurant with associated car park. A line of pylons runs through the centre of the parcel. Finally, the northbound access road to the M6 Toll Motorway service station at Norton Canes is also located within the parcel. The pylons, raised access road and the large restaurant/pub with its associated car park urbanise the countryside within the parcel. In addition, the built developments compromise the openness of the Green Belt within their immediate vicinity. However, roughly half of the land within the parcel is open and free from development with good views of the countryside within the parcel and to the west.

3b Significance of boundaries/features to contain development and prevent encroachment. The parcel lies to the north of Watling Street Business Park and to the south of the M6 Toll Motorway which skirts the southern edge of the town of Norton Canes for the majority of the length of the parcel. The earthworks and infrastructure associated with the M6 Toll Road represent a significant barrier to the encroachment of the countryside from Norton Canes. Similarly, the dismantled railway line to the east along the edge of Brownhills represents a significant barrier to the encroachment of the countryside. Any more significant development within the parcel would represent a significant breach of these defensible boundaries and would constitute encroachment of the countryside within the parcel. Therefore, in relation to the Green Belt within W1, the M6 Toll Motorway and the dismantled railway line are not considered to play a significant role in protecting the countryside within the Green Belt from encroachment. There are no other significant boundaries within the parcel.

Purpose 4 - To preserve the setting and special character of historic towns. The parcel does not sit within or adjacent to a Conservation Area within a historic town and does not have direct views into a historic town's historic core. Therefore, the parcel is not considered to contribute to the setting and special character of a historic town.

Purpose 5 -To assist in urban regeneration by encouraging the recycling of derelict and other urban land. All parcels make an equally significant contribution to this purpose.

GT2/N68 - Land to the rear of Woodlands Caravan Park, Lime Lane, Little Wyrley Sites N75 and N68

The site was not assessed in the Green Belt study Part 2. The Green Belt Study in 2016 (Part 1) considered some small parcels of land currently used by Gypsies, traveller and travelling showpeople in the district. This site is included within parcel LL1. The findings for parcel LL1 state that

Purpose 1 - 1a Ribbon development: To check the unrestricted sprawl of large built up areas. The Green Belt within the parcel sits to the north and south of a gypsy and traveller site along Norton Road. The Green Belt is playing some role in preventing the northwards and southwards sprawl of this site. 1b Openness: The parcel lies to the east of a gypsy and traveller site. It contains two large agricultural fields, a small pocket of woodland in the north-

eastern corner and a small pocket of scrubland in the south western corner. The parcel is open, containing no development and retaining good views of the surrounding countryside.

Purpose 2 - To prevent neighbouring towns merging into one another 2a - Location of parcel and distance between neighbouring settlements. The parcel lies to the east of a gypsy and traveller site, not a settlement. Therefore, while the wider Green Belt does contribute to preventing neighbouring towns from merging, in isolation, this parcel does not.

Purpose 3 -3a Significance of urbanising influences- There are no urbanising influences within the parcel that would constitute encroachment of the countryside. 3b The parcel contains no significant boundaries likely to protect the countryside within and outside the parcel from encroachment from the gypsy and traveller site to the west. Therefore, it is the designation of the land as Green Belt which contributes to protecting this piece of intact and open countryside from encroachment.

Purpose 4 - To preserve the setting and special character of historic towns. The parcel is not considered to contribute to the setting and special character of a historic town.

Purpose 5 -To assist in urban regeneration by encouraging the recycling of derelict and other urban land. All parcels make an equally significant contribution to this purpose.

GT3/C489/Proposed Allocation S2 - Land at Former golf driving range, Lichfield Road, Cannock

C489 is included within parcel C12. The findings for parcel C12 state that

Purpose 1 - 1a Ribbon development: To check the unrestricted sprawl of large built up areas. The Green Belt parcel makes some contribution to preventing the southern sprawl of Cannock along Newlands Lane at the eastern edge of the parcel.

1b Openness: Much of the land within the parcel has been historically used as a landfill site. Much of the built development associated with the landfill site is located in the northern half of the parcel, including large truck depot, processing plant and office buildings. Leachate pools and gas powered generators associated with the landfill site sit close to the southern border of the parcel. A gypsy and traveller site sits within the parcel along Lichfield Road (A5190) at the northern border of the parcel. The buildings and infrastructure associated with the landfill and gypsy and traveller sites compromise the openness of the Green Belt within parts of the parcel. Some of the land within the parcel has been wooded; other parts contain scrubland, while others remain free from vegetation. Despite being bordered by the existing urban edge of Cannock on three sides, from the high points within the parcel it is possible to see out to the wider countryside to the east and south of the parcel, maintaining some sense of openness in parts of the parcel.

Purpose 2 - To prevent neighbouring towns merging into one another 2a - The parcel is bordered by the existing urban edges of Cannock to the north, west and south; only the eastern edge of the parcel borders open countryside. Therefore, the Green Belt within the

parcel is not considered to play a significant role in maintaining separation between Cannock and the settlements that surround it.

Purpose 3 -3a Significance of existing urbanising influences - Much of the land within the parcel has been historically used as a large landfill site. Much of the built development associated with the landfill site is located in the northern half of the parcel, including large truck depot, processing plant and office buildings. Leachate pools and gas powered generators associated with the landfill site sit close to the southern border of the parcel. A gypsy and traveller site sits within the parcel along Lichfield Road (A5190) at the northern border of the parcel. The buildings and infrastructure associated with the landfill and gypsy and traveller sites compromise the openness of the Green Belt within parts of the parcel and represent significant urbanising influences on what little remains of the countryside within the parcel. Some of the land within the parcel has been wooded; other parts contain scrubland, while others remain free from vegetation. Despite being bordered by the existing urban edge of Cannock on three sides, from the high points within the parcel it is possible to see out to the wider countryside to the east and south of the parcel, maintaining a sense of openness in parts of the parcel.

3b Significance of boundaries/features to contain development and prevent encroachment. The A460 dual carriageway borders the parcel's western edge, making the existing urban edge of Cannock. The dual carriageway represents a permanent defensible boundary inhibiting the encroachment of the countryside within the parcel from Cannock to the west. Development within the parcel would represent a significant breach of this defensible boundary and would constitute encroachment of the countryside within the parcel. The parcel contains or borders no other significant boundaries able to assist in safeguarding the wider countryside from encroachment. Therefore, it is the designation of the land as Green Belt which contributes to protecting this piece of open countryside from encroachment from Cannock.

Purpose 4 - To preserve the setting and special character of historic towns. The parcel does not sit within or border a Conservation Area within the historic town of Cannock. From the high ground within the parcel it is possible to see in to Cannock to the west; however the town's small historic core does not make a strong visual impression. Therefore, the parcel is not considered to form part of the setting and special character of Cannock.

Purpose 5 -To assist in urban regeneration by encouraging the recycling of derelict and other urban land. All parcels make an equally significant contribution to this purpose.

Recommendation for Gypsy and Traveller accommodation: Pot C the site is considered to be no longer available for the provision of gypsy and traveller accommodation due to their proposed allocation for safeguarded land for future development.

GT4/NE5 - Turf Field, Watling Street/Walsall Road, Norton Canes

The area is part of a larger parcel in the Green Belt Study Part 1 (W1) which is stated above.

GT5/NE6/N18/Proposed Allocation S4 - Jubilee Field, Lime Lane/Watling Street, Norton Canes

The Green Belt Study 2016 includes the site within a much larger parcel of land (W2). The findings for parcel W2 state that

Purpose 1 - 1a Ribbon development: To check the unrestricted sprawl of large built up areas. The parcel lies to the south of Watling Street Business Park. The Green Belt within the parcel prevents the westwards and eastwards sprawl of Watling Street Business Park along the southern side of Watling Street (A5). Therefore, the parcel is considered to make some contribution to preventing sprawl.

1b Openness and 3a Significance of existing urbanising influences: The parcel lies to the south of Watling Street Business Park. The parcel is predominately made-up of large irregular-shaped agricultural fields lined by mature trees. The woodland of Wyrley Common borders the southern edge of the parcel. There are two small pockets of woodland within the parcel and a small waterbody. The Watling Street Business Park has encroached in to the Green Belt at its western edge. Two large buildings and a large car park sit within the Green Belt. The buildings associated with these developments compromise the openness of the Green Belt to the west of the Business Park. The rest of the parcel is free from development with good views of the countryside within the rest of the parcel and the wider countryside to the north and west.

Purpose 2 - To prevent neighbouring towns merging into one another 2a - The parcel lies to the south of Watling Street Business Park, not a settlement. Therefore, while the wider Green Belt does contribute to preventing neighbouring towns from merging, in isolation, this parcel does not.

Purpose 3 -3b Significance of boundaries/features to contain development and prevent encroachment. The parcel lies to the south of Watling Street Business Park. The Cannock Extension Canal borders the western edge of the parcel playing some role in protecting the wider countryside to the west from encroachment from the business park. However, the role of the canal in preventing the encroachment of the wider countryside has been diminished by the development which has already occurred on its western side along Lime Lane. The woodland of Wyrley Common borders the southern edge of the parcel.

However, in isolation, this woodland is not considered to be a significant boundary able to assist in safeguarding the wider countryside from encroachment and there are no other significant boundaries performing this function within the parcel.

Purpose 4 - To preserve the setting and special character of historic towns. The parcel is not considered to contribute to the setting and special character of a historic town.

Purpose 5 -To assist in urban regeneration by encouraging the recycling of derelict and other urban land. All parcels make an equally significant contribution to this purpose.

GT6/ Proposed Allocation GT1 - Land at Cannock Wood Road, Rawnsley

The site forms part of OA7 which represents outer areas beyond the settlement edges. The boundary of the site is a much larger parcel and therefore the results are not necessarily applicable, but it is noted that outer areas area parcels in general are considered to have a strong distinction from inset settlements and are open. The study states that small, isolated areas of diminished openness, which might affect Green Belt contribution on a very localised scale, were not identified in the outer Green Belt.

The existing site is visible from the road, and the small extension is unlikely to alter the perception of openness of the Green Belt in this location. The site is heavily screened to the south and west by a dense belt of trees and shrubs, and public views are from the road which presents a durable boundary, limiting further expansion. The land will remain in the Green Belt and therefore will be subject to tight restrictions.

The Green Belt Study in 2016 considered some small parcels of land currently used by Gypsies, traveller and travelling showpeople in the district. This site is included within parcel C12. The findings for parcel C12 state that

Purpose 1 - 1a Ribbon development: To check the unrestricted sprawl of large built up areas. The parcel represents a thin strip of land in between Cannock to the north east and Prospect Village to the south west. Cannock Wood Road follows the northern edge of the parcel. While approximately a third of the southern verge of the Cannock Wood Road has already been developed within the parcel, the other two thirds have not been developed. Therefore the parcel makes a significant contribution to preventing ribbon development along the remaining parts of the verge.

1b Openness and 3a Significance of existing urbanising influences: The parcel is a thin strip of land straddling a disused railway line which connects Cannock to Prospect Village. A gypsy and traveller sites sits in the centre of the parcel adjacent. The parcel is a thin strip of land straddling a disused railway line which connects Cannock to Prospect Village. A gypsy and traveller site sits in the centre of the parcel adjacent to a line of several detached and semi-detached dwellings and a service station/car show room. These buildings compromise the openness of the Green Belt within the immediate vicinity. However, the rest of the thin parcel is covered in mature woodland. The mature trees screen views of the countryside to the south of the parcel.

Purpose 2 - To prevent neighbouring towns merging into one another 2a - Location of parcel and distance between neighbouring settlements. The parcel of Green Belt sits to the east of Cannock. The nearest settlement to this portion of Cannock's urban edge is Prospect Village to the south east. Measured from the urban edge of Cannock at the junction of Littleworth Road and Cannock Wood Road, the distance between Cannock and Prospect Village along Cannock Wood Road is roughly 700m.

Purpose 3 -3b Significance of boundaries/features to contain development and prevent encroachment.

The parcel is a thin strip of land straddling a disused railway line which connects Cannock to Prospect Village. Roughly two thirds of the thin parcel is covered in mature woodland. The mature trees screen views of the countryside to the south of the parcel. However, in isolation, this woodland is not considered to be a significant boundary able to assist in safeguarding the wider countryside from encroachment and there are no other significant boundaries performing this function within the parcel. Therefore, it is the designation of the land as Green Belt which contributes to protecting this piece of intact and open countryside from encroachment.

Purpose 4 - To preserve the setting and special character of historic towns. The parcel is not considered to contribute to the setting and special character of a historic town.

Purpose 5 -To assist in urban regeneration by encouraging the recycling of derelict and other urban land. All parcels make an equally significant contribution to this purpose.

N75 - Land off Lime Lane, Little Wyrley - N75 and N68

Is in a broad area of Green Belt where development would be considered as having a high Harm rating. The Green Belt Study in 2016 considered some small parcels of land currently used by Gypsies, traveller and travelling showpeople in the district. This site is included within parcel LL1. The findings for parcel LL1 state that

Purpose 1 - 1a Ribbon development: To check the unrestricted sprawl of large built up areas. The Green Belt within the parcel sits to the north and south of a gypsy and traveller site along Norton Road. The Green Belt is playing some role in preventing the northwards and southwards sprawl of this site. 1b Openness: The parcel lies to the east of a gypsy and traveller site. It contains two large agricultural fields, a small pocket of woodland in the north-eastern corner and a small pocket of scrubland in the south western corner. The parcel is open, containing no development and retaining good views of the surrounding countryside.

Purpose 2 - To prevent neighbouring towns merging into one another 2a - Location of parcel and distance between neighbouring settlements. The parcel lies to the east of a gypsy and traveller site, not a settlement. Therefore, while the wider Green Belt does contribute to preventing neighbouring towns from merging, in isolation, this parcel does not.

Purpose 3 -3a Significance of urbanising influences- There are no urbanising influences within the parcel that would constitute encroachment of the countryside. 3b The parcel contains no significant boundaries likely to protect the countryside within and outside the parcel from encroachment from the gypsy and traveller site to the west. Therefore, it is the designation of the land as Green Belt which contributes to protecting this piece of intact and open countryside from encroachment.

Purpose 4 - To preserve the setting and special character of historic towns. The parcel is not considered to contribute to the setting and special character of a historic town.

Purpose 5 -To assist in urban regeneration by encouraging the recycling of derelict and other urban land. All parcels make an equally significant contribution to this purpose.

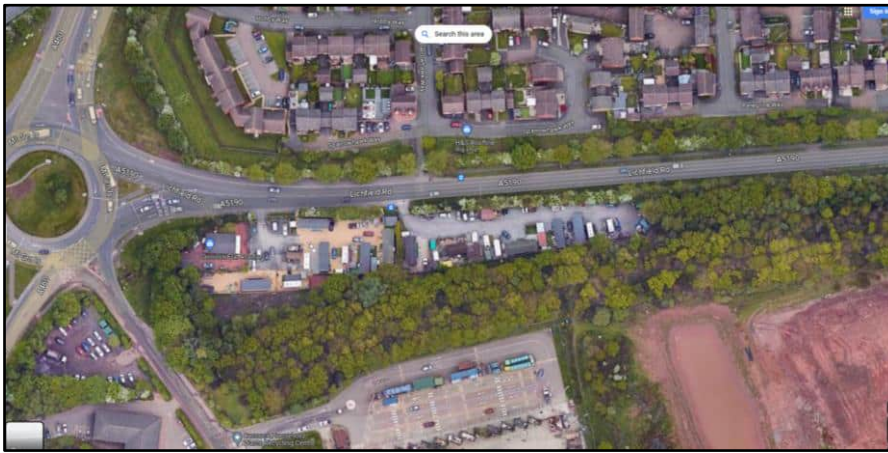
Appendix 4 - Site Assessment (Intensification and expansion of Existing Sites)

1.1. The GTAA identified four existing sites. Any scope for expansion and/or intensification has been considered to the following sites:

- GT1 - Adjacent to the Bungalow
- GT2 - Leacroft End
- GT3 - Woodland Holiday Park
- GT4 - High View

GT1 - Adjacent to The Bungalow and GT2 Leacroft End

1.2. Currently, this comprises 5 Households on 7 pitches, 1 x bricks and mortar and 1 x in migration. The site layout is as follows:

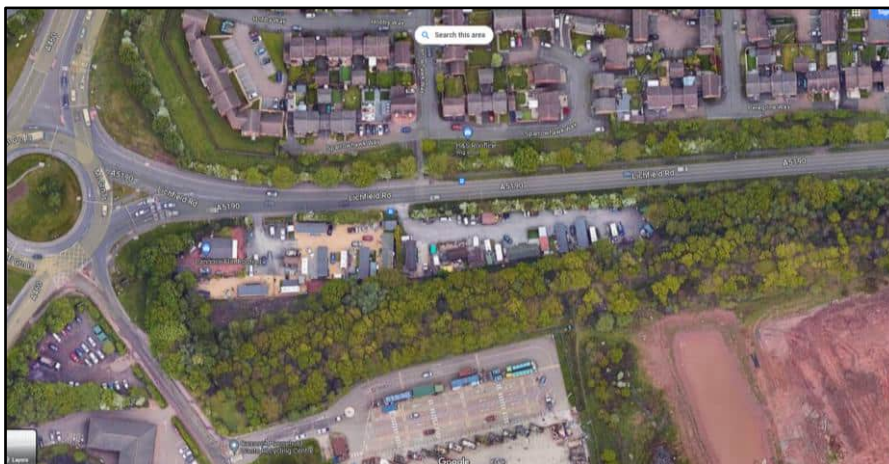


1.3. It is generally considered that there is no scope for further intensification on site. In regards to a further extension of the site, given the location in close proximity to Five Ways Junction, further expansion of the site would likely have an unacceptable impact on this junction.

Conclusions: No further intensification or expansion of this site.

GT2 - Leacroft End

1.4. Currently, this comprises 2 x pitches. The site layout is as follows:



- 1.5. It is generally considered that there is no scope for further intensification on site. In regards to a further extension of the site, given the location in close proximity to Five Ways Junction, further expansion of the site would likely have an unacceptable impact on this junction.

Conclusions: No further intensification or expansion of this site.

GT3 - Woodland Holiday Park

- 1.6. This site currently comprises 18 pitches. The site is to the south of the Lime Lane site. The wider site layout is as follows:



- 1.7. A closer site layout plan can be found below:



- 1.8. In regards to further intensification of the existing site, the site area measures approximately 6,000sqm (0.6Ha). Based on the minimum requirement of 500sqm per pitch, in theory the site could accommodate **2 additional pitches**. However, given the layout of the site and that the site already appears to accommodate a full quota of pitches, it is unlikely that these additional pitches could be accommodated.

1.9. In regards to further expansion of the site, it is not considered there is any scope to further extend the site due to the site's location in the Green Belt and land in different ownership.

Conclusions: No further intensification or expansion of this site.

GT4 - High View

1.10. Currently this comprises 2 pitches. The site layout is as follows:



1.11. The site is adjacent to the Cannock Wood Road allocation in the draft Local Plan. In regards to further intensification of the existing site, the site measures approximately 2,000sqm and therefore there maybe scope to accommodate an additional two pitches on site. However, given the site layout and bricks and mortar buildings on site, it is considered that only one additional pitch could be accommodated on site. The availability of such a pitch would need to be confirmed with the existing landowner.

1.12. In regards to an extension to the rear of the site, given the built environment and woodland to the rear of the site, it is not considered that the site can be extended.


Conclusion: Potential for 1no additional pitch. No scope for extension of the site.

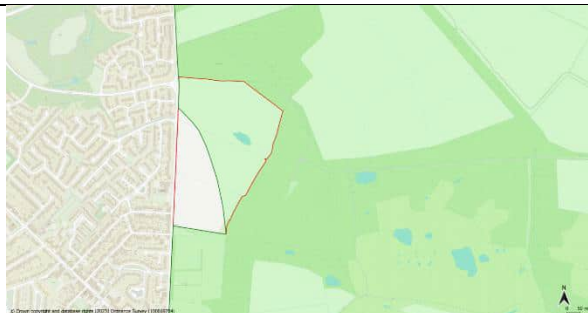
Appendix 5 - SHLAA Sites Submitted for Consideration


Site Ref	Location
Strategic Housing Sites	
SH1	Land south of A5190, Lichfield Road, Heath Hayes (Phase 1)
SH2	Land east of Wimblebury Road at Bleak House, Heath Hayes
SH3	Land to the rear of Longford House, Watling Street, Cannock
SH4	Land East of The Meadows, Armitage Lane, Brereton
SH6	Former Hart School, (Hagley Park) Burnthill Road, Rugeley, WS15 2HZ (Hagley Park)
Generic Development Requirements for Housing Allocations	
Housing Site Allocations with Planning Permission	
H16	Land west of Pye Green Road, Hednesford Cannock
H17	Land west of Pye Green Road, Hednesford Cannock
H18	Land adjacent and to the rear of 419-435, Cannock Road, Hednesford
H45	23 Walsall Road, Cannock, WS11 0GA
H57	Unit E & F Beecroft Court, Cannock, WS11 1JP
H20	Rugeley Power Station, Rugeley
M6	Rugeley Market Hall and Bus Station, Rugeley
M7	Land at Wellington Drive, Rugeley
H24	Market Street garages, Rugeley (incorporating BT telephone exchange)
H27	Heron Court, Heron Street, Rugeley
H48	Former Aelfgar School, Taylors Lane, Rugeley
Housing Site Allocations	
H29	Land at 521, Pye Green Road, Hednesford, Cannock
H30	Land at Rawsley Road, Hazel Slade
M1	Multi Storey Car Park, Market Hall and Retail Units, Church Street, Cannock
M5	Avon Road/Hallcourt Lane, Cannock
M3	Beecroft Road Car Park, Cannock
H34	Land at Chapel Street, Heath Hayes
H35	Land at Girton Road/Spring Street, Cannock
H36	Park Road Offices, Cannock
H37	Police Station Car Park, Cannock
H38	Land at Walsall Road, Avon Road, Hunter Road, Hallcourt Lane, Cannock
H39	26 - 28 Wolverhampton Road, Cannock
H40	Danilo Road Car Park, Cannock
M4	Backcrofts Car Park, Cannock
M2	Park Road Bus Station, Cannock
H43	243, Hill Street, Hednesford, Cannock
H46	St. Chad's Courtyard, Cannock Road, Chadsmoor
H58	Cromwell House, Mill Street, Cannock
H59	54, Lloyd Street, Cannock
H60	41, Mill Street, Cannock

H61	Cannock Chase High School, Lower Site, Campus, Hednesford Road
H62	Springvale Area Service office, Walhouse Street, Cannock
H49	Land at The Mossley, off Armitage Road
H50	Nursery Fields, St Michaels Road, Brereton
H51	Castle Inn, 141, Main Road, Brereton
H52	Gregory Works, Armitage Road, Brereton
H53	Land off Lichfield Road, Rugeley
H64	The Fairway Motel, Horsefair, Rugeley
H63	Rumer Hill Industrial Estate, Cannock

Meeting Needs - (Stage 2 Assessment)

<p>Site Ref: SH1</p>	
<p>Address: Land south of A5190, Lichfield Road, Heath Hayes (Phase 1)</p>	
<p>Considerations: Site is currently promoted for 700 dwellings. Given the size of the site, this would be a potential option to incorporate additional pitches.</p> <p>Conclusion: Site is potentially suitable if it were not already allocated for housing and community park.</p>	

<p>Site Ref: SH2</p>	
<p>Address: Land east of Wimblebury Road at Bleak House, Heath Hayes</p>	
<p>Considerations: Site is currently promoted for 410 dwellings. Given the size of the site, this would be a potential option to incorporate additional pitches.</p> <p>Conclusion: Site is potentially suitable if it were not already allocated for housing.</p>	

<p>Site Ref: SH3</p>	
<p>Address: Land to the rear of Longford House, Watling Street, Cannock</p>	
<p>Considerations: Site is currently promoted for 45 dwellings. Given the small size of the site, the provision of traveller pitches and reduction of housing numbers as a result would likely lead to the site being considered unviable.</p>	

Conclusions: Site is not considered suitable.

Site Ref: SH4

Address: Land East of The Meadows, Armitage Lane, Brereton

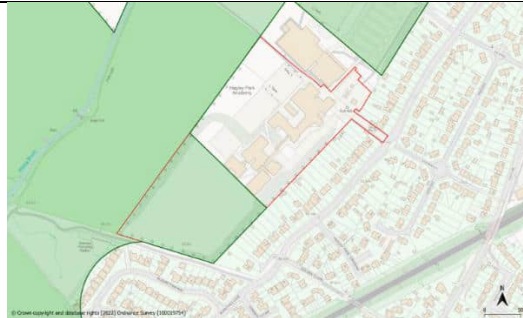


Considerations: Site was promoted for 33 dwelling but since been considered unsuitable for housing. Given that the site is no longer considered suitable for Housing, it is also considered that the site is not suitable for Gypsy pitches.

Conclusion: Not Suitable

Site Ref: SH6

Address: Former Hart School, (Hagley Park) Burnthill Road, Rugeley, WS15 2HZ



Considerations: Site is promoted for 45 dwellings. Given the small scale of the site, the provision of additional pitches is likely to deem the site unviable. Furthermore, the built environment around the site and access would deem the site unsuitable for Gypsy and Traveller pitches.

Conclusion: Not Suitable

Site Ref: H20

Address: Rugeley Power Station, Rugeley



Considerations: Site is promoted for up to 1,000 dwellings. The site could offer a suitable location for additional traveller pitches, especially to meet the longer term needs beyond the five year period.

Conclusion: Site is considered potentially suitable, but the existing planning permission does not incorporate pitches for Gypsy and Travellers so it is not available.

Site Ref: H29

Address: Land at 521, Pye Green Road, Hednesford, Cannock



Considerations: Site is promoted for up to 80 dwellings. Given the small size of the site, the provision of traveller pitches and reduction of housing numbers as a result would likely lead to the site being considered unviable.

Conclusions: Site is not considered suitable

Site Ref: H34

Address: Land at Chapel Street, Heath Hayes



Considerations: Site is promoted for up to 20 dwellings. Given the small size of the site, the provision of traveller pitches and reduction of housing numbers as a result would likely lead to the site being considered unviable.

Conclusions: Site is not considered suitable.

Site Ref: H35

Address: Land at Girton Road/Spring Street, Cannock



Considerations: Site is promoted for up to 24 dwellings. Given the small size of the site, the provision of traveller pitches and reduction of housing numbers as a result would likely lead to the site being considered unviable.

Conclusions: Site is not considered suitable.

Site Ref: H36

Address: Park Road Offices, Cannock



Considerations: Site is promoted for up to 25 dwellings. Given the size of the site, it is considered that this would not be suitable.

Conclusions: Site is not considered suitable.

Site Ref: H37

Address: Police Station Car Park, Cannock

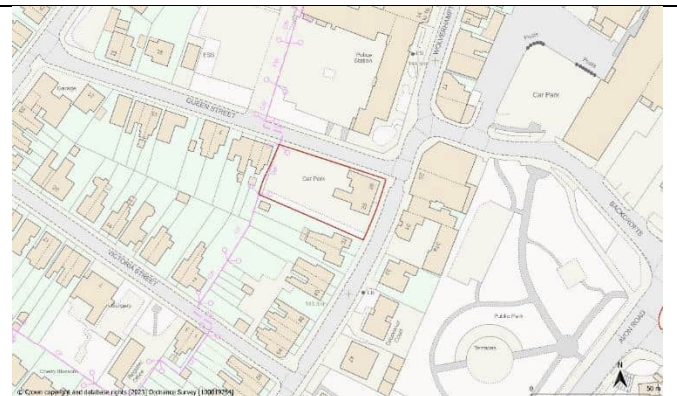


Considerations: Site is promoted for up to 25 dwellings. Given the small size of the site, the provision of traveller pitches and reduction of housing numbers as a result would likely lead to the site being considered unviable.

Conclusions: Site is not considered suitable.

Site Ref: H39

Address: 26 - 28 Wolverhampton Road, Cannock



Considerations: Site is promoted for up to 25 dwellings. Given the small size of the site, the provision of traveller pitches and reduction of housing numbers as a result would likely lead to the site being considered unviable.

Conclusions: Site is not considered suitable.

Site Ref: H40

Address: Danilo Road Car Park, Cannock

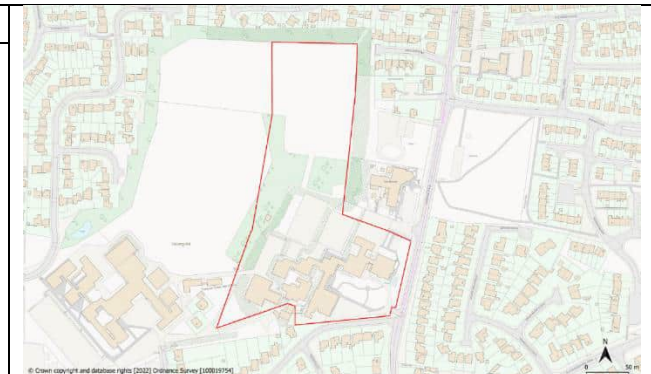


Considerations: Site is promoted for up to 20 dwellings. Given the small size of the site, the provision of traveller pitches and reduction of housing numbers as a result would likely lead to the site being considered unviable.

Conclusions: Site is not considered suitable.

Site Ref: H61

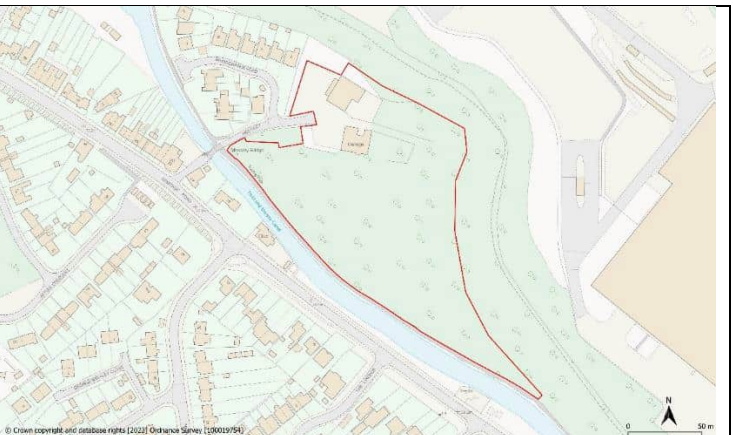
Address: Cannock Chase High School, Lower Site, Campus, Hednesford Road



Considerations:

Site Ref: H49

Address: Land at The Mossley, off Armitage Road



Considerations: Site is promoted for up to 40 dwellings. Given the small size of the site, the provision of traveller pitches and reduction of housing numbers as a result would likely lead to the site being considered unviable.

Conclusions: Site is not considered suitable.

Site Ref: H50

Address: Nursery Fields, St Michaels Road, Brereton



Considerations: Site is promoted for up to 35 dwellings. Given the small size of the site, the provision of traveller pitches and reduction of housing numbers as a result would likely lead to the site being considered unviable.

Conclusions: Site is not considered suitable.

Site Ref: H51


Address: Castle Inn, 141, Main Road, Brereton

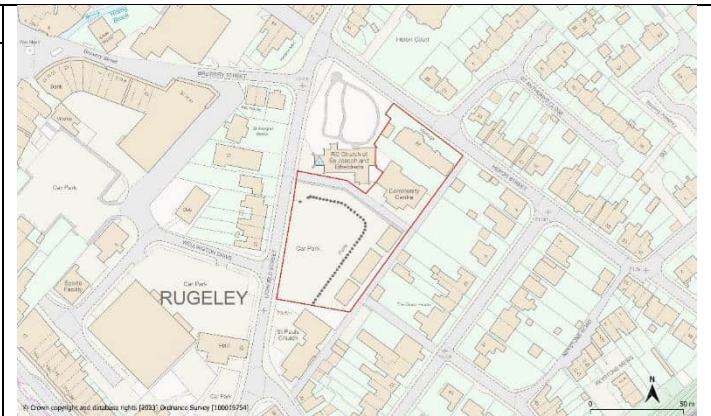



Considerations: Site is promoted for up to 27 dwellings. Given the small size of the site, the provision of traveller pitches and reduction of housing numbers as a result would likely lead to the site being considered unviable.

Conclusions: Site is not considered suitable.

Site Ref: H52

<p>Address: Gregory Works, Armitage Road, Brereton</p>	
<p>Considerations: Site is promoted for up to 23 dwellings. Given the small size of the site, the provision of traveller pitches and reduction of housing numbers as a result would likely lead to the site being considered unviable.</p> <p>Conclusions: Site is not considered suitable.</p>	

<p>Site Ref: H53</p> <p>Address: Land off Lichfield Road, Rugeley</p>	
<p>Considerations: Site is promoted for up to 20 dwellings. Given the small size of the site, the provision of traveller pitches and reduction of housing numbers as a result would likely lead to the site being considered unviable.</p> <p>Conclusions: Site is not considered suitable.</p>	

<p>Site Ref: H63</p> <p>Address: Rumer Hill Industrial Estate, Cannock</p>	
<p>Considerations: Site is promoted for up to 99 dwellings. Given the small size of the site, the provision of traveller pitches and reduction of housing numbers as a result would likely lead to the site being considered unviable.</p> <p>Conclusions: Site is not considered suitable.</p>	

From the above sites and further analysis through the later stages of the Site Selection process, there were a number of sites that were considered in the site selection work. These have been re-visited to see if there is any scope to accommodate additional pitches:



- GT1/N63: Land at Albutts road, Commonside, Norton Canes - Pot C (See above)
- GT2/N68: Land to the rear of Woodlands Caravan Park, Lime Lane, Little Wyrley Sites N75 and N68 - Pot A (See Above)
- GT3/C489/Proposed Allocation S2: Land at Former golf driving range, Lichfield Road, Cannock (15-30 plots/4-13 pitches) - Pot C (See Above)
- GT4/NE5: Turf Field, Watling Street/Walsall Road, Norton Canes 15-30 Pitches/4-13 plots - Pot C (See Above)
- GT5/NE6/N18/Proposed Allocation S4: Jubilee Field, Lime Lane/Watling Street, Norton Canes - Pot C (See Above)
- GT6/ Proposed Allocation GT1: Land at Cannock Wood Road, Rawnsley - Pot A (Allocated)
- N75: Land off Lime Lane, Little Wyrley Sites N75 and N68 (5-10 pitches) - Pot A (See GT3 above)

Other Sites not Listed in the SLAA

- Newbury Road - Residential Allocation

Appendix 6 - Site Search along the A5 Corridor

These sites are all in the Green Belt. These have been examined as part of the overall broad locations search. This is a high level review of the sites.

<p>Site Ref: A5(1)</p>	
<p>Address: Land off Wellington Drive, Cannock (Site Area)</p>	<p>Considerations: The site is located at the rear of Premier Inn. The site could be considered suitable (subject to any local constraints and availability).</p> <p>Conclusion: Site could potentially be suitable. Release of the site from the Green Belt would not lead to further fragmentation/ degradation of the Green Belt. However, the site has been allocated for housing.</p>
<p>Site Ref: A5(2)</p>	
<p>Address: Land off Watling Street (Sewage Treatment Works)</p>	<p>Considerations: Given the environmental considerations of the site being located in a sewage treatment/ wastewater treatment works, as well as security concerns. The site is also not available.</p> <p>Conclusion: Site is not considered suitable or available.</p>

Site Ref: A5(3)	
Address: Land at A5/A460	

Considerations: Given the sites location at a busy junction, it is unlikely that these sites would be considered acceptable from a transport perspective and would have a unacceptable detrimental impact on amenity for future occupants (noise, pollution).

Conclusion: Not suitable

Site Ref: A5 (4)	
Address: Land at A5/A34 Junction	

Considerations: The right hand site is not considered suitable due to its location on the main highway and access issues as well as detrimental impact on the amenity of future occupants. Is potential for site to the left as this can be accessed via Lock Basin Close, although this likely unsuitable due to power lines crossing the site.

Conclusion: Site is not considered suitable.

Site Ref: A5(5)	
Address: Land to north of Wash Brook	

Considerations: Site is in active use as a farm and is unlikely to be available. Power lines also cross the northern part of the site and the site is within the Green Belt.

Conclusions: Whilst a small part of the site may be considered suitable, the release of the site from the Green Belt would result of the fragmentation of the site. Further investigation has concluded the site is unavailable.

Site Ref: A5(6)
Address: Land between A5 and M6



Considerations: Site is unlikely to be accessed due to private accessway used by utility provider.

Conclusions: Site is unsuitable due to access issues.

Site Ref: A5(6)
Address: Land South of A5 (Wash Brook)



Considerations: Half the site is within Flood Risk Zone 2 and 3. This would fail the sequential test as it would be classed as a 'More Vulnerable' use.

Site Ref: A5(7)
Address: Land south of A5



Considerations: Site is in active use as a farm and is not considered available.

Conclusion: Site is not considered available.

Site Ref: A5(8)

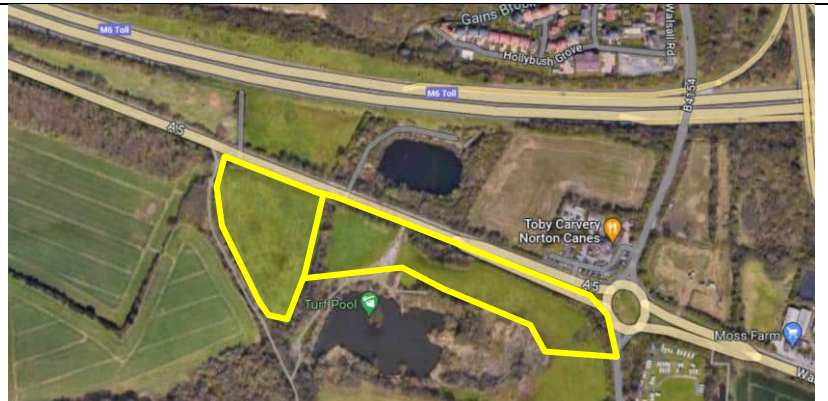
Address: Land between A5 and M6 (Northern Parcel)



Considerations: Sites maybe considered suitable (subject to availability) but would require release from the Green Belt. The release of the site from the Green Belt would lead to further fragmentation of the Green Belt in this location. The site has not been submitted for the proposed use and there is likely to be amenity issues detrimental to any occupants due to the proximity of the M6 Toll.

Site Ref: A5(9)

Address: Land between A5 and M6 (Southern Parcel)



Considerations: Sites are potentially suitable subject to Green Belt Release and availability and any known constraints. Site not available for proposed use.

Site Ref: A5(10)

Address: Land between A5 and M6



Considerations: Sites are potentially suitable subject to Green Belt Release and availability and any known constraints. This site was considered in the site selection topic paper and rejected.