

# Lichfield District Council Settlement sustainability study

October 2018



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## 1. Introduction & purpose of the study

- 1.1 The purpose of this settlement sustainability study is to provide a comparative assessment of the sustainability of the settlements within the district. This will provide an assessment of the relative level of services and facilities within each settlement. This evidence will help to inform a revised settlement hierarchy which, along with a range of evidence, will inform the review of the Lichfield District local plan.
- 1.2 The settlement hierarchy is a way of categorising the settlements in Lichfield District and grouping those settlements together that have similar characteristics in terms of the services and facilities their residents have access to. This assessment has used a desk-based approach to detail and assesses the sustainability of settlements within the district primarily using:
  - Data on available services and facilities present within settlements for example: post office, health facilities (including, doctors surgeries, pharmacists and dentists), schools, community halls, pubs and shops;
  - Data on the availability of sustainable methods of transport, including public transport and the accessibility to services and facilities using sustainable transport; and
  - Data on the accessibility to employment opportunities, leisure and retail facilities.
- 1.3 Following the assessment at the top of the hierarchy would be the settlements which have the greatest level of infrastructure in terms of the range of facilities and services accessible to their communities. Smaller settlements with the least facilities, services and accessibility to public transport are at the bottom of the hierarchy. Those settlements with the greatest range of services and facilities and the highest level of public transport provision and accessibility are considered the most sustainable in the District.
- 1.4 In addition to providing evidence which will assist in the development of the local plan and the settlement hierarchy this study will also provide evidence which can be used by communities preparing neighbourhood plans.
- 1.5 The Council has previously prepared a [Rural Settlement Sustainability Study](#) which was last updated in 2016. This settlement sustainability study builds upon that earlier evidence and considers the full range of settlements across the district.

## 2. Policy context

### National policy context

- 2.1 The National Planning Policy Framework (NPPF) was revised in July 2018, and sets out national planning policies for England. A number of the NPPF's key principles which are relevant when considering the sustainability of settlements in the District. The NPPF places great importance on the delivery of sustainable development and the promotion of healthy and safe communities.
- 2.2 In particular the NPPF emphasises the importance of minimising the length and number of journeys to work, shopping and leisure activities and increasing the opportunities for sustainable forms of transport to be used to make such trips. Further to this the NPPF is clear that authorities should avoid isolated development in rural areas where access to facilities is more limited. The key parts of the NPPF which relate to this study are:
- Paragraph 8: Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways, one of these is a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health social and cultural well-being;
  - Paragraph 91: Planning policies and decisions should aim to achieve healthy, inclusive and safe places which enable and support healthy lifestyle, especially where this would address identified local health and wellbeing needs;
  - Paragraph 92: To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services;
  - Paragraph 94: It is important that a sufficient choice of school places is available to meet the needs of existing and new communities.
  - Paragraph 103: Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes; and
  - Paragraph 104: Planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

### Local Policy Context

- 2.3 The Lichfield District [Local Plan Strategy](#) (LPS) was adopted in February 2015 and sets out the spatial strategy for the district. The spatial strategy of the LPS is set out in '*Core Policy 1: The Spatial Strategy*' and '*Core Policy 6: Housing Delivery*'. These policies set out the council's approach to the achievement of sustainable development and the spatial strategy. This focuses growth on the most sustainable settlements of Lichfield and Burntwood with further growth

at a number of 'key' rural settlements (Alrewas, Armitage with Handsacre, Fazeley, Fradley, Shenstone and Whittington).

- 2.4 The LPS is followed by the [Local Plan Allocations](#) (ADPD) document which forms the second part of the current local plan. The ADPD is currently under examination, with the examination in public having taken place in September 2018. The ADPD fulfils the requirements set out within the LPS and allocates a range of sites across the settlements to deliver the growth requirements of the LPS. It is anticipated that the ADPD will be adopted in early 2019.
- 2.5 The LPS and ADPD provide a commitment to review the Lichfield District Local Plan. Following the examination in public the local plan inspector proposed a modification to the plan which would incorporate a policy into the ADPD which commits the Council to a review of its Local Plan.
- 2.6 The Council has already begun the review of its local plan and consulted upon the [Scope, Issues and Options](#) document between April and June 2018. The timescales associated with the local plan review are set out within the [Local Development Scheme](#).
- 2.7 This study will form part of the evidence base being developed by the Council to support the review of the Local Plan. It will also be of use to those communities preparing and updating neighbourhood plans.

## 3. Methodology

### Assessment of settlement sustainability

- 3.1 The following section sets out the methodological approach which has been used to assess the sustainability of settlements within the district. The study has used a desk-based approach along with site visits and local knowledge of the settlements to understand which facilities and services are present within the settlement.
- 3.2 For the purposes of the study all settlements which have settlement boundaries identified through the current local plan and Lichfield City and Burntwood have been assessed. There are numerous small settlements and hamlets within the district many located within the wider rural areas of the district some of which are 'washed over' by Green Belt. For the purposes of this study these settlements are not assessed. The following settlements have been assessed:
- Lichfield City;
  - Burntwood;
  - Alrewas;
  - Armitage with Handsacre;
  - Clifton Campville;
  - Colton;
  - Drayton Bassett;
  - Edingale;
  - Elford;
  - Fazeley, Mile Oak and Bonehill;
  - Fradley;
  - Hamstall Ridware;
  - Harlaston;
  - Hill Ridware;
  - Hopwas;
  - Kings Bromley;
  - Little Aston;
  - Longdon;
  - Shenstone;
  - Stonnall;
  - Streethay;
  - Upper Longdon;
  - Whittington; and
  - Wigginton.
- 3.3 To measure the comparative sustainability of settlements a number of key services and facilities have been identified which will be used as criteria to be recorded on a settlement by settlement basis.
- 3.5 The services and facilities which make the criteria within this study have been selected as they are considered key for a sustainable settlement. These facilities have been chosen to reflect the criteria in the NPPF for sustainable and community facilities as can be seen in Table 3.1.

- 3.6 In addition to the NPPF, the services and facilities have also partly been identified in part by understanding which services and facilities communities make the most use of. The Department for Transport [National Travel Survey 2017](#)<sup>1</sup> produces data which demonstrates the main reasons people make trips (**Appendix A**). The data demonstrates that shopping, commuting and education are responsible for the highest number of trips on average.
- 3.7 Analysis of this data would suggest that where communities have better access to these services and facilities locally or by sustainable modes of transport then this will assist in reducing the number of trips made.

*Table 3.1: Sustainability criteria and facilities/services*

Guidance	Example facility/service
<p><b>NPPF Paragraph 91 (Promoting healthy and safe communities)</b></p> <p>Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:</p> <ul style="list-style-type: none"> <li>• Enable and support healthy lifestyle, especially where this would address identified local health and wellbeing needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.</li> </ul>	<ul style="list-style-type: none"> <li>• Sports/ recreation ground.</li> <li>• Playing pitches and recreational open space.</li> <li>• General Store.</li> <li>• Health facilities.</li> </ul>
<p><b>NPPF Paragraph 92 (Promoting healthy and safe communities)</b></p> <p>To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</p> <ul style="list-style-type: none"> <li>• Plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; and</li> <li>• Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.</li> </ul>	<ul style="list-style-type: none"> <li>• Play parks.</li> <li>• Public Houses.</li> <li>• Places of worship.</li> <li>• Community meeting space.</li> <li>• Employment Opportunities.</li> </ul>
<p><b>NPPF Paragraph 94 (Promoting healthy and safe communities)</b></p> <p>It is important that a sufficient choice of school places is available to meet the needs of existing and new communities.</p>	<ul style="list-style-type: none"> <li>• Primary School.</li> <li>• Secondary School.</li> </ul>
<p><b>NPPF Paragraph 103 ( Promoting sustainable transport)</b></p>	<ul style="list-style-type: none"> <li>• Public Transport Provision.</li> </ul>

<sup>1</sup> <https://www.gov.uk/government/statistics/national-travel-survey-2017>

Guidance	Example facility/service
Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.	
<p><b>NPPF Paragraph 104 (Promoting sustainable transport)</b></p> <p>Planning policies should:</p> <ul style="list-style-type: none"> <li>• Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.</li> </ul>	<ul style="list-style-type: none"> <li>• Employment Opportunities.</li> <li>• Access to centres using public transport.</li> <li>• Distance to centre.</li> </ul>
<p><b>NPPF Paragraph 8 (Achieving sustainable development)</b></p> <p>Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:</p> <ul style="list-style-type: none"> <li>• A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health social and cultural well-being.</li> </ul>	<ul style="list-style-type: none"> <li>• General Medical Practice.</li> <li>• Pharmacy.</li> <li>• Library.</li> <li>• Post Office.</li> </ul>

### Assessing access to services and facilities

3.8 The key services and facilities have been identified and recorded for each settlement using a desk top analysis. Once these were identified the relevant Parish Councils were contacted to provide a local check of the services and facilities identified. In determining these indicators, the study has had regard to key national policy requirements regarding sustainable development, sustainable transport and promoting healthy and safe communities as can be seen in Table 3.1 alongside the relevant sustainability indicators. Regard has also been had to local circumstances of the district and its relationship with other neighbouring settlements.

3.9 The key indicators can be grouped into themes as set out below and will be used to indicate the sustainability of a settlement within Lichfield District:

- Access to food stores;
- Range of accessible community facilities and services (for example community halls, sports centres, health facilities, restaurants, shops and leisure facilities);
- Access to employment locations;
- Access to education facilities; and
- Public transport access to higher order services outside of the settlement.

3.10 These indicators will give a consistent high level indication of the services and facilities accessible to existing settlements. Each of these key services areas are considered in greater



detail in the following sections. This will provide justification and an explanation as to how each settlement has been assessed against the specific criteria.

### Access to food stores:

- 3.11 A settlement will be considered to have access to a food store where a supermarket or a smaller grocery focused retail store is available within the settlement. This would provide residents with either the opportunity to undertake their larger weekly shops at a larger store or smaller convenience stores for smaller top-up shops. Large supermarkets and smaller convenience stores have been recorded separately as these offer differing levels of goods.
- 3.12 The Department for Transport travel data (Appendix A) identifies accessing shopping destinations as the largest cause for trip generation and accounted for around 189 trips on average per person in 2017. Access to supermarkets and convenience stores are increasingly important to ensure that residents can meet their regular shopping needs. This is becoming increasingly important as our shopping habits change with more people nationally choosing to shop several times a week rather than undertaking one large shop. Where there is limited or no access to either a supermarket or a convenience store then residents may need to undertake numerous trips out of the settlement to fulfil their shopping needs greatly increasing the number of car journeys.
- 3.13 Settlements will be assessed for this criteria as follows:

No convenience store within settlement	0
One or more convenience store present within settlement	1
One or more large supermarket present within settlement	2

### Range of accessible community facilities and services:

- 3.14 When assessing the comparative sustainability of a settlement it is important to understand the range of community services and facilities which are accessible to the residents of the settlement. The range of services and facilities considered within this criteria of the assessment will differ greatly across the settlements but generally the greater level and variety of community facilities and services present the more sustainable the location will be.
- 3.15 Examples of the services and facilities which have been assessed under this criteria are:
- Post offices;
  - Community centres and community halls (these often offer a range of services, including nursery groups, sports facilities, community groups etc.)
  - Churches and places of worship;
  - Public Houses, restaurants, cafes and takeaway establishments;
  - Health facilities including; hospitals, doctors surgeries, pharmacies, dentists and other care and health facilities;
  - Libraries;
  - Banks;
  - Nurseries;
  - Leisure Centres and gyms;
  - Sports/recreation grounds including playing pitches;
  - Non-convenience shops; and
  - Play parks/playgrounds.

- 3.16 The study will assess these services and facilities where they are located within the settlement and where these are accessible within walking distance of the settlement (beyond the settlement boundary) via appropriate footpaths. Facilities and services up to a mile away from the boundary of a settlement will be considered where these can be safely accessed by foot. Paragraph 78 of the NPPF it is clear that development should be located where it will enhance or maintain the vitality of rural communities, and that where there are groups of smaller settlements, development in one village may support services in a village nearby.
- 3.17 With regards to this criteria settlements will be assessed as follows:

Settlement has access to no or very limited facilities or services	0
Settlement has access to a small range of facilities or services	1
Settlement has access to a moderate range of facilities or services	2
Settlement has access to a large range of facilities or services	3

#### Access to employment locations:

- 3.18 The travel data prepared by the Department of Transport identifies that commuting journeys account for the second largest number of trips per person (**Appendix A**). As such it is clear that where residents have access to employment and jobs within or accessible to their communities then this will increase the sustainability of the settlement.
- 3.19 Lichfield has a high rate of out commuting when compared to other districts in the county, this is no surprise given the districts location on the edge of the West Midlands conurbation. Paragraph 104 of the NPPF states that planning policies should support an appropriate mix of uses across an area, and within larger scale sites to minimise the number and length of journeys needed for employment for amongst other reasons. Therefore where a settlement would have access by sustainable means of transport to other centres which offer employment opportunities this will be recorded through this study.
- 3.20 A settlement will be considered to have good access to employment locations if there is an allocated existing employment site within or adjacent to the settlement, this is the case for Lichfield, Burntwood, Fradley, Fazeley, Shenstone and Armitage. A settlement will also be considered to have good access to employment locations if there are able to access centres using public transport, identified centres are: Lichfield, Burntwood, Fradley and those employment destinations beyond the district such has Rugeley, Tamworth, Burton, Sutton Coldfield, Birmingham, Stafford and Cannock.
- 3.21 With regards to this criteria settlements will be assessed as follows:

Settlement with no access to employment within the settlement or by sustainable modes of transport	0
Limited access to employment opportunities, including employment areas within the settlement or by sustainable modes of transport	1
Medium access to employment opportunities, including employment areas within the settlement or by sustainable modes of transport	2
Good level of access to employment opportunities, including employment areas within the settlement or by sustainable modes of transport	3

### Access to education facilities:

- 3.22 Education was the third biggest generator of trips in 2017 according to Department for Transport research (**Appendix A**). Therefore the location of schools is important when considering development to reduce avoidable trips by private transport. Paragraph 94 of the NPPF highlights the importance of meeting the needs of existing new communities by ensuring a sufficient choice of school places.
- 3.23 Included in the measuring of this criteria will be the availability of pedestrian access to primary and secondary schools outside of settlement boundaries. Pedestrian access to a school within 1 mile of a settlement boundary using a well-lit and safe footpath will be considered within this measurement.
- 3.24 Access to education facilities will be measured by the presence of a primary and/or secondary schools within a settlement, also included in this measure is walking access to a primary school outside of a settlement if they can be accessed within a mile via appropriate footpaths and for secondary school if they can be accessed using public transport.

#### Primary School Provision

Settlement doesn't contain a primary school or have access to a primary school within an appropriate distance.	0
Settlement has walking access to a primary school	1
Primary school(s) is located within the settlement	2

#### Secondary School Provision

Settlement does not contain a secondary school or have access to a secondary school accessible via public transport	0
Settlement has access to a secondary school via public transport	1
Secondary school(s) is located within the settlement	2

### Public transport access to main centres:

- 3.25 Residents within the district use the higher order services and facilities which are located in larger settlements outside of the district. This reflects the districts location on the edge of the West Midlands conurbation. For example residents of Fazeley will use the services and facilities of neighbouring Tamworth. Therefore accessing these higher order services by public transport is important to ensure that residents can access key services and facilities in a sustainable manner.

- 3.26 Paragraph 103 of the NPPF highlights the importance of focusing development at locations which can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 3.27 A settlements access to main centres using public transport is measured using the below criteria, public transport access can include both bus and rail journeys:

No public transport access to larger settlements beyond the district	0
Public transport access to 1 larger settlements beyond the district	1
Public transport access to 2 larger settlements beyond the district	2
Public transport access to 3 larger settlements beyond the district	3
Public transport access to 4 larger settlements beyond the district	4
Public transport access to 5 larger settlements beyond the district	5

## 4. Settlement study results

- 4.1 Each settlement identified at paragraph 3.2 was assessed using the approach detailed at section 3. A desk top analysis was used along with local knowledge and site visits to settlements to understand the level and range of services available in each settlement.
- 4.2 The full assessments which identified the services and facilities within each settlement is set out at **Appendix B**. This details the full range of services and settlements identified within and accessible to each settlement.
- 4.3 Once the services and facilities had been identified for each settlement this was assessed using the criteria approach set out within section 3 (above). The assessment scoring for each settlement is set out in detail at **Appendix C**.
- 4.4 Table 4.1 summarises the settlement assessments using the scoring criteria set out in section 3.

*Table 4.1: Comparative settlement scoring*

Settlement	Total
Lichfield City	17
Burntwood	16
Shenstone	14
Little Aston	13
Fazeley, Mile Oak and Bonehill	13
Armitage with Handsacre	12
Alrewas	10
Fradley	10
Whittington	10
Hopwas	9
Streethay <sup>2</sup>	8
Stonnall	8
Kings Bromley	8
Longdon	5
Hill Ridware	3
Edingale	3
Elford	3
Colton	2
Clifton Campville	2
Drayton Bassett	2
Wigginton	2
Harlaston	0
Hamstall Ridware	0
Upper Longdon	0

- 4.5 The overall scoring demonstrates the vast difference between the range of services and facilities available within and accessible to the various settlements within the district. The settlements can be broadly split into a number of groups which score broadly similarly. Such

<sup>2</sup> Given its location adjacent to Lichfield City and the development proposed through the current Local Plan, Streethay is considered as part of Lichfield City.

an approach can assist in the identification of a settlement hierarchy based upon the level of services and facilities accessible to that settlement.

### Settlement hierarchy

- 4.6 Based upon the above analysis table 4.2 sets out a settlement hierarchy based upon the accessible level of services and facilities for settlements. This identifies the most sustainable locations if it were based solely on their provision of facilities and accessibility to services.
- 4.7 This study does not seek to suggest the levels of growth which each level of the settlement hierarchy should accommodate. As this study acknowledges, services provision is not fixed and can evolve over time according to market forces or changing work and travel patterns.

*Table 4.2: Settlement study hierarchy*

Hierarchy level		Settlements	Common themes within level
Level 1 Settlements		Lichfield (including Streethay)	These settlements have access to a range of supermarkets and local convenience stores, a large range of services and facilities and access to both primary and secondary schools in the settlement. These settlements also have a good level of access to employment and a great number of higher order services using public transport.
Level 2 Settlements		Burntwood	These settlements have access to a range of supermarkets and local convenience stores, a larger range of services and facilities and access to both primary and secondary schools in the settlements. Despite having a good range of services and facilities as well as access to employment and other higher order services the services and facilities available are not as vast and varied as those in Level 1 settlements.
Level 3 Settlements		Fazeley, Mile Oak and Bonehill; Little Aston; Shenstone ;Armitage with Handsacre; Alrewas; Whittington; Fradley.	Settlements within Level 3 typically have access to a convenience food store and have a good range of services and facilities within the settlement. They typically have a primary school within the settlement and access to a secondary school using public transport. They have a good level of access to employment and can access a number of centres using public transport.
Other rural settlements	Level 4 Settlements	Stonnall; Kings Bromley; Hopwas; Streethay	Settlements within Level 4 typically have access to a smaller range of facilities and services compared to higher level settlements. They generally have access to educational facilities and good access to both employment and other centres using public transport, although not when compared to higher level settlements.

	Level 5 Settlements and other rural areas	Hill Ridware; Longdon; Colton; Edingale; Elford; Drayton Bassett; Clifton Campville; Wigginton; Harlaston; Hopwas; Kings Bromley Upper Longdon; Stonnall; Hamstall Ridware and other rural areas.	These settlements generally have very few services and facilities when compared to a higher level settlement. They also have the poorest access to employment and other centres due to lack of sufficient public transport.
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- 4.8 The findings of the settlement study in Table 4.1 are mostly consistent with the findings of the previous settlement sustainability study however there have been some changes in the way that the study presents its findings of the grouping of the settlements into levels in this study. The final scoring of the settlements can be found in Appendix C: Settlement Hierarchy Scoring.
- 4.9 The revised settlement hierarchy proposed above is largely the same as the settlement hierarchy set out in the adopted LPS which set out Lichfield as the strategic centre, Burntwood as a large centre, and 6 key rural settlements (Alrewas, Armitage with Handsacre, Fazeley, Mile Oak and Bonehill, Fradley, Shenstone and Whittington) and the remaining settlements fell under 'Other Rural Settlements'. Such an approach would be similar to the settlement hierarchy within the adopted local plan. However, this study as demonstrated that there is the potential to further split the other rural areas into two separate levels with Stonnall, Kings Bromley, Hopwas and Streethay scoring slightly more highly than other rural settlements.

## 5. Conclusions

- 5.1 Lichfield and Burntwood were included in the study to understand the sustainability of the district as a whole and they are in their own categories, Lichfield as a Level 1 settlement and therefore the most sustainable and Burntwood as a Level 2 settlement that is viewed as more sustainable than those in lower levels.
- 5.2 Level 3 settlements have remained largely the same as the Settlement Hierarchy set out in the LPS with Little Aston now being included in Level 3 owing to its good accessibility to employment locations and public transport access to higher order centres that have been reported in this study.
- 5.3 A fourth level of settlements could be introduced to highlight that some settlements formerly grouped within the 'Other Rural' section of the LPS settlement hierarchy are assessed as being more sustainable and scored more highly than those settlements that do not have access to services and facilities and public transport to centres and employment. Stonnall, Kings Bromley, Streethay and Hopwas could fall within Level 4 with all other settlements and the wider rural areas falling within Level 5.



## Appendix A: Department of Transport travel data

In order to establish which facilities and services are most valued and used by communities it was important to understand which facilities generate the largest number of trips. Where communities have better access locally to these facilities or where they are accessible by sustainable transport this will lead to more sustainable patterns of transport and enable people to access the services and facilities they value and use more easily.

Purpose of trip	Number of trips taken for this purpose on average per person
Commuting	144
Business	27
Education	67
Escort education	54
Shopping	189
Other escort	87
Personal business	96
Visiting friends at private home	88
Visiting friends elsewhere	49
Entertainment / public activity	54
Sport: participate	14
Holiday: base	12
Day trip	35
Other including just walk	58

Source: Department for Transport, National Travel Survey 2017

## Appendix B: Services and facilities assessment

Settlement	Convenience shops/ supermarket	Non- convenience shops	Other community facilities and services present	Primary schools	Secondary schools	Employment access via public transport	Hourly bus service	Two hourly bus service	Daily bus service	Public Transport access to main centres
Lichfield City	7 supermarkets & 7 convenience stores: (Morrisons, Tesco Extra, Co-op (convenience), Tesco Express, Lidl, Aldi, Iceland, Costcutter Co-op (supermarket), Waitrose, Martins convenience store, Nisa Local, M&S Food, Dylan Convenience store, One Stop)	In excess of 60 shops across the city, including Lichfield City Centre	Takeaway x16, Restaurant x18, Cafes x16, Pharmacy x8, Banks x7, Museums, Theatre, Parks x5, Petrol, Train Station x2, Sports, Centre x2, Golf clubs/courses, Football club, Rugby club, Hockey and Cricket Club, Tennis Club, Bus Station, Library	11 schools: Willows Primary School, Chadsmead Primary Academy, St Peters & St Pauls Primary School, St Chads CofE Primary, Scotch Orchard Primary School, St Michael s CofE Primary School, Christ Church CofE Academy, St Josephs RC Primary School,	King Edward VI School, Friary School Cathedral School, Netherstowe High School, Queens Croft High School.	Employment areas within Lichfield City  811 to Fradley Park 10A to Burntwood Business Park	Every 30 mins to Walsall (35 & 10A) Every 30 mins to Cannock (60) Every 1 hour on Saturday to Cannock and Lichfield (61/ 61A, 62) Every 1 hour to Whittington & Tamworth (765) Every 30 mins to Armitage, Rugeley and Stafford (825)	Yes	Yes	Train transport (2 train stations to Tamworth, Birmingham etc.)  Bus services

Settlement	Convenience shops/ supermarket	Non- convenience shops	Other community facilities and services present	Primary schools	Secondary schools	Employment access via public transport	Hourly bus service	Two hourly bus service	Daily bus service	Public Transport access to main centres
				Five Spires Primary Academy, Charnwood Primary Academy, Christ Church CofE Primary School.			Every hour to Sutton Coldfield, Shenstone and Burton (X12)			
Burntwood	3 supermarkets & 9 convenience stores (Co-op x4, Aldi Morrisons, B & D/ ITJ Superstore (General Store), One Stop x2 Premier (General Store), Costcutter)	In excess of 35 across the town including within Burntwood Town Centre	Leisure Centre, Rugby Club, Football Club, Employment Area, Parks x5, Post Office x3, ATM x6, Doctors x5, Pharmacy x5, Community Centre x5, Restaurant x 14, Takeaway x10, Pub x15, Cafes x7, Churches x8,	7 schools : Boney Hay Community School, Fulfen Primary School, Ridgeway Primary School, St Josephs & St Theresa's Primary School, Holly Grove Primary School, Chase Terrace	3 schools: Erasmus Darwin Academy, Chase Terrace Technology College, Chasetown Community School	Employment areas within Burntwood.  Public transport access to employment areas in Lichfield, Brownhills.	Every 30 mins to Walsall (35 & 10A) Every 30 mins to Cannock (60) Every 1 hour on Saturday to Cannock (61/ 61A)	Yes	Daily service to Birmingham (937)	Bus services to larger centres

Settlement	Convenience shops/ supermarket	Non- convenience shops	Other community facilities and services present	Primary schools	Secondary schools	Employment access via public transport	Hourly bus service	Two hourly bus service	Daily bus service	Public Transport access to main centres
			Key Employment Area, Library	Primary School, Springhill Academy						
Alrewas	1 (Co-op convenience store), Convenience store within petrol state	Approx. 6	2 Churches, Playground, 3 pubs, Post office, Coffee shop/café, Village Hall/ RBL Club, 2 takeaways, Doctors, Cricket Club, Restaurant, Butchers, Petrol station, nursery, dentist, hairdressers, dog groomers.	All Saints CE Primary School	No	811 to Fradley Park	Every 1 hour to Fradley, L City and Burton (811, 812)	Yes	Daily service to Lichfield City	Access to larger centres by public transport
Armitage with Handsacre	2 convenience stores	Approx. 4	5 pubs, 2 Takeaways, 2 Churches, Village Hall, British Legion Club	Croft Primary School, Hayes Meadow	Bus access to Friary School (819)	Yes within settlement and via public transport	Every 30 mins to L City, Rugeley, Stafford (825)	Yes	Service to Hill Ridware, Armitage, Handsacre and	Access to larger centres by public transport

Settlement	Convenience shops/ supermarket	Non- convenience shops	Other community facilities and services present	Primary schools	Secondary schools	Employment access via public transport	Hourly bus service	Two hourly bus service	Daily bus service	Public Transport access to main centres
			Post Office, Doctors, Pharmacy, Cricket Club, Bowls club, shops, nursery and/or preschool	Primary School					Lichfield (819 school service)	
Clifton Campville	None	None	Church, Pub, Church Hall, Rugby/ football club.	St Andrews C of E Primary School	None	None	None	None	None	None
Colton	None	None	Village Hall, Pub x2.	St Marys Primary School	None	None	None	None	None	None
Drayton Bassett	None	None	Church Village Hall/Club	Manor Primary School	None	None	None	None	None	None
Edingale	None	None	Village Hall, Pub, Play area and Playing field, Church.	Mary Howard Primary School	None	None	None	None	Parish funded bus service to Elford and Tamworth once a day - Friday only. Parish	None

Settlement	Convenience shops/ supermarket	Non- convenience shops	Other community facilities and services present	Primary schools	Secondary schools	Employment access via public transport	Hourly bus service	Two hourly bus service	Daily bus service	Public Transport access to main centres
									funded taxi service to Tamworth – Tuesday only.	
Elford	None	None	Church, Village hall, Pub, Cricket Club, playing pitches, play area.	Howard Primary School	None	None	None	None	Parish funded bus service to Tamworth once a day - Tues & Fri only	None
Fazeley, Mile Oak and Bonehill	Tesco Express	Approx. 6	Post Office, Recreation ground, Doctors, Church x2, ATM, Hospital, Pub x6, Nursery & preschool, 4 restaurant, Takeaway x3, Employment site, Petrol station, Gym, Social Club.	Millfield Primary School, Longwood Primary School	Bus access to secondary school	Employment area within settlement	Every hour to Sutton Coldfield, Tamworth and Birmingham (110) Every hour to Tamworth (16A) L City (X65 and 16 - 1 change, 40 min journey)	Yes	Yes	Access to larger centres by public transport

Settlement	Convenience shops/supermarket	Non-convenience shops	Other community facilities and services present	Primary schools	Secondary schools	Employment access via public transport	Hourly bus service	Two hourly bus service	Daily bus service	Public Transport access to main centres
Fradley	1 (Co-op convenience store)	None	Playground, Takeaway, Gym, Church, Post Office, Hairdressers.	St Stephens Primary School	Bus access to Friary School (810 & 811)	Employment area and 811 to Fradley Park	Every 1 hour to Alrewas, L City and Burton (811, 812)	Yes	Yes	Limited access to larger centres by public transport
Hamstall Ridware	None	None	Pub	None	None	None	None	None	None	None
Harlaston	Small convenience shop (includes post office)	None	Post Office, Pub, Village Hall, Church, play area.	None	None	None	None	None	None	None
Hill Ridware	None	None	Pub Village Hall ATM, open spaces including play area and allotments.	Henry Chadwick Community Primary School	Bus access to Friary School (819)	No	No	No	Service to Armitage, Handsacre and Lichfield (819 school service)	Limited access to larger centres by public transport
Hopwas	None	None	Pubs x2, Church x2, Church Hall, Social Club, Cricket & Hockey Club, Scout Hut.	Thomas Barnes Primary School	None	More limited access to employment areas by public transport	Every 1 hour to Tamworth, Whittington & L City (765 & X65)	Yes	Yes	Limited access to larger centres by public transport

Settlement	Convenience shops/ supermarket	Non- convenience shops	Other community facilities and services present	Primary schools	Secondary schools	Employment access via public transport	Hourly bus service	Two hourly bus service	Daily bus service	Public Transport access to main centres
Kings Bromley	Co-op	Yes	Church x2, Village Hall, Pub, Cricket Club.	Richard Crosse Primary School	Access by public transport	No	Every hour to Burton, Alrewas, Fradley, Streethay & L City (812)	Yes	Yes	Limited access to larger centres by public transport
Little Aston	2 (Co-op convenience store, Little Aston Newsagent)	Approx. 6	Nursery, School, Takeaway, Restaurant x3, Coffee shop, Church, Tennis Club/ Courts, Playground, Church.	Little Aston Primary School	Access by public transport	Access to employment areas by public transport	Every hour to Streetly, Mere Green and Sutton Coldfield (78)	Yes	Yes	Blake Street - Redditch, New Street, Lichfield City, Lichfield TV, Bromsgrove, Longbridge
Longdon	General store	1	Church, Post Office & General Store, Pub, Village Halls.	St James Primary Academy	Access by public transport	No	No	No	No	No
Shenstone	2 (Tesco Express and Costcutter)	Approx. 5	Pub x4, Doctors, Surgery, Pharmacy, Library,	Greysbrooke Primary School	Access by public transport	Yes employment area within settlement. Public	Every hour to Sutton Coldfield, L City, Burton (X12)	5 buses a day to Walsall, Stonnall	Yes	Trains to: Lichfield TV, Lichfield City, Longbridge,



Settlement	Convenience shops/ supermarket	Non- convenience shops	Other community facilities and services present	Primary schools	Secondary schools	Employment access via public transport	Hourly bus service	Two hourly bus service	Daily bus service	Public Transport access to main centres
			Village Hall, Playing Fields, Church x2, Church Hall, Employment Area, Takeaway restaurant.			transport to employment locations including Lichfield and Birmingham.		and L City (35B)		Redditch, Bromsgrove
Stonnall	SPAR	Approx. 3	Pub x2, Restaurant, Takeaway, Village Hall Youth & Community Centre	St Peters Primary Academy	None	Yes by public transport	No	5 buses a day to Walsall, Shenstone and Lichfield City weekdays (35B)	Yes	Limited access to larger centres by public transport
Streethay	None (Store is planned as part of proposed local centre being delivered as part of development allocated in current local plan)		Park	None (Primary school is planned as part of development allocated in current local plan)	Bus access to Friary School (811)	Employment locations within Lichfield City and 811 to Fradley Park	Every 1 hour to Alrewas, Fradley, L City and Burton (811, 812) Every hour to Sutton Coldfield, L City, Burton (X12)	Yes	Yes	Yes

Settlement	Convenience shops/ supermarket	Non- convenience shops	Other community facilities and services present	Primary schools	Secondary schools	Employment access via public transport	Hourly bus service	Two hourly bus service	Daily bus service	Public Transport access to main centres
Upper Longdon	None	None	Pub	None	None	None	None	None	None	None
Whittington	1 (Co-op convenience store)	Approx. 2, Post office, takeaway.	Village Hall, Church, Doctors, Pharmacy, Pub x2, Nursary/pre- school, Open sapces & Playground, Cricket Club, Bowls Club, Allotments.	Whittington Primary School	Access by public transport	Yes by public transport	No	Every 2 hours to Lichfield City & Tamworth (765)	Yes	Limited access to larger centres by public transport
Wigginton	None	None	Pub Church, Church Hall.	St Leonard Primary School	None	None	None	None	None	Limited access to larger centres

## Appendix C: Settlement hierarchy scoring

	Access to convenience stores/ supermarkets	Range of other accessible community facilities/ services	Access to employment locations	Access to primary school within settlement	Access to secondary school within settlement	Public transport access to main centres outside of settlement	Total
Lichfield City	2	3	3	2	2	5	17
Burntwood	2	3	3	2	2	4	16
Alrewas	1	2	2	2	1	2	10
Armitage with Handsacre	1	2	3	2	1	3	12
Clifton Campville	0	0	0	2	0	0	2
Colton	0	0	0	2	0	0	2
Drayton Bassett	0	0	0	2	0	0	2
Edingale	0	0	0	2	0	1	3
Elford	0	0	0	2	0	1	3
Fazeley, Mile Oak and Bonehill	1	2	3	2	1	4	13
Fradley	1	1	3	2	1	2	10
Hamstall Ridware	0	0	0	0	0	0	0

	Access to convenience stores/ supermarkets	Range of other accessible community facilities/ services	Access to employment locations	Access to primary school within settlement	Access to secondary school within settlement	Public transport access to main centres outside of settlement	Total
Harlaston	0	0	0	0	0	0	0
Hill Ridware	0	0	0	2	1	0	3
Hopwas	0	1	2	2	1	3	9
Kings Bromley	1	1	0	2	1	3	8
Little Aston	1	2	2	2	1	5	13
Longdon	1	1	0	2	1	0	5
Shenstone	1	2	3	2	1	5	14
Stonnall	1	1	2	2	0	2	8
Streethay	0	0	2	0	1	5	8
Upper Longdon	0	0	0	0	0	0	0
Whittington	1	2	2	2	1	2	10
Wigginton	0	0	0	2	0	0	2