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LICHFIELD DISTRICT

THE OFFICES MARKET, CAPACITY AND APPROPRIATE LOCATIONS FOR GROWTH

A MARKET ASSESSMENT

AS AT

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CONTENTS

1 THE BRIEF

1.1 The principal aim of this report is to assess the potential for the provision of additional office development within the City Centre of Lichfield, and other locations within the District, from a market perspective.

1.2 The Preferred Options to Regional Spatial Strategy Phase 2 Review identify Lichfield City as one of the 25 strategic centres within the West Midlands Region. Draft Policy PA13A of the draft Phase 2 Review proposes that Lichfield District Council should plan for the construction of 30,000 m^2 (322,920 ft^2) gross floorspace of new office development within or on the edge of Lichfield City Centre in the period from 2006 to 2026. Paragraph 7.82 of the draft RSS Phase 2 Review document recognises that there may be difficulty in accommodating all of the required office floorspace within the identified strategic centres. In these circumstances, sites in edge of centre locations with good pedestrian links to the centre should be identified. In addition, in Paragraph 7.79 of the draft RSS Phase 2 Review document, it notes that there are some office developments which are unlikely to be attracted to centres. Therefore, elements of out of centre office development are likely to be continued to be required. Policy PA13B – Large Scale Office Development outside the Strategic Centres – provides a policy framework for this type of office development.

1.3 The principal purpose of this report is to inform the preparation of the Local Development Framework (LDF). Specifically, this report will assist the preparation of an employment topic paper. As such, it will form part of the evidence base to the preparation of the LDF. In addition, it will help inform the response of the District Council to the draft RSS Phase 2 Review document.

1.4 The scope of the report is to build upon the information provided already by the Employment Land Review (December 2007) and the mini review of existing sites in the City Centre that has been undertaken by the District Council. Therefore, the report seeks to provide a **market** based assessment, covering the potential scope for accommodating additional office provision arising out of the proposals within the submitted Phase 2 of the partial review of the West Midlands Regional Spatial Strategy. In particular, the capacity and market potential for offices of Lichfield City Centre is assessed.

1.5 The brief requires some specific areas and issues to be examined. These are summarised below:-

- Investigate what factors are contributing to a lack of recent office development within Lichfield City Centre.
- Advise whether the sites identified by the mini office review are likely to be considered suitable to meet market requirements, what form of office development is likely to attracted, and the potential scale of development in terms of floorspace.
- Consider the suitability of alternative locations outside the city centre, that have potential for office growth.

1.6 The brief refers to a number of outcomes. This report concentrates particularly on the first three. These are summarised as follows:-

- An overview of the position of Lichfield District in the office and employment market in the short term and an assessment of the long term market potential for office growth, identifying where necessary potential and particular market sectors that may be appropriate.
- An assessment of whether Lichfield City Centre will be able to accommodate 30,000 m^2 (322,920 ft^2) of office development up to 2026, and whether market demand is likely to take up this supply, and if not, to provide an assessment in terms of suitability and availability of other locations within the District on a sequential basis.
- An assessment of whether the Core Strategy should provide for office floorspace in other locations to meet market demand in addition to the specific RSS strategic centres provision.

1.7 In providing this assessment, consideration is given to the factors referred to in Paragraph 3.26 of the brief. This includes an assessment of the form of office development for each site.

2 METHODOLOGY

2.1 The methodology to this report was agreed principally with officers of the District Council at an inception meeting held on the 22 June 2008, following receipt of the original proposal letter of 20 June 2008, and at subsequent meetings. This methodology is summarised below.

Overview of Offices Market

- Comment on the requirements of office occupiers and how these are changing.
- Identify regional and sub regional trends in the West Midlands office market.
- Identify growth sectors in the regional and sub regional market.
- Provide a macro view of Lichfield, both City and District, as an office location, including reference to the Regional Centres Study.
- Consider the level of vacant and available office property, both in the City and District.
- Consider recent development activity in the City and District and comment on enquiry by type.
- Summarise the strengths and weaknesses of the Lichfield City office market.

Capacity of Lichfield City Centre

- Survey the 15 identified sites in terms of market attractiveness and the potential scale of development.
- Establish the potential cumulative capacity, both quantitatively and qualitatively, of the City Centre and its environs.
- Advise on what measures may help to bring these sites forward.

Other Locations

- Confirm extent of committed development in Burntwood, Fradley and other locations (eg Wall).

- Appraise the market attractiveness of other locations and consider the capacity for further office development.
- Identify and consider other opportunities for growth.
- Review in light of the conclusions for the capacity and attractiveness of the City Centre.

2.2 These broad headings reflect the principal outcome to the report, as set out by the brief. The following sections to this report summarise the principal findings in respect of each outcome in turn.

2.3 In delivering the actions under the heading of overview, we have used our own market experience and knowledge, and the wider information available from our Research Centre based both in London and in Birmingham. This exercise has been supported by a structured interview with Jon Carmalt, a Partner in the Birmingham office of King Sturge, on 3 September 2008. Jon Carmalt heads the Office Agency department of the Birmingham office of King Sturge and has been an active agent in the West Midlands, including Staffordshire, over the last 20 years. Jon Carmalt was also involved in the production of the Regional Centres Study, which King Sturge assisted Roger Tym & Partners.

2.4 The survey work, referred to above, has been carried out by qualified development surveyors Laura Singer and Oliver Forster, over the months of August and September. This has involved liaison, where necessary, with other national and local agents that are marketing office premises within the City and the wider District.

2.5 This process has been informed further by a structured interview with Andrew Buckman of Kingston CPC, who are based in Lichfield. Kingston CPC are the predominant agents working in the Lichfield office property market. The interview with Andrew Buckman was held on 2 September 2008.

3 OVERVIEW OF THE OFFICE MARKET

Requirements of Office Occupiers

3.1 In February 2005, King Sturge produced a Technical Paper on the office market to support the Regional Centres Study that was being produced by Roger Tym & Partners. This considered a number of factors governing the office market. It included a short section entitled "Office Trends". For ease of reference, the most relevant extracts are set out below:-

> *"Occupier requirements for office space are becoming more sophisticated in terms of the accessibility, efficiency and sustainability of buildings and locations. This consequently impacts on the location and specification of new office development.*
>
> *Occupier requirements for office space can be analysed in two main ways, either spatially or functionally. In the first instance, the main spatial distinction is between town/city centre accommodation and out of town (business park) space. The functionality of a building relates to different office functions such as headquarters, back office, call centre etc.*
>
> *In general, town centre/city centre requirements are driven by financial and business services and the government sector, whereas out of town demand is largely driven by high tech industries, including technology, media and telecommunications (TMT) and utilities. Despite these different demand profiles, users requiring town/city centre and out of town accommodation will generally share a need for a good IT infrastructure (typically requiring raised floors) and comfort cooling or air conditioning.*
>
> *At present, the main ways in which the requirements of town/city centre and out of town users differ is that out of town users attach a greater importance to on site car parking and security and motorway accessibility, while town/city centre occupiers may require a high profile location and attach more importance to proximity to public transport modes and access to amenities.*
>
> *Functionally, head office and front/back offices generate different requirements. Head office requirements tend to require high quality sites or premises that provide access to relatively high qualified labour. By contrast, front office (eg sales) or back office (eg information support/data processing) requirements,*

which over recent years have often been set up in dedicated call centres, may place less exacting demands on both the quality of the property and the labour force – but often require access to a large pool of labour.

In addition, looking forward, occupiers will require increasing levels of broadband connectivity, reflecting the greater use of electronic data – email, video, voice etc. Access to appropriate labour will also become increasingly important, reflecting wide spread labour and skill shortages at a UK – wide level. Although property typically accounts for a relatively low share of a user's total operating costs (including labour costs) property will become an increasingly important factor enabling occupiers to recruit and retain staff."

3.2 We consider that these trends are still apparent and relevant. They will all be important issues to address when considering the spatial distribution of office buildings and the functional role of new developments across the country and within the West Midlands region.

Regional and Sub Regional Trends in the West Midlands Office Market

3.3 The West Midlands regional office market is dominated by Birmingham. This city acts as a regional capital and central hub of office related activity. At the time that we produced the Technical Paper on the regional office market, to support the Regional Centres Study, Birmingham had a total built office stock of 1.33 million m^2 (14.3 million ft^2) This accounted for 28.5% of the total built office stock for the entire West Midlands Region. This is broadly similar to the distribution between London and England as a whole.

3.4 As such, all other city and town centres, and other office pitches, are subservient. Table 5.3 to the Final Report to the Regional Centres Strategy provides an overall hierarchy of the office centres in the West Midlands. An extract from the final report, showing this table, forms **Appendix 1**.

3.5 Wolverhampton and Coventry are the next biggest centres. However, they have not been active in terms of recent development compared to some other locations. Notably, there has been particular activity in the last years in the M42 Corridor, the M5 Corridor, Waterfront at Brierley Hill, and certain nodes along the M6 Toll Road.

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3.6 The M42 Motorway Corridor has comprised the largest share of office development activity after Birmingham City Centre and has been the focus of over the last 20 years of large scale business park developments, primarily focused around Solihull and Birmingham International Airport. Two purpose built business parks have been established in the M42 corridor market area, namely Birmingham Business Park and Blythe Valley. Each of these parks is in excess of 25 hectares and has had a national as well as a regional catchment. This has been reflected in the rental levels achieved historically, which at £215 m^2 (£20 ft^2) for prime office buildings, has been the next most expensive location after Birmingham City Centre. It is to be noted that most of the recent transactions have primarily been to occupiers within the Technology, Media and Telecommunications (TMT) and Industrial sectors.

3.7 A significant sub regional market at a more secondary level has emerged within the West Midlands along the M5 Corridor, running from Junction 2 (Oldbury) to Junction 7 (Worcester South). The M5 Corridor has developed as a favourite office location for occupiers seeking mid range accommodation in the sub £190 m^2 (£18 ft^2) bracket that is significantly in excess of rental levels achieved in the city centre of Worcester and the town centres of Droitwich and Bromsgrove. Typical requirements for space are from utility companies and regional local companies requiring good motorway access.

3.8 The M5 Corridor has seen also a particularly large level of court yard office schemes. These have been generally sold to owner occupiers.

3.9 The Waterfront at Brierley Hill is now an established commercial area. Current office occupiers include the Inland Revenue, Child Support Agency and Egg.

3.10 The opening of the M6 Toll Road in December 2003 has led to a demand for business and commercial space in relatively new business park locations. This has included Cannock and Lichfield.

3.11 Up to the production of the King Sturge report (February 2005), it was noted that Planning Guidance in PPS6, promoting the use of the sequential approach for town centres for both office and retail developments, appeared to have had little impact on new office development within the West Midlands regions. Instead, increasingly new office development was taking place in out of town locations, often with poor public transport and little local amenities. With the exception of Birmingham City Centre, it was noted that there was limited new office development in the 25 strategic centres identified by Policy PA11 of Regional Planning Guidance.

3.12 It is clear from interviewing Jon Carmalt of this practice, that there has been a change in tack over the last three years. A note of the structured interview with Jon Carmalt forms **Appendix 2**.

3.13 Jon Carmalt has noticed a move, in terms of demand, back towards city and town centres. This shift has become more apparent over the last couple of years. This is evidenced by comparative rental growth within town offices. For example, prime rentals in Birmingham City Centre have increased from £270 m^2 (£25 ft^2) in 2002 to £325 m^2 (£30 ft^2), plus parking, in 2008. In contrast, out of town locations such as Birmingham Business Park have seen negliable rental growth over the last 10 years. Rents at Birmingham Business Park are currently stuck at £195 per m^2 (£18 per ft^2), including parking

3.14 There are a number of reasons for this shift. These include:-

- Companies taking less car parking, because less people are using the car to get to work.
- Accessibility to local amenities has become increasingly important. This includes a place to go to lunch, informal meeting places, such as cafes and parks, shopping, gyms and other leisure uses, and restaurants.
- Proximity to competitors for ease of staffing

3.15 The shift back to town centres has been a gradual movement. However, we consider there is more to come, as there will be latent demand from companies holding space in out of town business parks, but who have been unable to release their floor space, to move back to the town and city centres, until their lease expires.

Growth Sectors in the Regional and Sub Regional Market

3.16 Our sister report, that assessed the general employment portfolio of land for Lichfield, referred to structural changes in the national and regional economy. Specifically, it highlighted the significant decrease in the manufacturing sector and the corresponding growth in the service sector.

3.17 In the West Midlands, employment in the service sector is projected to grow from 2.08 million in 2008 to 2.30 million in 2020. This is an increase of 222,000 jobs. This represents a greater than 10% increase form the current levels.

3.18 It would be an over simplification to assume that all these jobs will be housed in offices. For example, this growing service sector will affect the demand for other employment property, such as distribution, and non classified sectors such as education and health.

3.19 In addition, offices are tending to be used more efficiently. This is because of desk sharing and home working.

3.20 For these reasons, the continued projected growth in the service sector may not necessarily equate to an equivalent growth in demand for offices. Nevertheless, because of the structural changes in the economy, there should be a continuing overall growth in the office market.

3.21 The obvious growth sector is financial and business services. Of these two, business services is likely to be more resilient in the short term. The financial services sector, that has seen considerable growth both nationally and regionally, is likely to contract in the short term, given the current global economic and financial crisis. How this will manifest itself on the market for office property within the region has yet to be fully understood.

3.22 Until recently, the public sector has been a large growth sector in the office market. However, most of the large relocations have now already been accommodated or committed. As such, this is not seen as an obvious growth sector going forward.

3.23 As referred to above, the construction of the M6 Toll Road has made a difference to the geography of the office market for the West Midlands. The M6 Toll Road is the only major road construction project in the West Midlands of the last 10 years. In addition, no similar projects are currently planned to take place over the next 10 years. The opening of the M6 Toll Road has helped bring the Lichfield office market to the fore. The view of Andrew Buckman of Kingston CPC is that the M6 Toll Road has put the area in the spotlight, where previously it was not. A note of the structured interview with Andrew Buckman forms **Appendix 3**. This has particularly benefited locations that are well located to the M6 Toll Road junctions, such as Wall Island (Lichfield South) scheme.

3.24 The market for small front door freehold offices in the region has reduced quite significantly. The current financial and economic crisis has not helped. However, it is arguable that this market had reached saturation point before the Credit Crunch.

3.25 Finally, the general quality of offices in the West Midlands is improving. This is due principally to staff retention issues as referred to previously. This should act as a stimulus for the redevelopment of old office buildings, that no longer provide the quality of space required. This in turn could release development sites in established centres.

Lichfield as an Office Location

3.26 In Table 5.3 to the Final Report to the Regional Centres Study, Lichfield is identified in the 5th and last level of the office centre hierarchy for the 25 identified centres within the West Midlands. It is grouped with other similar centres such as Stratford-upon-Avon, Nuneaton, Sutton Coldfield, Burton-upon-Trent, Kidderminster, Merry Hill, Rugby, Tamworth and Cannock.

3.27 In **Appendix 4**, there is a table that this practice produced on the key indicators for the office sector for the major regional centres. This data was produced in February 2005 and informed King Sturge's input to the Regional Centres Study.

3.28 It notes that the total built office stock within Lichfield City Centre is 56,000 m^2. (602, 784 ft^2). Out of the 30 sites considered, this ranks as 19th.

3.29 2,849 people were employed in the financial and business services sector. This ranked Lichfield as 18th out of the 30 centres. Those employed in public administration was relatively lower, at 469, ranking Lichfield 26th out of 30.

3.30 At that time (February 2005), Lichfield was achieving prime office rents of £150 m^2 (£14 ft^2). This has subsequently been beaten in recent office schemes (which are referred to below, that have achieved over £18 per ft^2 (£195 per m^2). Lichfield was 10th equal highest compared to all other centres.

3.31 This confirms that Lichfield is not a major office market. It competes with the likes of Burton and Tamworth, rather than bigger markets such as Birmingham, Coventry and Wolverhampton.

3.32 Notwithstanding this, we consider the city has good rail and road connections. It has a good environment and an historical interest. It possesses a good housing stock, that will be attractive to a number of decision makers and company executives.

3.33 For these reasons, and the advantages provided by the M6 Toll Road, we consider that Lichfield should be competitive in retaining current office occupiers who retain new space and attracting companies who are looking to relocate or invest within the West Midlands region.

Level of Vacant and Available Office Property

3.34 We have produced two schedules of vacant and available office property in the District of Lichfield. In **Appendix 5**, the schedule sorts the properties by size. In **Appendix 6**, the schedule is sorted by location.

3.35 The overall level of floorspace, at 7,287 m^2 (78,437 ft^2) in 33 properties would not seem to be particularly high. 5,782 m^2 (62,232 ft^2) is located within the City of Lichfield. This represents just over 10% of the built office stock of 602,784 ft^2 (56,000 m^2), as referred to in the 2005 Regional Centres Study.

3.36 Recently, the level of vacant and available floorspace has increased, with the influx of new stock, particularly City Wharf. This scheme accounts for 2,099 m^2 (22,593 ft^2) just under 30% of the total level of vacant and available floorspace within the District.

3.37 The majority of vacant floorspace is situated within Lichfield City. This accounts for 29 of the 33 units. All other vacant property – 1,510 m^2 (16,205 ft^2) in 4 units – is located within Zone 1 of Burntwood Business Park. This includes Unit 4, Newlands Court, that accounts for 935 m^2 (10,070 ft^2).

3.38 Of the 29 units within Lichfield City, 24 provide less than 185 m^2 (2,000 ft^2). This leaves only 5 units providing a choice of units above 185 m^2 (2,000 ft^2). The largest is Guardian House, Birmingham Road, that has 1,485 m^2 (16,002 ft^2) on the market.

3.39 When interviewed, Andrew Buckman considered there had been a shortage of premises in the market in Lichfield City in relation to demand. This became particularly apparent with the development of City Wharf and Parkside Court and their subsequent take up.

3.40 These two schemes are considered in a little bit more detail below. However it is worth noting at this stage that Parkside Court Phase 1 has sold well, demonstrating good demand for units up to 230 m^2 (2,500 ft^2). City Wharf can provide larger units and has shown there is demand for this type of accommodation, securing a letting of 835 m^2 (9,000 ft^2) to JMP Consultants and 650 m^2 (7,000 ft^2) to the Council.

Development Activity and Enquiries

3.41 Development of office floorspace in the City and District of Lichfield in the last few years have been undertaken within the City Centre, the built up area of Lichfield, the built up area of Burntwood, and out of town, at Wall Island. This activity is summarised below in Table 1.

Table 1 – Recent Office Development Activity

Lichfield City Centre

Site	Development	Take-Up
Sandford Street	Charter House and Charter Mews. Mixed use development of 640 m^2 (7,000 ft^2) of offices and 21 flats.	This has been a successful development both in respect of the residential units and the office accommodation. The offices are in the city centre, with car parking both private and public close by, and have been fully let.
City Wharf	Mixed development by Redrow, with support from AWM. Office scheme of 4,259 m^2 (45,843 ft^2) in 6 two storey buildings. 4 buildings complete with construction just starting on remaining two (Blocks C and D).	835 m^2 (9,000 ft^2) let in one building to JMP Consultants for £198 m^2 (£18.42 ft^2). A further 650 m^2 (7,000 ft^2) taken by LDC (Venture House). Blocks E and F can be sub-divided to provide units from 218 m^2 (2,347 ft^2). One of these units is reported to be under offer to Harrisons to help relocate businesses from the Friarsgate redevelopment scheme.

Lichfield

Site	Development	Disposal and Success
Greenhough Road (Parkside Court)	Offered 'For Sale' on a freehold basis or to let, this development has 16 two storey self contained office buildings. The units range from 115 m² (1,242 ft²) to 320 m² (3,451 ft²). Practical completion of Phase 1 (6 units totalling just under 930 m² (10,000 ft²)) took place in August 2008. Phase 2 (another 10 units totalling 1,485 m² (16,000 ft²)) has yet to start.	Phase one has proved a successful scheme, catering for smaller occupiers and taking advantage of limited supply in the area. 4 units have sold and a fifth was under offer in September. The scheme has been a success despite a lack of prominence and poor access, and has attained freehold prices in the region of £2,153 m² (£200 ft²).
Lichfield Business Village	25 new office units, with flexible terms available. The scheme is situated within the university grounds. Good access and parking facilities.	The scheme is well let and benefits from both the flexibility it provides, as well as the links with the university.

Burntwood

Site	Development	Disposal and Success
Crompton Court and Newlands Court, Burntwood Business Park.	New build 2/3 storey office scheme built in two phases by Gladman Developments. First phase (Crompton Court) comprises 6 units totalling 1,793 m² (19,300 ft²), with units ranging from 204 m² (2,200 ft²). Second phase (Newlands Court) comprises 7 units totalling 3,255 m² (35,040 ft²).	1 remaining unit of 936 m² (10,070 ft²), marketed at £140 m² (£13.00 ft²) to let or £1,615 m² (£150 ft²) for freehold sale. The last deal completed was in January 2008 on a 485 m² (5,250 ft²) unit which was let for 5 years at a stepped rent starting at, £113 m² (£10.50 ft²) rising to £139.93 m² (£13.00 ft²). Most of the other units were sold freehold for £1,560 to £1,615 m² (£145 to £150 ft²). The scheme is now almost fully let/sold and has been successful, although the last unit has struggled to let or sell.

Out of Town

Site	Development	Disposal and Success
Wall Island	New build office scheme with three 2 storey headquarters buildings of 1,432 m² (15,410 ft²), 1,356 m² (14,600 ft²) and 1,211 m² (13,033 ft²) totalling 4,000 m² (43,043 ft²). Developed by Lingfield Securities.	The scheme is now fully let to Nextria One, Skipton Building Society and Parker Hannafin and has achieved rents of £194 m² (£18 ft²). The scheme is adjacent to a McDonalds, Esporta Gym and an Express by Holiday Innn.

3.42 We discussed these schemes with a local agent, Andrew Buckman, in an interview on 2 September 2008. Particular reference was had to City Wharf, Parkside Court and Wall Island. Marketing brochures to these schemes forms **Appendices 7, 8** and **9**.

3.43 With regard to City Wharf, Andrew Buckman considered the lettings of 835 m^2 (9,000 ft^2) to JMP Consultants and 650 m^2 (7,000 ft^2) to the District Council to be unusually large lettings for Lichfield City Centre. This is because the supply of office space in Lichfield has historically provided units of between 185 – 370 m^2 (2,000 – 4,000 ft^2), and therefore take up within the City Centre has been restricted.

3.44 Local agents have noticed that since January 2008 10% of enquiries for Lichfield District have been for suites of greater than 929 m^2 (10,000 ft^2). Until City Wharf was developed there had been no new accommodation within the city centre to capture such enquires. The transaction of JMP (835 m^2 (9,000 ft^2)), who have relocated from Shenstone, shows that if the product is built then there is the potential to attract the bigger enquiries to Lichfield City.

3.45 If larger floor plates were developed in Lichfield then the local office market would be able to satisfy a greater number of requirements, and thus make the area a potential location for a greater number of companies. A long term strategy for the Lichfield area would be to provide a varied number of floor plates so that the area can capture requirements as and when they arrive.

3.46 In the interview, Andrew Buckman commented that City Wharf was a slightly peripheral site, compared to some of the other potential sites within the City Centre. In addition, he considered that it has suffered from not being particularly well served by car parking (3 spaces per 93 m^2 (1,000 ft^2)), in comparison to what occupiers have previously been used to in Lichfield.

3.47 The City Wharf development is in an edge of centre location adjacent to the main railway line. A direct pedestrian route to the town centre is restricted by the railway line. It therefore may be less attractive to occupiers than a more centrally placed office development. The site is currently under construction, but there are obvious signs of congestion with a local garage business using a significant amount of the space to park cars.

3.48 In smaller town and cities, where public transport is less well provided for, occupiers still may require high levels of car parking. This may be accentuated in a location such as City Wharf, where city centre amenities are a 10 minute walk away. Fortunately, both the Council and JMP, an environmental consultancy, place significant importance on being environmentally friendly and therefore the perceived level of car parking was not a crucial factor.

3.49 The most significant letting on the development has been the 835 m^2 (9,000 ft^2) pre-let to transport planning, engineering and environmental consultancy, JMP. This letting was made at £198 m^2 (£18.42 ft^2), which reflects the highest rent achieved in the city centre. The previous highest rent was achieved at Lichfield South Business Park at £194 m^2 (£18.00 ft^2). This demonstrates that there is demand for larger suites in the City Centre, and that companies are willing to pay higher rents for good quality accommodation.

3.50 The Parkside Court development at Greenhough Road has helped demonstrate the extent of latent demand in Lichfield City for new floorspace. This development is not an obvious pitch, being in a peripheral location, situated near industrial property and suffering a lack of prominence to the main road. Nevertheless, the first phase of this scheme has been successful, with four of the six units being sold prior to practical completion, and with the fifth under offer. All are being sold freehold at £2,142 m^2 (£199 ft^2).

3.51 We consider that the success of Parkside Court has been due to the lack of available product in the market rather than the location. The development suffers from poor access and a lack of prominence. Pent up demand for freehold units in the Lichfield area has driven sales, accompanied by a market where (until recently) funding has been readily available. The freehold office market has since suffered with occupiers either struggling to secure bank finance to purchase, or being unwilling to part with their money until they are certain the bottom of the market has been reached.

3.52 Andrew Buckman considered that the Wall Island scheme (Lichfield South) is competitive to the City Centre, although its advantages are not conclusive. Moreover, he considered that this scheme had offered a product, qualitatively, that had not been made available elsewhere within the City or District.

3.53 Wall Island has been developed to provide high quality head quarter type buildings over two storeys. These building provide larger floor plates than those available in Lichfield, accompanied by new build accommodation offering a high specification. This is therefore a different product to that offered in the city centre, and as such it has (until City Wharf's development) attained a higher rent.

3.54 The scheme has been very successful, letting the three buildings with relative ease. One of the lettings was to Parker Hannifin, who relocated from neighbouring Cannock. Two of the companies based at Wall Island are in the communications / engineering industry and presumably are willing to pay higher rents than those in Lichfield for the benefit of close proximity to the road infrastructure and the generous car parking provision. If a number of staff travel relatively longer distances frequently for work purposes then it is unlikely that a town centre location would be preferred due to distance from the local motorway network, and reduced car parking provision. On the other hand, if it was only the lack of larger floor plates that drove the companies' decisions to locate out of town, then the attraction of greater amenities for staff in a town centre location may encourage then to move to Lichfield.

3.55 For this reason a variety of floor plates should be offered in Lichfield, to ensure that larger requirements can be satisfied. Lichfield benefits from good road transport links, and therefore a relatively generous car parking provision on city centre developments could provide companies with the best of both worlds.

3.56 As will be seen in the next section, the level of car parking does represent a trade off with the level of built development. This will affect the overall capacity of the City Centre for new office floorspace.

3.57 Finally, Burntwood Business Park has been a relatively successful scheme by Gladman Developments. Marketing details can be found in **Appendix 10**. This is a scheme where we have been involved as marketing agents. All 13 units have either been let or sold, with the exception of Unit 4 at Newlands Court (^{2}935 m^2 (10,070 ft^2)). This remaining unit has been available and vacant for sometime now, indicating that the office freehold courtyard market may have reached saturation point in this location.

4 CAPACITY OF LICHFIELD CITY CENTRE

4.1 The mini office review carried out by the District Council identified 14 potential sites for office development within the City Centre and in its immediate environs. A plan, marking the outline of these sites in red, is provided in **Appendix 11**.

4.2 Subsequently, a 15th site was added by the District Council for assessment. This site is the Maltings, that lies directly to the north of Shires Industrial Estate, Essington Road. A plan of this site forms **Appendix 12.**

4.3 All 15 sites were physically inspected for their suitability, in market terms, for office development. As such, consideration was given principally to their location, situation and size.

4.4 The assessment of the market potential of the 15 sites surveyed is summarised in Table 2 below.

Table 2– Assessment of Market Potential of the 15 identified City Centre Sites

Ref No	Site	Area	Pros	Cons
1	Sandford Street/Swan Road Car Park	0.187 ha (0.461 acres)	Opposite a modern office scheme on Sandford Street which is well let and appears to have been a success. This site is on the right side of Swan Road, being close to the town centre facilities. In an established office location. Good road access to site.	Small site.

2	Bird Street Car Park	0.572 ha (1.414 acres)	Town centre location with good pedestrian access, close to facilities.	Possible traffic congestion. Access road/Bird Street is poor. Shops need servicing from the rear, which backs onto this car park. Scheme would need to be appropriate to allow for this and adequate car parking provisions would be necessary to avoid congestion.
3	Lichfield Minster Hall Youth Centre	0.160 ha (0.394 acres)	Town centre location with good pedestrian access, close to facilities.	Appropriate access to the site would need to be assessed. Access into Bird Street car park is poor.
4	Linford Construction site, Quonians Lane	0.633 ha (1.564 acres)	Currently occupied by Linford Specialists in Construction. Attractive location next to the park. Close to town centre facilities. Close to new car park.	Access road (Cross Keys) is tight and may need improving if significant office development on site. Site is located to the rear of the town centre so there is a lack of prominence.
5	Cross Keys site	0.303 ha (0.750 acres)	Attractive location close to park and short walk to town centre facilities.	Further away from train and bus station than other sites. Access roads appear to suffer from congestion and may be a problem at peak travel times during the day. Situated at the back of the town centre, making the location less attractive to occupiers.
6	Redcourt Car Park	0.279 ha (0.690 acres)	Edge of centre location. A short walk to train and bus station. Located close to other marketable opportunities (ie Guardian House and Bald Buck Public House).	Slightly less prominent than the Bald Buck Public House.
7	Bald Buck Public House and adjacent car park, Birmingham Road	0.245 ha (0.606 acres)	Close to train and bus station. Enjoys good prominence to Birmingham Road and is well related to Guardian House – an established office pitch.	Small site (but viable). Situated on a cross roads so access may cause highways issues if site is over developed.

8	Guardian House, Birmingham Road	0.709 ha (1.751 acres)	Already an office location. Good prominence. Good access road to site. Close to train and bus station. Close to town centre facilities.	Pedestrian access could be improved.
9	Fire and Ambulance Station, Birmingham Road	0.537 ha (1.328 acres)	Good prominence. Good access road to site. Close to train and bus station. Close to town centre facilities.	Adjoining some existing housing so could come under pressure for residential redevelopment. Pedestrian access to site across the Birmingham Road needs improving.
10	Co-op Funeral Parlour	0.092 ha (0.227 acres)	Close to town centre. Very close to bus and train station. Good prominence. Good access to site.	Very small site occupied by a good building from which a funeral business is run. Site does not look in need of redevelopment; refurbishment likely to be more viable.
11	Wittell Road	0.462 ha (1.142 acres)	Close to bus and train station. Good access to site.	Developing this site for offices will depend on the success of the City Wharf scheme. If it is successful then the City Wharf scheme could be replicated on this site. Access around the site will need improving.
12	New Davidson House	0.127 ha (0.314 acres)	Situated in an office location, being adjacent to City Wharf and may provide a good extension to this scheme. Good prominence. Close to bus and train station. Good access to site.	Slightly removed from town centre. Adjacent to a listed building which will impact any future redevelopment in design terms.
13	Shires Industrial Estate, Essington Road	1.596 ha (3.943 acres)	Dated trading estate in need of modernisation. Good access to site by car.	Access needs improving. Edge of centre location. Lack of public transport. Long walk to train and bus station and town centre facilities. Site may come under pressure for trade counter uses.
14	Peugeot and Citroen Garage opposite Shires Industrial Estate	0.566 ha (1.4 acres)	Good prominence. Situated on a main road into the town centre.	Edge of centre location. Lack of public transport. Long walk to train and bus station and town centre facilities. Site may come under pressure for trade counter uses.

15	The Maltings	0.584 ha (1.442 acres)	Situated on a main road into the town centre.	The expense of restoring the listed buildings on site is probably not viable for an office scheme. The site is likely to come under pressure for residential redevelopment. Edge of centre location. Lack of public transport. Long walk to train and bus station and town centre facilities.

4.5 Of the 15 sites, we conclude that 6 are definitely viable for redevelopment for office purposes, if deliverable. These sites are:-

- Sandford Street/Swan Road Car Park.
- Redcourt Car Park
- Bald Buck Public House and adjacent car park, Birmingham Road.
- Guardian House, Birmingham Road.
- Fire and Ambulance Station, Birmingham Road.
- New Davidson House.

4.6 All of these sites are well located in relation to the train station and Birmingham Road. In addition, most of these sites enjoy a good prominence. For these reasons, we consider that these sites will be attractive to occupiers in the office market, if and when the sites are developed.

4.7 We have discounted the 4 sites in the northern part of the City Centre. These sites lack prominence and are not particularly easy to access. In addition, these sites are likely to be more sensitive in terms of conservation and design issues. For these reasons, we consider these sites are less attractive in market terms and cannot be relied upon to generate office floorspace development.

4.8 We have discounted also Shires Industrial Estate, the Peugeot and Citroen garages opposite the Shires Industrial Estate, and the adjacent Maltings. Principally, we consider that these sites suffer in terms of location. The sites are not an easy walk to the City Centre and the amenities it brings, and the rail and bus stations. Conversely, these sites do not enjoy the advantages of a totally out of town location, such as Wall Island. Whilst Greenhough Road, another peripheral industrial estate, has successfully regenerated into an office location, this has been due primarily to a lack of opportunities elsewhere. Assuming the identified opportunities now come forward for development, these three sites will suffer in comparison.

4.9 The Co-op Funeral Parlour enjoys a good site for offices. However, this site is very small and the existing building lends itself more to refurbishment and a change of use to offices, rather than development. For this reason, we have discounted this option.

4.10 This leaves Wiltell Road. This is an existing industrial estate, that does not hold significant value as part of the wider portfolio of employment estates for the District. However, we do see some potential of this site for office use. This potential will depend, though, on the success of the City Wharf scheme. If the City Wharf scheme is successful, then we consider that this could be replicated across the road to this site. On this basis, we have added Wiltell Road to the assessment of identified sites for office development by type and scale.

4.11 This assessment is summarised below in Table 3.

Table 3 – Assessment of Sites for Office Development by Type and Scale

Ref No	Site	Accommodation	Likely Floorspace Generated ft² (m²)	Maximum Floorspace Generated ft²)
1	Sandford Street/Swan Road Car Park	2/3 storey single block, offered either whole, by floors or suites from 186 m² (2,000 ft²)	1,071 (11,525)	1,499 (16,135)
6	Redcourt Car Park	3 storey single or twin blocks, offered either whole or by floors from 279m² (3,000 ft²)	1,603 (17,250)	2,244 (24,150)
7	Bald Buck Public House, and adjacent car park, Birmingham Road	3 storey single or twin blocks, offered either whole or by floors from 232m² (2,500 ft²)	1,408 (15,150)	1,971 (21,210)
8	Guardian House, Birmingham Road	3/4 storey single, twin or four blocks, offering floors or building of 929m² (10,000 ft²) plus.	4,067 (43,775)	5,694 (61,285)

9	Fire & Ambulance Station, Birmingham Road	3 storey single, twin or three blocks, that could be sub-divided by floor from 325m² (3,500 ft²)	3,084 (33,200)	4,318 (46,480)
11	Wiltell Road	2/3 storey single, twin or three blocks, that can be sub-divided by floor from 279m² (3,000 ft²)	2,652 (8,550)	3,713 39,970
12	New Davidson House	2/3 storey single blocks, offered either whole or by floors from 232m² (2,500 ft²)	729 (,850)	1,021 (0,990)
			14,614 **(57,300)**	**20,460** **220,220**

4.12 The principal functions in generating these floorspace figures for each site are the number of storeys and level of car parking. In addition, we have had reference to recent market take-up and enquiry, by type, in considering the accommodation to be provided on each site.

4.13 Lichfield South (Wall Island) and City Wharf are two of the most recent examples of office development within or close to Lichfield City. Both developments accommodate two storey buildings. City Wharf has a parking ratio of 1 spaces per 31 m² (333 ft²). Lichfield South enjoys a better parking standard at 1 space per 28 m² (300 ft²). City Wharf is generating 4,259 m² (45,844 ft²) on a site of 1.16 hectares (2.87 acres). This gives a development density of 3,672 m² per hectare (15,974 ft² net per acre). Lichfield South has generated 3,999 m² (43,000 ft²) on 1.3 hectares (3.21 acres) at a development ratio of 3,076 m² per hectare (13,410 ft² net per acre). These development ratios are pretty standard for out of town office developments. However, they are low for city centre or town centre schemes.

4.14 In city centre schemes, developers would be hopeful of achieving a greater development density. However, as stated above, much depends on the car parking provided and the number of storeys built. Table 4 below provides a rule of thumb for a series of scenarios, considering different car parking ratios and building storeys.

Table 4 – Development Densities

No. of Storeys	Car Parking Standard m^2 per space ft^2 per space)	Development Density per hectare, net m^2 (ft^2)
2	31 (333)	3,443 to 4,589 (37,050 to 49,400)
3	31 (333)	4,589 to 5,738 (49,400 to 61,750)
2	47 (500)	5,738 to 6,311 (61,750 to 67,925)
3	47 (500)	Up to 8,032 (up to 86,450)

4.15 Until each site is considered in detail by an architect, it would be difficult to make a precise judgement about which scenario best fits each site. Much will be determined by the constraints and opportunities that each site provides. In addition, an architect would factor in whether or not there is a need for a service road (as with City Wharf), what space is required for circulation, the shape of the site, its size, and whether a double or return frontage provides opportunities for second or third access and, thus, can reduce circulation space.

4.16 Consideration would also need to be given about how many storeys the site can sustain. Design and conservation is a particular issue of interest in the City of Lichfield. Three of the 7 sites are located within the City Conservation Area. Another 2 are located just outside. In addition, there are numerous listed buildings. Generally, the building height in Lichfield is between 2 and 3 storeys. Based on good design, we consider that most sites should be able to sustain 3 storeys relatively easily. In addition, there may be potential for a slightly higher building at Guardian House, that is a well established office pitch in a prominent location and outside the City Conservation Area.

4.17 The issue of parking is likely to be a more sensitive issue. Andrew Buckman of Kingstons CPC, on interview, considered that the parking standard at City Wharf, at 1 space per 31 m^2 (333 ft^2), was not overly generous. However, this car parking standard is more akin to out of town locations. In other more established office pitches, such as Birmingham City Centre, a far lower level of car parking is provided for staff. This is because of a greater reliance on public transport and the accepted practice of using public car parks for commuters.

4.18 As referred to in the previous section, we consider that Lichfield City Centre enjoys good public transport connections. However, it does not measure up to the same level as Birmingham City Centre. Instead, we consider it more akin to an office pitch such as Edgbaston, that has a parking standard of 1 per 47 m^2 (1 per 500 ft^2). In time, we consider that development sites in Lichfield City Centre could sustain this lower level of car parking and still be competitive, given the other advantages that the city centre offers in terms of amenities, etc.

4.19 Clearly, the safeguarding and extension of any existing public car parking that serves the city centre will be important. To this end, we understand that the redevelopment of the town centre (Friarsgate) will provide a net increase in public car parking serving the city centre.

4.20 On the basis of these assumptions, we have employed an average or likely floorspace density of 5,738 m^2 (61,750 ft^2) net per hectare for all sites. This allows for either a 3 storey development with a car parking standard of 1 space per 31 m^2 (333 ft^2) or a 2 storey development with a car parking standard of 1 space per 47 m^2 (500 ft^2). Some sites may struggle to achieve this; others may exceed it. However, we consider this to be realistic for the purposes of advising on potential capacity over the medium term.

4.21 Employing a development density against the 7 identified sites generates a total potential floorspace of 14,614 m^2 (157,300 ft^2) net. The 30,000 m^2 (332,920 ft^2) referred to in draft Regional Spatial Strategy is a gross floorspace figure. Generally, the level of net floorspace is equivalent to 85% of a gross figure. On this basis, the gross figure of 30,000 m^2 (332,920 ft^2) would generate 25,500 m^2 (269,100 ft^2) of net floorspace.

4.22 Our assessment indicates that the likely capacity of those development sites that we consider to be marketable for office development is likely to fall over 10,000 m^2 (107,640 ft^2) net floorspace short of the figure required by Regional Spatial Strategy. Therefore, unless other sites come forward within the city centre, additional provision will need to be made in other locations outside the city centre. This is considered in the next section.

4.23 Even if the maximum development density was achieved with each identified site 8,031 m^2 per hectare (35,000 ft^2 per acre), the total level of floorspace generated at

20,458 m^2 (220,220 ft^2) would still fall short of the required figure. However, for the purposes of selecting other locations, we would recommend that the average or likely floorspace density 5,736 m^2 per hectare (25,000 ft^2 per acre) is assumed.

5 OTHER LOCATIONS

Permitted Development

5.1 Prior to considering what alternative locations could attract new office development, it is worth confirming the extent of permitted development for office floorspace.

5.2 From our survey of the existing employment estates and allocated development sites, we are aware of two small plots in Fradley Business Park, that have planning permission for offices. These are plots H101 and H1B/1. These two sites measure collectively 0.7 hectares (1.73 acres). As they are out of town, we would assume a development density of approximately 3,442 m² per hectare (15,000 ft² net per acre). This would generate a total floorspace of just under 2,400 m² (26,000 ft²).

5.3 As referred to in our other report, we consider that Fradley Park will be built out in time. However, we no longer consider it to be a natural office pitch. Whilst it enjoys good road access, it has little prominence and is remote from any worthwhile amenities. This has been proven over time since the original development (over 10 – 15 years ago). Instead, this is an established pitch for distribution property. Therefore, there is a good chance that these two sites will not be developed for offices, but other forms of employment related development (ie light industry, general industry or distribution).

5.4 We are also aware, from speaking to Andrew Buckman at Kingston CPC, that Phase 2 to Parkside Court, Greenhough Road, Lichfield has planning permission. This phase consists of a further 10 units that can provide approximately 1,500 m² net (16,000 ft²). We hold certain reservations about the marketability of this second phase. This is because Greenhough Road Estate is not a natural location for offices and there are concerns that the freehold market for small two storey office buildings is diminishing fast. The current financial and economic situation is not helping in this regard. Nevertheless, given the success of Phase 1, we consider that Phase 2 could be a viable prospect.

5.5 As far as we are aware, there are no other outstanding development sites with planning permissions for offices in other locations outside the city centre.

5.6 Paragraph 3.23 to the brief identifies a number of broad locations which could potentially serve to meet office requirements. These broad locations are listed sequentially. We assess these in turn.

Edge of Lichfield, but within the Settlement Boundary

5.7 We consider there is potential for office development at the eastern edge of Lichfield. This location has a number of advantages. These include the proximity to Lichfield Trent Valley Railway Station and its position on one of the main radial routes into Lichfield, from the A38. In addition, there is some old industrial land in this area that could be successfully regenerated to provide an alternative location for office development.

5.8 Potential development sites include the GKN site and the Swan National Car Plant/Network Rail Depot. Other potential may exist in the southern most part of the wider Eastern Avenue South employment area. Potentially, these sites could generate a reasonably significant level of floorspace. In turn, such developments could accommodate large HQ type buildings akin to what has been developed successfully at Wall Island (Lichfield South).

5.9 It is to be noted that the most recent application submitted by Stoford for their Lichfield Park development at their Burton Old Road site, Streethay now proposes some office development. The illustrative masterplan, that supports the most recent application, shows 17 small courtyard office buildings of 186 m^2 (2,000 ft^2) each. This generates a total of 3,158 m^2 (34,000 ft^2). We consider that this site suffers in comparison to those sites that enjoy frontage to the main radial route connecting the city centre to the A38. Nevertheless, it indicates a degree of market confidence of this general location for some office development.

Urban Extensions to Lichfield

5.10 We consider there is obvious development potential for land to the south of Lichfield. This has potential as an urban extension, accommodating both housing and employment uses. Offices are likely to do well here, given the advantages that land south of Lichfield has in terms of connections to the A5, the A38 and the M6 Toll Road.

Burntwood

5.11 Very little, if any, significant office development has taken place within the town centre. Nor do we see this situation changing in either the short or medium term.

5.12 There has been some office development recently within the edge of Burntwood. Notably, Gladman built a business park at Newlands Court and Crompton Court in Zone 1 to Burntwood Business Park. One unit remains of just over 929m² (10,000 ft²). This is being marketed at £140 m² (£13 ft²) leasehold or £1,615 m² (£150 ft²) freehold. Despite this price advantage of the scheme at City Wharf, letting or selling of this final unit is proving to be difficult. The last deal completed was in January 2008.

5.13 This scheme is now almost fully let and sold and has been generally successful. However, it is our opinion that if a similar scheme came to the market today, then a developer would struggle to achieve the same success.

5.14 Office locations in Burntwood suffer from a lack of facilities for staff, and poor public transport links to parts. Burntwood is not an established office location, and competes with Lichfield when companies are looking to locate.

5.15 If transport links were improved in Burntwood, in addition to improved facilities, then this would certainly make Burntwood more attractive to office occupiers. However, Burntwood is always going to compete with Lichfield due to the proximity of the two locations.

5.16 As mentioned previously in this report, there is a move in terms of occupier's demand back towards city and town centres, and in this respect the opening of the M6 Toll has helped to bring the Lichfield office market to the fore. Burntwood, although being located close to the M6 Toll, is only a short distance from Lichfield City Centre, which offers an established office market, improved amenities for staff, good transport links and a prestigious historic setting. Burntwood may be able to compete with Lichfield by offering a reduced cost option.

5.17 For these reasons, we do not see Burntwood as likely to attract further significant office development in either the short or medium term.

Fradley

5.18 As referred to above, a small part of this development has been developed as offices. Indeed, this formed part of the first stages of development. However, since then, Fradley Park has become a well known and established high bay warehouse and distribution location. Virtually all the development over the last ten years at Fradley Park has been in this sector. Very limited, if any, further office development has taken place since the initial stages.

5.19 Fradley Park suffers from limited facilities for staff and poor public transport links, relative to that provided within the City Centre and other existing or potential out-of-centre sites. As referred to above, it also lacks prominence.

5.20 For these reasons, we do not consider that Fradley Park is likely to attract any further significant office development in either the short or medium term.

Other Locations

5.21 From our assessment of the existing estates and the allocated development sites, we identified there to be some potential for office development at Shenstone Industrial Park. This industrial park is situated adjoining the railway station at Shenstone. For this reason, we consider there may be some potential for the regeneration of industrial land in the eastern part of the wider industrial park for office redevelopment. Certainly, this use would be more favoured for environmental reasons.

5.22 The final location is Wall Island, that is also referred to as Lichfield South. To date, this has been a successful development promoted by Lingfield Securities.

5.23 Three office buildings have been let to Skipton Building Society, 1,432m^2 (15,410 ft^2). Nextria One 1,356 m^2 (14,600 ft^2) and Parker Hannifin 1,211 m^2 (13,033 ft^2). Parker Hannifin was as a result of a downsizing and relocation from an existing factory in Walkmill Lane, Cannock. The scheme is now fully let, with the last transaction taking place in December 2007. Rents have been achieved at £194 m^2 (£18 ft^2).

5.24 The scheme at Wall Island has an obvious advantage of road accessibility to the M6 Toll Road, and the A5. In addition, it is situated on one of the principal approach roads to Lichfield. As such, it is easily accessible and highly prominent. On the down side, it is remote from the City Centre and the amenities that this offers. As referred to in Section 3, we have noted a general shift back to city and town centres, with one of the principal reasons being accessibility to local amenities. To a certain extent, the scheme at Wall Island is protected from this effect by the mix of development on the wider site. This includes McDonalds, Esporta Gym and an Express by Holiday Inn. Nevertheless, these amenities are fairly limited, when placed in comparison to what Lichfield City can offer, particularly in terms of shopping and public transport.

5.25 Wall Island has been developed to provide high quality head quarter type buildings over two storeys. These buildings provide larger floor plates than those available in Lichfield, accompanied by new build accommodation offering a high specification. Until the development of City Wharf in Lichfield, larger requirements have had to locate out of Lichfield City Centre, and this may have contributed to Wall Island's success. In order for Lichfield City Centre to attract larger occupiers a variety of floor plates should be made available. This has been assumed in the assessment of sites in Table 3. Nevertheless, the potential number of sites within Lichfield that can provide large floor plate buildings or a large floorspace for sole occupation is very limited.

5.26 We understand that the developers of the Wall Island scheme are promoting a further 4.5 hectares as an extension to this scheme. If all this land was developed for offices at the same development density as previously i.e. 2,988 m^2 net per hectare, (13,400 ft^2 net per acre) then it would generate approximately 13,800 m^2 (150,000 ft^2) of office floorspace.

5.27 This is potentially a very significant proportion of the office floorspace for the whole District of Lichfield. Indeed, it is almost as large as the capacity of development we have estimated for the 7 identified development sites within Lichfield City Centre.

5.28 We do not consider the advantages of Wall Island are conclusive. Nevertheless, this location is clearly going to compete with the City Centre due to lack of similar product in Lichfield, its proximity to the M6 Toll, and the generous car parking provision. For these reasons there is a danger, unless the type of office floorspace promoted at Wall Island is clearly different, that this scheme could affect detrimentally the delivery of development on some of the other identified sites within Lichfield City.

5.29 Any future development at Wall Island could differentiate itself in terms of size of buildings or floor plates. From our assessment of the city centre sites, very few can generate a significant level of floorspace, although the potential redevelopment of Guardian House, and the Fire and Ambulance Station could attract tenants looking for floorspace over 929 m^2 (10,000 ft^2) .

5.30 Wall Island is a potential location for further development. However, careful consideration should be given to whether any planning permission for further development should be conditioned in terms of a minimum size of unit. We recommend a size threshold for any new development at Wall Island, to provide accommodation of a greater size than the existing buildings). If smaller buildings were built then these would compete directly with Lichfield City Centre. This size threshold would ensure that the Wall Island scheme should help to complement, rather than compete against, city centre sites.

5.31 Similar treatment should be considered for other out of centre sites. This includes Streethay, Trent Valley and any office development that forms part of an urban extension to the south of Lichfield. These sites have similar attributes to Wall Island, with the exception of Trent Valley, that is better served in terms of public transport.

5.32 Sequentially, it could be argued that Trent Valley is a superior location to the other sites (including Wall Island) for this reason. However, it is still out-of-centre and therefore, should be distinguished as such in order to ensure provision of supply in out of town locations complement development in the City Centre.

6 PRINCIPAL CONCLUSIONS

6.1 We have noticed a move, in terms of demand, back towards city and town centres. This shift has become more apparent over the last couple of years. This is evidenced by comparative rental growth within in-town offices.

6.2 There are a number of reasons for this shift. These include:-

- Companies taking less car parking, because less people are using the car to get to work.
- Accessibility to local amenities has become increasingly important. This includes a place to go to lunch, informal meeting places, such as cafes and parks, shopping, gyms and other leisure uses, and restaurants.
- Proximity to competitors for ease of staffing.

6.3 The continued projected growth in the service sector may not necessarily equate to an equivalent growth in demand for offices. Nevertheless, because of the structural changes in the economy, there should be a continuing overall growth in the office market

6.4 The construction of the M6 Toll Road has made a difference to the geography of the office market for the West Midlands. The M6 Toll Road is the only major road construction project in the west midlands of the last 10 years. In addition, no similar projects are currently planned to take place over the next 10 years. The opening of the M6 Toll Road has helped bring the Lichfield office market to the fore.

6.5 However, Lichfield could not be considered a major office market. It competes with the likes of Burton and Tamworth, rather than bigger markets such as Birmingham, Coventry and Wolverhampton.

6.6 Notwithstanding this, we consider the city has good rail and road connections. It has a good environment and an historical interest. It possesses a good housing stock, that will be attractive to a number of decision makers and company executives.

6.7 The supply of office space in Lichfield has historically provided units of between 185-370 m^2 (2,000-4,000 ft^2) and therefore take-up within the city centre has been restricted. If larger floor plates were developed in Lichfield then the local office market would be able to satisfy a greater number of companies. A long term strategy for the Lichfield area would be to provide a varied number of floor plates so that the area can capture requirements as and when they arise.

6.8 Development of office floorspace in the City and District of Lichfield in the last few years have been undertaken within the City Centre, the built up area of Lichfield, the built up area of Burntwood, and out of town, at Wall Island. To date, development activity within the City Centre has been limited in recent years. However, schemes on the periphery of the City Centre (e.g. City Wharf) have been relatively successful and have managed to attract bigger enquiries.

6.9 Of the 15 sites identified either within or on the edge of the City Centre, we conclude that 6 are definitely viable for redevelopment for office purposes, if deliverable. These sites are:-

- Sandford Street/Swan Road Car Park.
- Redcourt Car Park
- Bald Buck Public House and adjacent car park, Birmingham Road.
- Guardian House, Birmingham Road.
- Fire and Ambulance Station, Birmingham Road.
- New Davidson House.

All of these sites are well located in relation to the train station and Birmingham Road. In addition, most of these sites enjoy a good prominence. For these reasons, we consider that these sites will be attractive to occupiers in the office market, if and when the sites are developed. In addition, we consider that Wiltell Road has potential, although this may depend on the ultimate success of the City Wharf scheme.

6.10 We have employed an average or likely floorspace density of 25,000 ft^2 (2,232 m^2) net per acre for all sites. This allows for either a 3 storey development with a car parking standard of 1 space per 31 m^2 (333 ft^2) or a 2 storey development with a car parking standard of 1 space per 47 m^2 (500 ft^2).

6.11 Employing this development density against the 7 identified sites (including Wiltell Road) generates a total potential floorspace of 14,614 m² (157,300 ft²) net. The 332,920 ft² (30,000 m²) referred to in draft Regional Spatial Strategy is a gross floorspace figure. Generally, the level of net floorspace is equivalent to 85% of a gross figure. On this basis, the gross figure of 30,000 m² (332,920 ft²) would generate 25,500 m² (269,100 ft²) of net floorspace.

6.12 Our assessment indicates that the likely capacity of those development sites that we consider to be marketable for office development is likely to fall over 107,640 ft² **(10,000 m²)** net floorspace short of the figure required by Regional Spatial Strategy. Therefore, unless other sites come forward within the city centre, additional provision will need to be made in other locations outside the city centre.

6.13 We consider there is potential for office development at the eastern edge of Lichfield. This location has a number of advantages. These include the proximity to Lichfield Trent Valley Railway Station and its position on one of the main radial routes into Lichfield, from the A38. In addition, there is some old industrial land in this area that could be successfully regenerated to provide an alternative location for office development

6.14 We consider there is obvious development potential for land to the south of Lichfield. This has potential as an urban extension, accommodating both housing and employment uses. Offices are likely to do well here, given the advantages that land south of Lichfield has in terms of connections to the A5, the A38 and the M6 Toll Road

6.15 Office locations in Burntwood suffer from a lack of facilities for staff, and poor public transport links to parts. Burntwood is not an established office location, and competes with Lichfield when companies are looking to locate. If facilities and transport links in Burntwood were improved then this would make Burntwood more attractive to office occupiers. However, Burntwood is always going to compete with Lichfield due to the proximity of the two locations. Lichfield will always offer a more established office market with the advantage of a historic setting. Burntwood may be able to compete by offering a reduced cost option. For these reasons, we do not see Burntwood as likely to attract further significant office development in either the short or medium term

6.16 Fradley Park suffers from limited facilities for staff and poor public transport links, relative to that provided within the City Centre and other existing or potential out-of-centre sites. It also lacks prominence. For these reasons, we do not consider that Fradley Park is likely to attract any further significant office development in either the short or medium term

6.17 The scheme at Wall Island has an obvious advantage of road accessibility to the M6 Toll Road, and the A5. In addition, it is situated on one of the principal approach road to Lichfield. As such, it is easily accessible and is highly prominent. On the down side, it is remote from the City Centre and the amenities that this offers.

6.18 Wall Island has been developed to provide high quality head quarter type buildings over two storeys. These buildings provide larger floor plates than those available in Lichfield, accompanied by new build accommodation offering a high specification. Until the development of City Wharf in Lichfield, larger requirements have had to locate out of Lichfield City Centre, and this may have contributed to Wall Island's success. In order for Lichfield City Centre to attract larger occupiers a variety of floor plates should be made available, although the potential number of sites within Lichfield that can provide large floor plate buildings or large floorspace for sole occupation is very limited.

6.19 We do not consider the advantages of Wall Island are conclusive. Nevertheless, this location is clearly going to compete with the City Centre due to lack of similar product in Lichfield, its proximity to the M6 Toll, and the generous car parking provision. For these reasons there is a danger, unless the type of office floorspace promoted at Wall Island is clearly different, that this scheme could affect detrimentally the delivery of development on some of the other identified sites within Lichfield City.

6.20 Any future development at Wall Island could differentiate itself in terms of size of buildings or floor plates. From our assessment of the city centre sites, very few can generate a significant level of floorspace, although the potential redevelopment of Guardian House, and the Fire and Ambulance Station could attract tenants looking for floorspace over 929 m^2 (10,000 ft^2) .

6.21 Wall Island is a potential location for further development. However, careful consideration should be given to whether any planning permission for further development should be conditioned in terms of a minimum size of unit. We recommend a size threshold for any new development at Wall Island, to provide accommodation of a greater size than the existing buildings at the site (and certainly not less than the existing buildings). If smaller buildings were built then these would compete directly with Lichfield City Centre. This size threshold would ensure that the Wall Island scheme should help to complement, rather than compete against, city centre sites.

6.22 Similar treatment should be considered for other out of centre sites. This includes Streethay, Trent Valley and any office development that forms part of an urban extension to the south of Lichfield. These sites have similar attributes to Wall Island, with the exception of Trent Valley, that is better served in terms of public transport.

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APPENDIX 1

TABLE 5.3 TO THE FINAL REPORT TO THE REGIONAL CENTRES STUDY

statistics at ward level. We then took an average of the two ward-based measures and expressed the findings in index format, as detailed in Technical Paper 6.

5.25 However, given the difficulties of defining town centres on a ward basis, and because of the uncertainties involved in using ABI data at ward level, we turned to the data which reflect the ODPM's spatial definitions of the strategic centres and the ODPM's definition of office employment (which uses ABI data at five digit level). Indeed, after much discussion with the Steering Group, it was decided that we would favour the ODPM's definitions so as to assist in future monitoring; thus, we take an average of the two ODPM-based measures and express the resultant hierarchy in index format, as set out in Table 5.3.

Table 5.3 Overall Hierarchy of Office Centres Based on the ODPM's Spatial Definitions of Centres and the ODPM's Definition of Office Employment

Strategic Centre	Average of Indices for Office Employment & Office Floorspace: Birmingham = 100.0
Birmingham	100.0
Coventry	19.0
Wolverhampton	13.3
Leamington Spa	7.3
Walsall	6.8
Solihull	6.6
Telford	6.4
Worcester	5.9
Dudley	5.6
Stafford	5.0
Hanley	4.9
West Bromwich	4.8
Shrewsbury	4.2
Newcastle-under-Lyme	3.8
Hereford	3.6
Redditch	3.0
Stratford-upon-Avon	2.6
Nuneaton	2.5
Sutton Coldfield	2.4
Burton-upon-Trent	2.4
Kidderminster	2.3
Lichfield	2.3
Merry Hill[26]	2.0
Rugby	1.9
Tamworth	1.9
Cannock	1.2

5.26 There are five levels in the office centre hierarchy, with Birmingham on its own at the top as the regional centre. Indeed, the Birmingham city centre office market forms a key economic hub for the whole of the Region and, as to be expected, it houses major national and international companies and regional headquarters. The city centre office market comprises both financial and business services occupiers, together with the full spectrum of public sector service providers, including departments of central Government. Although the city centre office market is currently constrained by a shortage of immediately available high quality office buildings, we note that speculative investment activity has now commenced at Eastside.

[26] The ODPM's spatial definition of Merry Hill is over-tight and appears to exclude the Waterfront.

APPENDIX 2

NOTE OF STRUCTURED INTERVIEW WITH JON CARMALT, KING STURGE

LICHFIELD DISTRICT COUNCIL
Future General Employment and Office Development in Lichfield District

Structured Interview of Jon Carmalt, King Sturge, 2.30pm Wednesday 3 September 2008

B) The Offices Market, Capacity and appropriate Locations for Growth

Q1. Comment on the requirements of office occupiers and how these are changing.

The freehold market has disappeared. However, the current financial and economic situation has not helped.

In terms of demand, there has been a move back towards city and town centres. This shift has become more apparent over the last couple of years. This is evidenced by the comparative rental growth of in town offices. For example, prime rentals in Birmingham City Centre have increased from £25 (2000) to £30, plus parking, per ft^2 In contrast, out of town locations such as Birmingham Business Park have seen negligible rental growth over the last ten years. Rents at Birmingham Business Park are currently stuck at £18 per ft^2, including parking.

What are the reasons for this shift? There are a number of factors. These include:-

- Companies are taking less car parking, because less people are using the car to get to work.
- Accessibility to local amenities. This is becoming increasingly important. This includes a place to go for lunch, informal meeting places such as cafes and open spaces, shopping, gyms and other leisure, and restaurants.
- Proximity to competitors, for ease of staffing.

Sustainability issues have become more to the fore. This is more important currently for the public sector, but will become standard in time. Legislation now requires Energy Performance Certificates for new or refurbished buildings.

In terms of the quality of the floorspace, the following requirements are generally standard:-

- Raised access floors for any floor plate above 5,000 ft^2.
- One person per 100 ft^2 worker/ floorspace ratios.
- 2.7m floor to ceiling height.
- Suspended ceilings.
- LG7 standard lighting.
- Air conditioning (although this can counter the Energy Performance Certificate rating).

In addition, there is increasing demand for showers, for those you cycle to work.

With regard to parking, out of town locations, such as business parks, will require one space per 250 ft^2 of floorspace, or better. In town, in Birmingham City Centre, the parking requirements are far less.

Q2. *Identify Regional and Sub Regional Trends in the West Midlands Office Market*

Econometric projections, based on long term trends, see a continued growth in the service sector. However, this may not necessarily equate to an equivalent growth in demand for offices. Offices are tending to be used more efficiently, including desk sharing and home working.

Up to the last five years, virtually all development of new office floorspace was in out of town locations. As referred to above, recently there has been a shift back to city and town centres. This has been a gradual movement. However, there is more to come, as companies holding space in out of town business parks will not be able to release their floorspace, to move back to the town and city centres, until leases expire.

It remains easier to build offices in out of town locations. However, the negligible growth in rental has led to a question mark over against viability.

The M6 Toll Road has made a difference. Out of town locations such as Burntwood and Cannock are evidence of these. These developments could have possibly affected demand for town centre sites.

Front door freeholds are now out of favour. It is arguable that this market had reached saturation point before the Credit Crunch.

The general quality of offices is improving. This is due principally to staff retention issues.

Q3. *Identify Growth Sectors in the Regional and Sub Regional Markets*

JC referred PL to Andrew Burrell in the London Research Consulting department. Andrew Burrell considers that the biggest growth sector will be business services. This will include IT, Consultancy and Value Added Services.

The Financial Services sector will not be an obvious growth area in the short term, given the ongoing Credit Crunch. Specialist engineering is another potential growth area. The Public Sector is no longer an obvious office growth sector, given that much of the relocations have now already been accommodated.

Q4. *Provide a macro view of Lichfield, both City and District, as an Office Location*

Lichfield is not a major office market. It competes with Burton and Tamworth, rather than bigger markets such as Birmingham, Coventry and Wolverhampton.

Notwithstanding this, the city has good rail and road connections. It has a good environment and history. In addition, it has a good housing stock, which will attract a number of decision makers and company executives.

Q5. *Consider recent development activity in the District*

Further out of town office development in Burntwood is not anticipated. Similarly, no further office development is likely to be attracted to Fradley Park. Wall Island is a different matter and this could attract further demand, although as an out of town location, it does suffer from lack of amenities that the city centre of Lichfield can offer.

PJL
King Sturge
19/9/08

APPENDIX 3

NOTE OF STRUCTURED INTERVIEW WITH ANDREW BUCKMAN, KINGSTON CPC

LICHFIELD DISTRICT COUNCIL
Future General Employment and Office Development in Lichfield District

Structured Interview of Andrew Buckman, Kingstons, 2.00pm Tuesday 2 September 2008

B) The Offices Market, Capacity and appropriate Locations for Growth

Q1. Is there an imbalance between supply and demand of vacant premises in the city centre?

Not now. However, previously, there was a shortage of premises in relation to demand.

This became apparent with the development of City Wharf and Parkside Court (Greenhough Road). This has demonstrated a slow and steady demand of small modern office developments that provide units of up to 2,500 ft^2.

Parkside Court, that is not an obvious office pitch, has gone particularly well. Practical completion of Phase 1 took place in August 2008. Four out of the six units have been sold, with a fifth under offer. All have been sold freehold at £199 per ft^2.

To keep the market in balance, a slow injection of new space will be required.

Q2. What evidence is there for demand for new city centre offices? City Wharf – has this progressed better than expected?

Parkside Court has provided evidence (see above).

With regard to City Wharf, 9,000 ft^2 was pre-let to JMP Consultants at a rent of £18.42. A further 7,000 ft^2 has been taken up by the District Council (Venture House). A further two terraces of three buildings each (comprising units of 2,349 ft^2) are currently being developed. One terrace of units is under offer to Harrisons, the chosen development partners to the District Council for the city centre. This is to release a site of the Police.

Some of these deals are fortuitous and would represent abnormal levels of take up. However, City Wharf would not be considered the best office site serving the city centre.

Q3. What type of new office space is likely to be demanded?

Generally, the most likely size requirement is between 2,000 and 4,000 ft^2. The JMP transaction of 9,000 ft^2 in City Wharf should be considered abnormal in terms of size of take up, but not in terms of enquiries. Since January, 10% of all office enquiries for Lichfield District had been greater than 10,000 ft^2. Generally, there has been no space in the city centre to capture big enquiries. However the JMP transaction shows that if the product is built, then there is the potential to capture these types of enquiries.

Good basic standard office accommodation is required. Car parking is a particularly sensitive issue. City Wharf provides only three spaces per 1,000 ft^2 (net). This is considered to be a low level of parking.

Q4. Is there still a strong demand for offices in out of centre locations?

Yes.

The M6 Toll has made a difference to the outer centre office market. Essentially, the M6 Toll road has put this area in the spotlight, where previously it was not.

The scheme at Wall Island, where larger office units have all been let at £18.25 per ft^2, is a good illustration of the strength of demand for good out of town pitches, that are well located in relation to the M6 toll road junctions.

Q5. *Do you consider the market (ie demand) will sustain 30,000 m^2 of new office floorspace in the city centre over the next 20 years?*

The market would sustain this level of new office floorspace. However, the real question is whether it can be delivered. No big sites within the city centre obviously exist that could capture the larger enquiries.

Q6. *Of the 14 potential office development sites identified by the District Council, which do you consider to be marketable and deliverable? Are there any sites which can be discounted easily?*

The Fire Station and Ambulance site, Guardian House, plus the two nearby sites on the other side of Birmingham Road, are all good office sites, if deliverable.

The Bird Street car park? This could be difficult for design and conservation reasons. The site is the subject of a District Council competition.

The Swan Street site is in a good location, albeit a bit small. However, this does have potential.

The Shires Industrial Estate is too a peripheral location for offices, being neither city centre or truly out of town, located near the M6 Toll. Instead, this would be a better pitch for trade uses. The adjoining Maltings site is similarly in the wrong location for an office development site.

The Co-op is a very good site for offices.

The Wiltell works is not a convincing office site. It could work, but there are many better other sites that have been identified.

Davidson House? This would represent a viable option.

The Carols Discount Store and Texas site are a bit tucked away and lack prominence. The Linford Construction site suffers for the same reason. These could be better sites for residential, rather than offices.

Q7. *Are there other sites in the city centre that are likely to be viable? If so, where?*

Yes.

There is potential to extend City Wharf, either to the west, taking in land around the access road, or to the east, where housing was proposed.

The Bowling Green Pub Island would be a very good office site. In addition, this could yield a decent sized office building. However, access may be an issue.

The ATS and Plant Hire buildings near the station are a good location. However, these sites could be too small.

Beaconsfield House and Expert House, Sandford Street? Could work, but would it justify demolition of the existing premises. In addition, there was limited parking in the area.

Q8. *Are there other sites, out of centre, that are likely demanded?*

Yes.

Wall Island? There is definite demand for further offices at this location. This site could sustain larger office buildings, from 10,000 to 40,000 ft^2. This location is competitive to the city centre, although its advantages are not conclusive.

This site could attract investment from outside the District. Parker Hannifin are a good example. No other site has this potential reach. As such, other sites within the District are unlikely to be able to compete with Wall Island for Grade A HQ type requirements.

Fradley? Further office development at Fradley Park is unlikely, as this is now a distribution location.

Burntwood? The Gladman scheme started well, but has struggled recently. This is more an industrial, rather than office, pitch.

The eastern fringe to Lichfield has a number of options that could go well. These include the GKN site and the Swan National Car Plant/Network Rail Depot. This is a natural office location due to its proximity to Lichfield Trent Valley Railway Station and its position on one of the main radial routes into Lichfield.

Land at Cricket Lane, south of Lichfield has potential as an urban expansion, accommodating both housing and offices.

Parkside Court has gone well (see above) and could sustain further extensions or phases.

PJL
King Sturge
9/9/08

APPENDIX 4

TABLE OF KEY INDICATORS TO OFFICE SECTOR FOR JANOR REGIONAL CENTRES (REGIONAL CENTRES STRATEGY)

Office sector - key indicators

Town/City Centre	Total built office stock, 000m²	Number employed in F&BS	Number employed in public admin (SIC L)	Prime office rents, £ft²	Prime office yields, %
Birmingham	1,328	57,055	19,542	27.50	5.50
Wolverhampton	230	9,363	9,478	10.00	6.50
Coventry	169	9,154	5,471	15.00	5.75
Walsall	133	8,341	2,656	10.00	..
Telford	109	6,805	2,227	14.00	6.75
Halesowen (Dudley)	44	6,395	441	14.00	..
Hanley	125	6,023	1,745	12.00	..
Sutton Coldfield (Birm)	60	5,913	683	12.00	7.00
Leamington Spa (Warwick)	106	5,447	1,276	18.00	6.50
Solihull	86	5,325	2,043	20.00	6.50
Dudley	92	5,226	2,230	14.00	6.20
Worcester	80	4,419	1,506	15.00	5.60
West Bromwich (Sandwell)	74	4,379	3,002	10.00	..
Burton-upon-Trent (E Staffs)	82	4,129	937	12.00	7.00
Stratford on Avon	73	3,779	608	17.00	6.00
Merry Hill	107	3,226	2,707	14.00	7.00
Hereford	74	3,119	1,421	10.00	..
Lichfield	56	2,849	469	14.00	..
Cannock	22	2,799	1,113	14.00	7.50
Rugby	70	2,744	806	12.00	7.00
Tamworth	30	2,668	384	15.00	7.00
Redditch	51	2,531	1,035	14.00	7.00
Stafford	78	2,454	2,447	13.00	7.00
Stourbridge (Dudley)	42	2,270	264	12.00	7.50
Kidderminster (Wyre Forest)	50	2,123	589	11.00	..
Bromsgrove	31	1,948	522	15.00	7.00
Newcastle-under-Lyme	51	1,793	791	12.00	7.50
Shrewsbury	45	1,694	1,156	15.00	..
Nuneaton	41	1,093	1,199	14.00	6.40
Rugeley (Cannock Chase)	10	685	227	11.00	..

'..' denotes data not available

Sources:
Total built office stock: ODPM floorspace stats - ward level
No employed in F&BS & public admin: ABI 2003 - ward level
Prime office rents & yields: King Sturge

Indicative rental figures are hypothetical prime rents as many of the town centres have limited prime stock, on this basis rents achieved in the out-of-town markets have been used on the basis that they should be achievable on the right stock in town centres.

Prime office yields are based on specific deals within the given locality. Such data is not available for a number of locations where no prime office buildings have been recently sold.

APPENDIX 5

SCHEDULE OF VACANT AND AVAILABLE OFFICE FLOORSPACE WITHIN LICHFIELD CITY AND DISTRICT, SORTED BY SIZE

	Office Vacancy Schedule 21.08.08 sorted by Size				
Ref No	Address	Location	Size Sq ft	Owner/Agent	Source
1	Office Lichfield Business Village, Lichfield	Lichfield	117	Kingston	Website
2	1 The Mews, Backcester Lane, Lichfield	Lichfield	130	Kingston	Board
3	13 Tamworth Street, Lichfield	Lichfield	268	n/a	Focus
4	Office Lichfield Business Village, Lichfield	Lichfield	451	Kingston	Website
5	80 Upper John Street, Lichfield	Lichfield	463	George Robinson	Board
6	Unit A, City Wharf, Davidson Road, Lichfield	Lichfield	528	Kingston	Board
7	Unit 2, Parkside Court, Greenhough Road, Lichfield	Lichfield	584	Kingston	Board
8	11 Bird Street, Lichfield	Lichfield	830	n/a	Focus
9	15 Tamworth Street, Lichfield	Lichfield	908	George Robinson	Board
10	12a Lombard Street, Lichfield	Lichfield	925	n/a	Focus
11	28 Bird Street, Lichfield	Lichfield	947	n/a	Focus
12	17a, Market Street, Lichfield	Lichfield	968	Kingston	Board
13	Charter House, Sandford Street, Lichfield	Lichfield	1,078	Kingston	Website
14	Beaconsfield House, 10 Sandford Street	Lichfield	1,202	n/a	Focus
15	Rear 71-73 Upper St John Street, Lichfield	Lichfield	1,207	Kingston	Website
16	City House, City Wharf, Lichfield	Lichfield	1,250	Kingston	Board
17	No. 6, Three Spires House, Station Road, Lichfield	Lichfield	1,358	Kingston	Board
18	Waverley Court	Lichfield	1,427	Kingston	Website
19	Spear House, Cobbett Road, Burntwood Business Park	Burntwood	1,535	Kingston	Board
20	13 St John Street	Lichfield	1,537	n/a	Focus
21	Langton House, Bird Street, Lichfield	Lichfield	1,671	Kingston	Board
22	Suite 4, St Chads House, Cross Keys, Lichfield	Lichfield	1,733	Kingston	Website
23	BBD House, Stone Court	Lichfield	1,934	Kingston	Website
24	31 Bore Street, Lichfield	Lichfield	1,944	n/a	Focus
25	Expert House, 10 Sadford Street	Lichfield	1,955	n/a	Focus
26	Unit 3, Cobbett Raod, Zone 1, Burntwood Business Park	Burntwood	2,300	Kingston	Board
27	Unit 4, Cobbett Raod, Zone 1, Burntwood Business Park	Burntwood	2,300	Kingston	Board
28	Unit E, City Wharf, Davidson Road, Lichfield	Lichfield	2,349	Harris Lamb	Board
29	Unit F, City Wharf, Davidson Road, Lichfield	Lichfield	2,349	Harris Lamb	Board
30	Office City Wharf, Davidson Road, Lichfield	Lichfield	7,047	Kingston	Board
31	B City Wharf, Davidson Road, Lichfield	Lichfield	9,070	n/a	Focus
32	Unit 4, Newlands Court, Burntwood Business Park,	Burntwood	10,070	Kingston	Board
33	Guardian House, Birmingham Road, Lichfield	Lichfield	16,002	Kingston	Board
Total			78,437		
King Sturge					
21.08.08					

APPENDIX 6

SCHEDUEL OF VACANT AND AVAILABLE OFFICE FLOORSPACE WITHIN LICHFIELD CITY AND DISTRICT, SORTED BY LOCATION

Office Vacancy Schedule 21.08.08 sorted by Location

Ref No	Address	Location	Size Sq ft	Owner/ Agent	Source
1	Spear House, Cobbett Road, Burntwood Business Park	Burntwood	1,535	Kingston	Board
2	Unit 3, Cobbett Raod, Zone 1, Burntwood Business Park	Burntwood	2,300	Kingston	Board
3	Unit 4, Cobbett Raod, Zone 1, Burntwood Business Park	Burntwood	2,300	Kingston	Board
4	Unit 4, Newlands Court, Burntwood Business Park,	Burntwood	10,070	Kingston	Board
Subtotal			**16,205**		
Ref No	Address	Location	Size Sq ft	Owner/ Agent	Source
5	Office Lichfield Business Village, Lichfield	Lichfield	117	Kingston	Website
6	1 The Mews, Backcester Lane, Lichfield	Lichfield	130	Kingston	Board
7	13 Tamworth Street, Lichfield	Lichfield	268	n/a	Focus
8	Office Lichfield Business Village, Lichfield	Lichfield	451	Kingston	Website
9	80 Upper John Street, Lichfield	Lichfield	463	George Robinson	Board
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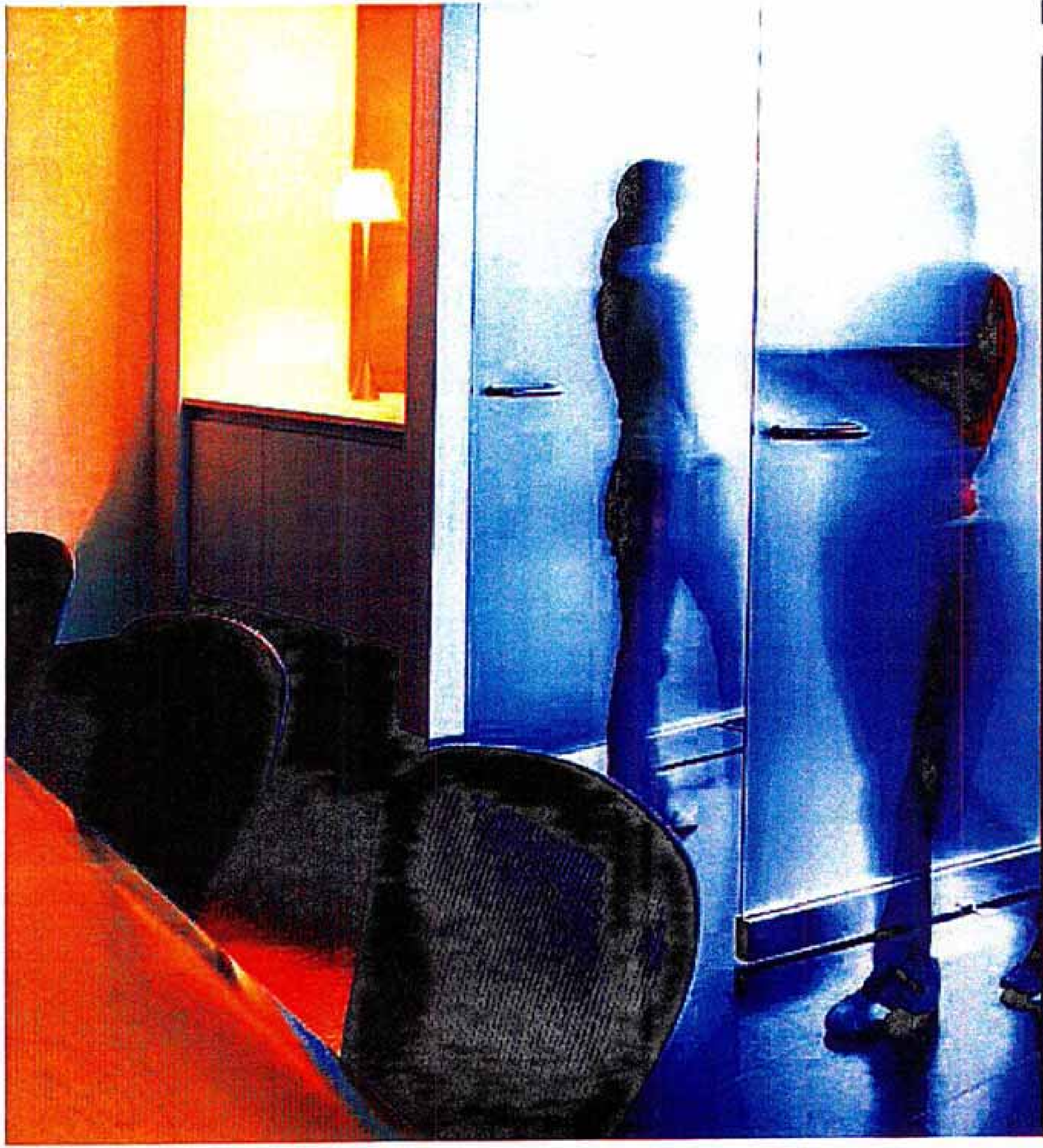
28	Expert House, 10 Sadford Street	Lichfield	1,955	n/a	Focus
29	Unit E, City Wharf, Davidson Road, Lichfield	Lichfield	2,349	Harris Lamb	Board
30	Unit F, City Wharf, Davidson Road, Lichfield	Lichfield	2,349	Harris Lamb	Board
31	Office City Wharf, Davidson Road, Lichfield	Lichfield	7,047	Kingston	Board
32	B City Wharf, Davidson Road, Lichfield	Lichfield	9,070	n/a	Focus
33	Guardian House, Birmingham Road, Lichfield	Lichfield	16,002	Kingston	Board

Subtotal			**62,232**		
Total			**78,437**		
King Sturge					
21.08.08					

APPENDIX 7

MARKETING BROCHURE TO CITY WHARF



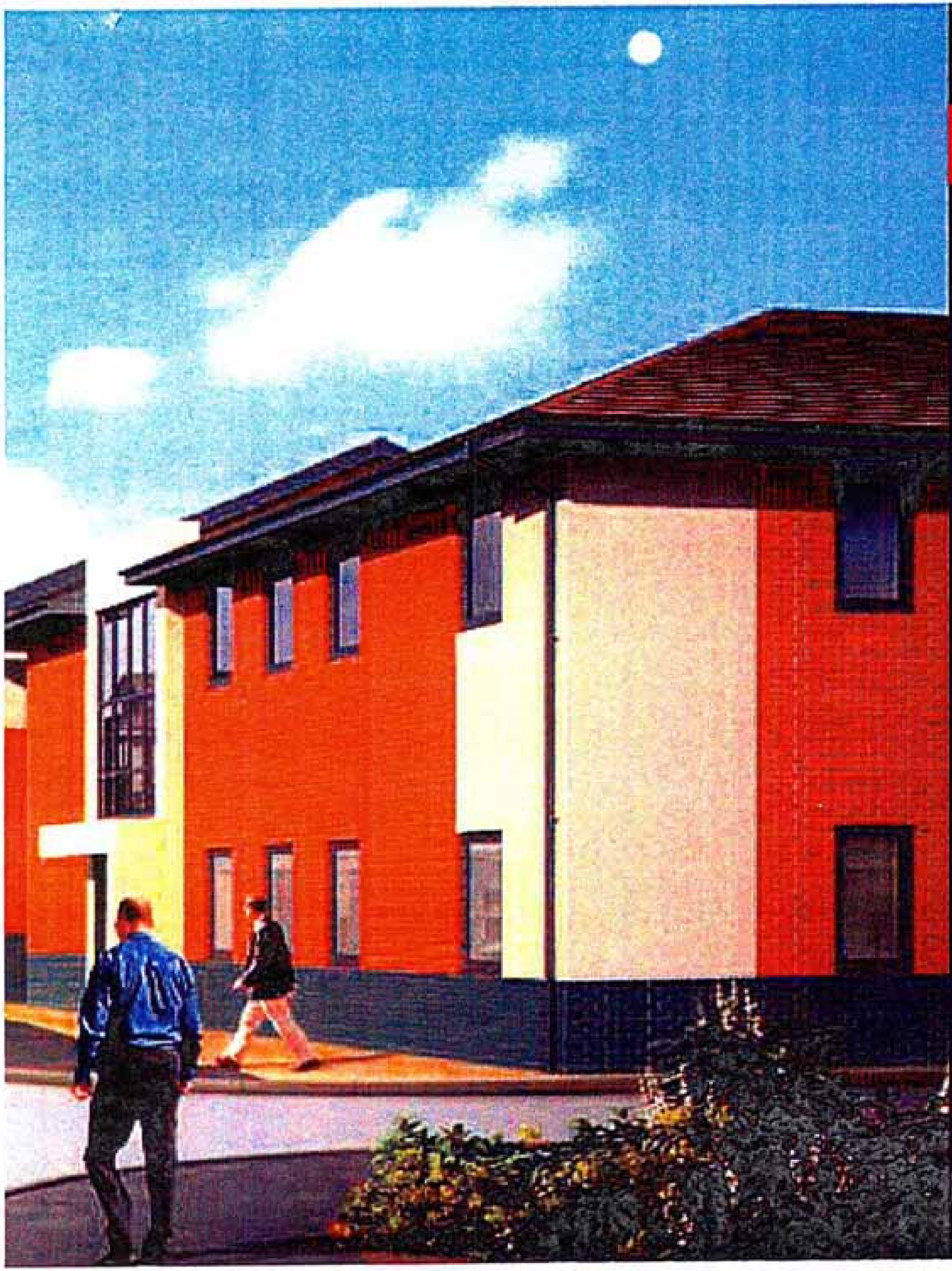
LICHFIELD | DAVIDSON RD | WS14 9DZ

CITY WHARF

NEW OFFICES

REDROW


CITY WHARF
FOR SALE OR TO LET



About City Wharf 2008

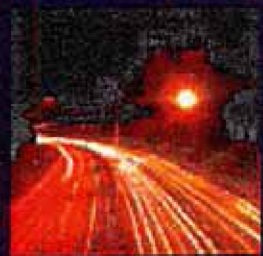
Ideally situated just off the national motorway network, with railway stations on the Birmingham cross city line and west coast mainline, the cathedral city of Lichfield boasts great commuter links. City Wharf itself sits beside Lichfield City Station, close to everything that the city centre has to offer – a highly sustainable location for forward thinking businesses.

Lichfield District Council has relocated its own Venture House Training Centre close to the City Wharf entrance. Davidson Road extends into the site, giving each building an individual presence and each office has the identity of its own front door.

Nine offices are contained in four distinctive buildings with the flexibility to combine or sub divide offices to meet occupiers' needs.

Each office has its own private parking spaces alongside the building.

An outline of the office sizes, layouts and specifications is shown on the inserts at the back of the brochure.




CITY WHARF

City Wharf 2009

City Wharf is designed to meet the needs of the modern office. This prestigious development offers individual and contemporary space for dynamic businesses.

In an image conscious world, offices can reflect the aspirations of the occupier, and help them create new business opportunities.

The impressive offices on the final phase of City Wharf are designed to make the best of impressions, and are efficient as single buildings or divided into separate floors.

These two offices complete the City Wharf scene and have deservedly impressive entrances.

Each office has its own private parking spaces alongside the building.

An outline of the office sizes, layouts and specifications is shown on the inserts at the back of the brochure.

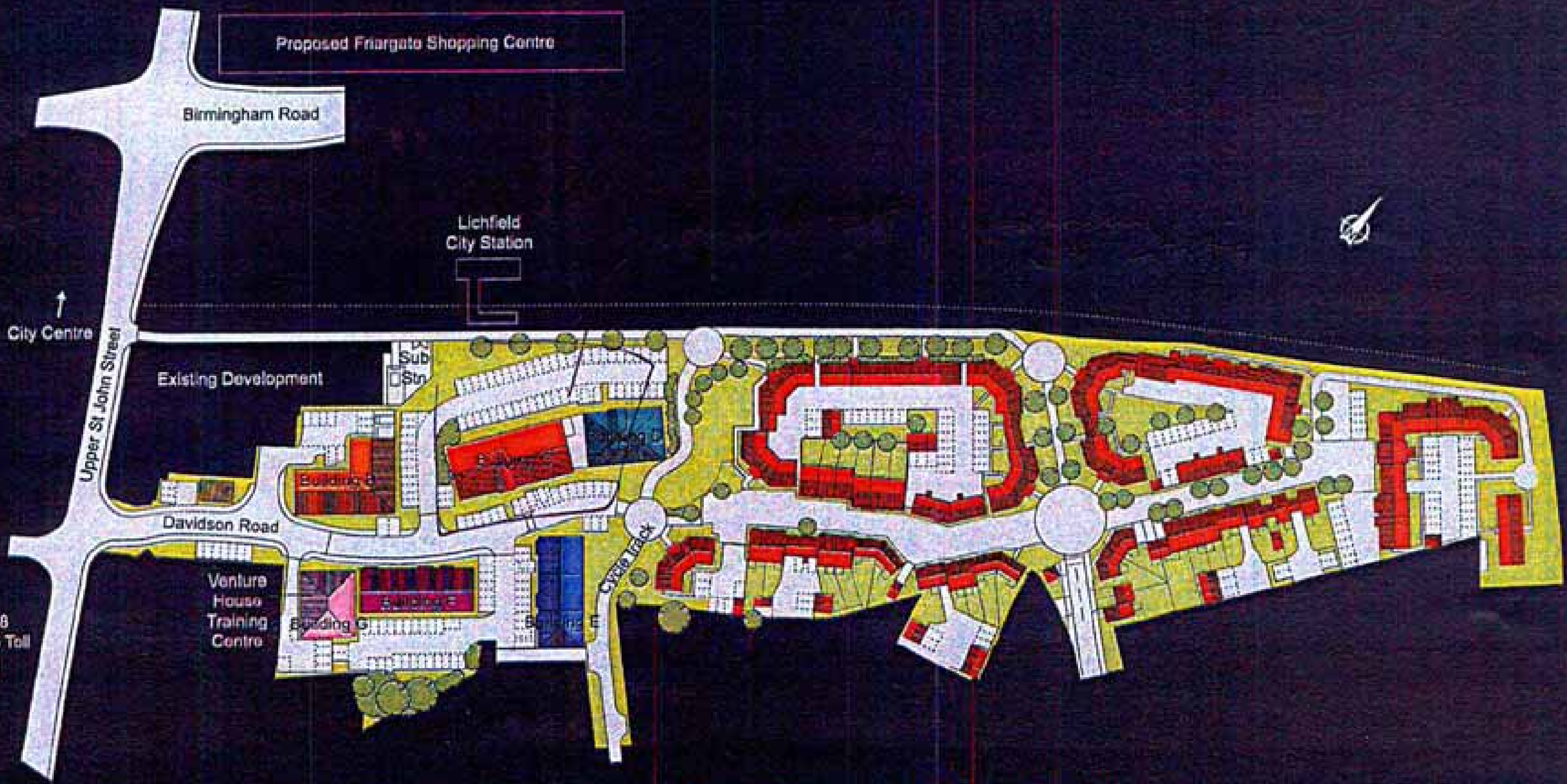
Site plan

Location is key when it comes to deciding upon the ideal business premises. City Wharf places Lichfield city centre and its great amenities within easy reach – ideal if your business meetings start early in the morning or extend into the evening.

City Wharf is served by a great commuter network, placing Birmingham and the surrounding suburbs in easy reach – all of which means a wide ranging workforce is at your fingertips.

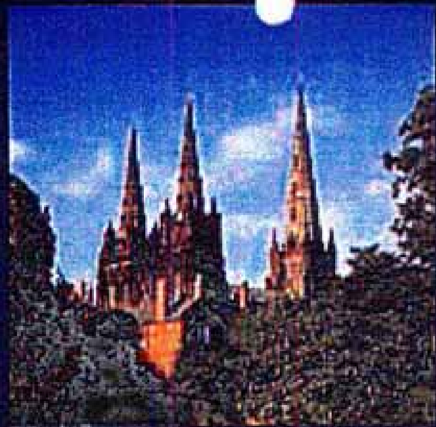
A ten minute meeting with colleagues, a relaxed de-brief, or a major presentation, whatever your business, entertaining clients outside the office environment shouldn't be a problem; Lichfield offers extensive opportunities. There is a wide range of national and independent cafes, restaurants, pubs and wine bars across the city, and of course shopping!

The Friargate shopping centre has planning consent for a major redevelopment, including a department store, retail units, a cinema, restaurant and hotel, plus a large car park.



This plan is not to scale. It is a two dimensional drawing and does not show land contours or gradients, boundary treatments, landscaping or Local Authority street lighting. Highway details are subject to Local Authority approval. Redrow reserve the right to change the layout of the development without prior notice.

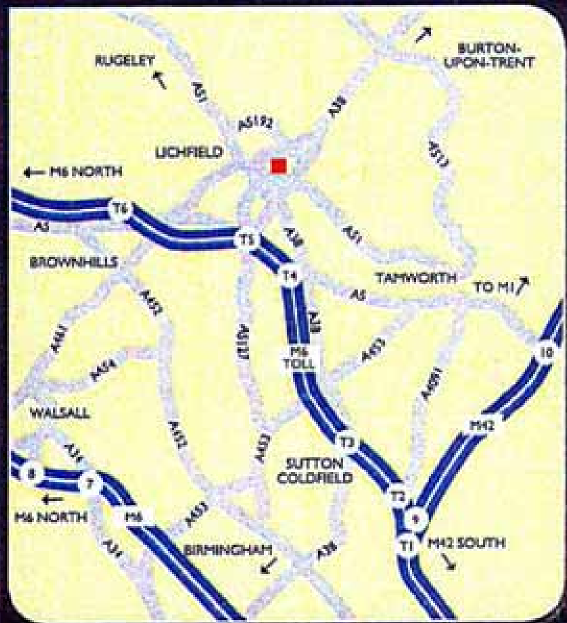
Cafe time in Lichfield

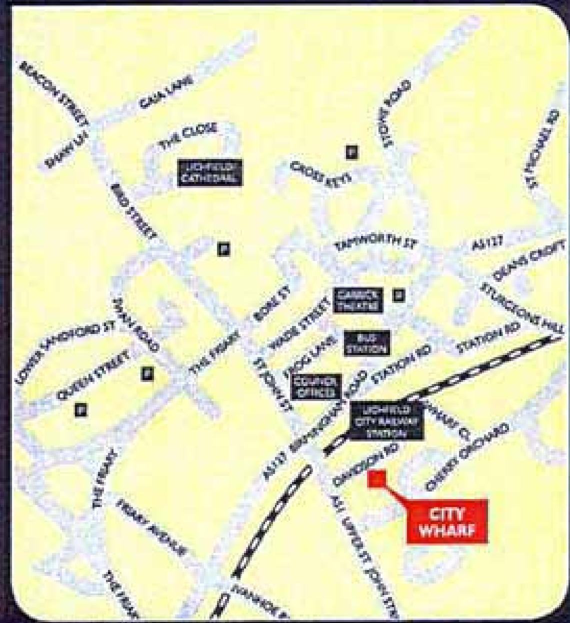


Lichfield Cathedral

Well connected

- Great road networks (M6 Toll)
- Birmingham in easy reach
- Lichfield City Station on doorstep
- Lichfield Trent Valley Intercity Station approx. 1 mile away
- Birmingham and East Midlands Airports within easy reach





City Wharf
Davidson Road, Lichfield, Staffordshire, WS14 9DZ

One click **citywharf.redrow.co.uk**

Selling Agents

KINGSTON
Commercial Property Consultants
01543 414300
www.kingstoncpc.co.uk

abuckman@kingstonandpartners.co.uk

Harris Lamb
CHARTERED SURVEYORS
Birmingham 0121 455 8455
Stoke on Trent 01782 272555
www.harrislamb.com

neil.harris@harrislamb.com

From Lichfield City Station you can go direct to:

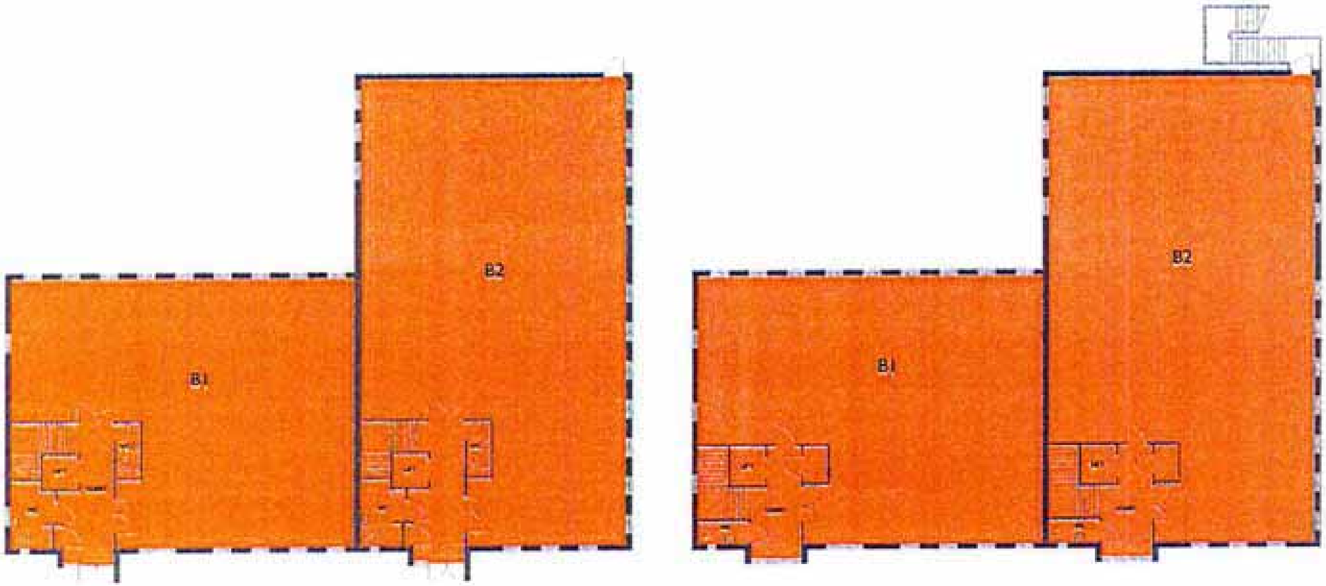
Lichfield Trent Valley, Shenstone, Four Oaks, Sutton Coldfield, Erdington, Birmingham New Street, Five Ways, University, Bournville, Barnt Green, Redditch

And from Lichfield Trent Valley you can get to the following major destinations direct:

London, Milton Keynes, Manchester, Crewe, Tamworth, Stafford, Stoke-on-Trent

CITY WHARF

BUILDING **B**



Ground Floor

First Floor

Tenure – The offices are available for sale or to let, subject to an estate service charge for the management and maintenance of the office park.

Accommodation

Office B1 provides net internal areas of:

Ground floor 1,846 sqft – 171 sqm
First floor 1,956 sqft – 182 sqm
Total 3,799 sqft – 353 sqm

Office B1 can have twelve car parking spaces.

Office B2 provides net internal areas of:

Ground floor 2,580 sqft – 239 sqm
First floor 2,691 sqft – 250 sqm
Total 5,271 sqft – 489 sqm

Office B2 can have fourteen car parking spaces.

This office is designed to be capable of being combined, by the removal of party walls, to create a single office of over 9,070 sqft with 26 parking spaces.

Specification

- Self contained office building
- Impressive entrances with:
  - 8 person passenger lift
  - Toilets on each floor
  - Fitted shower
- Office areas with:
  - Flexible and efficient open plan layout
  - Carpeting throughout
  - Suspended ceilings including LG7 compliant lighting
  - Office heating and cooling by fan coil units in ceiling void
  - Raised floors with 150mm void for power and data
  - Double glazed windows with anti-sun glazing

One click **citywharf.redrow.co.uk**

City Wharf, Davidson Rd, Lichfield, Staffs, WS14 9DZ

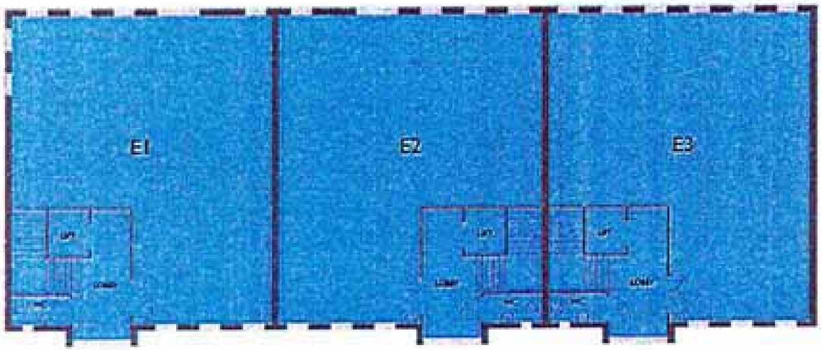
KINGSTON
Commercial Property Consultants
01543 414300
www.kingstoncpc.co.uk

Harris Lamb
CHARTERED SURVEYORS
Birmingham 0121 455 8455
Stoke on Trent 01782 272555
www.harrislamb.com

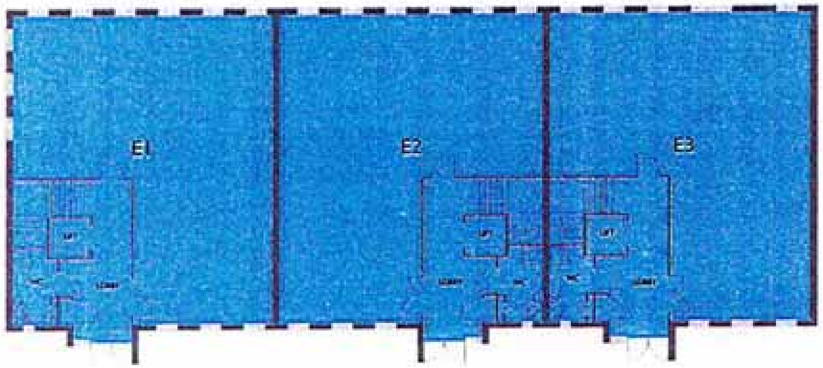
REDROW

CITY WHARF

BUILDING **E**



First Floor



Ground Floor

Tenure – The offices are available for sale or to let, subject to an estate service charge for the management and maintenance of the office park.

Accommodation

Each office provides net internal areas of:

Ground floor 1,130 sq.ft – 105 sqm
First floor 1,219 sq.ft – 113 sqm
Total 2,349 sq.ft – 218 sqm

Each office can have seven car parking spaces.

The offices are designed to be capable of being combined, by the removal of party walls, to create larger units.

Specification

- Self contained office building
- Impressive entrances with:
  - 8 person passenger lift
  - Toilets on each floor
  - Fitted shower
- Office areas with:
  - Flexible and efficient open plan layout
  - Carpeting throughout
  - Suspended ceilings including LG7 compliant lighting
  - Gas fired heating with perimeter radiators
  - Three compartment skirting trunking for power and data
  - Double glazed opening windows with anti-sun glazing

One click **citywharf.redrow.co.uk**

City Wharf, Davidson Rd, Lichfield, Staffs, WS14 9DZ

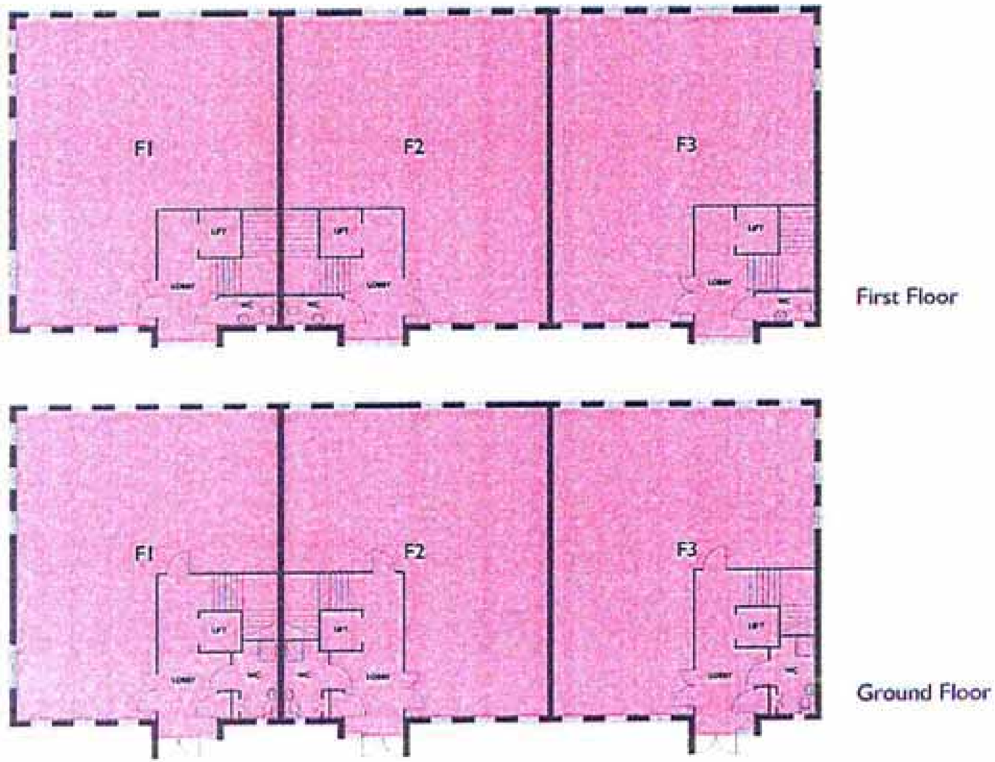
KINGSTON Commercial Property Consultants
01543 414300
www.kingstoncpc.co.uk

Harris Lamb
CHARTERED SURVEYORS
Birmingham 0121 455 9455
Stoke on Trent 01782 272555
www.harrislamb.com

REDROW

CITY WHARF

BUILDING F



Tenure – The offices are available for sale or to let, subject to an estate service charge for the management and maintenance of the office park.

Accommodation

Each office provides net internal areas of:

Ground floor	1,130 sqft – 105 sqm
First floor	1,219 sqft – 113 sqm
Total	2,349 sqft – 218 sqm

Each office can have eight car parking spaces.

The offices are designed to be capable of being combined, by the removal of party walls, to create larger units.

Specification

- Self contained office buildings
- Impressive entrances with:
  - 8 person passenger lift
  - Toilets on each floor
  - Fitted shower
- Office areas with:
  - Flexible and efficient open plan layout
  - Carpeting throughout
  - Suspended ceilings including LG7 compliant lighting
  - Gas fired heating with perimeter radiators
  - Three compartment skirting trunking for power and data
  - Double glazed opening windows with and sun glazing

One click **citywharf.redrow.co.uk**

City Wharf, Davidson Rd, Lichfield, Staffs, WS14 9DZ

APPENDIX 8

MARKETING BROCHURE TO PARKSIDE COURT

FOR SALE OR TO LET

PARKSIDE COURT

LICHFIELD

BRAND NEW - HIGH SPECIFICATION SELF CONTAINED OFFICE BUILDINGS

FROM 1,242 SQ FT (115 SQ M) TO 3,451 SQ FT (321 SQ M)

PARKSIDE COURT, GREENHOUGH ROAD, LICHFIELD

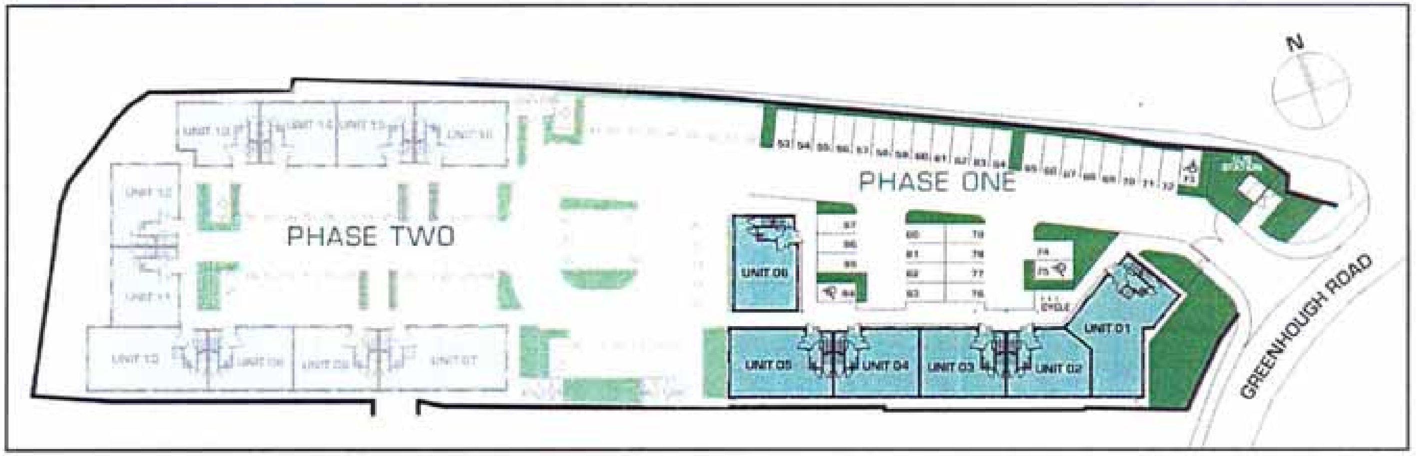
OF INTEREST TO OWNER OCCUPIERS, TENANTS AND INVESTORS

THE DEVELOPMENT

Parkside Court will provide a new office destination in Lichfield with 16 self contained two storey office buildings being developed within a secure landscaped site with gated entrance off Greenhough Road.

The office buildings are to be constructed in two phases with Phase 1 providing 6 buildings to be completed to a high quality standard, available either leasehold or on a virtual freehold basis and ready for occupation early 2008.

Phase 2 will follow the completion of Phase 1 or alternatively bespoke buildings can be pre-sold/pre-let on a design and build basis.



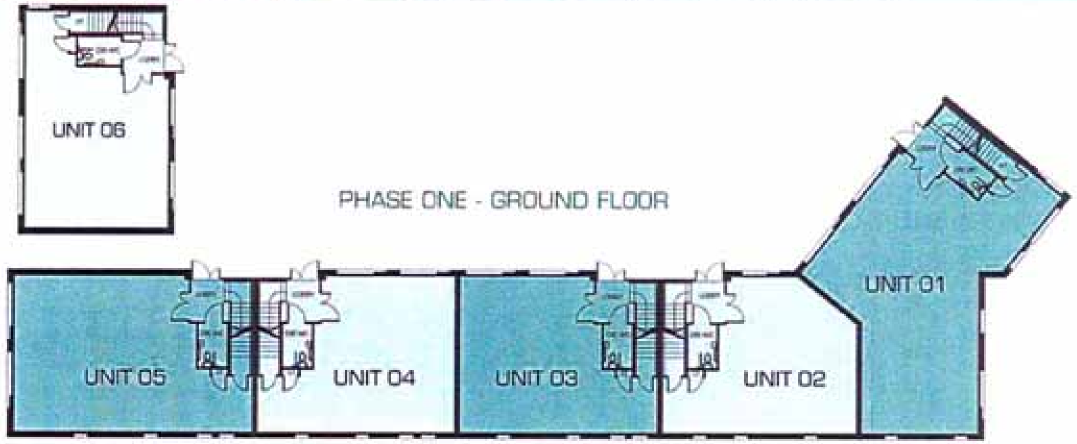
SPECIFICATION

- Two storey self contained offices
- Energy efficient cooling/heating system
- Three compartment perimeter and floor trunking for cable management
- Suspended ceilings incorporating LG7 compliant lighting
- Double glazed window units
- Carpet tile floor finish
- Superior finishes throughout
- Secure landscaped environment with CCTV
- Gated entrance and swipe card access
- Broadband is networked to the development
- Lintels will be incorporated within party walls to allow a ready combination of units, as appropriate
- Door entry intercom system.

PARKSIDE COURT

SCHEDULE OF ACCOMMODATION

Unit	Sq ft	Sq m	Car Spaces
1	2,209	205	8
2	1,242	115	5
3	1,535	143	5
4	1,423	132	5
5	1,836	171	6
6	1,618	150	6



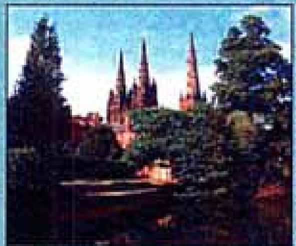
PHASE ONE - GROUND FLOOR

PHASE ONE - FIRST FLOOR

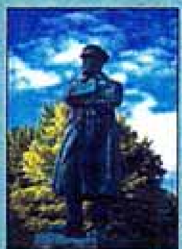
PARKSIDE COURT

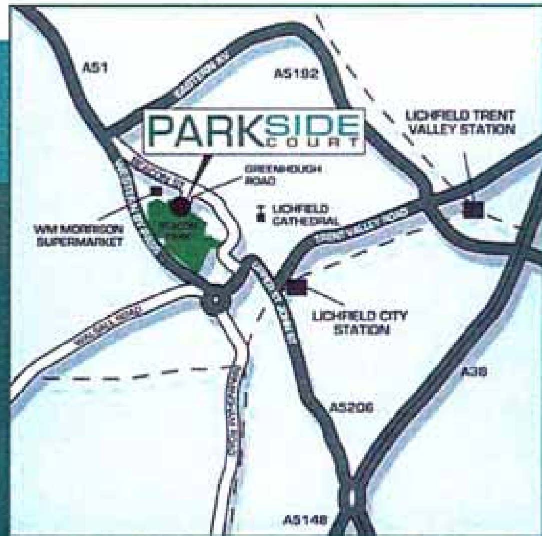
PARKSIDE COURT, GREENHOUGH ROAD, LICHFIELD, STAFFORDSHIRE WS13 7AU

LOCATION



Parkside Court is situated approximately half a mile from Lichfield City Centre off Greenhough Road. Greenhough Road is accessed off Beacon Street and leads to the attractive Beacon Park. Beacon Street in turn provides direct access to Lichfield City Centre to the south or to the western bypass (A51) to the north. Birmingham City Centre is located approximately 20 miles to the south of Lichfield and Walsall approximately 12 miles to the south-west. Junction T5 of the M6 toll motorway is approximately 4 miles to the south providing direct access to the M6 and M42 motorways and in turn the motorway network. In addition the A5 from Lichfield provides direct access to Junction 10 of the M42 motorway to the south east and the A38 dual carriageway access to Burton upon Trent and Derby to the north east.





For further information to include availability and pricing please contact the joint agents

0121 233 2330
www.kwboffice.com
KWB

Nigel Tripp
ntripp@kwboffice.com

KINGSTON
CHARTERED SURVEYORS
10, BORE STREET
LICHFIELD WS13 6PQ
01543 414300

Andrew Buckman
abuckman@kingstonandpartners.co.uk

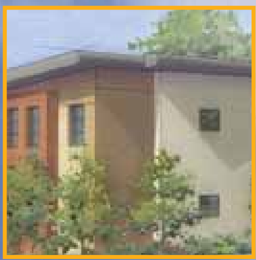
A development by:

MHG
MIDLAND.HOLMAN.GOUGH

APPENDIX 9

MARKETING BROCHURE TO WALL ISLAND (LICHFIELD SOUTH)

Lingfield
INVESTING IN LICHFIELD




Lichfield SOUTH

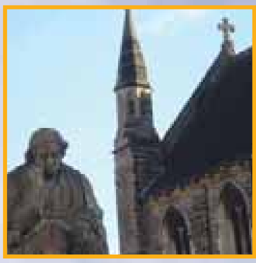
Junction T5 • M6 Toll

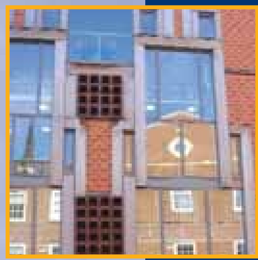



3 headquarters office buildings **LET**

Lichfield SOUTH

Junction T5 • M6 Toll





Combine business and leisure in a landmark location

Lichfield South is a new landmark business and leisure development situated at the gateway to the historic city of Lichfield.

Three Headquarters office buildings have been let adjacent to the M6 Toll motorway ahead of the completion of their construction.

This high quality Headquarters Office Scheme consists of three state of the art buildings now under construction. Building 2 has already been completed and let to NextiraOne who took occupation in July 2007. Buildings 1 and 3 will be complete in December 2007, the former let to Skipton Building Society and the latter let to Parker Hannifin.

The successful leisure phase already accommodates an Esporta Health & Fitness Club, Express by Holiday Inn and a McDonald's Drive Thru Restaurant.

This superb location provides a large and growing catchment area of potential customers and a relatively untapped labour market may be sourced from Staffordshire and Greater Birmingham.

MAJOR OFFICE OCCUPIERS who have already selected Lichfield include:

The Environment Agency
Police Mutual Assurance
Walton Homes
NextiraOne
Lorien Plc

Building 1

15,410 sq ft (1,432 sq m)
let to Skipton Building Society

Building 2

14,600 sq ft (1,356 sq m)
let to NextiraOne

Building 3

13,033 sq ft (1,211 sq m)
let to Parker

www.lichfieldsouth.com



One of The Midlands'

STRATEGICALLY LOCATED

It's hard to find a more perfect location than Lichfield South at Junction T5 of the M6 Toll. It has high speed road connections to the whole of the UK via the M6 Toll south, east and west, M42, A5 and the A38 north with Birmingham centre only 20 minutes away.

Airports are easy to access with Birmingham International only 20 minutes and Nottingham East Midlands Airport 40 minutes drive away. Rail times are also excellent with London just 1hr 10mins, Manchester 1hr 14mins via the West Coast Main Line and Birmingham centre 35 minutes using the Cross City Line.

TRAVEL TIMES

BY ROAD

Birmingham International Airport/Station	20mins
NEC	20mins
Birmingham	35mins
East Midlands Airport	40mins
Manchester	1hr 56mins
Leeds	2hrs
London	3hrs

Travel times using the M6 Toll where appropriate.

BY RAIL

Birmingham	35mins From Shenstone station
Manchester	1hr 14mins From Lichfield Trent Valley station
London	1hr 10mins From Lichfield Trent Valley station

DEMOGRAPHICS

Population within the 30min travel to work area 2.5million.

Lichfield SOUTH

Junction T5 • M6 Toll

most accessible locations

Artist's illustration of Lichfield South Offices. These are now under construction, for the latest details visit our website at **www.lichfieldsouth.com**

OFFICES

proposed office accommodation

The buildings will be built to a high specification to include the following features:

- Fully accessible raised floors with 150mm minimum void
- Four pipe fan coil comfort cooling
- Suspended ceiling with LG7 compliant lighting
- Ten person passenger lifts
- Feature glazed canopies
- 141 car parking spaces

TERMS

tenure

The buildings are available on new FRI leases directly from the landlord on terms to be agreed. For further information contact the joint agents.

estate charge/business rates

An estate charge will be levied for those services provided by the Landlord and the Tenant will be responsible for the payment of Business Rates direct to the Local Authority.

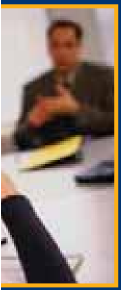
VAT

All figures quoted are exclusive of VAT.

viewing

Strictly by appointment with joint agents.

www.lichfieldsouth.com




M6toll
M6toll


NORTH
STOCKINGS LANE
A5 TRUNK ROAD
TO WALSALL
TO TAMWORTH
ESPORTA CAR PARKING
ESPORTA
RESTAURANT (proposed)
LICHFIELD SOUTH VISITOR CAR PARKING
EXPRESS BY HOLIDAY INN
RESTAURANT CAR PARK
McDONALDS DRIVE THRU RESTAURANT
HOTEL CAR PARKING
WALL ISLAND
A5127 BIRMINGHAM ROAD
TO SUTTON COLDFIELD
TO LICHFIELD
1
2
3

The joint agents:

KINGSTON
CHARTERED SURVEYORS
01543 414300
enquiries@kingstonandpartners.co.uk

Mike Gentles
mgentles@kingstonandpartners.co.uk

GBR
GBR PROPERTY CONSULTANTS
0121 616 0500

John Griffiths
jgriffiths@gbrproperty.com

Ben Thacker
bthacker@gbrproperty.com

Lingfield
INVESTING IN LICHFIELD

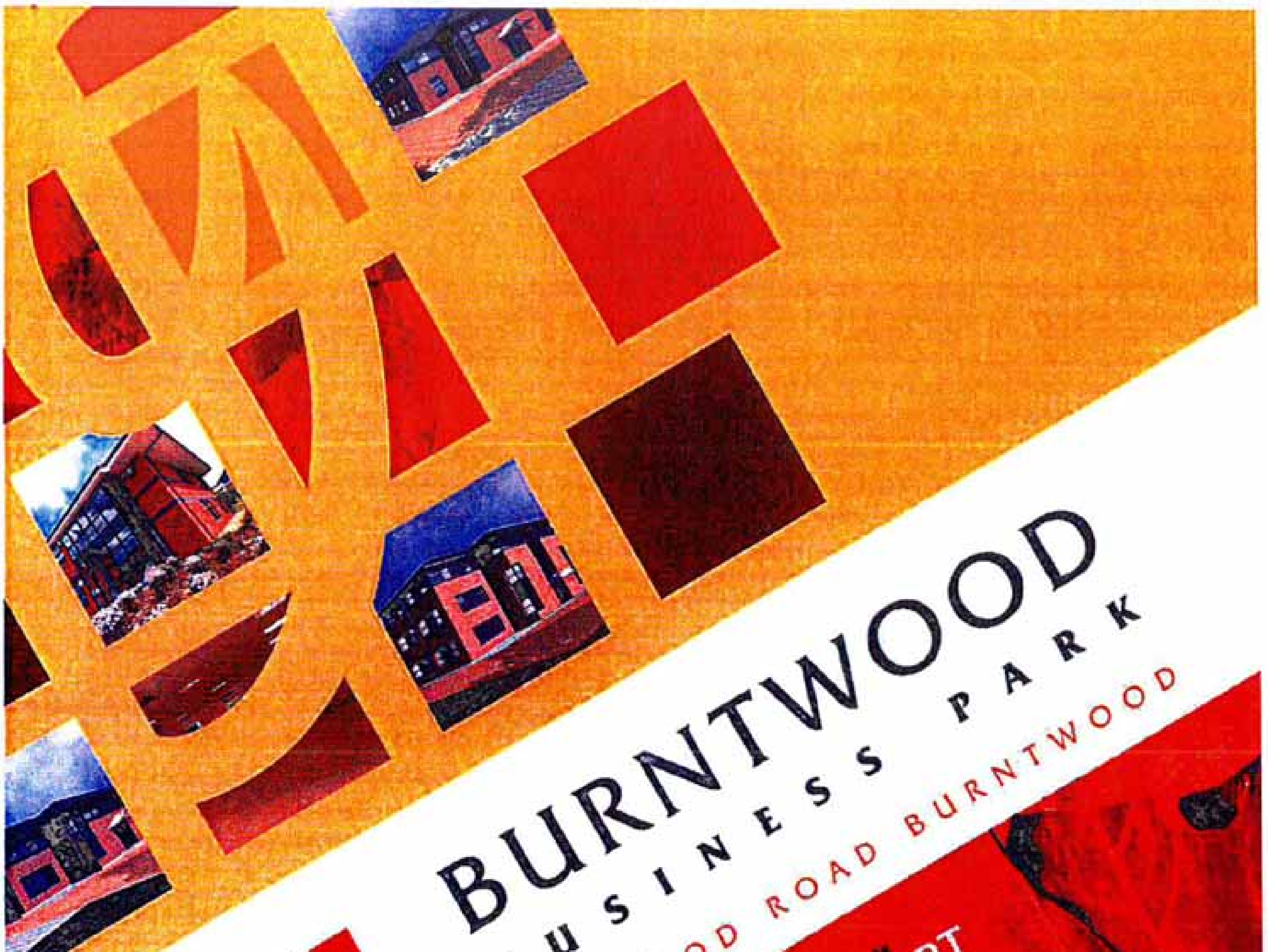
www.lichfieldsouth.com

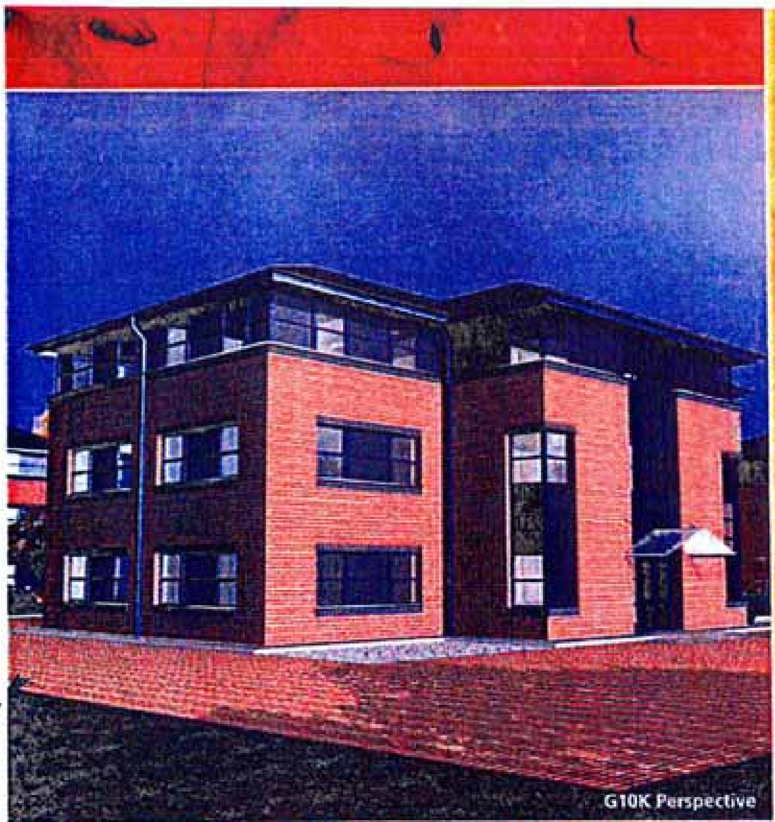
Postcode for satellite navigation reference • WS14 0JS

Designed and produced by Stratford Marketing Ltd of Lichfield. Tel: 01543 263942

APPENDIX 10

MARKETING BROCHURE TO NEWLANDS COURT AND CROMPTON COURT, BURNTWOOD BUSINESS PARK


BURNTWOOD
BUSINESS PARK
ATTWOOD ROAD BURNTWOOD
NEWLANDS COURT
2,200 - 10,070 sq ft
(204 - 936 sq m)
CROMPTON COURT
2,200 - 5,250 sq ft
(204 - 487.7 sq m)
SELF CONTAINED OFFICES
FOR SALE OR TO LET
www.gladman.co.uk



BURNTWOOD
BUSINESS PARK
ATTWOOD ROAD BURNTWOOD

Welcome to Burntwood Business Park

Burntwood Business Park is the latest development situated at the entrance to an expanding employment area in Southern Staffordshire.

The park offers excellent access to the business community in the surrounding towns, as well as to a ready supply of labour.

Burntwood shopping centre is within 1/2 mile, and the site is well serviced with public transport. The opening of the M6 Toll road has improved the ease of access to the national motorway network via junction T6.

be part of the success

Description

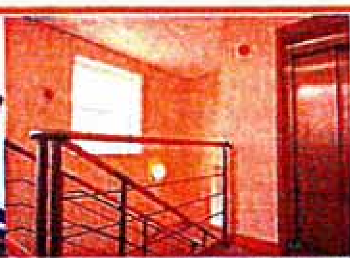
Newlands Court and Crompton Court provide a number of options for occupiers to locate to new high quality offices. Newlands Court provides self contained office solutions from 2,200 sq ft to 10,070 sq ft and Crompton Court provides buildings from 2,200 sq ft to 5,250 sq ft.

Both schemes have been designed to provide not only quality office accommodation, but a quality environment. Each scheme has been landscaped to provide attractive surroundings.

Accommodation

For the current options available at Newlands Court and Crompton Court, and for details of specification on each unit, please refer to the inserts in this folder.

at Burntwood Business Park!



Gladman Developments

Gladman Developments have an excellent track record in the offices sector and have created over 30 of their Business Park concepts across the country. The flexibility, quality and cost effectiveness offered by the Gladman product has meant that many blue chip companies and government agencies have occupied Gladman offices.

Major Gladman office park occupiers include the NHS, ASDA Walmart, Stena Line, DEFRA, Capita and various local and county councils.

www.gladman.co.uk

BURNTWOOD
BUSINESS PARK
ATTWOOD ROAD BURNTWOOD

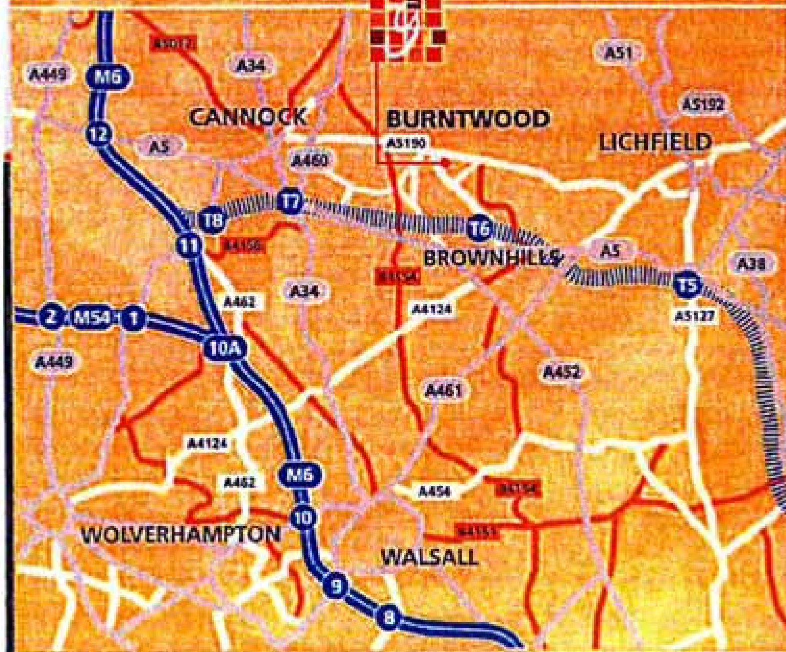
the perfect **business location...**

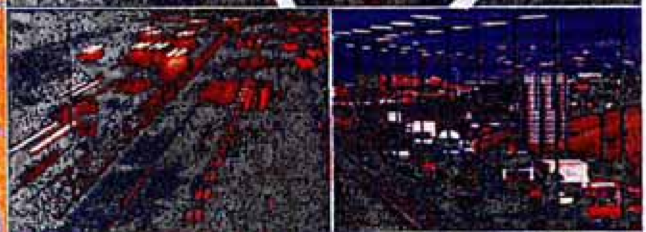
Location

Burntwood Business Park is situated on the newly constructed link road on the corner of Attwood Road and Miners Way (A5190 Burntwood Bypass). The Park is well positioned between Cannock, 4 miles distance and Lichfield, 5 miles distance.

Junctions 11 and 12 of the M6 Motorway are 6 miles equidistant with junction 1 of the M54 8 miles to the west. Junction T6 of the M6 Toll is less than 1 miles distance via the Miners Way extension. The final phase to link the Bypass to the Toll road is due to be completed during summer 2005.

The park therefore has excellent access to Birmingham, the Black Country and conurbations of North Staffordshire and East Midlands.





Further Information & Viewing

For further information, or to arrange a viewing, please contact Gladman Developments or their appointed agents.

A DEVELOPMENT BY:

GLADMAN
01260 288800
www.gladman.co.uk

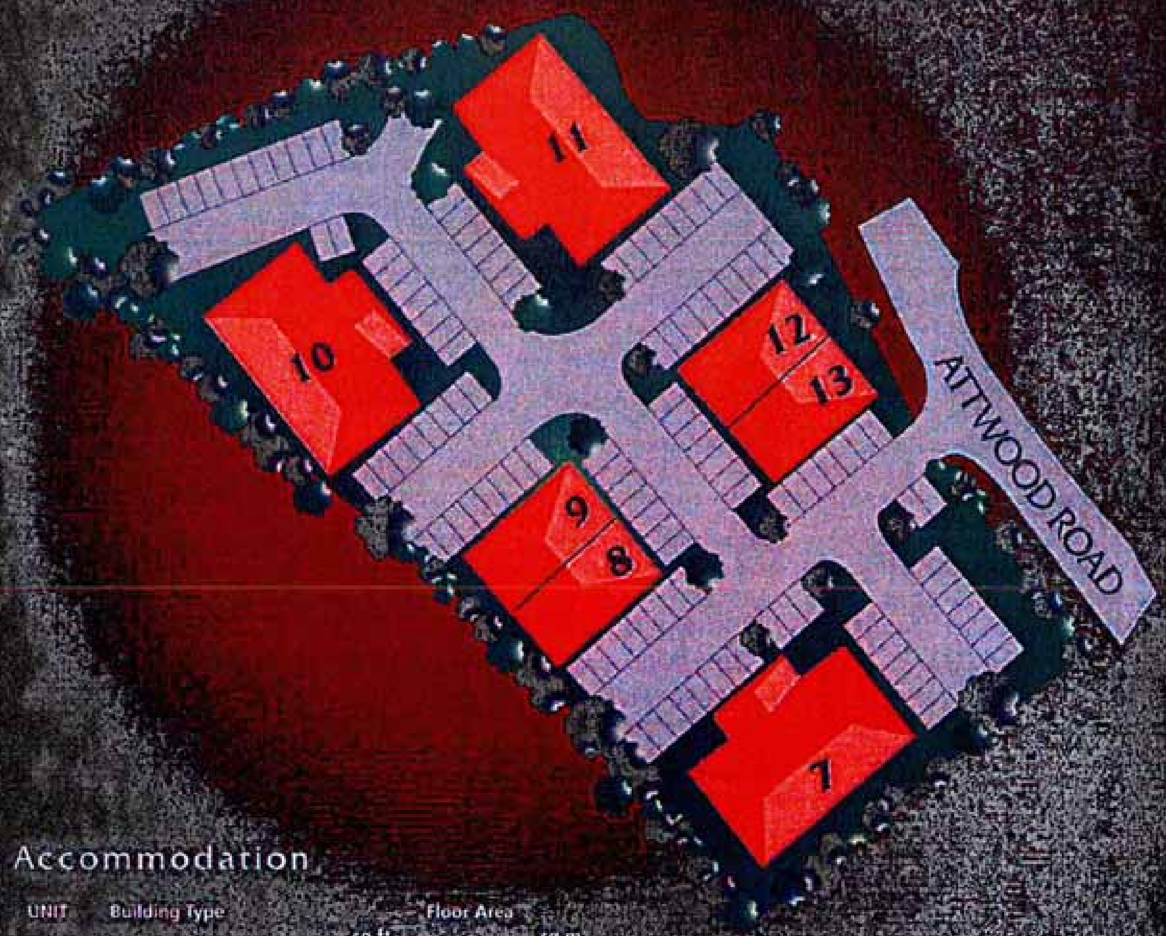
ALL ENQUIRIES:

King Sturge Offices
0121 233 2898
www.kingsturge.com

KINGSTON CHARTERED SURVEYORS
01543 414300
www.kingstonandpartners.co.uk

NEWLANDS COURT

BURNTWOOD BUSINESS PARK, STAFFORDSHIRE



NEWLANDS COURT

Accommodation

UNIT	Building Type	Floor Area sq ft	sq m
7	G10K	10,070 sq ft	935.5 sq m
8	G2K	2,200 sq ft	204.4 sq m
9	G2K	2,200 sq ft	204.4 sq m
10	G10K	10,070 sq ft	935.5 sq m
11	G6K	6,100 sq ft	566.7 sq m
12	G2K	2,200 sq ft	204.4 sq m
13	G2K	2,200 sq ft	204.4 sq m

A DEVELOPMENT BY:

GLADMAN
01260 288800
www.gladman.co.uk

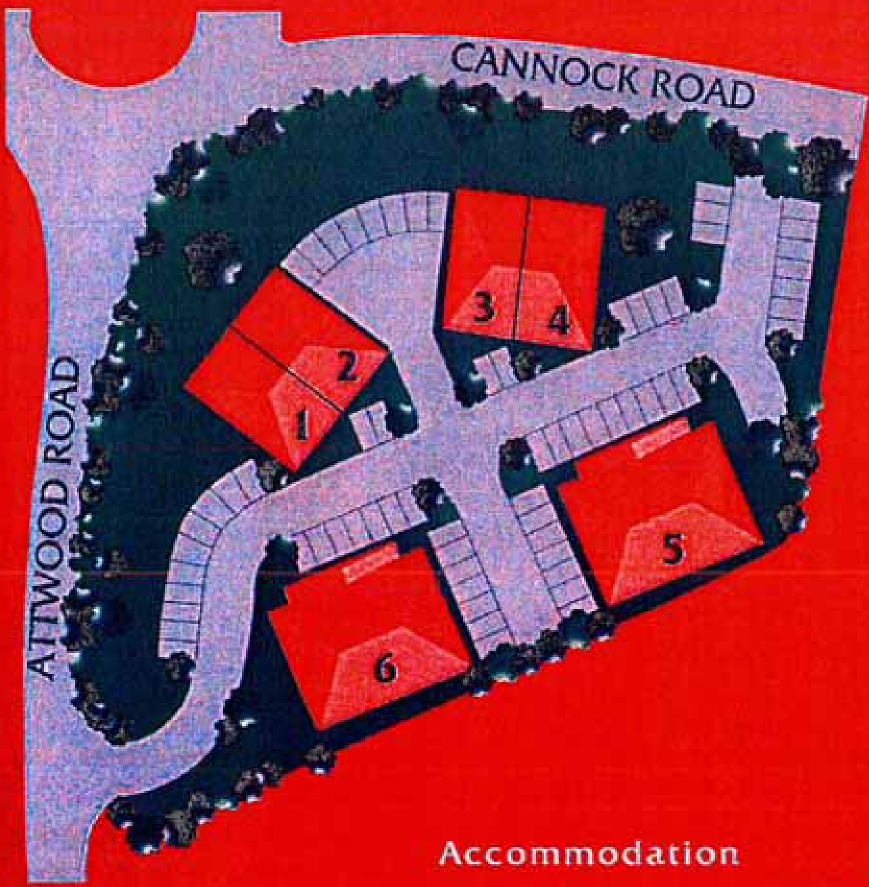
ALL ENQUIRIES:

King Sturge Offices
0121 233 2898
www.kingsturge.com

KINGSTON
CHARTERED SURVEYORS
01543 414300
www.kingstonandpartners.co.uk

CROMPTON COURT

BURNTWOOD BUSINESS PARK, STAFFORDSHIRE



Accommodation

UNIT	Building Type	Floor Area sq ft	Floor Area sq m
1	G2K	2,200 sq ft	204.4 sq m
2	G2K	2,200 sq ft	204.4 sq m
3	G2K	2,200 sq ft	204.4 sq m
4	G2K	2,200 sq ft	204.4 sq m
5	G5K	5,250 sq ft	487.7 sq m
6	G5K	5,250 sq ft	487.7 sq m

A DEVELOPMENT BY:

GLADMAN
01260 288800
www.gladman.co.uk

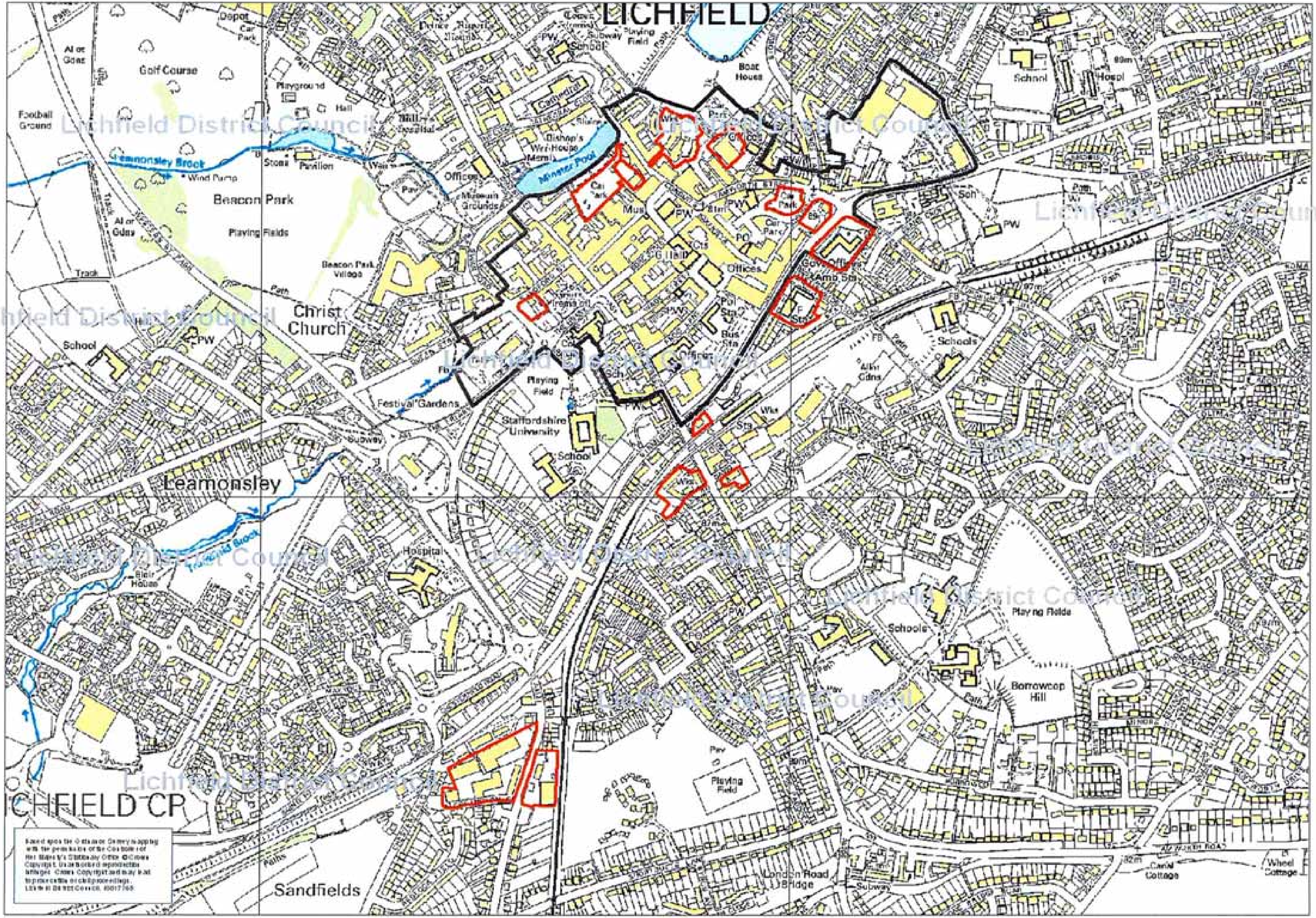
ALL ENQUIRIES:

King Sturge Offices
0121 233 2898
www.kingsturge.com

KINGSTON CHARTERED SURVEYORS
01543 414300
www.kingstonandpartners.co.uk

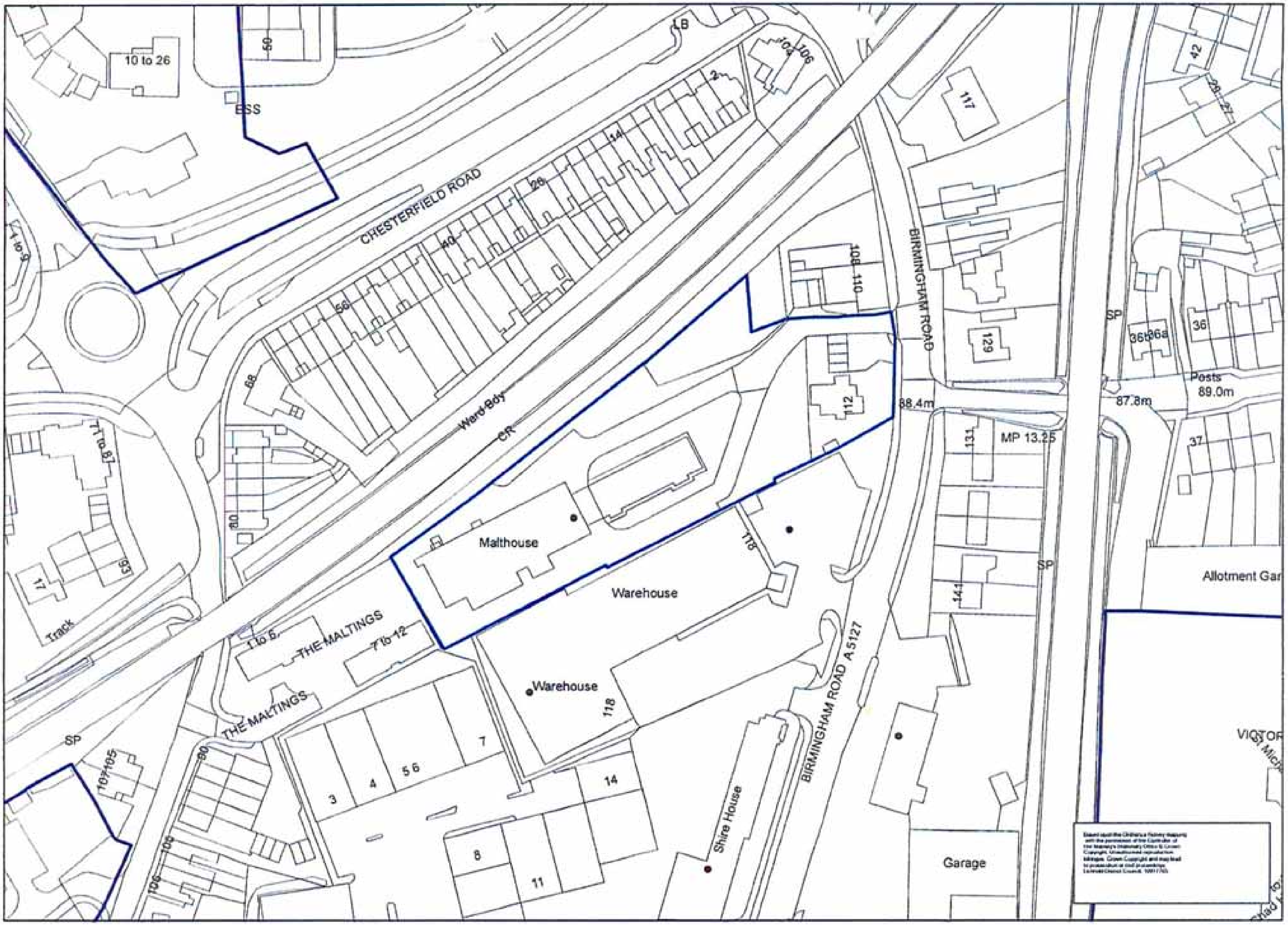
APPENDIX 11

PLAN SHOWING THE 14 IDENTIFIED SITE WITHIN LICHFIELD CITY CENTRE


LICHFIELD
Golf Course
Football Ground
Playground
Leamonsley Brook
Wind Pump
Beacon Park
Playing Fields
Beacon Park Village
Christ Church
School
Festival Gardens
Playing Field
Staffordshire University
School
Minster Pool
Bishop's Wet House
Boat House
Leamonsley
Trunkfield Brook
Hospital
Schools
Playing Fields
Borrowcop Hill
Playing Field
London Road Bridge
Sandfields
LICHFIELD CP
Wheel Cottage
Lichfield District Council

APPENDIX 12

A PLAN OF THE MALTINGS, ESSINGTON ROAD



10 to 26
50
ESS
LB
104
106
2
14
26
40
56
68
80
93
17
Track
71 to 87
CHESTERFIELD ROAD
Ward Bdy
CR
108
110
112
117
129
131
141
BIRMINGHAM ROAD
BIRMINGHAM ROAD A5127
88.4m
87.8m
89.0m
Posts
MP 13.25
SP
36
36b
36a
37
42
Malthouse
Warehouse
Warehouse
118
118
1 to 6
7 to 12
THE MALTINGS
THE MALTINGS
3
4
5 6
7
8
11
14
Shire House
Garage
Allotment Gar
VICTOR
107/105
100
106

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