Lichfield District Design Code

Lichfield District Design Code

Supplementary Planning Document

March 2024

CONTENT

1. INTRODUCTION

1.1 Purpose of the Code

Lichfield District Council commissioned BDP to utilise their bold and innovative thinking in the development of a district-wide Design Code. The Design Code aims to bring transformative change to Lichfield by helping to deliver the government's targets on net-zero development and nature enhancement, in addition to shaping the design of developments.

The Design Code will guide the delivery of development needs identified within the Lichfield Local Plan. It considers a both large, masterplan led strategic allocations and smaller existing development.

A key output of BDP's work has been the development of clear, concise planning documents that are beneficial to, and understandable by, their users (council officers and applicants) and by the local community.

The Design Code will:

- be bespoke to Lichfield with the ability to set codes for different types of development and areas.
- provide clear and measurable rules for new development to adhere to.
- assist, advocate and support high standards of design quality in development sites.
- respond to contemporary needs and standards.
- strengthen Lichfield as a place of choice to live.
- form a material consideration in the determination of planning applications.
- assist in boosting the delivery of homes built within the area.
- reflect the topic guidance of the National Model Design Code.
- preserve the unique character of the District at all scales – from master planning a strategic site to householder extensions and alterations.
- apply classifications to the types of advice e.g. small towns, rural villages.
- respond to heritage and landscape influences.
- interface with Lichfield District Council Planning Policy.

This Design Code will serve as a valuable tool, providing a set of specific and measurable parameters for the physical development within each of the Area Types. By incorporating visual representation and detailed specifications, a set of Design Codes will enable developers, architects, and urban planners to align their projects with the established guidelines effectively, and contribute to the creation of thriving and well-designed neighbourhoods that enhance the quality of life for residents while respecting the unique characteristics of each Area Type.

1.2 Understanding Site Context

Lichfield District is located in south-east Staffordshire and is adjacent to the wider West Midlands conurbation. The District has two main settlements, the cathedral City of Lichfield and the town of Burntwood, as well as many villages set within a varied and attractive rural area.

The City of Lichfield is an important historic centre, with a major conservation area based around the Cathedral, a medieval street pattern and historic city centre buildings. The Cathedral spires (the 'ladies of the vale'), are visible from many points in the wider rural landscape.

Lichfield District is an attractive location for people to live. It has been a significant destination for migrants from the West Midlands conurbation and other nearby towns. Therefore, Lichfield is well-placed for the new trend of its experience-led offer to attract visitors to the city. The city has a number of leisure and cultural venues and an extensive festival, concerts and events offer to cater for its tourism economy.

The District has a wide variety of urban development, however, the location is primarily made up of residential dwellings, with associated uses. The Design Code has been developed to enhance the existing setting of Lichfield and respond to changing needs of its residents.

Figure 1.1. Lichfield Cathedral

Figure 1.2. The Cathedral spires are visible from Bakers Lane

Figure 1.3. Burntwood town centre

Figure 1.4. Clifton Campville

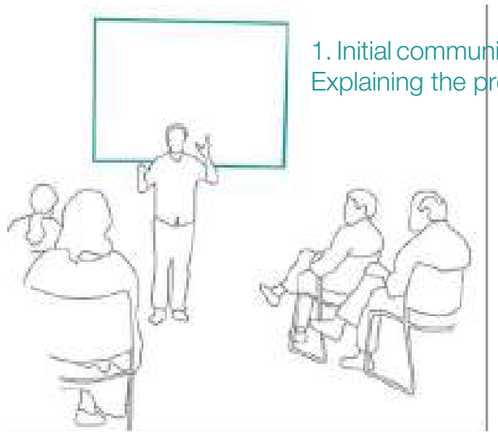
1.3 The Process

BDP have undertaken several rounds of consultations with stakeholders at all levels. This initially began in Spring 2023 with community workshops in person.

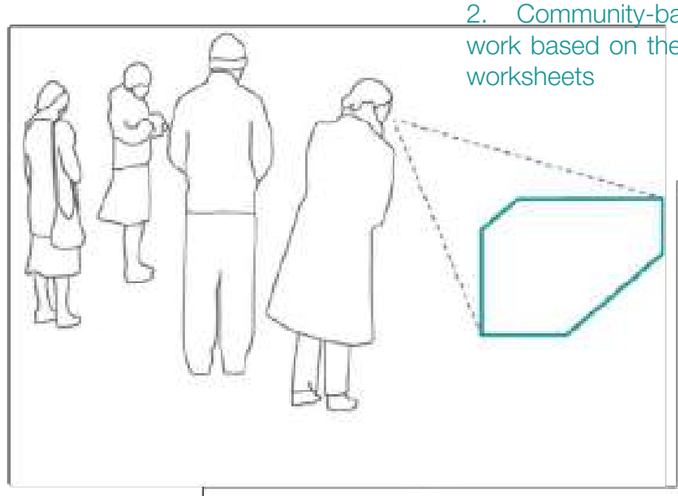
After this, several rounds of engagement followed in order to begin to establish the Area Types, eventually confirming the Design Code would be split into six Area Types.

The next round occured in Autumn 2023 and enabled BDP to share the Draft Design Code with all stakeholders and make the neccesary amendments. The document was then taken to formal cabinet approval in early 2024.

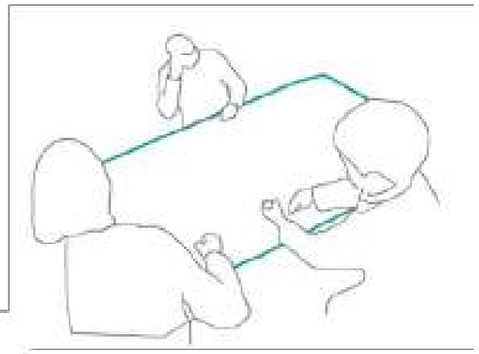
BDP acknowledged that engaging with public was crucial at all stages , so that people could input into the Design Code and those who are most aware of their local area were given a chance to input.



1. Initial community workshop: Explaining the process

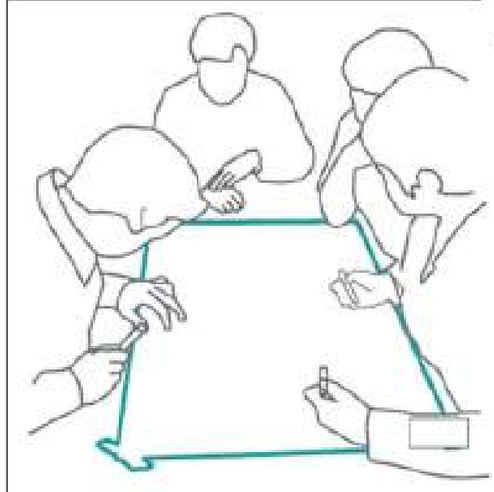


2. Community-based field work based on the area type worksheets



3. Stakeholder Engagement

4. Visioning workshop to agree the area types and vision for each of these



5. Final workshop to agree draft code

1.4 Structure of the Document

In January 2021, the Government published The National Model Design Code NMDC (2021), which provides detailed guidance on designing codes, guides and policies to promote successful design.

The Lichfield District Design Code follows the National Model Design Code process. Following the understanding the existing context of the area, we developed a baseline assessment of the district (indicated as Appendix 1 of this report).

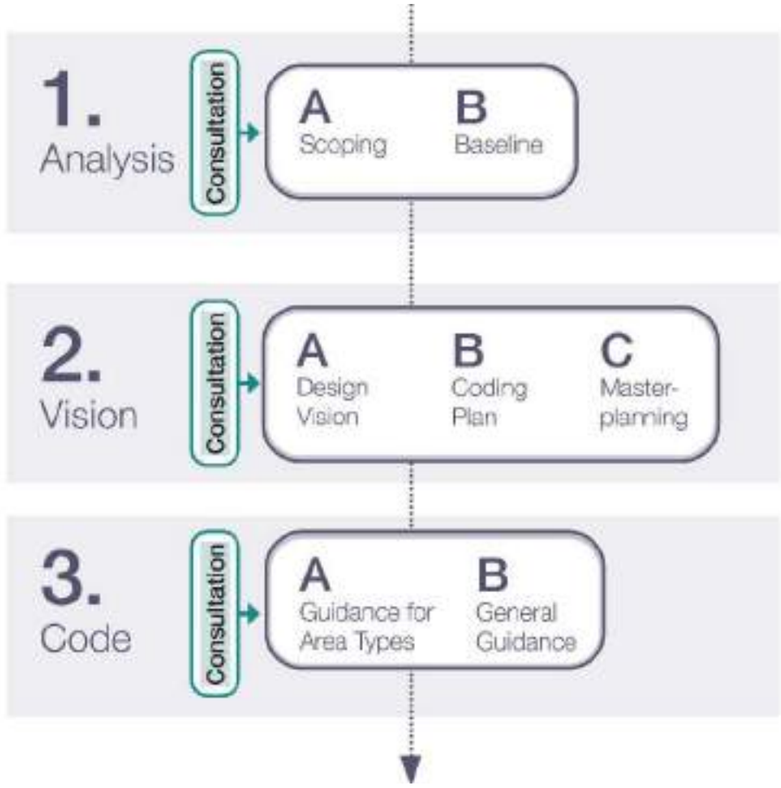
Based on the existing character, six Area Types are defined across the whole district using a range of techniques including the baseline technical assessment, an Urban Morphemetrics assessment undertaken by the University of Strathclyde, online community survey, a series of stakeholder and council officers meeting and site visits.

A Coding Plan that allocates all parts of the district as one of six Area Types and a set of maps indicate the Area Types, conservation area boundaries and development sites in each of the individual settlements. The 'Area Types Matrix' in Appendix 2 of this Document presents each Area Type with its current characteristics which form the basis of generating appropriate coding to inform the future scenario for development proposals to follow.

The Design Code also sets out Framework Plans for defined strategic site allocations. Where site allocations are incorporated into this Design Code SPD, a Framework Plan and summary of their planning status is provided. Each site has been designated a relevant Area Type based upon its location and characteristics, including the design principles set out within the site allocation or its subsequent permission.

Then a set of illustrated Design Codes are developed for each of the area types across the key themes as below:

- Movement;
- Nature;
- Built Form;
- Identity;
- Public Space;
- Use;
- Homes and Buildings;
- Resources; and
- Lifespan



2. CODING PLAN

2.1 Introduction

Coding Plan

The plan on the next page shows a District-Wide Coding Plan for Lichfield that has been developed using a range of techniques including the baseline technical assessment, an Urban Morphemetrics assessment undertaken by the University of Strathclyde, an online community survey, map analysis and site visits.

It allocates all of the land within the district to one of six Area Types. These are areas of relatively consistent character and each will be used as the basis for the rules in the Design Code that will influence the planning and decision-making of new development.

The upcoming pages show how the Coding Plan is assigned within each settlement, including:

- Lichfield
- Burntwood
- Alrewas
- Armitage with Handsacre
- Clifton Campville
- Colton
- Drayton Bassett
- Edingale
- Elford
- Fazeley, Mile Oak & Bonehill
- Fradley
- Hamstall Ridware
- Harlaston
- Hill Ridware
- Hopwas
- Kings Bromley
- East of Rugeley
- Little Aston
- Longdon
- Shenstone
- Stonnall
- Upper Longdon
- Whittington
- Wigginton and the North of Tamworth

Area Types

Our baseline work on the district identifies a set of Area Types derived from an analysis of the existing settlements and their urban areas. Each of these Area Types are shown on the Coding Plan on the next page and are listed below:

- Lichfield City Centre
- Lichfield Cathedral Precinct
- Suburban
- Village
- Rural
- Employment

2.2 District-Wide Coding Plan

The whole of Lichfield district is divided into a series of Area Types, as shown in the District-Wide Coding Plan.

Area Types

- Lichfield City Centre
- Lichfield Cathedral Precinct
- Suburban
  - Neighbourhood Suburban
  - Inner Suburban
  - Outer Suburban
  - Village Suburban
- Village
  - Villages
  - Little Aston
  - Upper Longdon
- Rural
- Employment

Key

- Drayton Manor
- Green Belt
- Conservation Area
- Framework Sites
- Lichfield District Boundary

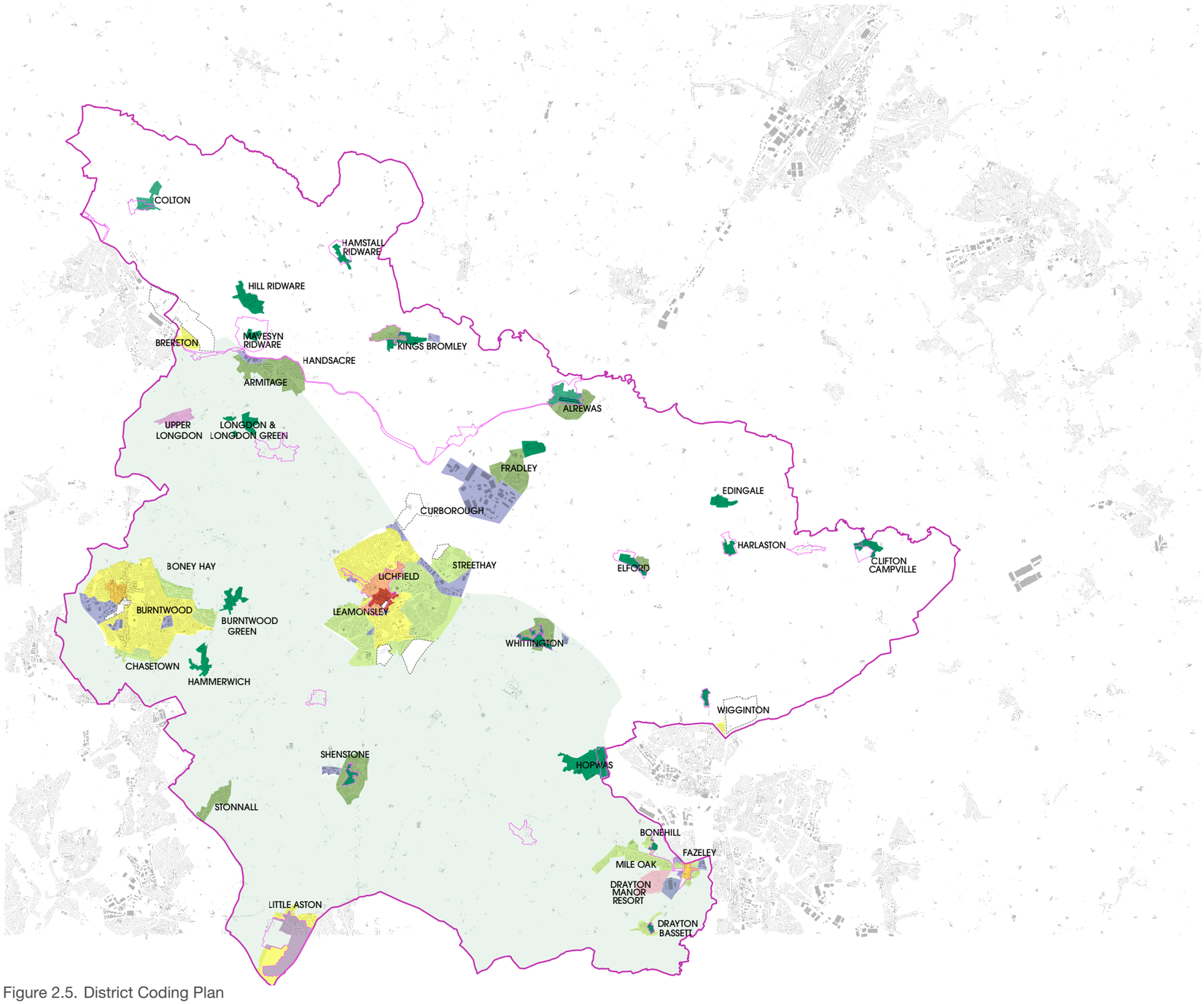


Figure 2.5. District Coding Plan

2.3 Settlements Coding Plan

Lichfield City

- Lichfield City Centre
- Lichfield Cathedral Precinct
- Employment Area
- Inner Suburban
- Outer Suburban
- Conservation Area
- Framework Sites
- Lichfield Cathedral
- Primary road
- Secondary road
- Local road

Figure 2.6. Location of Lichfield City

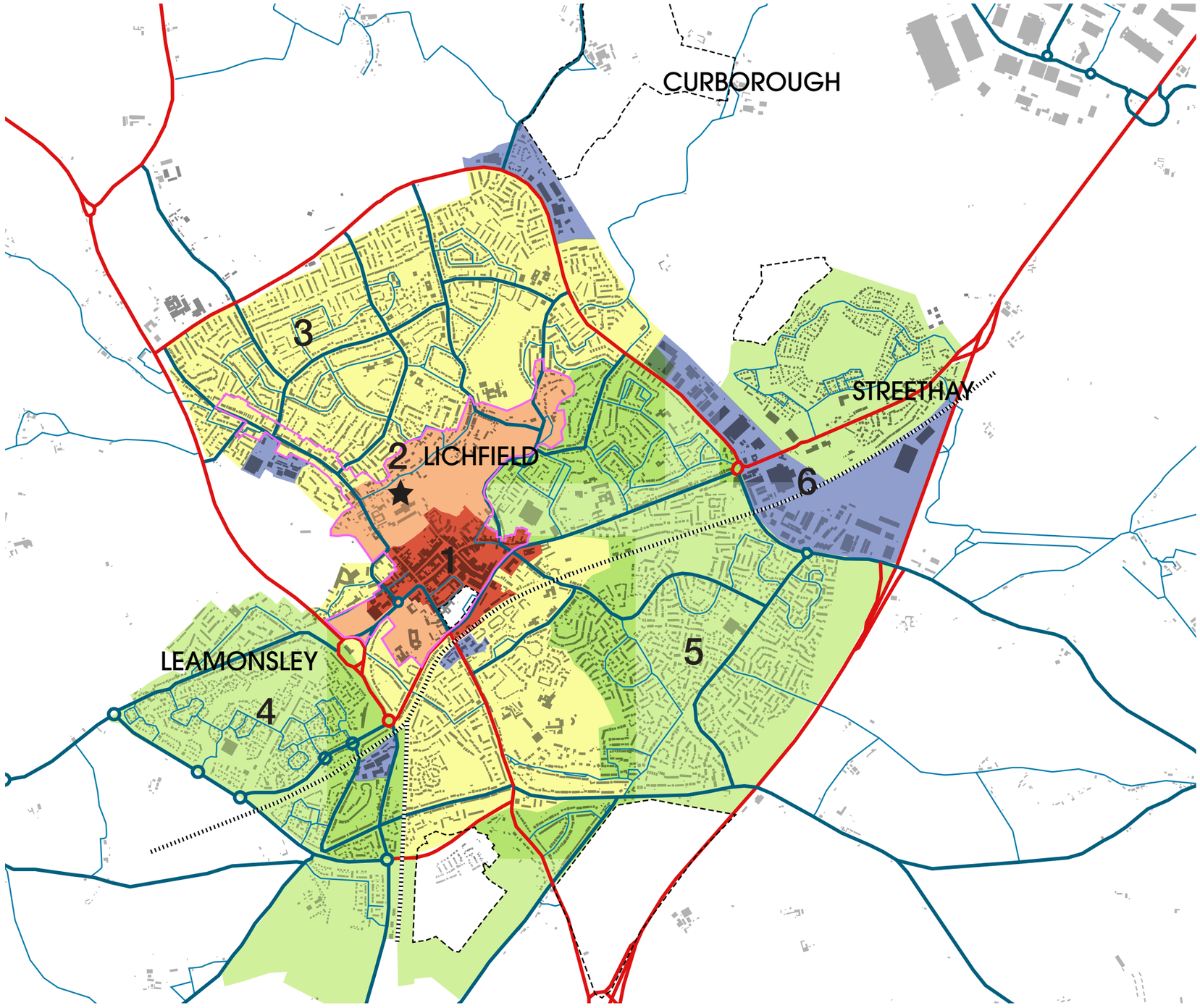


Figure 2.7. Lichfield City Coding Plan

The Lichfield City Centre Area Type, as annotated on the previous page, covers the medieval heart of the city and main shopping area. It is characterised by a continuous building line without setbacks, and buildings that are mainly 2 and 3 storeys but with some 4 storey elements. The city is fine grained with a variety of buildings joined to each other with a mix of uses.

The historic area around Lichfield Cathedral has a different character reflecting its history (image 2), and therefore forms the separate Lichfield Cathedral Precinct & City Centre Fringe area type. Buildings in this area type are large, standing in their own grounds.

The surrounding neighborhoods predominantly consist of suburban area types (as shown in Images 3 and 4). These areas feature 2 to 2.5 storey semi-detached housing, with densities ranging from 30 to 45 dwellings per hectare. Additionally, the outer suburban areas (shown in Image 5) mainly comprise 2-storey detached and semi detached housing at slightly lower densities.

There are also a number of employment areas that we have grouped with those elsewhere in the district (Image 6). These areas are characterised by a mixture of small to medium-sized sheds, accommodating various employment and business activities.

Burntwood

- Neighbourhood Suburban
- Inner Suburban
- Outer Suburban
- Employment Area
- Villages
- Framework Sites
- Primary road
- Secondary road
- Local road

Figure 2.9. Location of Burntwood

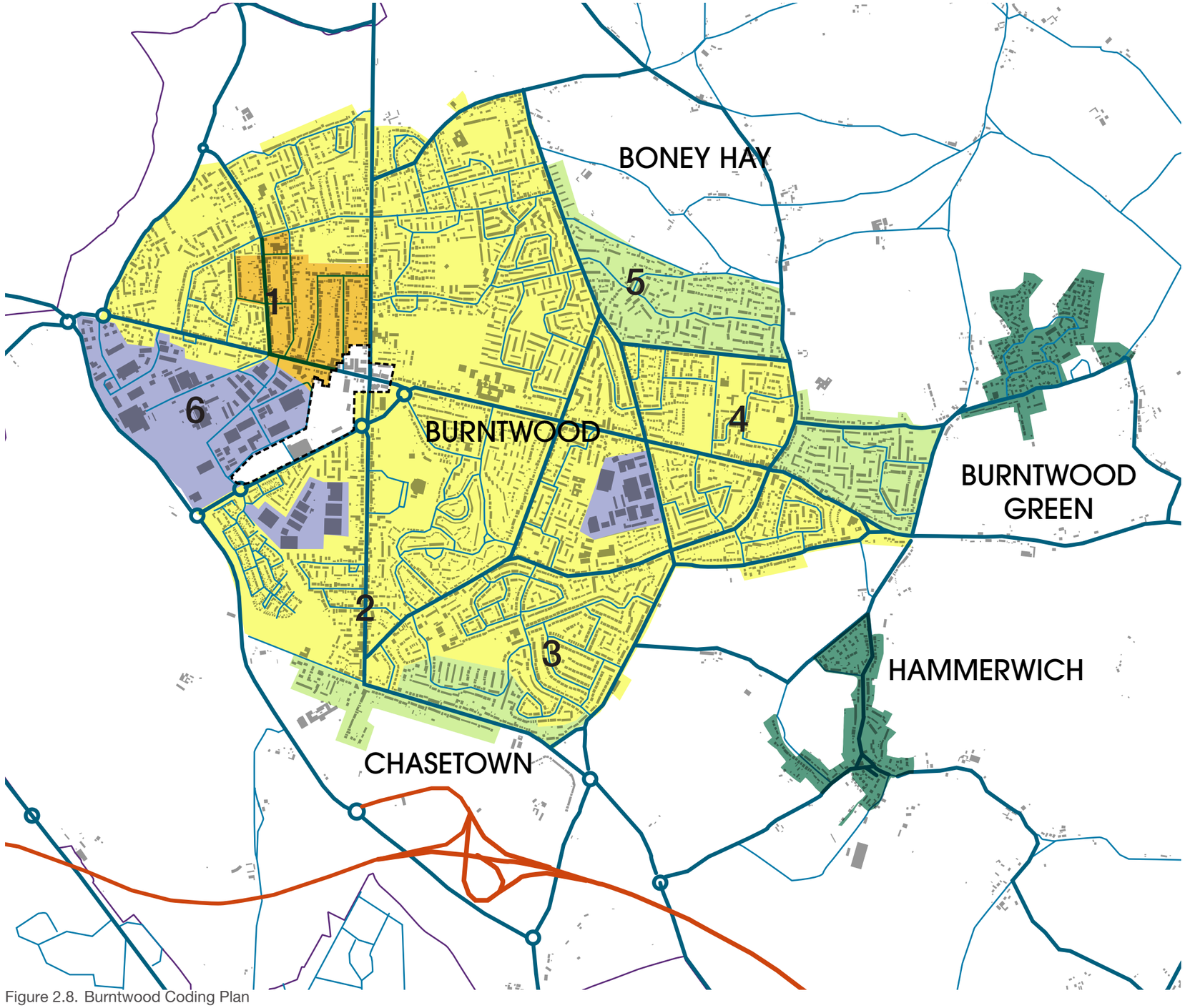


Figure 2.8. Burntwood Coding Plan

Burntwood was originally a group of mining villages that amalgamated to form the town. Each of these villages had its own centre, the largest being the high street running through the Chase Terrace area.

Much of Burntwood falls into the suburban area type with densities ranging from 30 to 45 dwellings per hectare. Housing within these suburban areas are predominantly two-storey with semi detached housing and short terraces (Images 2 to 4).

There are also areas of the Outer Suburban area type along the edges of the settlement, where there are mostly detached houses with larger front and rear garden, as shown in Image 5. The densities in these areas range from 20 to 35 dwellings per hectare, which is lower than those found in the Inner Suburban Area Type.

The Employment Area Type (Image 6) consists mainly of the Burntwood Business Park is similarly categorised into the same Area Type as occurs elsewhere in the district.

The streets east of Rugeley Road (Image 1) are the oldest part of Burntwood, and constitute a unique Area Type known as Burntwood Urban Neighbourhood. These short terraces and closely spaced semi detached houses form a continuous building line of two-storey buildings with setbacks varying, with some as little as 2m but these properties have generously sized back gardens.

On the outskirts of the Burntwood Urban Area are two smaller Village Area Types. The more southern of the two is Hammerwich. This area is characterised by its narrow streets and positive relationship to the surrounding natural open space.


1


4


2


5


3


6

Alrewas

Dwellings situated within the conservation area are classified under the Village area type. These dwellings exhibit a distinct character that is characterised by a more open and rural environment, compared to the rest of the settlement, which is categorised within the Village Suburban area.

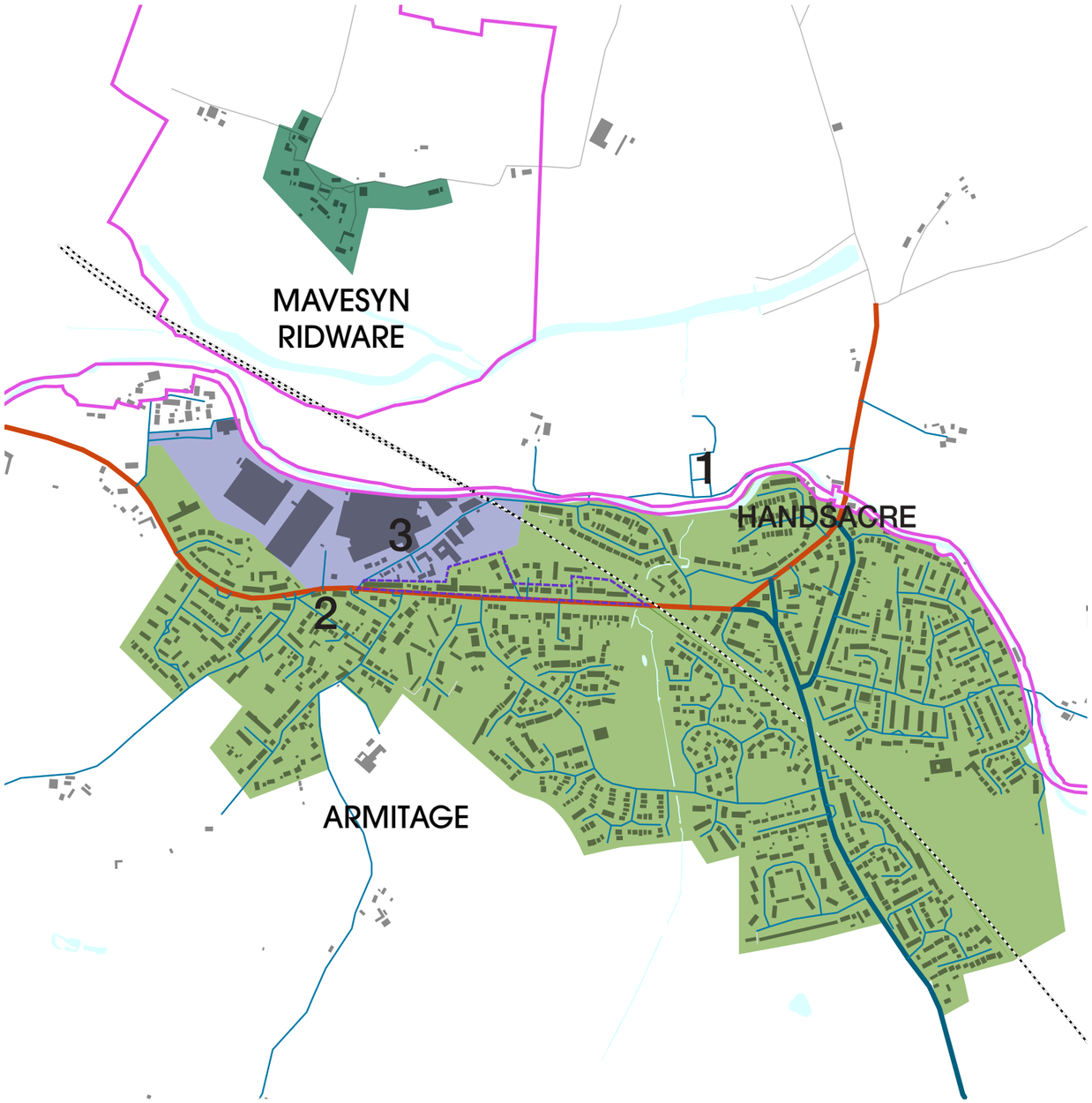
Figure 2.10. Alrewas Coding Plan

Figure 2.11. Location of Alrewas

Armitage with Handsacre

The majority of the settlement consists of a Village Suburban Area Type, which is typified by the density and storey height of dwellings. In these areas, residential properties are typically between 2-3 storeys in height with the density around 30 dwellings per hectare. Notably, the settlement lacks any areas that exhibit a town centre type.

Certain areas located at the outskirts of the village centre are defined as the Employment Area Type, which consists of single storey 'big box' forms up to 10 metres high.



- Village Suburban
- Employment
- Villages
- Conservation area
- Local centre
- Primary road
- Secondary road
- Local road
- Railway line

Figure 2.13. Location of Armitage with Handsacre

Figure 2.12. Armitage with Handsacre Coding Plan

Clifton Campville

Settlements in Clifton Campville are predominantly village area type with generally two-storey detached houses in the density of 10-25 dwellings per hectare.

Located to the north of Clifton Campville, there exists a traditional agricultural livestock building that is attached to a traditional farmhouse, forming an authentic complex of buildings, which is defined within the Rural Area Type (image 4).

Figure 2.15. Location of Clifton

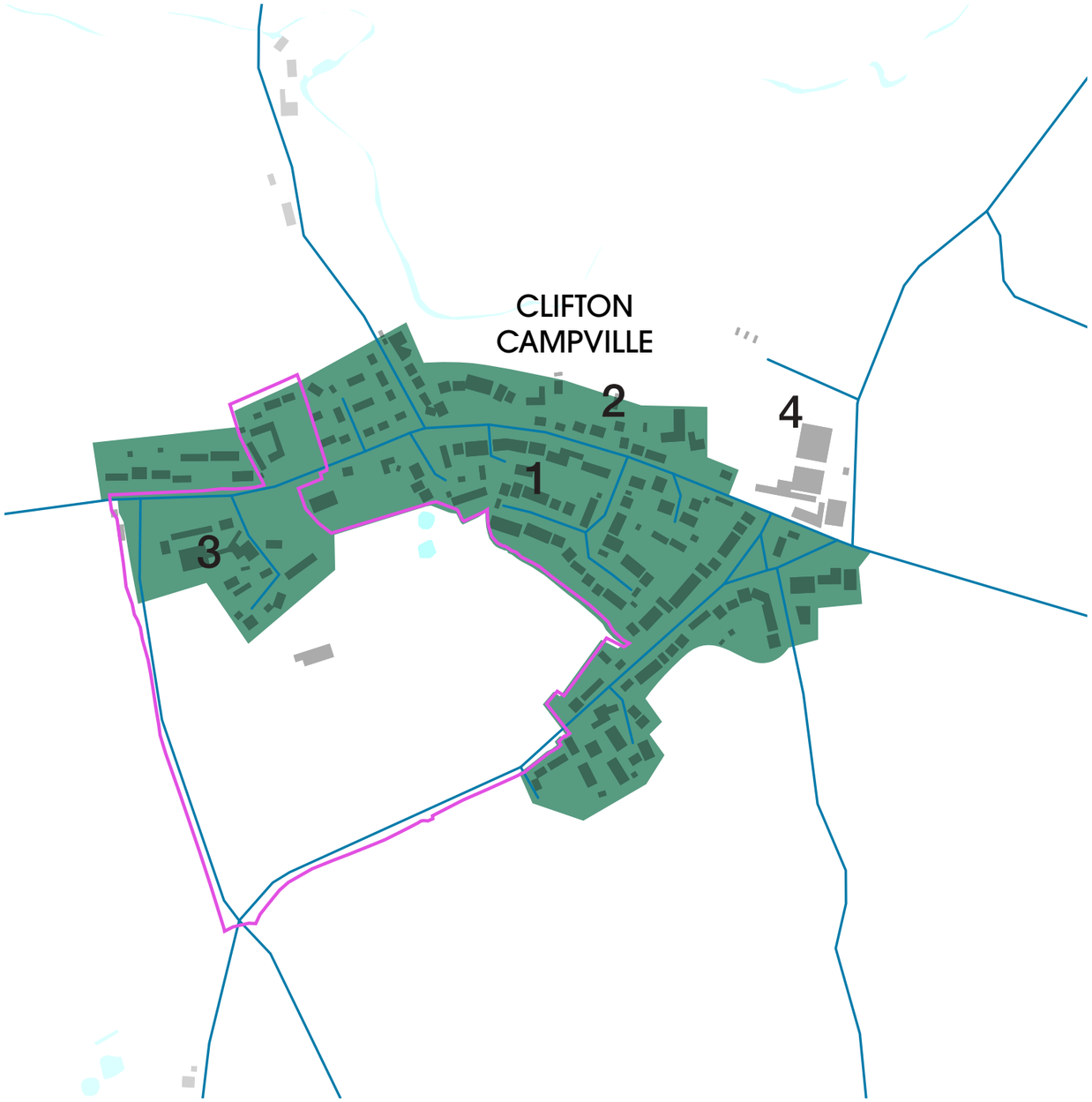


Figure 2.14. Clifton Coding Plan

Villages
Conservation area
Local road

Colton

Colton is a typical village containing a diverse range of housing types, generally 1-2 storeys in height, and a density of between 10-25 dwellings per hectare.

As illustrated in figure 2.12, part of the village lies within the conservation area where cottages are present (image 1). Outside of the conservation area, the village combines a mix of contemporary detached houses, semi-detached houses, and bungalows. Additionally, some individual houses are seen at the outskirts of the settlement, as depicted in image 4.

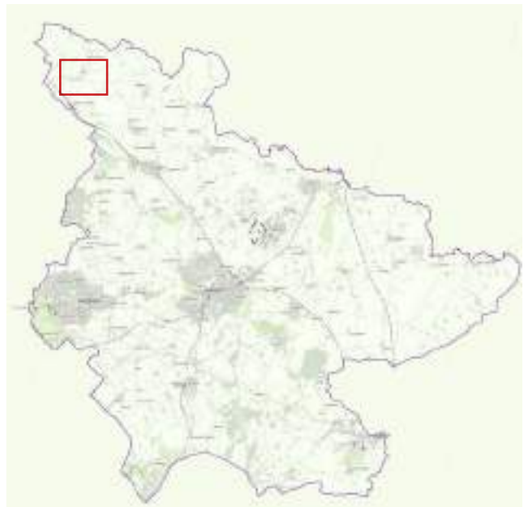


Figure 2.17. Location of Colton

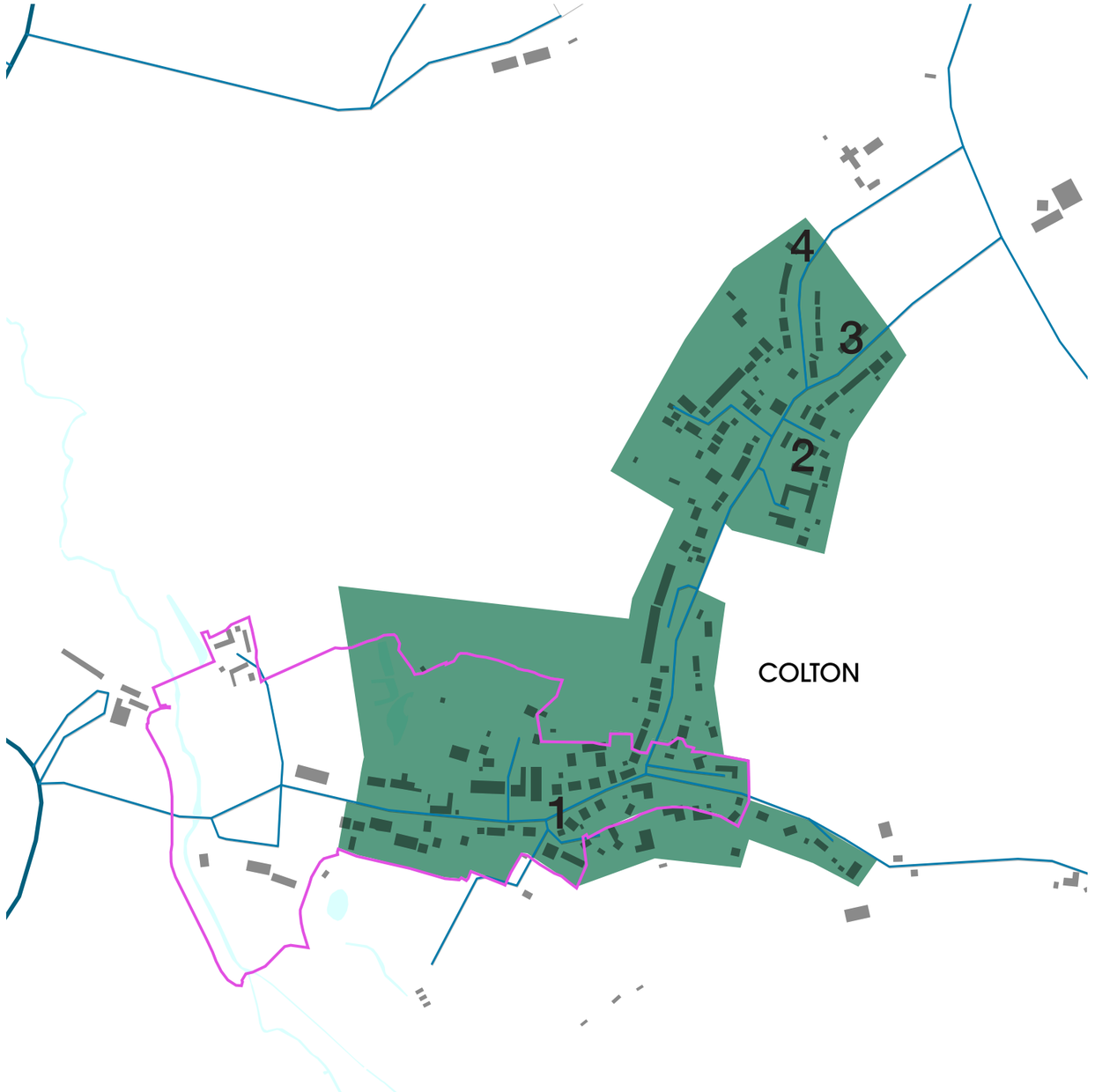


Figure 2.16. Colton Coding Plan

Villages
Conservation area
Secondary road
Local road

Drayton Bassett

Drayton Bassett is a small village that combines elements of traditional Village, and Village Suburban typologies. The historic conservation centre of the area features cottages in a residential density ranges 10-25 dwellings per hectare, giving a representation of a traditional village (image 1). Meanwhile, the Village Suburban area are characterised by modern homes situated outside the conservation area with a density of around 20-35 dwellings per hectare (images 2 & 3).

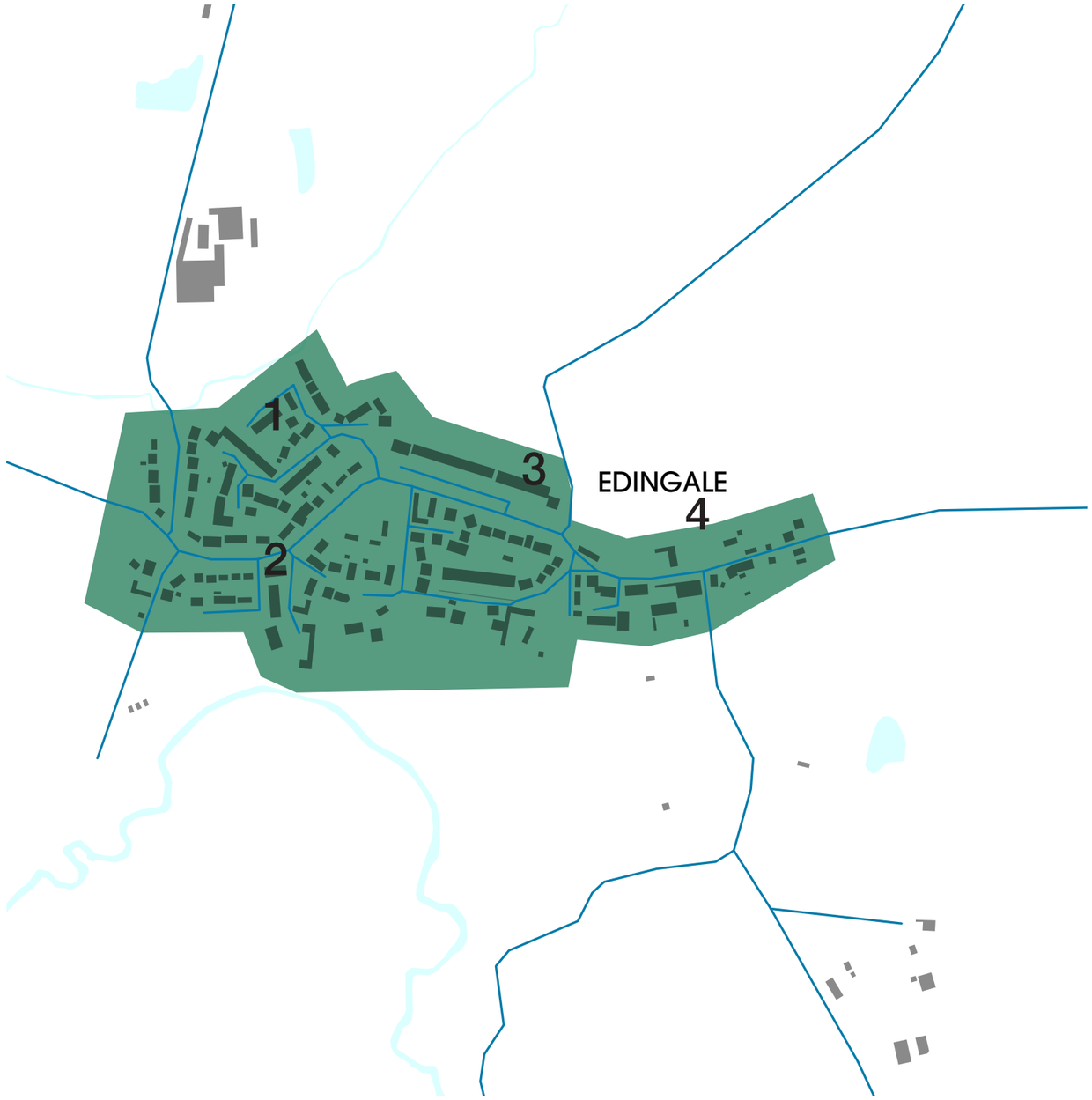
Additionally, clusters aggregate single-storey farms and farmsteads at the rural area of Drayton Bassett.

Figure 2.19. Location of Drayton Bassett

Figure 2.18. Drayton Bassett Coding Plan

Edingale

Edingale is characterised by the Village Area Type, with the surrounding land designated as Rural. In general, the area is partially made up of contemporary detached houses with density ranging from 10-25 dwellings per hectare (image 1), while some 1-2 storey houses and bungalows are located across other parts of Edingale (image 2 & 3). Towards the village fringe, there is more variation in the urban grain combining cottages (image 4).



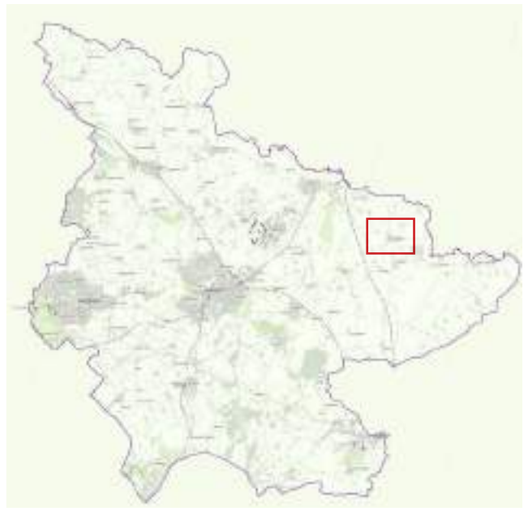


Figure 2.21. Location of Edingale

Figure 2.20. Edingale Coding Plan

Elford

Elford is distinguished by the conservation area boundary. The village area primarily has 2-storey detached houses and cottages with a density range from 10-25 dwellings per hectare (as depicted in image 1). In contrast, the northern edge of the villages fall outside the conservation area are categorised into the village suburban area type, comprise of housing with a higher density from 20-35 dwellings per hectare featuring 1-2 storey semi-detached properties. In addition, some warehouses and industrial buildings along A513 form a cluster of employment area, as evidenced in image 3.

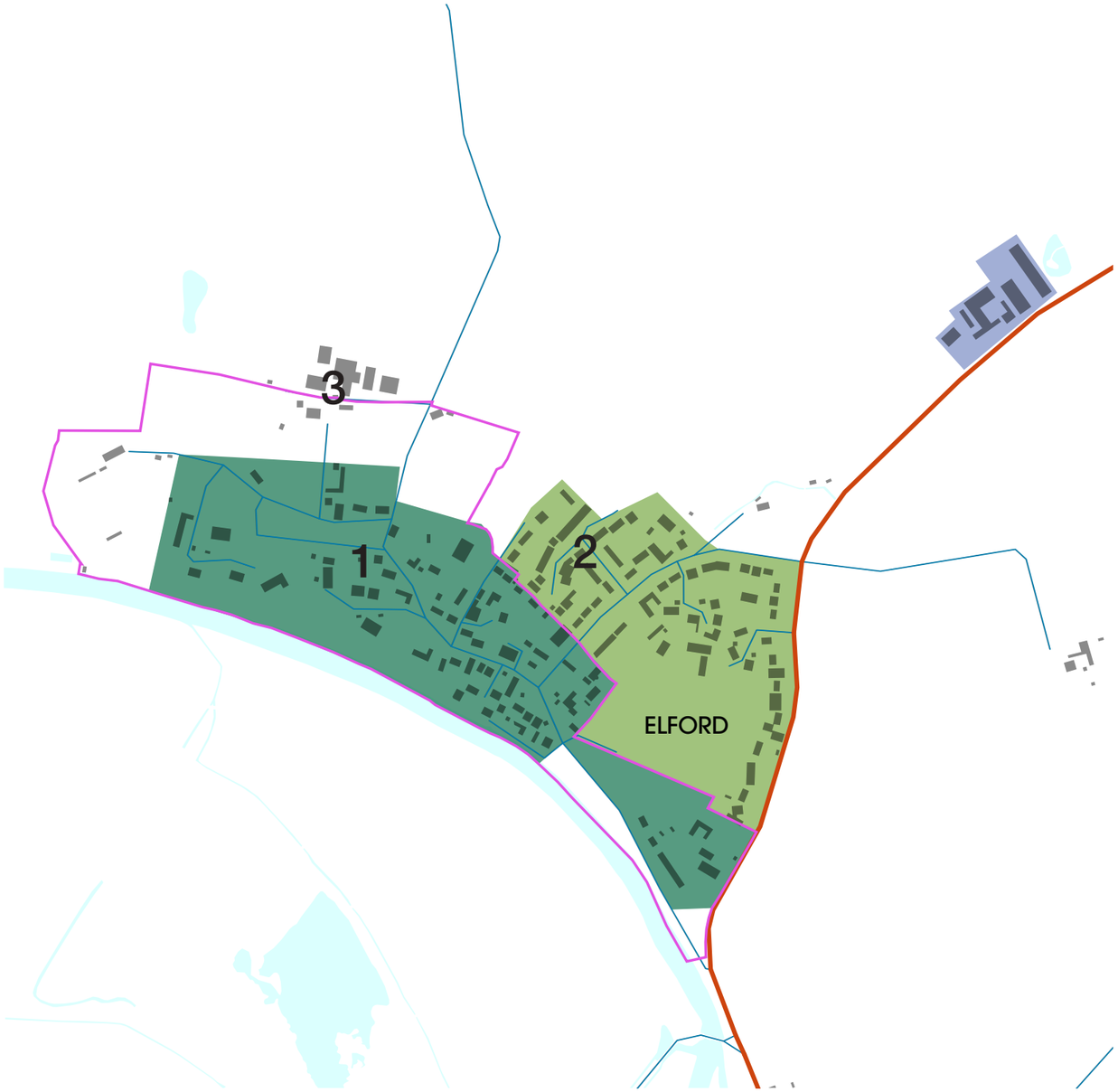


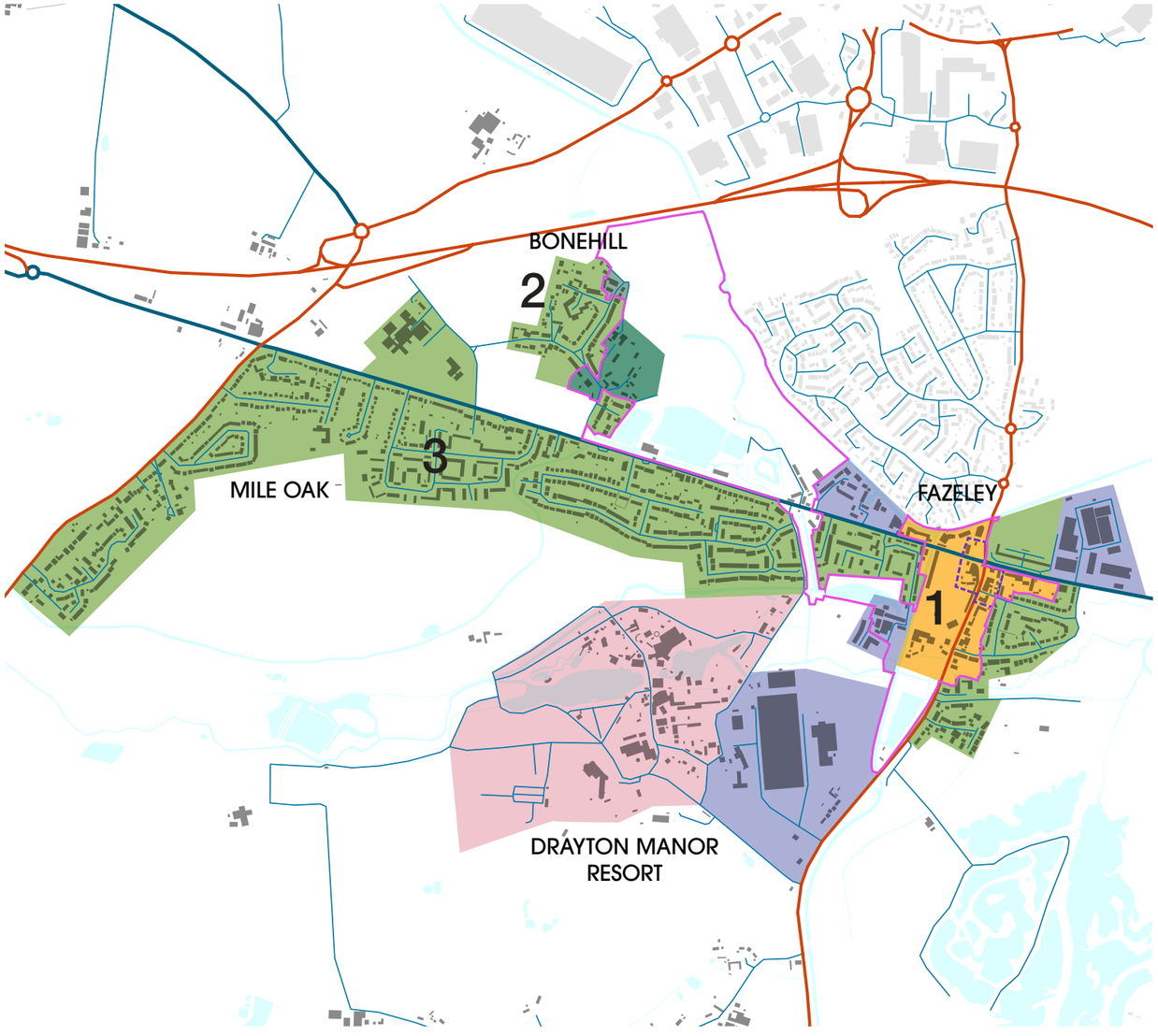
Figure 2.23. Location of Elford

Figure 2.22. Elford Coding Plan

Fazeley, Mile Oak & Bonehill

Fazeley boasts a diverse range of housing types, including flats/apartments. The Fazeley town centre located along the eastern edge of the conservation area, forms a Neighbourhood Suburban Area Type (image 1). Part of the town is characterised by semi-detached properties reflecting the Village Suburban Area Type, seen in Images 2 and 3.

This area is also in close proxmity to Drayton Manor Resort. Due to the unique circumstances of this site, this has not been included within the Design Code.



- Neighbourhood Suburban
- Village Suburban
- Employment
- Villages
- Drayton Manor
- Conservation area
- Local centre
- Primary road
- Secondary road
- Local road

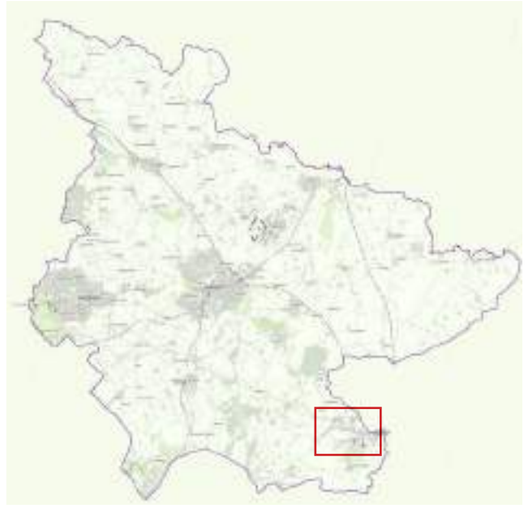


Figure 2.25. Location of Fazeley, Mile Oak & Bonehill

Figure 2.24. Fazeley, Mile Oak & Bonehill Coding Plan

Fradley

The original Fradley area (image 1) displays the typical character of the Village Area Type, with variations of building typologies in densities ranging from 10-25 dwellings per hectare.

The village suburban residential character of Fradley is reflected in the many modern and contemporary properties, with an average range of density between 20-35 dwellings per hectare. This Area Type includes a recent development on the outskirts of the town, with new housing estates being constructed in the southwest area (image 2).

To the south of Fradley's residential centre, lies a large manufacturing and logistics park, characterised by medium to large scale shed warehouses, as evidenced in images 3.

Figure 2.27. Location of Fradley

Figure 2.26. Fradley Coding Plan

- Village Suburban
- Villages
- Employment
- Conservation area
- Primary road
- Secondary road
- Local road
- Railway line

Hamstall Ridware

Hamstall Ridware displays the typical character of the Village Area Type, with variations of building typologies in densities ranging from 10-25 dwellings per hectare as shown in the adjacent images (1-3). A predominant part of the village area falls into the Conservation Area, which defines the character of this locality. Further to the south and east of the village, some farmhouses and barns are located on the outer fringe (image 4).

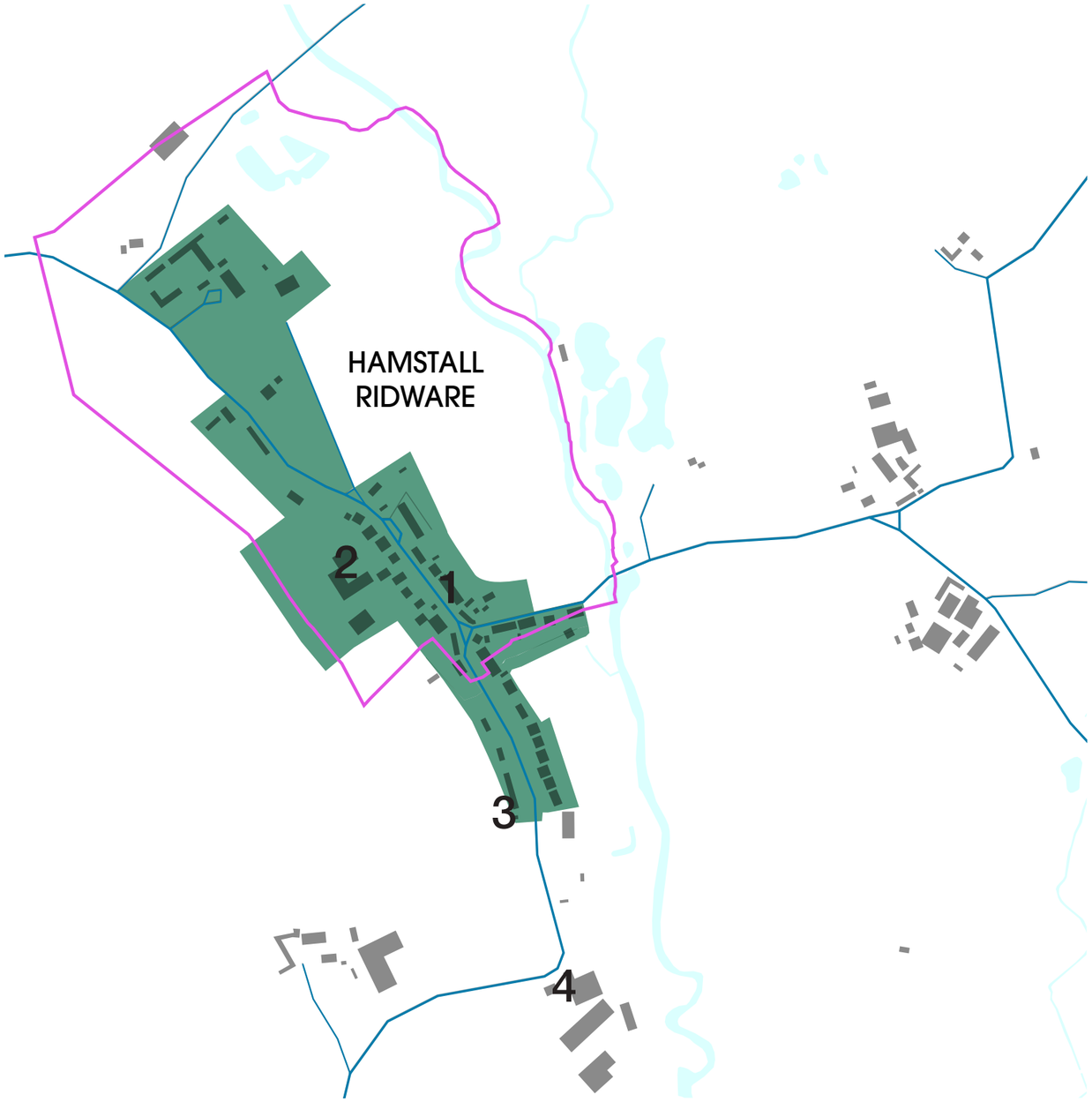
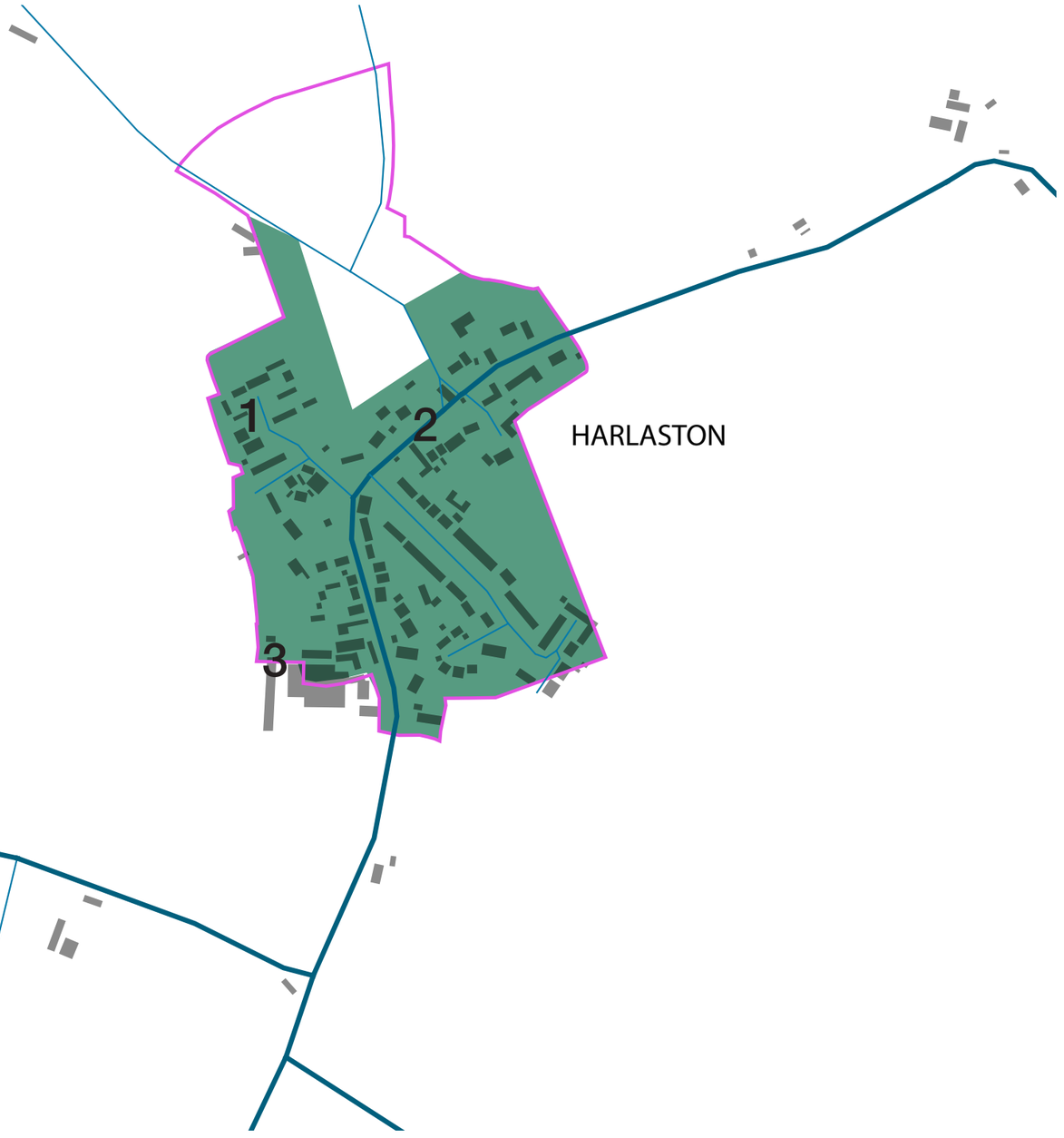


Figure 2.29. Location of Hamstall Ridware

Figure 2.28. Hamstall Ridware Coding Plan

Harlaston

Harlaston is defined as a typical Village Area Type, as illustrated in adjacent images (1-3). The whole village lies within the conservation area and comprises predominantly detached houses with 2 storeys, generally 10-25 dwellings per hectare.



Villages
Conservation area
Secondary road
Local road

Figure 2.31. Location of Harlaston

Figure 2.30. Harlaston Coding Plan

Hill Ridware

Hill Ridware has a typical village character consisting predominantly of 2-storey detached houses in varied architectural styles (images 1-4), with a density of 10-25 dwellings per hectare.

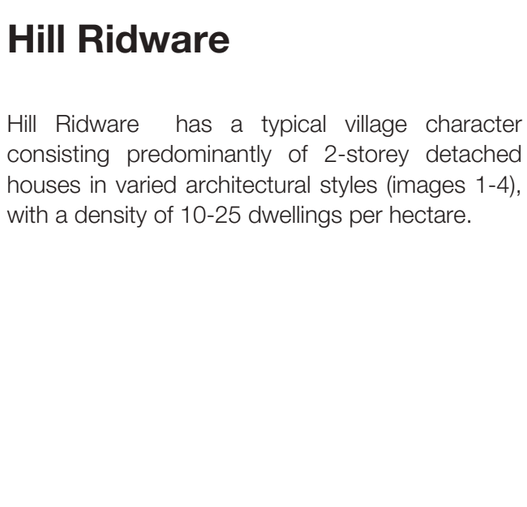


Figure 2.33. Location of Hill Ridware

Figure 2.32. Hill Ridware Coding Plan

Hopwas

Hopwas is defined as a Village Area Type with variations of house types with typical village character, as illustrated in adjacent images (1-3). Buildings are generally 2-storey detached houses with the density of 10-25 dwellings per hectare. Part of the area in the east, including part of the local centre, falls within a conservation area. Also, there are two employment clusters with warehouses that are 1-storey in height.

Figure 2.35. Location of Hopwas

Figure 2.34. Hopwas Coding Plan

Kings Bromley

Kings Bromley is categorised as the Village Area Type, with a mixture of building typologies including detached houses, bungalows and cottages, combining with an average density between 10-25 dwellings per hectare, as illustrated in adjacent images (1-3). Part of the western area is designated within a conservation area, possessing a unique character, as depicted in images 1 and 2. Moreover, to the east of Kings Bromley, there is an associated employment cluster.

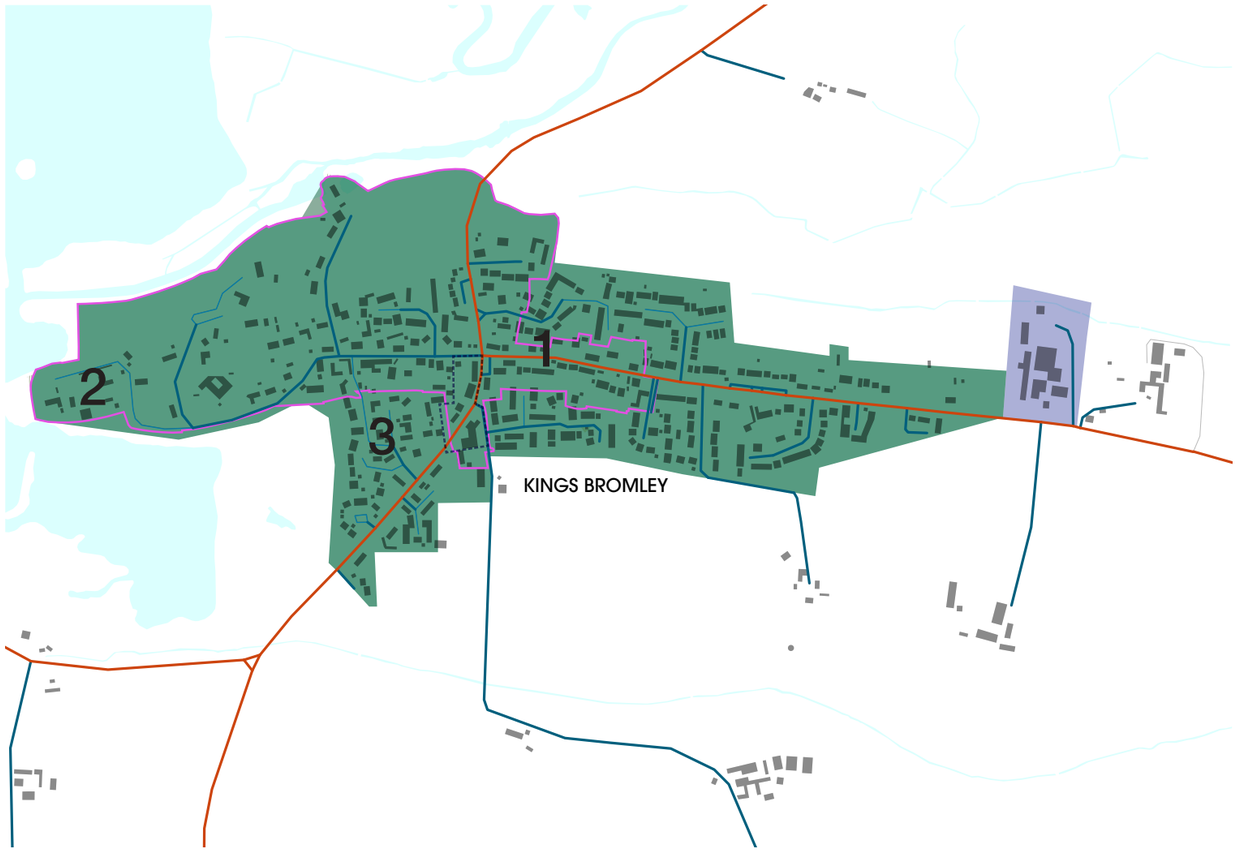


Figure 2.37. Location of Kings Bromley

Figure 2.36. Kings Bromley Coding Plan

East of Rugeley

The area to the east of Rugeley is predominantly characterised by new suburban housing developments, as illustrated in adjacent images (1-3). This area comprises variations of housing typologies including, 2-storey detached and semi-detached properties. Additionally, there are apartments up to 3-storeys. With an overall density between 30-45 dwellings per hectare this is within the Inner Suburban Area Type.

Figure 2.39. Location of East of Rugeley

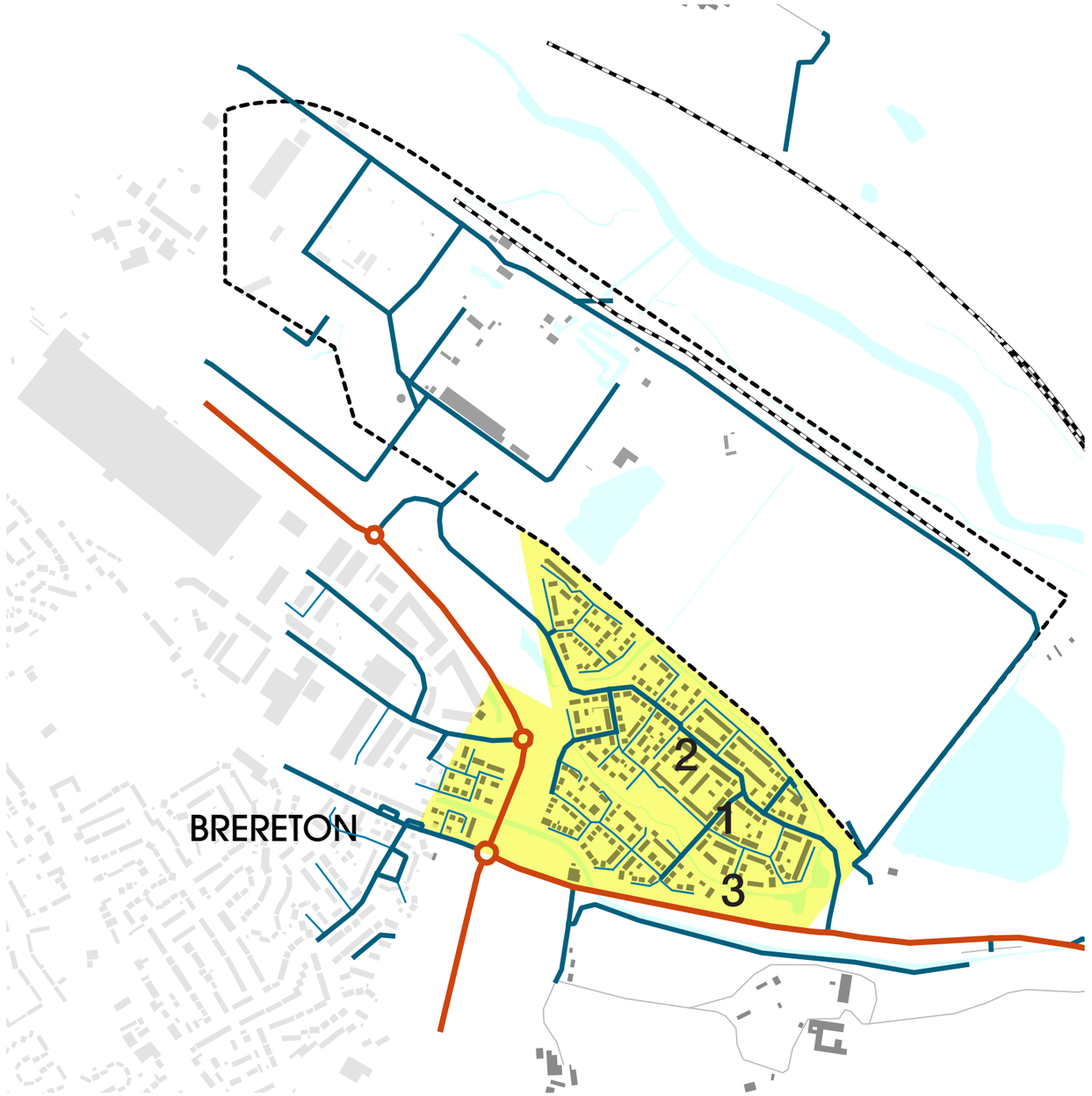


Figure 2.38. East of Rugeley Coding Plan

Little Aston

Little Aston's settlement area is primarily characterised by a distinct affluent village residential neighbourhood which lies within a conservation area (images 1-2). This series of extensive detached houses possesses a unique character and consists of very different building typology compared to other typical village areas across the District, and so has been sub-categorised with its own Area Type. The area outside of the conservation area predominantly consists of contemporary 2-storey detached houses in a density of 20-35 dwellings per hectare (images 3-5), which is categorised as Village Suburban Area Type.

Figure 2.40. Little Aston Coding Plan

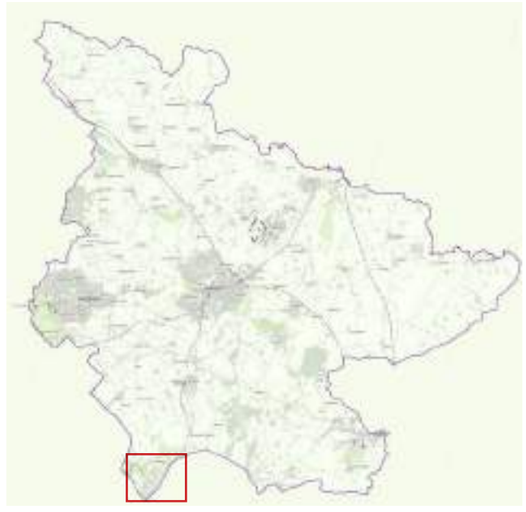


Figure 2.41. Location of Little Aston

Longdon and Longdon Green

Longdon is mainly characterised as the Village Area Type, as depicted in images 1-4. It has a combination of two-storey detached houses and cottages, in an average range of density from 10-25 dwelling per hectare.

Figure 2.42. Longdon Coding Plan

Figure 2.43. Location of Longdon

Shenstone

The centre of Shenstone is defined by the Village Area Type which primarily demonstrates 2-storey detached houses in an average density of 10-25 dwellings per hectare, as depicted in image 1. Extending further to the fringe, the settlement ris the Village Suburban Area Type, comprising of 2-storey houses in a density of 20-35 dwelling per hectare, as shown in images 2-4. To the western edge of the outer suburban settlement, there are also larger business units which form an employment area (image 5).

Figure 2.45. Location of Shenstone

Figure 2.44. Shenstone Coding Plan

Stonnall

The area of Stonnall is characterised by the Village Suburban Area Type as evidenced in images 1-2. The area comprises predominantly comprised of 2-storey detached houses in density ranging between 20-35 dwellings per hectare.

Figure 2.47. Location of Stonnall

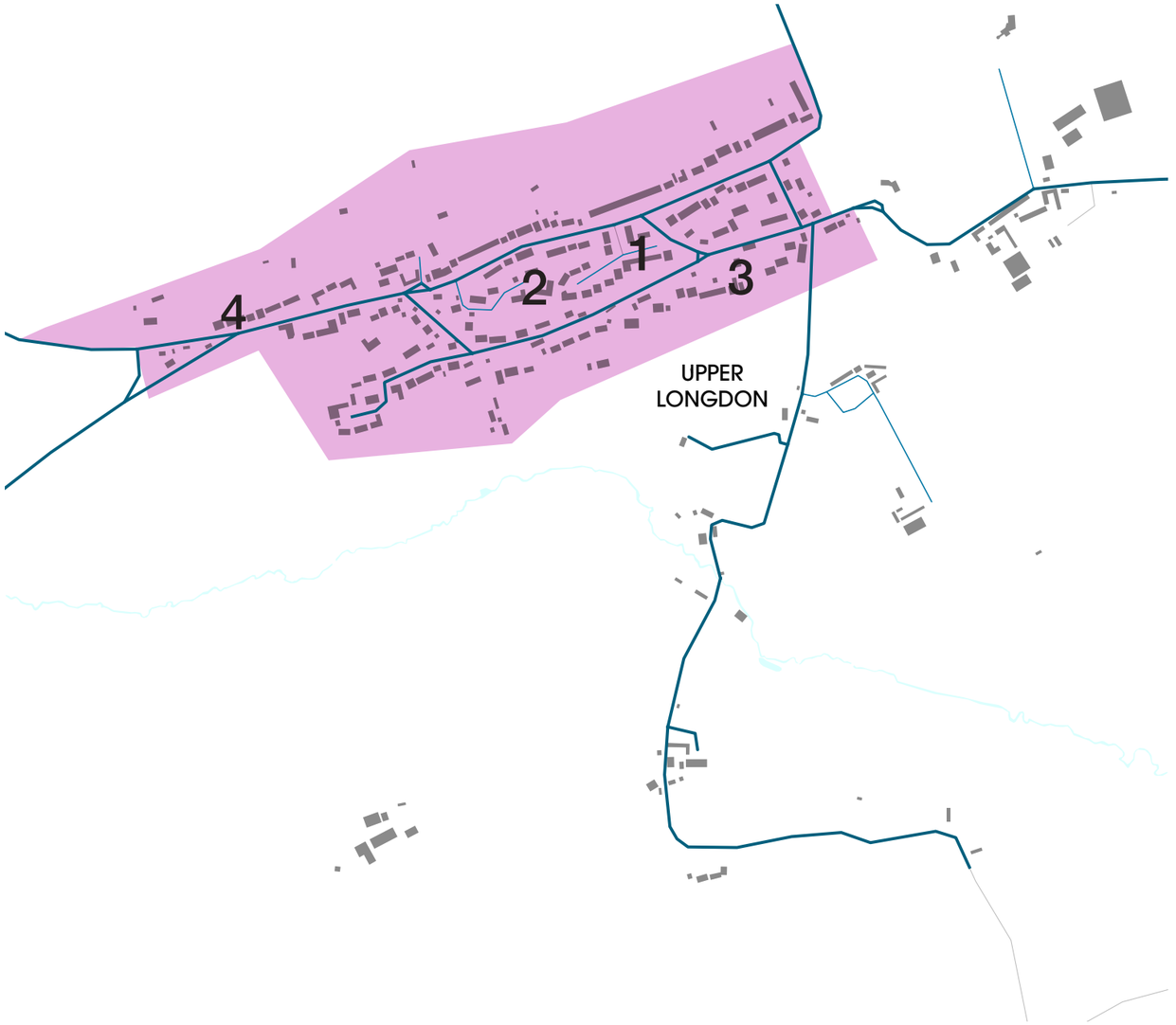
Figure 2.46. Stonnall Coding Plan

Upper Longdon

Upper Longdon sits in an area that has hilly topography that has leant itself to a different style of property compared to other parts of the District. Given this, Upper Longdon has been given a unique sub Area Type within the Village Code.

As shown in images 1-4, the Village sits on sloping land and is defined by detached properties with significant amount of tree cover.

The surrounding area is comprised as the Rural Area Type.



Upper Longdon
Employment
Secondary road
Local road

Figure 2.48. Upper Longdon Coding Plan

Figure 2.49. Location of Upper Longdon

Whittington

The settlement area of Whittington is predominantly characterised by the Village Area Type in the centre, as depicted in images 1-2, with areas of an average density of around 10-25 dwellings per hectare. The outskirts of the village are categorised as Village Suburban Area Type with densities of around 20-35 dwellings per hectare as shown in image 3.

Figure 2.51. Location of Whittington

Figure 2.50. Whittington Coding Plan

Wigginton and the North of Tamworth

The settlement area of Wigginton is primarily characterised by the Village Area Type, consisting of 2-storey detached houses and cottages with residential densities of around 10-25 dwellings per hectare, as evidenced in images 1-2.

The North of Tamworth area is characterised by new development reflecting the Inner Suburban Area Type, as depicted in image 3. Overall, residential dwellings in this area are generally 2 storeys, comprising of detached and semi-detached houses with a density of 20-35 dwellings per hectare.

This area is also close to one of the larger Framework Sites, Land North of Arkall Farm. This will consist of a large residential site with link to Tamworth, outside of the Lichfield District Boundary.

Figure 2.53. Location of Wigginton and the North of Tamworth

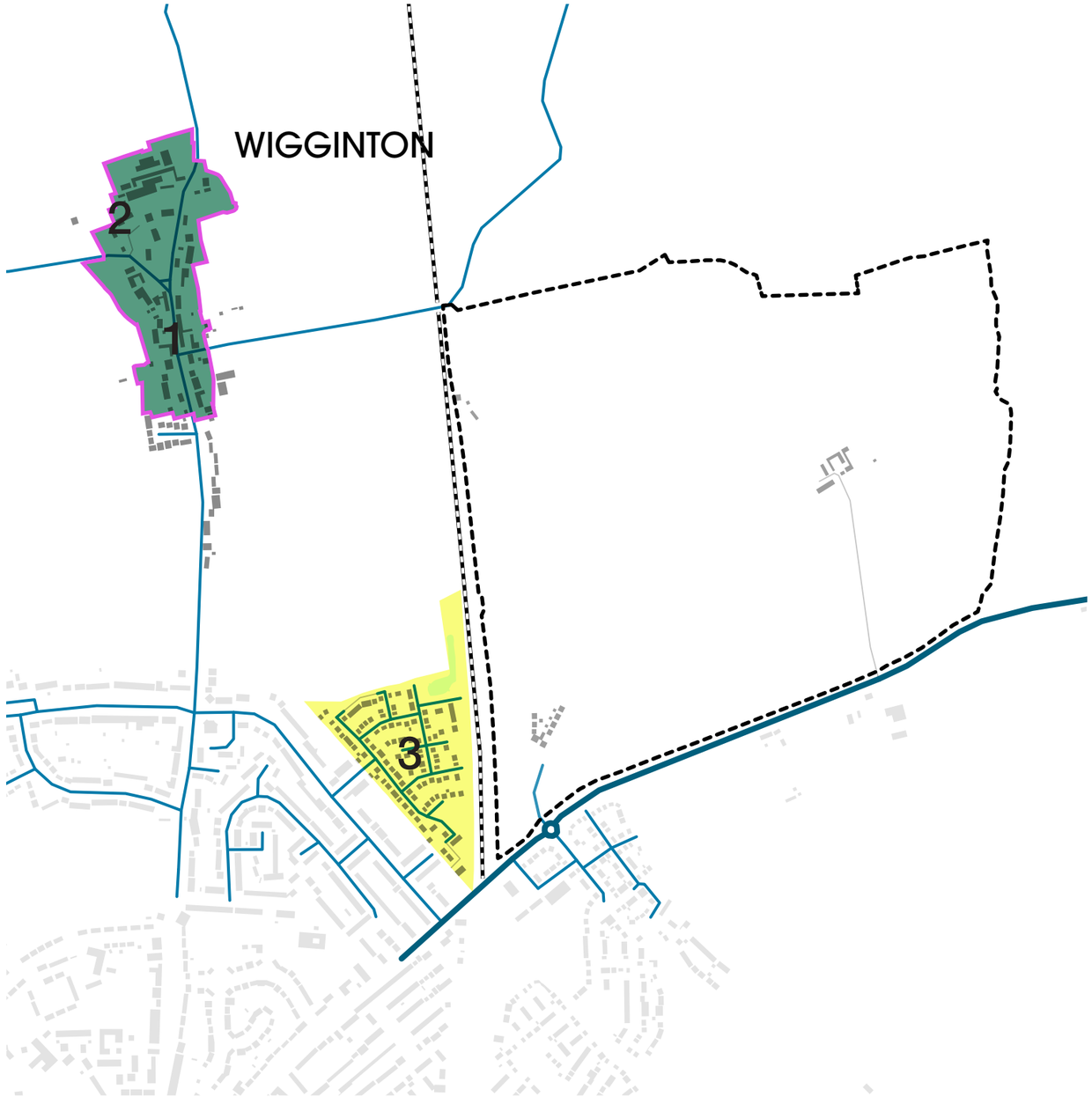


Figure 2.52. Wigginton and the North of Tamworth Coding Plan

3. DESIGN CODE

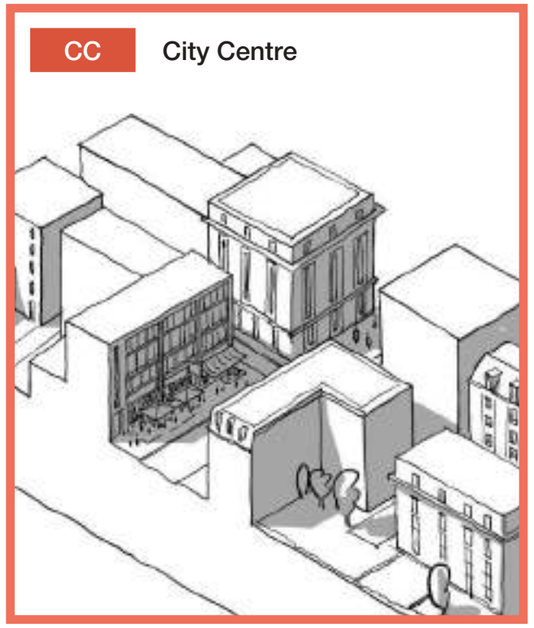
3.1 Introduction & Area Types

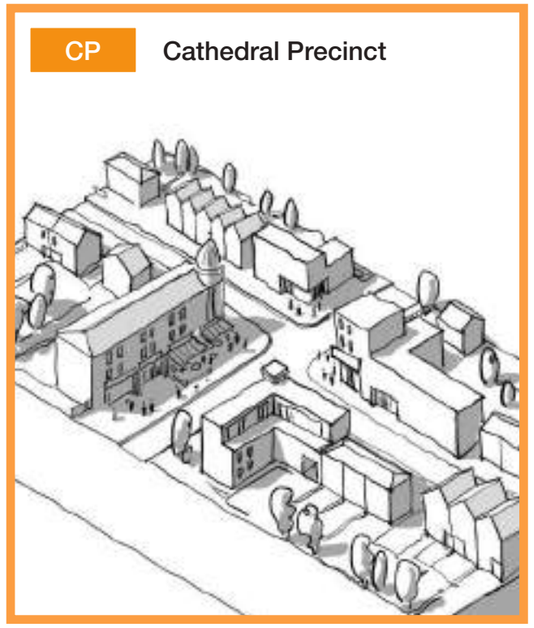
As shown in the previous chapter, Lichfield District has been divided into a series of Area Types based on the existing character of areas. This chapter sets out the Coding principles which will apply to development proposals in each Area Type. The Code is applicable to development at all scales.

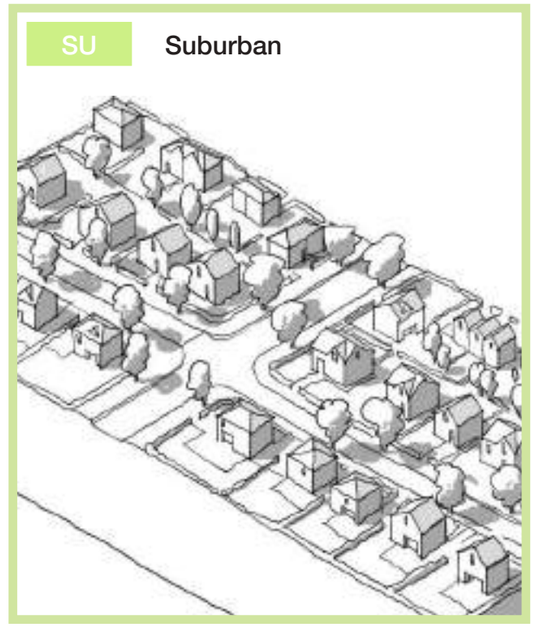
The Design Code will play a vital role in addressing various critical aspects related to urban development. Some of the key issues that will be covered include movement, nature integration, built form, identity establishment, public space, appropriate land uses, residential environments, resource management, and lifespan which are set out in the National Model Design Code (NMDC) 2021.

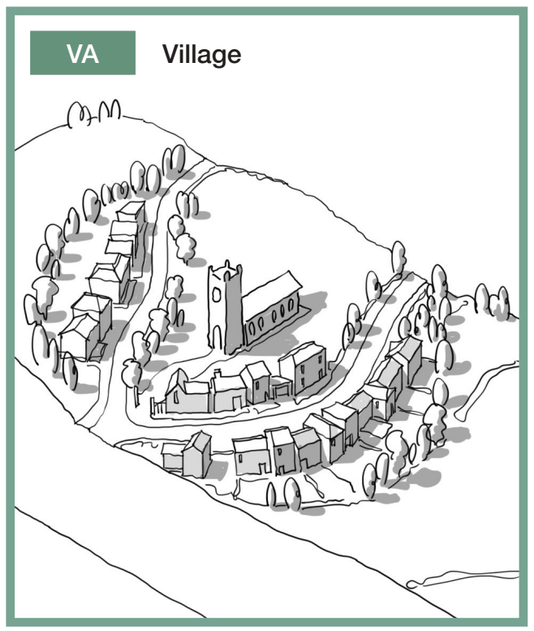
This district-wide Design Code is being adopted as an SPD. Other SPDs previously adopted by Lichfield District Council will continue to remain relevant and makeup part of the development plan. Where there are specific differences in SPDs, it has been determined that the Design Code will supersede the older documents.

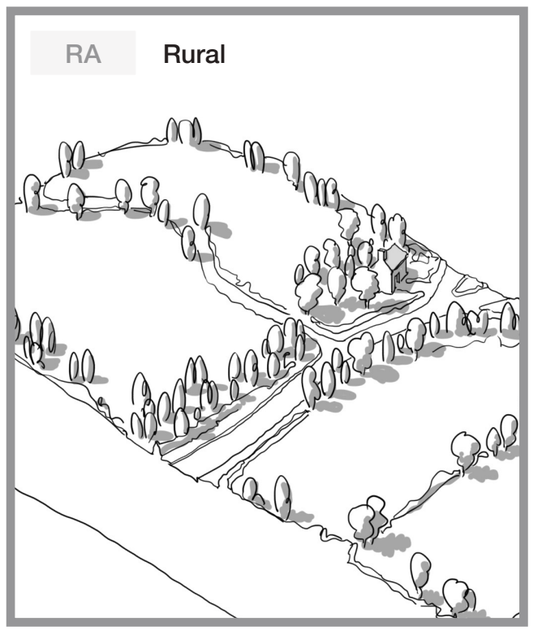
The Design Code has been developed in line with both the adopted and emerging Local Plan. When Lichfield District Council adopt a new Local Plan, the Design Code will become fully enforcable. At this stage, where coding principles do not have a Policy basis, they will remain as guidance until supported by local policy.

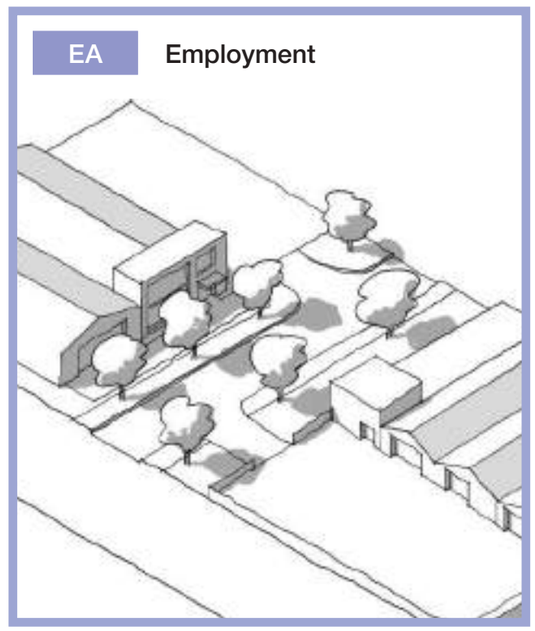












CC. CITY CENTRE AREA TYPE

The City Centre Area Type covers the centre of Lichfield and is makes up the primary economic base in the district. It is a mixed-use area comprising of leisure, commercial, service and residential uses.

New development within the City Centre should be in accordance with the historic city and Code focuses on the provision of economic activity within Lichfield. In addition to this, the City Centre Area Type supports the highest potential residential density, with the Birmingham Road Site being designated as City Centre.

DESIGN CODE

1. Movement

The City Centre is the focus for movement in the District and is the most accessible location. Most of the streets already exist and so the Design Code will apply to the way development relates to these streets.

CC1.1 Streets

Streets should be designed to serve many functions and for most City Centre streets functions include walking and cycling, servicing but very little traffic or parking. They also need to be designed as places to dwell, to have a coffee, meet friends as well as encouraging healthy living. Movement and place functions should be understood and agreed in the design process.

Figure CC.1. Examples of street design providing easy access and movement for all users that encourages walking, cycling, play, and social interaction.

CC1.2 Street Hierarchy

The street hierarchy of Lichfield City Centre is set out on Figure CC.2.

It is different to the street hierarchy in other area types because of the pedestrianisation of the main streets:

- Pedestrian Streets
- Shared Space Streets
- Alleyways
- Primary Traffic Streets
- Urban Streets with Traffic

For new development a Regulatory Plan should establish the status of the streets next to the site and of any new streets proposed.

Guidance on the design of each type of street is included in Section 5 Public Realm.

Figure CC.2. Lichfield City Centre street hierarchy

CC1.3 Connected Streets

The City Centre already provides a connected network of streets that is easy to find your way around and which creates a frame that gives shape to the centre.

Where new development involves the creation of new streets in the City Centre they must be linked into this network, connecting at either end to other streets.

This applies to walking and cycling, but not to cars and it is anticipated that new City Centre streets will not allow through traffic.

Figure CC.3. Streets link to other streets. A well connected street network reduces walking distance. ©NMDC

Pedestrian Streets: Street where no traffic is permitted other than for servicing; they are often around 11-12m wide.

Shared Space Streets: Where there is pedestrian priority but cars are allowed. These streets do not allow general traffic but can be used by cycles, permit holders and service vehicles (between 10am and 4pm weekdays).

Alleyways: Narrow cut through between streets; they should be no more than 3m wide.

Primary Traffic Street: Streets designed to take high volumes of traffic; they are often much wider street between 30m-35m.

Urban Streets with Traffic: Streets with carriageways and pavements in the City Centre; they are usually ranges between 11-15m.

CC1.4 Street Safety

The streets of the City Centre will be largely traffic free with vehicle access limited to servicing.

Vehicle access will be confined to peripheral roads around the centre carrying through traffic and giving access to town centre car parks. These streets should have a **30mph** design speed.

CC1.5 Public Transport

The City Centre is an important transport hub for bus services and rail travel. It is therefore the most accessible part of the district, and all town centre development will be within walking distance of good quality public transport.

The intensification of the town centre particularly for new housing is therefore encouraged.

CC1.6 Cycling and Micro Transport

Cycling and the use of micro transport on City Centre streets is encouraged as part of the shared use of the space.

On Primary Traffic Routes in the City Centre segregated cycle lanes will be provided when road works are undertaken.

Figure CC.4. Use of micro transport is encouraged.

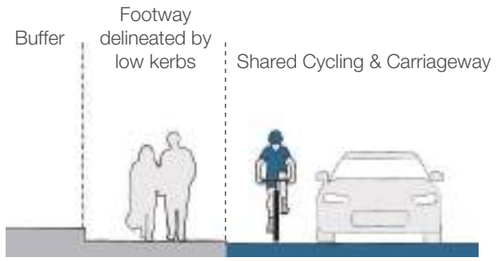


Figure CC.5. Cycling on shared space.

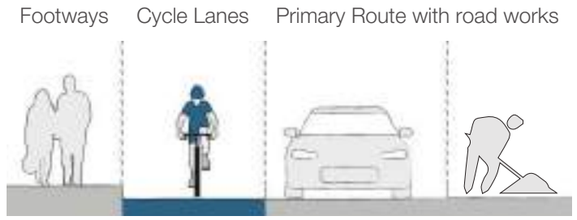


Figure CC.6. Cycling lane to be provided while road works are undertaken.

CC1.7 Walking Routes

The City Centre is a pedestrianised environment and pedestrians will have priority on pedestrian streets even when a carriageway is delineated for vehicle access such as Bird Street.

New schemes should preserve and link to existing footways linking to the open space network and Lichfield's suburbs.

CC1.8 Junctions

All new and redesigned junctions must prioritise pedestrians and cyclists in line with Manual for Streets.

The pedestrian areas will be designed as shared spaces with pavement crossovers at junctions.

On traffic routes, junctions should be designed to the minimum visibility splays and swept paths to reduce the impact of roads.

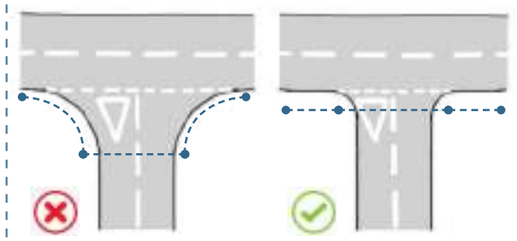


Figure CC.7. Tighter radii allow pedestrian desire line to be maintained and reduces vehicle speeds while turning corners.

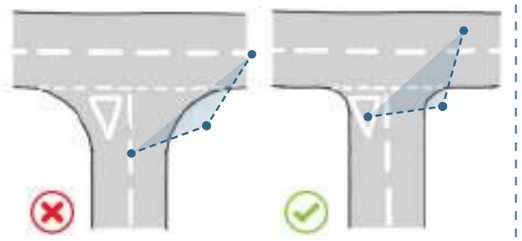


Figure CC.8. Pedestrian don't have to look further behind to check for turning vehicles. Pedestrian can easily establish priority because vehicles turn slowly.

Figure CC.9. Pedestrian areas will be designed as shared spaces with pavement crossovers at junctions.

CC1.9 Emergency Access and Servicing

Emergency access and servicing will take place from the pedestrianised areas with time limiting servicing to shops. Schemes should be tested to ensure that service, emergency (and refuse) vehicles can be accommodated but the geometry of this tracking should not be evident from the public realm design.

Provision should be made for the storage and collection of refuse to the rear of commercial premises including access for refuse vehicles.

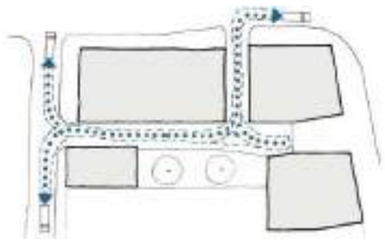


Figure CC.10. Vehicle swept path analysis to ensure service vehicles are able to use & turn within proposed layout

Figure CC.11. Emergency access and servicing will take place from the pedestrianised areas with time limiting servicing to shops

For new residential property in the City Centre refuse storage can be accommodated in one of the following ways. It must be discreet and ensure that bins do not clutter public spaces.

Communal Provision: An alternative for terraced housing as well as for apartments is communal provision.

In-curtilage Provision: This can be provided to the side or rear of the property in detached housing. For terraced housing, collection needs to either be from the rear or a bin store needs to be provided at the front.

Bring Points: An alternative is to use underground waste storage bins, which requires a specialist collection vehicle.

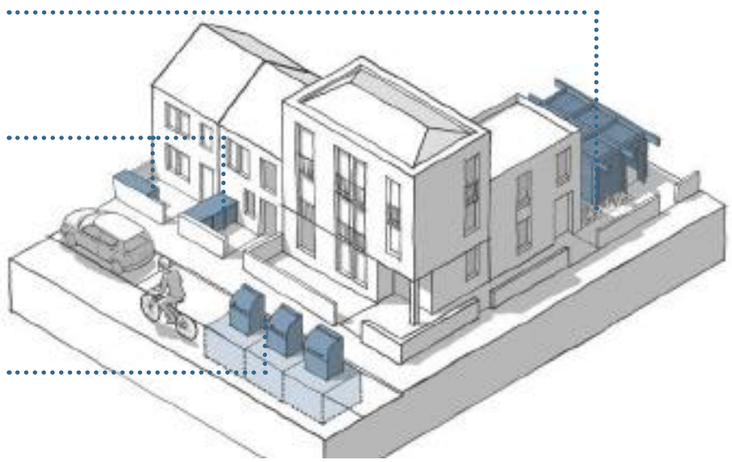


Figure CC.12. Refuse collection options for residential. © NMDC

CC1.10 Parking Standard

There are no minimum parking standards for new development in the City Centre.

Where parking is provided it should be unobtrusive, off street and include a vehicle charging points.

1. On-street parking, only on 'Urban Streets with Traffic' and only in marked bays.
2. Surface level car park courts to the rear of properties.
3. Semi-basement or ground floor car park under buildings
4. Decked or Multi-storey car park

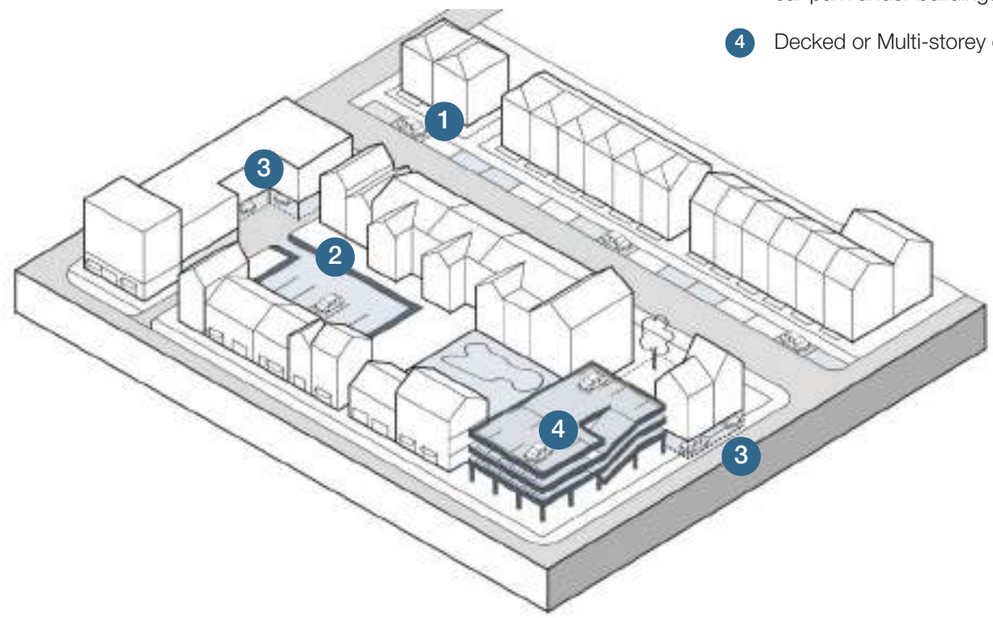


Figure CC.13. Parking typologies (Details as shown in Figure CC.15 on the next page)

Figure CC.14. Vehicle charging point should be provided at the parking space.

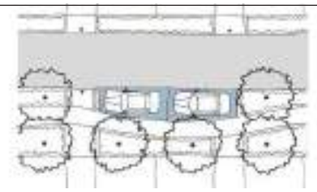
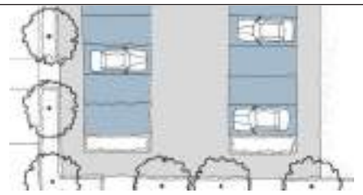
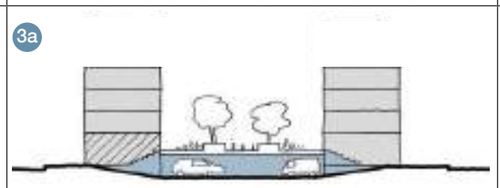
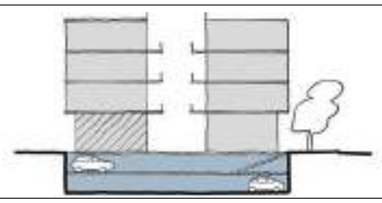
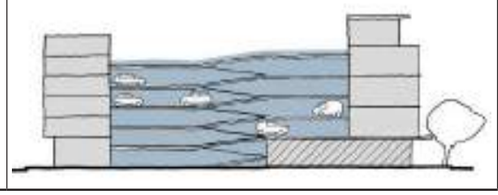
			Illustrations	Example images
1	On-street parking	On-street parking is only allowed on 'urban streets with traffic' or 'shared space streets' the latter just for blue badge holders. It must be in defined bays with limited runs interspersed with pavement build-outs, planting and street trees.		
2	Surface Parking	This is only acceptable if other forms of parking are not possible. It should be to the rear of blocks and not visible from the public realm.		
3	Semi-basement car park	Either basement (3a), semi basement (3b) or ground floor (3c) parking provided that it does not create a blank frontage onto the public realm.	3a 	
			3b 	
			3c 	
4	Decked or Multi-storey car park	This is the p[referred provision for new public parking to replace the large areas of surface parking around the town.		

Figure CC.15. Parking typologies table

CC1.11 Cycle Parking

Cycle parking must be provided to all new homes to the standard of **at least 2 spaces per dwelling**.

Apartments need to include secure cycle storage within the building.

Visitor cycle parking should be provided throughout the City Centre both through short stay on street racks on high streets and longer stay commuter parking at the station and around major employers.

Figure CC.16. Visitor cycle parking should be provided throughout the city centre.

Figure CC.17. Secure cycle parking should be provided within apartment buildings.

CC1.12 Visitor Parking

Visitor parking is important for the City Centre and should be provided an unobtrusively as possible around the edge of the centre. However over time the level of parking is likely to fall as people switch to more sustainable modes and the development of town centre car parks for housing and other uses is encouraged.

2. Nature

Green space plays an important role within Lichfield City Centre with Beacon Park the Minster and Stowe pools creating an significant open space corridor that should be protected and enhanced.

CC2.1 Open Space Provision

The people of Lichfield must have access to a range of open spaces based on Natural England's Green Infrastructure Standards.

Open spaces form a network of green infrastructure throughout the District which contributes to visual amenity, recreational use and biodiversity features.

The City Centre is already served by a range of open spaces and new development in the City Centre will therefore not be required to provide new areas of open space. However, it should enhance existing open space areas.

CC2.2 Open Space Standard

Because of the amount of open space around the City Centre there will be no requirement for new housing to provide additional green space. Provision will therefore be met by off-site provision to contribute to the improvement and upkeep of existing green spaces.

CC2.3 Play Space

As **CC2.2**

CC2.4 Open Space Design

Where schemes abut existing green space the following rules will apply:

1. Housing shall not back onto public green space. It is only permissible to back onto school grounds or other spaces not open to the public.
2. Public spaces should be overlooked from surrounding buildings to avoid the risk of anti-social behaviour.
3. Public spaces should be designed to balance between avoiding conflicts (such as noise from playgrounds) with neighbouring uses and creating natural surveillance.
4. Public spaces should be open and accessible to everyone.
5. Open spaces should be designed to maximise biodiversity.
6. Appropriate management arrangements must be in place.
7. Parks and play areas should have a boundary fence/ railings.
8. New open space should be designed and positioned to ensure that known, significant, below ground archaeological features are retained in situ.

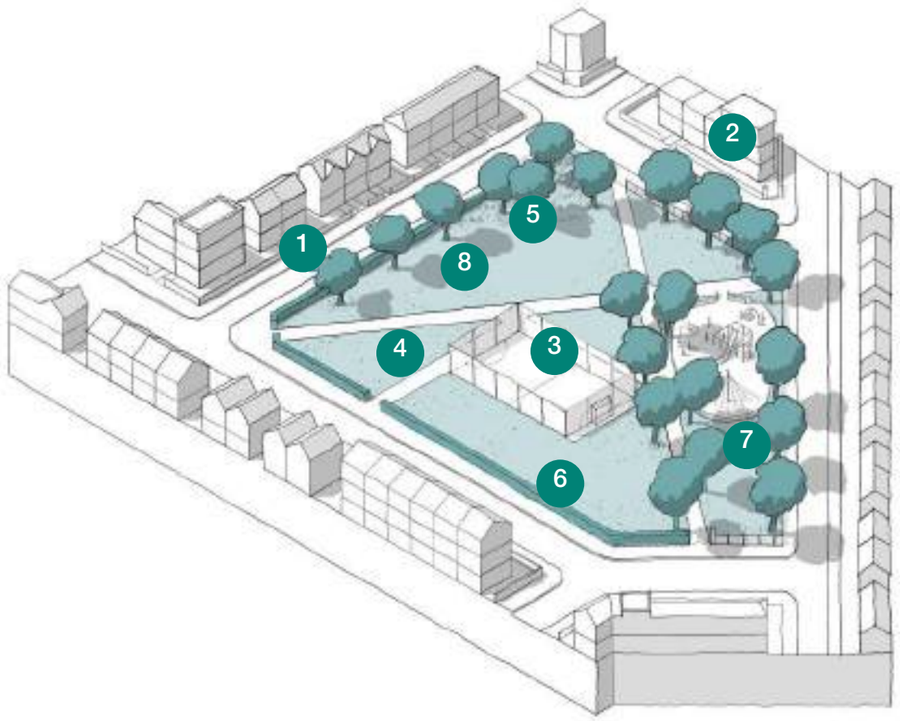


Figure CC.18. Open space design principles. ©NMDC

Figure CC.19. Road side green space with seating

Figure CC.20. Franciscan Friary, Lichfield

Figure CC.21. Franciscan Friary, Lichfield

CC2.5 Biodiversity

In line with national and local policy, Biodivesity Net Gain shall be achieved on all new development. Please refere to local adopted policy for up-to-date figures.

This can include enhancement or restoration of existing habitats, or creation of new habitats that compliment and contribute to the Nature Recovery Network. Developments must demonstrate where and how this habitat can be incorporated within a scheme.

Development proposals must be supported by the appropriate ecological surveys to identify the potential to impact upon species and habitats, and the latest Biodiversity Metric Calculator where required.

Other ecological enhancement measures should be integrated into development sites including landscaping and planting to increase biodiversity, hibernacula creation, wildlife pond creation, and species boxes i.e., for birds, bats, bees, and hedgehogs.

Fragmentation of habitats should be minimised and opportunities for restoration, enhancement, and connection of natural habitats (including links to habitats outside Lichfield District) should be maximised. This includes retaining and integrating ecological corridors that connect to suitable green spaces within a development and the wider landscape to allow the movement of animals and continuation of viable populations.

CC2.6 Water and Flood

Only a small part of the City Centre on Dam Street falls within Flood Zone 2 however all large schemes in the City Centre must prepare a Flood Risk Assessment.

An Emergency Plan (EP) should be provided if relevant pedestrian and/or vehicular access and escape routes of a proposed development would be affected during a flood from any source.

Proposals for all buildings, hard surfacing or extensions should submit a Foul and Surface Water Drainage Statement or have standard drainage conditions attached. This is set to increase in the future because of changes to weather events and sea levels due to climate change.

CC2.7 Sustainable Urban Drainage

All new development must incorporate Sustainable Urban Drainage Systems (SuDS) to achieve a greenfield run-off rate.

These should be integrated with the public realm strategy and can be achieved by natural or engineered means and provide biodiversity value.

SuDS can be adapted to suit any site and can contain different and various components, with multiple applications and benefits to achieve sustainable water management. When creating a SuDS network, various factors need to be considered at different scales:

- Masterplan Scale: water demand, efficiency, space provision, river corridors, habitats, soil, landscape, geology
- Site Scale: existing natural drainage patterns, runoff rates, storm water features, amenities, “place making” and landscape character
- Building Scale: water efficiency features, green roofs, living walls, water butts etc.

Please refer to Staffordshire County Council (SCC) SuDS handbook for detailed advice and guidance on SuDS design.

CC2.8 Permeable Surfaces

Hardstanding, driveways and pathways decrease the percolation of water into the ground which increases surface water run-off and in turn contributes to flooding.

New hard surfaces which are not part of the public highway should be designed to be permeable.

Figure CC.22. Example of surface run-off treatment

CC2.9 Trees and Verges

The historic character of the City Centre streets has not traditionally included street trees (with exceptions such as Bird Street) City Centre streets will therefore not be required to plant street trees.

Schemes Are however encouraged to incorporate tree planting using opportunities such as set backs and squares. Any trees proposed within land that is highway maintainable at the public expense (HMPE) will require permission from the Staffordshire County Council as highway authority. Any trees permitted within HMPE land will also attract a commuted sum payment from the developer to look after the tree for its lifetime.

Sites may contain trees protected by Tree preservation Orders or by Conservation Areas. Where works are proposed which are not immediately required to implement a full planning consent, the relevant Conservation Areas, or with restrictive conditions application or notification procedure must be followed. Restrictive conditions or legal covenants relating to trees, must also be considered and authorisation from the enforcing body is to be gained prior to commencing works. Protecting trees, must have written authorisation from Lichfield Council before any works that will impact /harm the tree is undertaken.

In line with local validation guidance an arboricultural survey to BS5837-2012 must be undertaken where there are semi-mature / mature trees /protected trees (TPO or Conservation Area) or hedgerows within the site and/or off-site trees **within 15m** of the application site (including street trees). This is irrespective of whether the trees are to be removed or retained. All trees rated A and B (per BS5837- 2012) must be retained unless exceptional circumstances can be demonstrated. Arboricultural survey must be undertaken and all trees rated A and B must be retained unless exceptional circumstances can be demonstrated.

Figure CC.23. Street tree design principles. @NMDC

3. Built Form

The character of Lichfield City Centre is formed by a tight grid of streets lined with continuous building frontage containing a huge variety of architectural styles.

CC3.1 Density

The density of new development within the City Centre Area Type will be **at least**:

Street Type	Residential Density
Schemes of terraced housing (not including apartments)	**70 d/h**
Apartment schemes	**120 d/h**

The plot ratio for non-residential development should be **at least 1.5** (ie. The floor area should be 1.5 times the plot area).

There is no higher limit on density subject to the rules elsewhere on building height.

Guidance on how to measure density and plot ratio is set out in the National Model Design Code Guidance Notes.

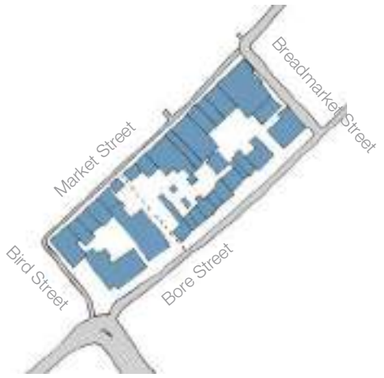
CC3.2 Grain

The grain of development relates to the number and variety of buildings in an area. Fine grained areas are made up of lots of different buildings whereas coarse grained areas are either made up on a few large buildings or a large number of very similar buildings.

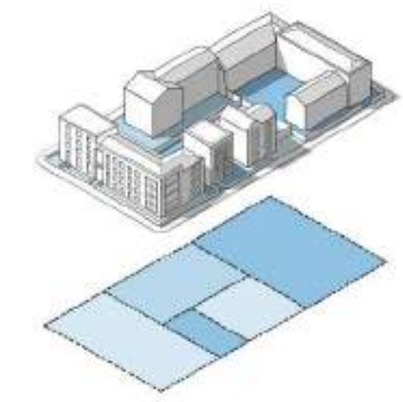
The medieval burgage plots of Lichfield are different to many medieval towns. Rather than long narrow plots the typical plot in Lichfield is wider although many have been sub-divided.

The grain of the City Centre is intrinsic to its character. The block framed by Bore Street, Market Street, Bird Street and Breadmarket Street for example is made up of 40 different buildings each with a different design. By contrast, the Three Spires Shopping Centre covers a significant area and is made up of three large blocks.

New development must be designed to replicate the grain of the traditional City Centre. Development should be broke down into individual buildings and no building can occupy an entire block.



fine grained blocks pattern



coarse grained blocks pattern

Figure CC.26. Example of urban grain types. © NMDC

CC3.3 Urban Form

The traditional form of the City Centre is based on courtyards blocks with buildings joining to each other to the side and sometimes also to the rear. This should be replicated in new development.

All the buildings must face onto the public realm taking their main entrance from it with private space to the rear.

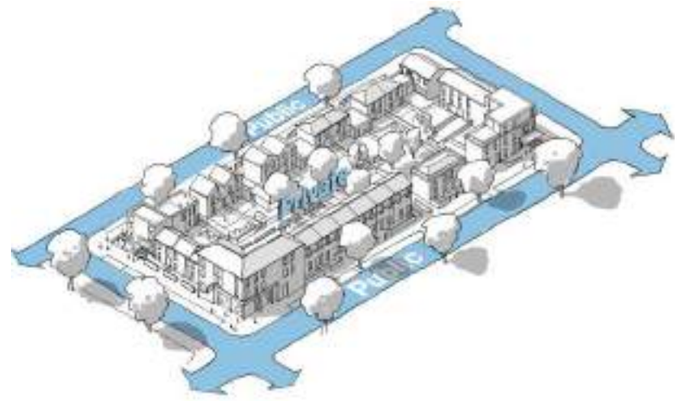


Figure CC.29. Public and private spaces in urban blocks. © NMDC

Figure CC.28. Example of following the building line

Figure CC.27. Example of courtyard block

CC3.4 Building Line

The building line is the primary front face of buildings as they face the street. It determines the enclosure of the street and its character depends on the extent to which buildings follow the line.

Lichfield already has a very well defined building line that is closely followed by virtually all buildings. This is indicated on the plan below and should be followed by all new buildings.

The plan includes a proposed building line in areas where it has been lost. This largely follows the historic building line and should be followed by all new development.

Where development proposes to depart from this proposed building line this will need to be justified by a master planning exercise.

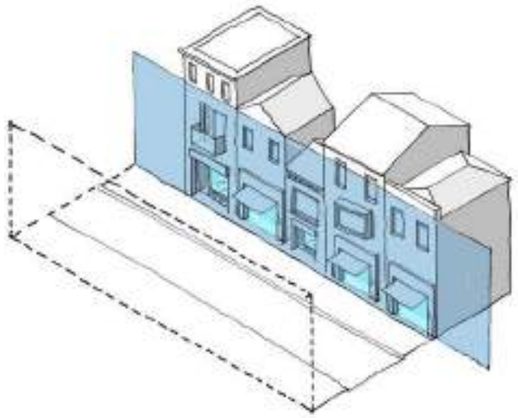


Figure CC.31. Continuous building line in Lichfield City Centre.

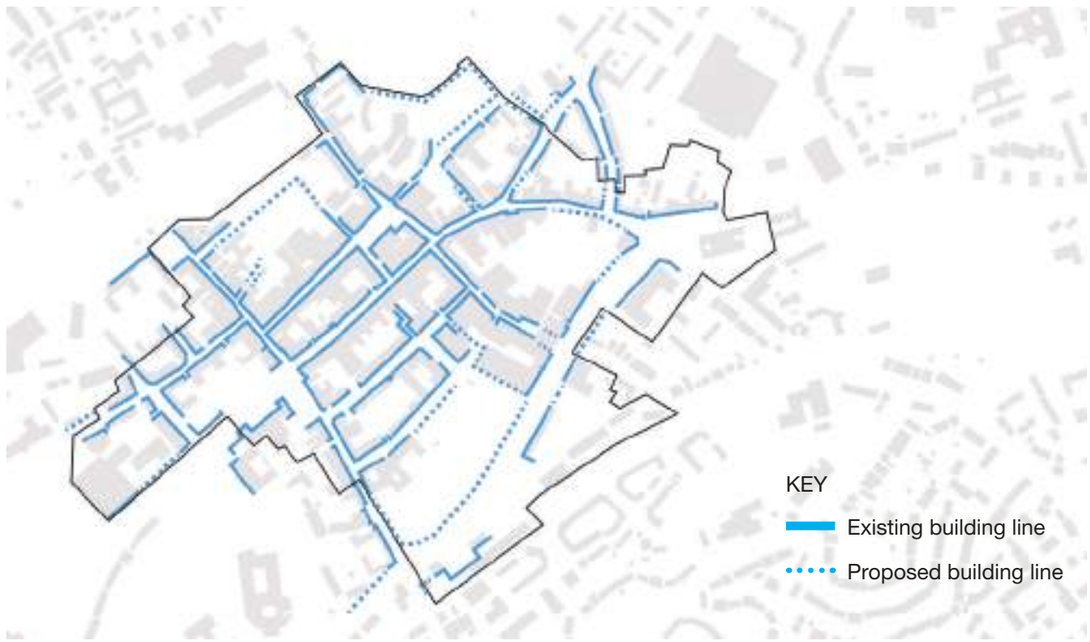


Figure CC.30. Existing and proposed building lines in Lichfield City Centre.

CC3.4 Setback

Throughout most of the City Centre there is no set back, with the building line positioned on the edge of the plot. However on Primary Traffic Street and Urban Streets with Traffic it is permissible to have a set back from the pavement of **up to 3m**.

CC3.5 Building Line Variance

The front face of all new buildings must **not vary by more than 0.25m** from the building line.

Insets and projections such as balconies are permitted.

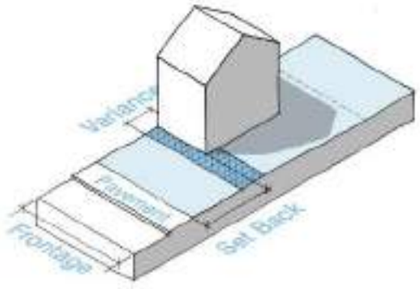


Figure CC.32. Building line variance and set back. © NMDC

CC3.6 Building Line Frontage

All buildings should front onto the building line and take their main access from it.

Buildings should have windows on the building line frontage to provide eyes on the street. (see also policy CC6.4)

On corner blocks, building should have windows on both elevations and would generally take their access from the most important of the two streets.

CC3.7 Building Line Compliance

The character of the City Centre is for the building like to be continuous (there are rarely gaps between the buildings). Building line compliance throughout the City Centre should be **80%**.

CC3.8 Building Heights

Buildings in the City Centre are predominantly 3-storey with some 4 storey buildings and some at 2-storeys, the latter often having dormer windows in the roof. There is a significant variation in heights between buildings of different eras even with the same number of storeys.

It is important to maintain the low-rise character of the town and the contrast with the cathedral.

The predominant building height of new development should be 3 storeys with an **eaves height of 10m** and a **maximum height of 3m** above this excluding chimneys and aerials.

4 and occasional 5 storey buildings may be permissible in the town centre with justification based on a views analysis and townscape assessment.

Figure CC.33. Building heights

4. Identity

Identity relates to the architectural design of new buildings. The character of Lichfield town centre comes from its variety of architectural styles sitting side by side along its streets. New development should not seek to replicate these styles but should respect and echo the character and variety of the city while providing quality buildings that are of their time.

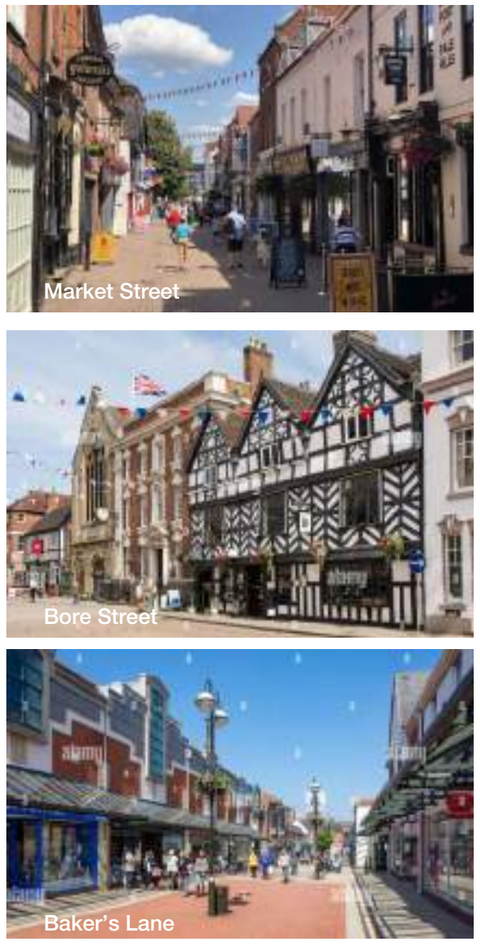


Figure CC.34. Variety of architectural styles in Lichfield City Centre

CC4.1 Scheme design

All new housing development must be accompanined by a Design and Access Statement (DAS) that sets out a rationale for the design of the scheme. Since the whole City Centre is within a conservation area, a heritage statement must also be submitted in support of development scheme.

This must include an assessment of the character of the area surrounding the scheme. The Lichfield Extensive Urban Survey and Lichfield Historic Environment Assessments would be useful to support the creation of local character assessment.

This character will include materials, architectural styles, window design, the shape of roofs and architectural detailing.

The Design and Access Statement must show how this analysis has influenced the design of new buildings.

CC4.2 Site Design Codes

Developers of major schemes should to include site design codes as part of outline planning applications. These should replicate the provisions of this design code but can go into far more detail on items such as:

- Architectural design
- Materials
- Roof design
- Standard house types
- Boundary treatments
- Building detailing such as porches and bay windows
- Colours

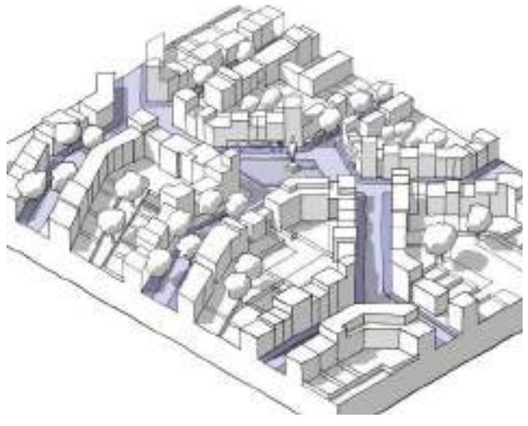


Figure CC.35. New development in City Centre area should help to enhance the sense of character. @NMDC

CC4.3 Conservation Area

The whole of the City Centre is in the Lichfield City Conservation Area and this code should be read alongside the Conservation Area Appraisal. Applications will require a heritage statement to assess the impact of the proposal on the Lichfield City Conservation Area and any other heritage assets that would be impacted by the development.

Figure CC.36. Some listed buildings in Lichfield City Centre

CC4.4 Architecture

The code is not prescriptive in terms of architectural style. Scheme are encouraged to fit in to their surroundings although this can be done in a historical or a contemporary style. However the Provisions that follow should guide design.

CC4.5 Ground Floor Design

Most of the ground floor frontages in Lichfield are shop fronts and guidance on their design is included in section CC6.5

The use of different materials such as stoned on the ground floor can help define a clear Tripartite structure (bottom, middle and top). This is a feature of some buildings in Lichfield but there is such variety that it is not a requirement.

Colonnades are a feature in the town with buildings of various ages and are encouraged.

Figure CC.37. Historic shopfronts in Lichfield City Centre

CC4.6 Windows

Windows should be orientated vertically with visible lintels and cills with deep reveals. The use of bay windows is encouraged.

Window openings should account for **35-40%** of the upper floors of the front façade to create a well-balanced ratio of solid to void.

Shop fronts should include **at least 75%** glazing.

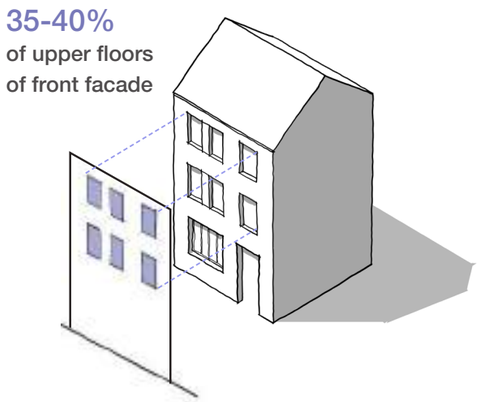


Figure CC.38. Window openings account for 35-40% of the front façade

Figure CC.39. Shop fronts meeting standard of at least 75% glazing

CC4.7 Set Back

Most City Centre buildings sit on the plot boundary with no set back.

The exception to this is on 'Primary Traffic Street' and 'Urban Streets with Traffic' where it is permissable to have a set back from the pavement of up to 3m.

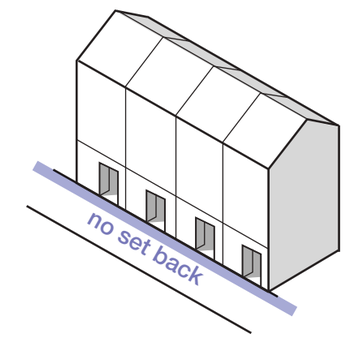


Figure CC.40. New development to be built without a setback

Figure CC.41. Lichfield City Centre buildings sit on the plot boundary with no set back.

CC4.8 Entrances

The design of shopfronts should respect the scale and proportion of existing shop fronts in the town (cross reference with the Use Section). These should be painted timber with a clear fascia. Hanging signs projecting from the wall are acceptable as are shop awnings and occupation of the pavement with chairs and tables or displays.

Entrances to upper floor uses, or to houses should be marked architecturally by use of material, canopy or surround.

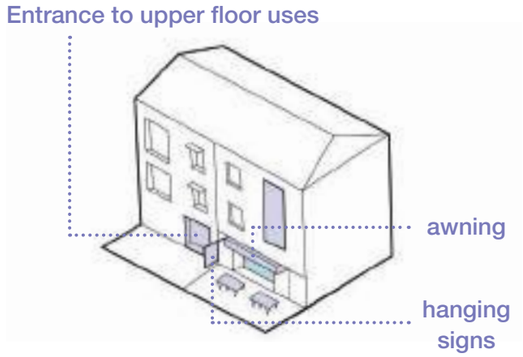


Figure CC.42. Hanging signs, shop awnings and occupation of pavement with chairs are acceptable.

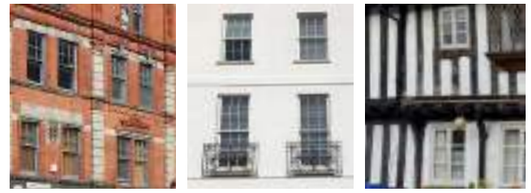
Figure CC.43. Painted timber shop front

CC4.9 Materials

The City Centre is dominated by three types of material: Red brick with stone detailing, white render and black and white half timber.

New development should reflect the first two of these with tiles rooves.

Types of material in City Centre:



Red brick with stone detailing | Georgian white render | Black and white half timber

Figure CC.44. Three major types of materials in the Lichfield City Centre

CC4.10 Rooflines

The City Centre has a huge variety of roof types including steep tiled rooves, hidden Georgian Rooves and black and white timbered gables. New development should reflect this diversity.

Types of roof in City Centre:

Steep tiled | Hidden Georgian | Black and white timbered gables

Figure CC.45. Three major types of roof in the Lichfield City Centre

5. Public Realm

Public realm guidance relates to streets and public squares (parks and green spaces are dealt with in Section 2). Guidance on streets is based on the hierarchy described in rule CC1.2 and the guidance in this section is largely based on that structure.

CC5.1 Street Type

The design of streets will vary with the type of street. Street design must therefore be based on the hierarchy of streets set out either in the coding plan (below) for existing areas or the regulatory plan for new development.

The Street Hierarchy in the City Centre will include:

- **Pedestrian Streets**: Street where no traffic is permitted other than for servicing.
- **Shared Space Streets**: Where there is pedestrian priority but cars are allowed
- **Alleyways**: Narrow cut through between streets
- **Primary Traffic Streets**: Streets designed to take high volumes of traffic
- **Urban streets with Traffic**: Streets with carriageways and pavements in the City Centre.

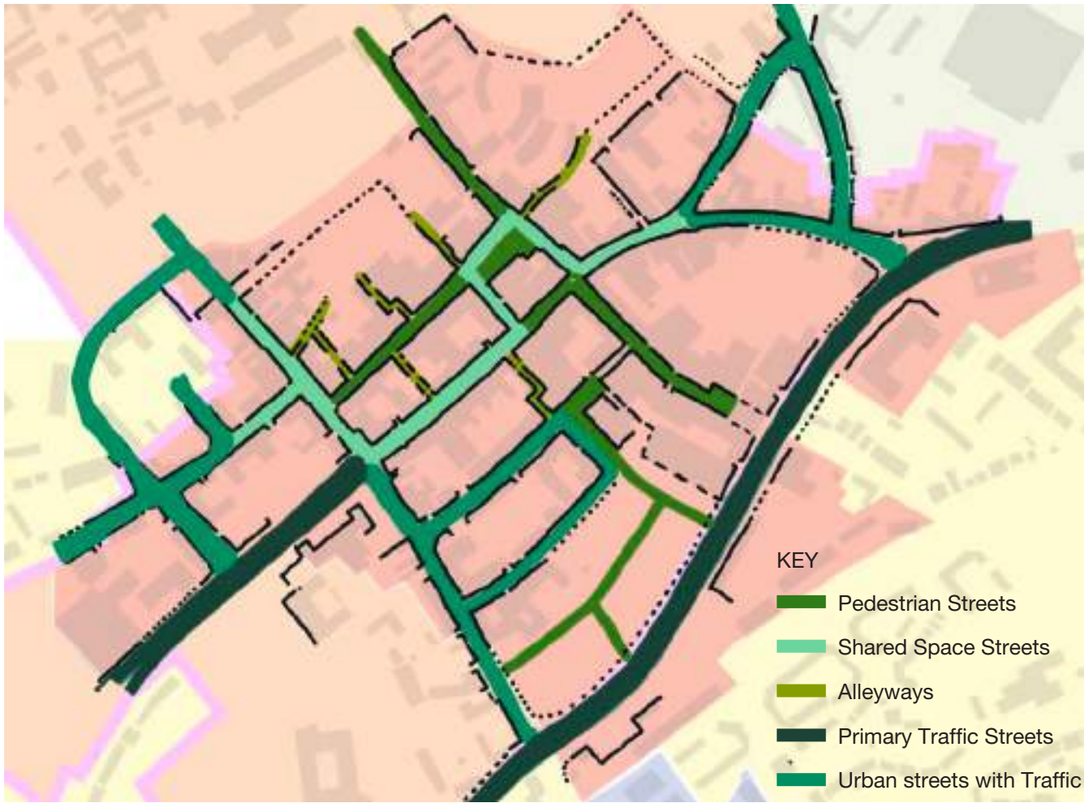


Figure CC.46. street types in Lichfield City Centre

CC5.2 Pedestrian Streets

These currently include Market Street, Dam Streets and Bakers Lane, and will include new streets in the Birmingham Road site and other future redevelopment sites around the City Centre.

These streets are around **10 -12m** wide and are enclosed mainly by 3-storey buildings with an Eves Height of **up to 11m** so that the enclosure ratio is **nearly 1:1**.

The streets are lined continuously with buildings that join to each other most with shop fronts. Street lighting is attached to the buildings.

The street surfacing is continuous sets with no carriageway, kerbs or pavements.

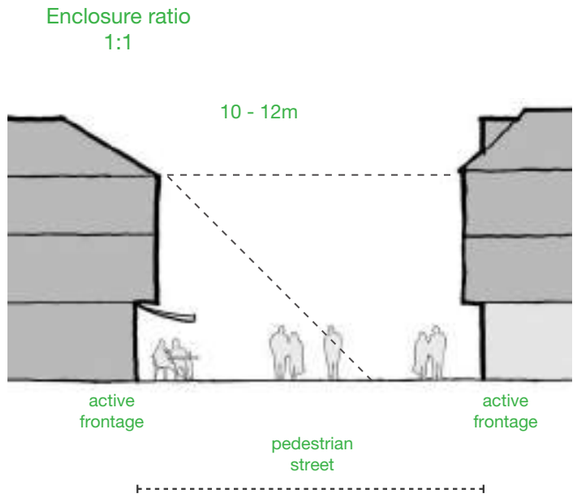


Figure CC.47. Typical street section of pedestrian street in Lichfield City Centre area

Market Street

Dam Street

Baker's Lane

CC5.3 Shared Space Streets

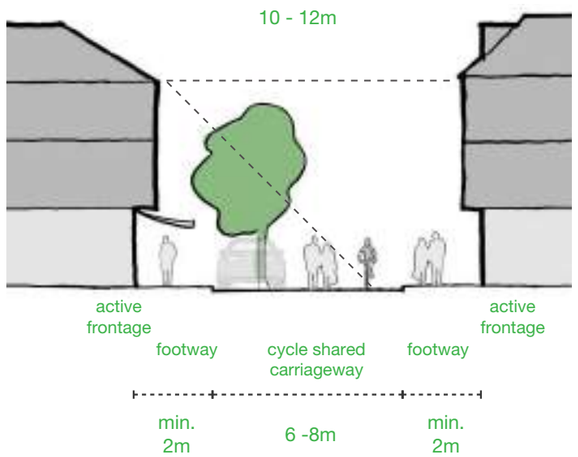
These currently includes most of Bore Street, part of Market Street and Bird Street.

In terms of their urban form the streets are the same as the Pedestrian Streets with an enclosure ratio of 1:1.

These streets do not allow general traffic but can be used by cycles, permit holders and service vehicles the latter (between 10am and 4pm weekdays).

The streets are one-way with a delineated carriageway in sets, a low kerb and a stone flag pavements. The streets also include chevron parking for blue badge holders.

Enclosure ratio
1:1



Bore Street

Bore Street

Bird Street

CC5.4 Alleyways

Alleyways are a feature of Lichfield, running between the main streets. Some like Tudor Row are lined with shops and the City Arcade acts like a small shopping centre.

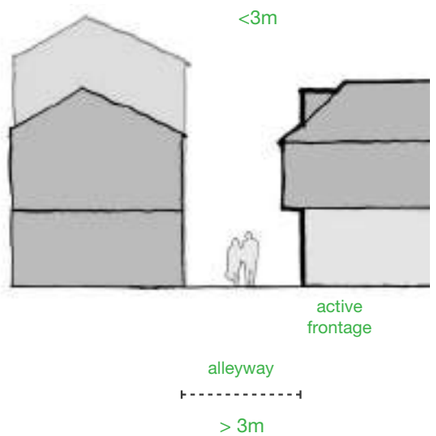
There is scope to improve these alleyways and also to create new alleyways as part of development in the City Centre.

They should be **no more than 3m** wide with an enclosure ratio of **at least 2:1** (ie the height of buildings is at least twice the width of the alley).

At least 40% of the frontage should be active (shopfronts).

In prescribing geometry for proposed alleyways, users with mobility issues e.g. wheelchairs and pushchairs must not be precluded.

Enclosure ratio
up to 2:1



Tudor Row

CC5.5 Primary Traffic Streets

This category relates to Birmingham Road and The Friary. These Are streets that carry significant volumes of traffic.

These streets are much wider (**30-35m** between buildings and because of the width there is the scope to for slightly higher buildings (**4 and occasionally 5 storeys**).

The Friary provides a model for the street type with street trees, verges wide pavements and modest set backs of **up to 5m**.

Birmingham Road

The Friary

CC5.6 Urban Streets with Traffic

This category relates to a number of City Centre streets including George Lane, Lombard Street, St. John Street and Swan Street. We have also included Wade Streets and Frog Lane although these are more residential in character.

These are streets that run through the City Centre and are generally enclosed by buildings but are fully open to traffic.

They range from **10-15m** wide between buildings, with carriageways of **8m**, variable pavements and buildings at the back of the pavement or with a small set back.

St. John Street

George Lane

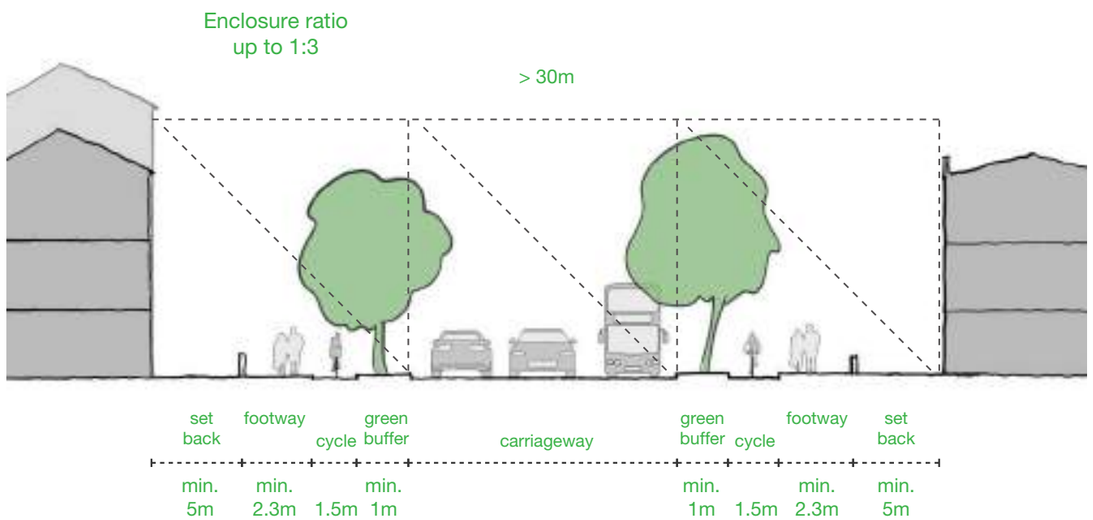


Figure CC.48. Typical street section of primary traffic street in Lichfield City Centre area

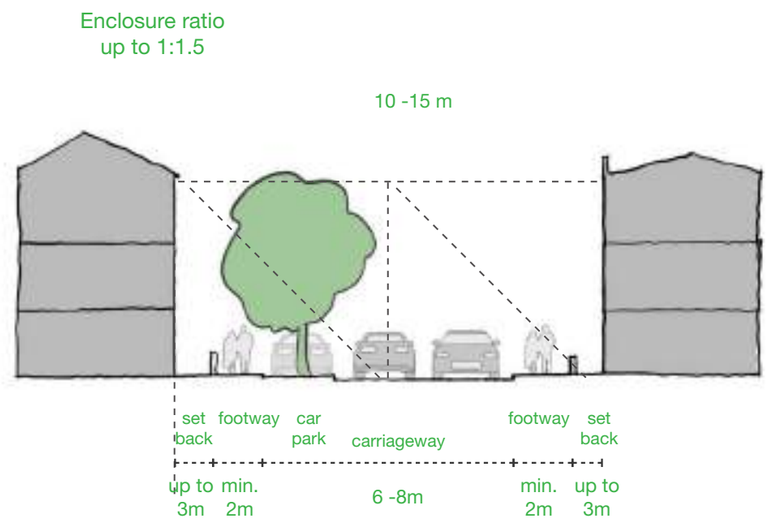


Figure CC.49. Typical street section of urban street with traffic in Lichfield City Centre area

CC5.7 Public Space Parameters:

All new streets in the City Centre must be allocated to one of the following types and should follow the specified parameters.

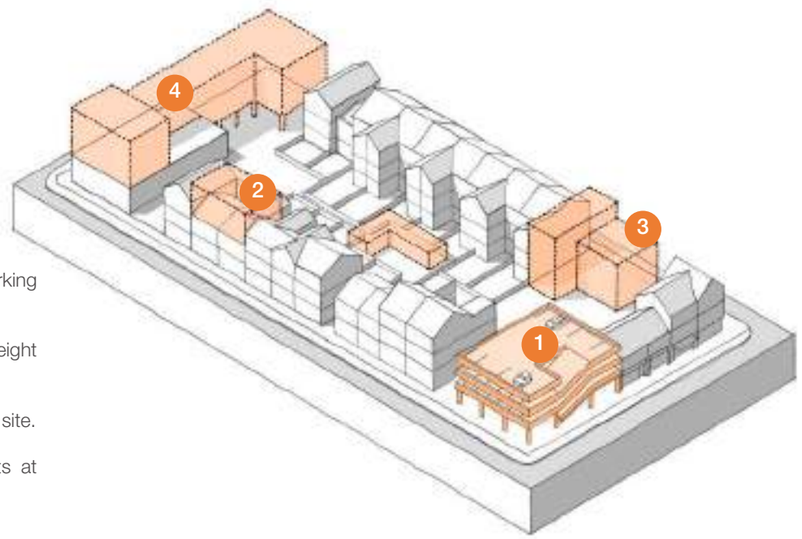
Street Type	Pedestrian Streets	Shared Space Streets	Alleyways	Primary Traffic Streets	Urban Streets with Traffic
Traffic	None	Service vehicles and permit holders one way	No traffic	Two way	Two Way
Enclosure ratio	1:1	1:1	up to 2:1	up to 1:3	1:1.5
Width between Building Lines	10-12m	10-12m	more than 3m	more than 30m	10 -15m
Active Frontage	80%	80%	40%	No requirement	40%
Design speed	NA	10 mph	NA	30 mph	20 mph
Building line Compliance	80%	80%	90%	60%	70%
Set Back	0m	0m	0m	up to 5m	up to 3m
Parking	NA	On street Blue Badge Holders only	NA	On street in marked bays permitted	On street in marked bays permitted
Cycling	Allowed on pedestrianised areas	Allowed on shared space	Not permitted	In designated cycle lanes	On carriageway
Footway	NA	At least 2m marked with low kerbs	NA	At least 2.3m	At least 2m
Street Trees	Occasional within street design	Occasional within street design	None	On both sides spacings no greater than 30m	Occasional within street design

6. Uses

SU6.1 Intensification

The redevelopment of underused sites such as surface car parks around the edge of the City Centre is encouraged. This may include the replacement of surface car parking with multi storey car parks freeing up land for development.

The first of these redevelopments is the Birmingham Road site but others can be considered in the future. These redevelopments should maximise the amount of development possible within the parameters of this code.



1. Replacement of surface car parking with multi-storey car parks.
2. Upward extension within height guidelines.
3. Infill development on underused site.
4. Redevelopment of existing units at higher density.

Figure CC.50. Options of intensification in City Centre area type.

CC6.2 Mix of Uses

All large developments (>0.2ha) must include a mix of uses including ground floor retail, leisure or workspace uses and upper floor residential and commercial uses.

Ground floor spaces must have a ceiling height of **at least 3.5m** to be flexible to accommodate a range of uses.

The conversion of existing retail space to residential accommodation is not permitted in the City Centre (revoking PD rights).

Figure CC.58. A live/work flexible use unit

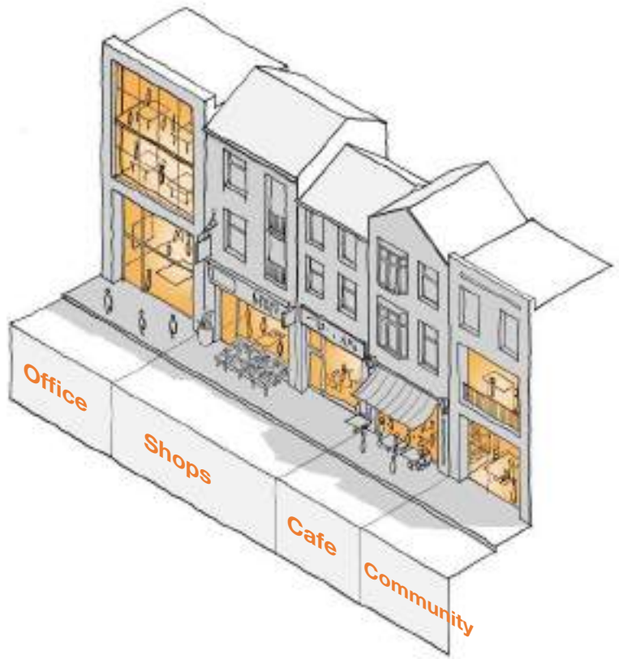


Figure CC.54. Mixes of uses in City Centre area. © NMDC

Figure CC.51. Multi-storey parking

Figure CC.52. Upward extension

Figure CC.53. Infill to maximise density

Figure CC.55. Higher ceiling at the ground floor

Figure CC.56. Glazed window on ground floor for flexible uses

Figure CC.57. Mixed-use redevelopment

CC6.3 Mix of Housing

All new housing developments over 15 units (or over 1 hectare in size), must contain a mixture of rented, shared ownership and owner occupied properties.

New housing developments will be required to provide affordable homes in accordance with adopted local plan policy. All new housing must be built as tenure blind.

Developments should contain a mix of housing sizes and types.

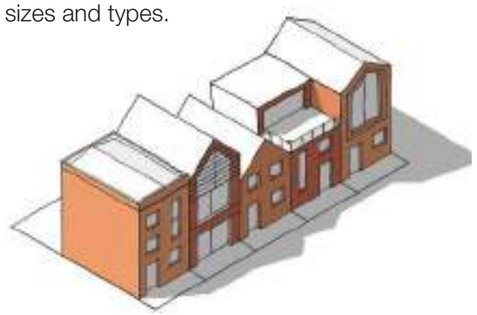


Figure CC.59. Mix of housing types © NMDC

Figure CC.60. Examples of mixing housing types in new residential development

CC6.4 Active Frontage

The active frontage requirements set out in Policy **CC5.7** will apply to all streets.

Active frontages are defined as shop fronts, commercial or community uses with glazing at the ground floor level so that activities within the building are visible from the street.

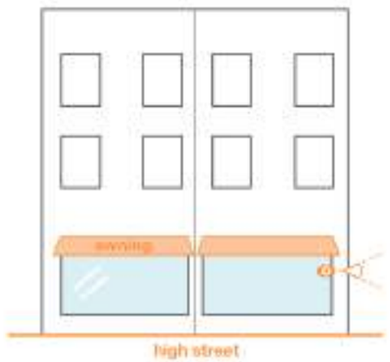


Figure CC.61. Glazing at the ground floor of active frontages.

CC6.5 Shopfront Design

Where new development involves the creation of new shopfronts or alterations to existing shopfronts, these should be designed to reinforce the identity of the shop, neighbouring frontages and the wider street scene. Retaining and enhancing windowed shop frontages is vital to ensuring the historic character of the City Centre is maintained. Where historic shopfronts retain traditional elements, these must be preserved and enhanced where possible. Traditional elements of shop fronts are illustrated in Figure 64.

Where new signage is proposed, these should be in proportion to the shopfront and main building and reflect the materials of the original building. New signage must not overlap moulding details or cornices. Poor quality shopfronts that harm the character of the area and provide an unattractive environment for visitors will not be acceptable, this often comes in the form of overly large plastic fascia boards. Examples of poor-quality and high-quality shop fronts are shown in Figure 65.

Figure CC.62. Elements of traditional shopfront facade

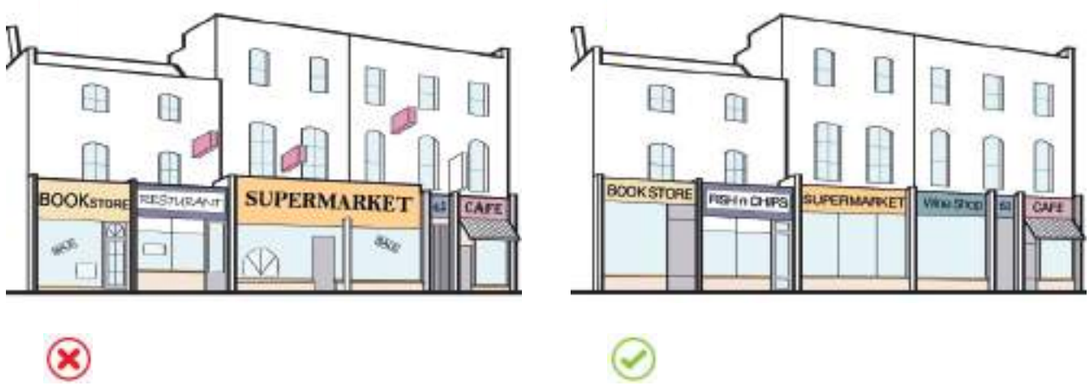


Figure CC.63. Examples of Poor & Good Retail Shop-front & Signage

7. Homes and Buildings

CC7.1 Space Standards

All new homes must meet the Nationally Described Space Standards and be accessible.

number of bedrooms	number of bed spaces (persons)	1-storey dwellings (sqm)	2-storey dwellings (sqm)	3-storey dwellings (sqm)
1b	1p	39		
	2p	50	58	
2b	3p	61	70	
	4p	70	79	
3b	4p	74	84	90
	5p	86	93	99
	6p	95	102	108
4b	5p	90	97	103
	6p	99	106	112
	7p	108	115	121
	8p	117	124	130
5b	6p	103	110	116
	7p	112	119	125
	8p	121	128	134
6b	7p	116	123	129
	8p	125	132	138

As per the Nationally Described Space Standards:

- A **single bedroom** has a floor area of **at least 7.5sqm**
- A **double (or twin bedroom)** has a floor area of **at least 11.5sqm**

Figure CC.65. Nationally Described Space Standards

CC7.2 Lighting, Noise and Privacy

All new housing must be designed to create acceptable levels of internal comfort and amenity, including daylight and traffic noise.

Buildings must be designed to enable good levels of daylight and sunlight both internally and to neighbours in accordance with BRE209 (2022) guidance, and prevent overheating in accordance with building regulations (Document O).

Privacy distances in the City Centre will be set at **15m** between rear facing windows but not to the elevation facing the street. Where windows are closer than this mitigating measures must be put in place to ensure that windows are not directly facing each other.

The design of apartment buildings must aim for most apartments to be dual aspect, particularly avoiding north-facing single aspect accommodation.

CC7.3 Private outdoor space

All new accommodation should include private external space which could include gardens, communal courtyards, balconies and roof gardens. The minimum standards are **30sqm** for all 1 and 2 bed units, **45sqm** for 3 bed units and **55sqm** for large units.

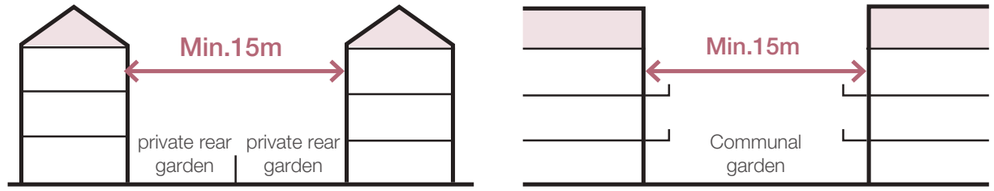


Figure CC.64. Separation distance between rear facing windows

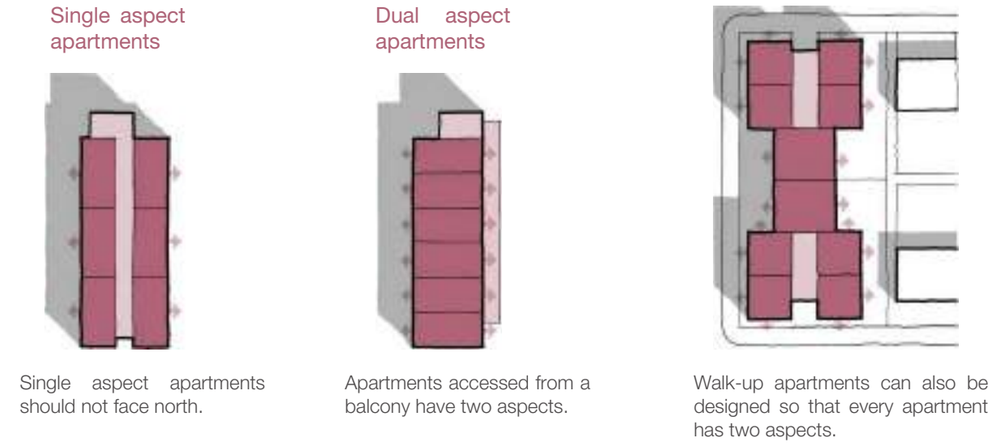


Figure CC.66. Dual aspect apartments are encouraged in future development for optimum light and ventilation. © NMDC

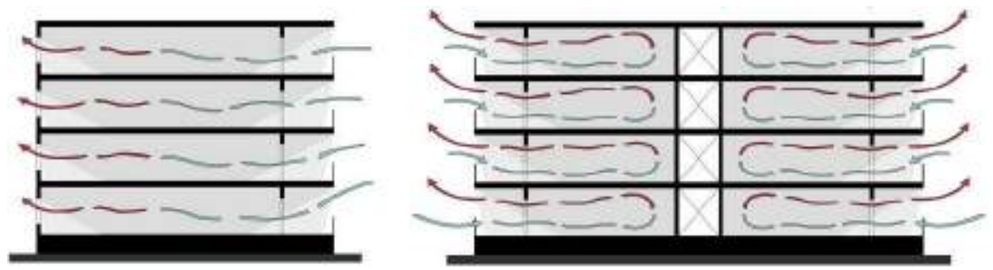


Figure CC.67. Ventilation through single aspect & double aspect apartments

Figure CC.68. Some examples of typical apartment layout

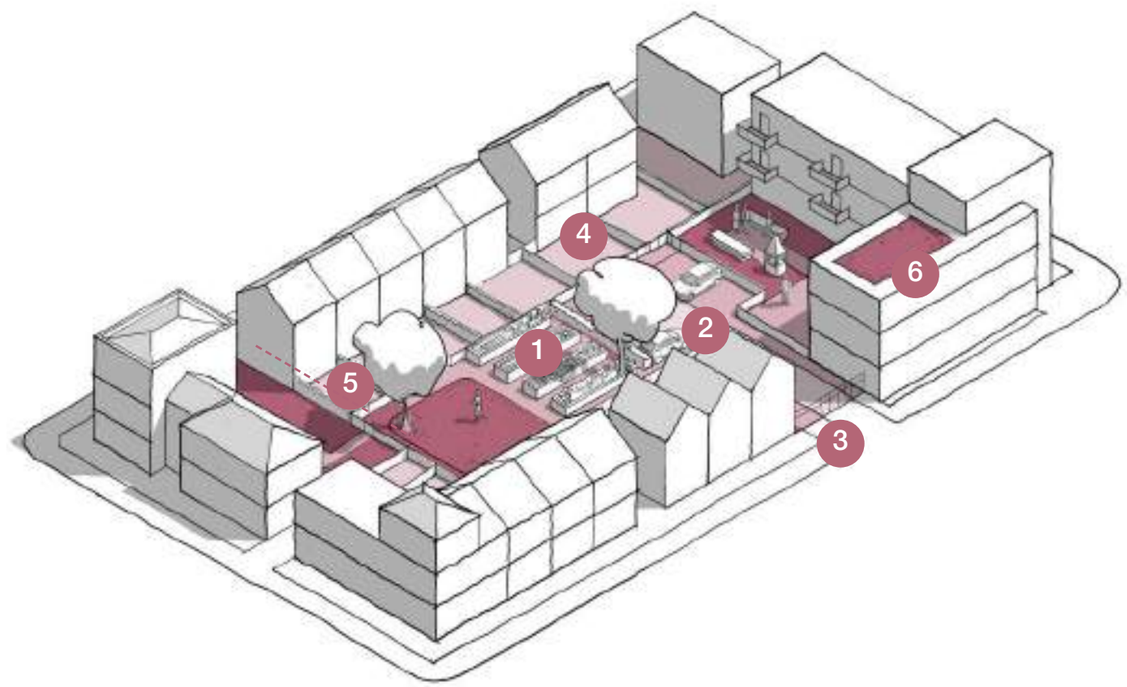


Figure CC.69. Residential communal space should receive natural light, be screened from parking areas and be accessible and inclusive to all users. © NMDC

1. **Uses:** Communal gardens can include a range of communal uses leisure, health and well-being activities and social uses and meeting rooms.
2. **Parking:** Parking of vehicular and cycles within communal gardens needs to be separate from amenity uses. Communal gardens can be created over basement or semi-basement parking and the design of the garden should incorporate ventilation for the parking.
3. **Access:** External access to communal gardens would normally be gated for security.
4. **Private gardens:** Houses and ground floor apartments can have private gardens.
5. **Private balconies:** Upper floor apartments should have private balconies.
6. **Roof gardens:** Flat roof apartments can have roof gardens for residents.
7. **Scale & Enclosure:** The size of the space will be determined by the scale of the block and the amenity it is required to provide. While the degree of enclosure will be determined by the height of the surrounding buildings, sunlight and daylight criteria and environmental factors.

Figure CC.70. Apartments with communal garden

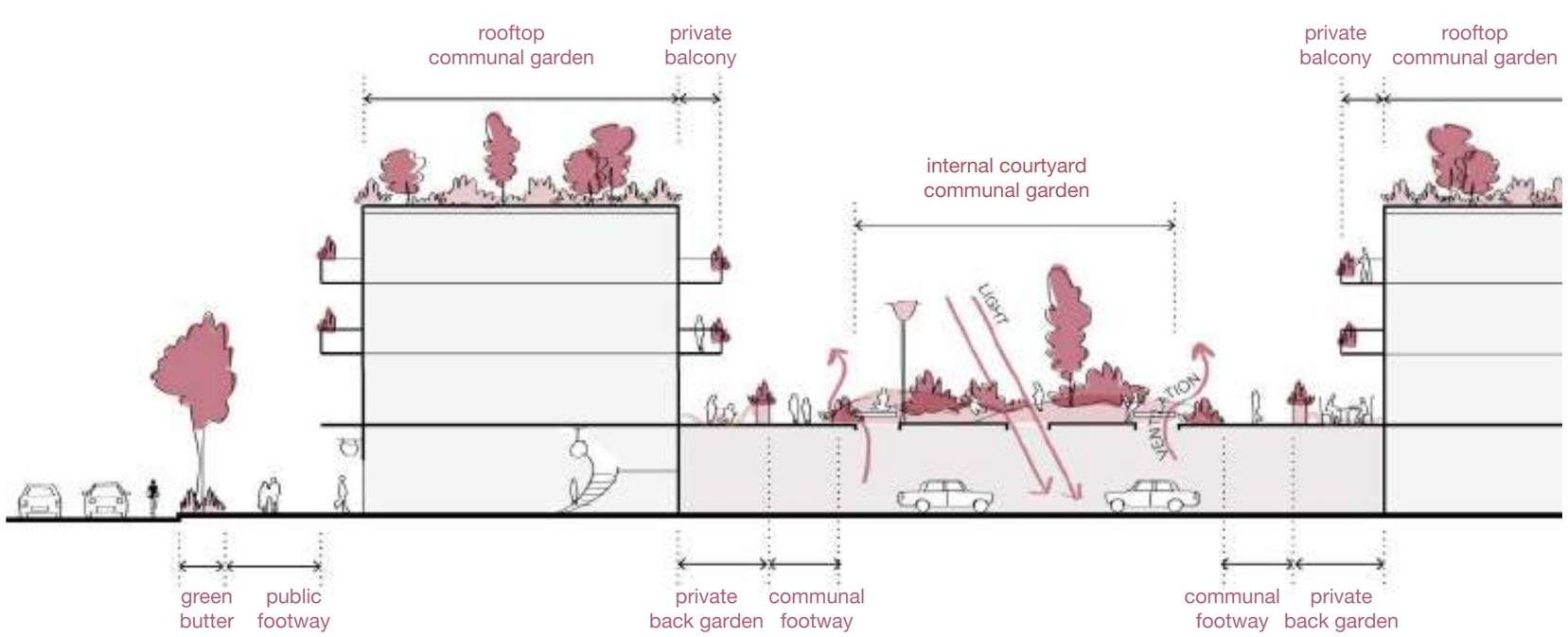


Figure CC.71. Typical section for residential communal space in apartment blocks

Figure CC.72. Typical section for private gardens in houses

Figure CC.74. Interfaced landscape in courtyard communal gardens

Figure CC.73. Interfaced landscape in front gardens

CC7.4 Security

New homes must meet Secured by Design guidelines published by the Police.

Figure CC.75. Effectively placed security cameras.

Figure CC.76. Carefully integrated lighting creates safe and usable public spaces.

SU7.5 Inclusive Design & Adaptability

Inclusive elements of design may include, but are by no means limited to, wheelchair accessible and gender-neutral WC provision incorporating baby changing facilities, wide pavements, providing communal spaces to meet and gather, avoiding steep inclines and steps, and providing homes which are easily adaptable for wheelchair users and built to Lifetime Homes standards (either Part M4(2) or M4(3) compliant) where appropriate.

Figure CC.77. Adaptable Design: From Home to Work Space © Enorme Studio, Madrid

8. Resources

Thoughtfully designed places and buildings conserve natural resources, encompassing buildings, land, water, energy, and materials. The code addresses the challenges posed by climate change by prioritizing energy efficiency and minimizing carbon emissions, aiming to achieve net-zero targets by 2050.

CC8.1 Energy Efficiency

New housing will be subject to the Future Homes standard from the date of publication. This mandates levels of energy efficiency and non-fossil fuel heating. The Code expects that all new development will at a minimum meet the requirements set out in this standard. All must incorporate sustainable design principles.

CC8.2 Environmental Performance

New non-residential development will be expected to achieve a minimum environmental performance of BREEAM Good.

CC8.3 Sustainable Retrofit

Given the need to address the climate crisis, LDC will support the retrofitting of properties.

Sustainable retrofitting improvements should follow an ‘energy hierarchy’:

- Firstly, reducing the use of energy through heating controls.
- Secondly, upgrading the building’s thermal efficiency such as improving existing glazing, draught proofing and insulation to conserve energy.
- Thirdly, installing sustainable building services systems such as renewable energy sources.

It is important to respect historic sensitivities and restrictions on interventions which will impact on the character of conservations area or listed buildings.

Coding principles must be followed to ensure that properties continue to respect the context of the surrounding area.

CC8.4 Passive design strategies

For any new-build design, on-site passive design strategies must be considered from the outset. Passive design uses layout, fabric and form to eliminate or reduce the demand for mechanical heating, cooling, ventilation and lighting. Passive design strategies should be employed to:

- Understand the local, climatic context in which a proposed residential building will be situated.
- Optimise spatial planning and orientation to control solar gains and maximise daylighting.
- Manipulate building form and fabric to facilitate natural ventilation.
- Make effective use of thermal mass to help reduce peak internal temperatures.

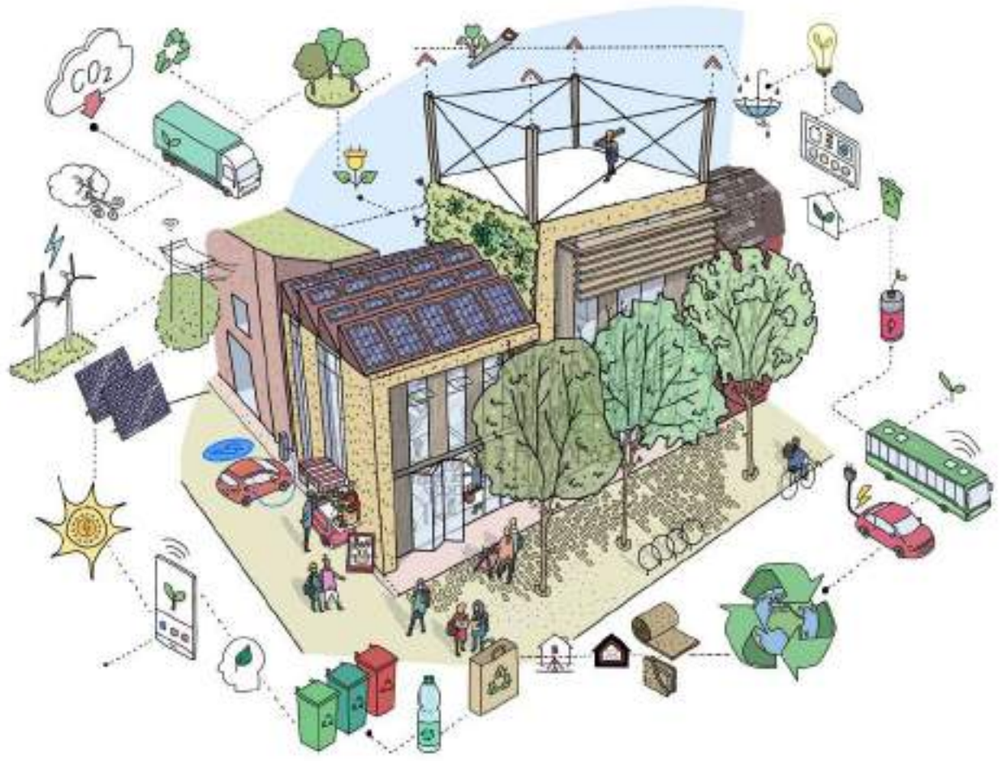


Figure CC.78. Sustainable approach to development

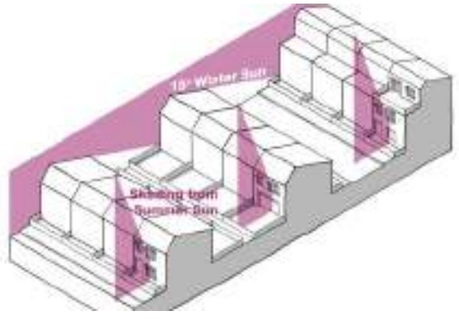


Figure CC.79. Passive design and orientation. © NMDC

Figure CC.80. Ground & Air Source Heat Pumps

Figure CC.81. EV charging point at home

Figure CC.82. Solar Photovoltaic Panels

CC8.5 Renewable Energy

Air Source Heat Pumps

Air Source Heat Pumps can result in significant energy savings compared to gas-boilers. When installing them, the plant must be installed so it is not visible from the street. They should be located away from windows and be attenuated with sound insulation to avoid noise impacts to neighbours

EV Charging Points

At least 20% of new parking spaces should incorporate EV Charging points.

Photovoltaic systems

The inclusion of PV panels or integrated roof tiles will be supported enabling maximum energy capture. PV panels or tiles must be installed uniformly within the roof area to avoid unnecessary clutter and impact to the character of the area. PV panels must not project more than 200mm beyond the plane of the roof and must be at the same angle as the roof pitch.

PV panels should be avoided where they are likely to impact on key views or on the setting of heritage assets.

External Wall Insulation

The finish and materials of external insulation must match the original external appearance of the property.

CC8.6 Circular economy thinking

Before considering any design concepts and solutions for a site, the first step must be to explore all opportunities to re-use or adapt the existing structures on site. This will almost always be the most sustainable solution. Opportunities to refurbish, adapt or extend should be thoroughly explored before any consideration of demolition and new build is made. Where re-use of the structure is deemed impossible, the re-use of the materials embodied in the existing structures must be considered. It is also important to respect conservation areas and listed buildings.

CC8.7 Whole life carbon approach

This covers the operational carbon during a building's lifespan and also the embodied carbon associated with site preparation, construction and end of life demolition. New development should take the steps set out below to ensure that they have sufficiently integrated a sustainable and whole life carbon approach to the energy hierarchy, efficiency and embodied carbon of new build.

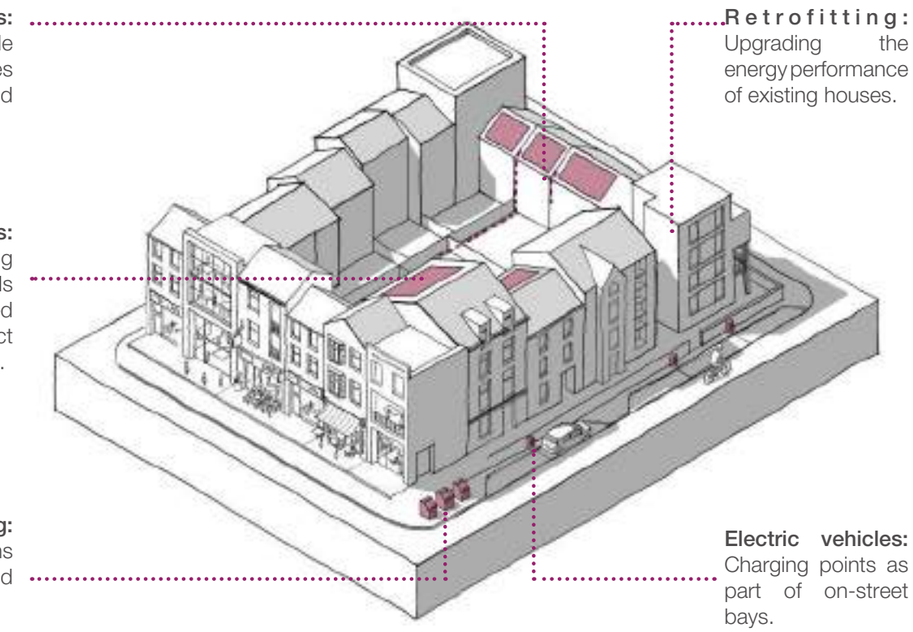


Figure CC.83. Low carbon low energy neighbourhood networks

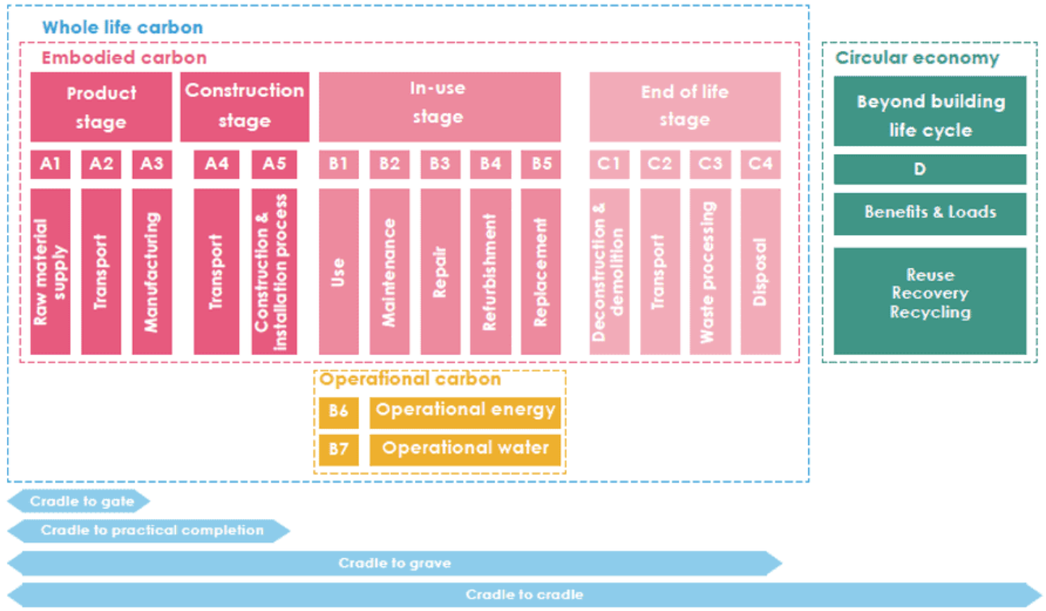


Figure CC.84. The EN 15978 system boundaries, demonstrating the stages constituting a whole life carbon assessment (source: LETI Embodied Carbon Primer)

9. Lifespan

CC9.1 Adoption Standards

In accordance with the Highways Act and its Section 38 provisions, any proposed streets and highways seeking adoption must go through the formal adoption process overseen by Staffordshire County Council.

All streets and public areas that lie outside of the highway boundary that are to be adopted by Lichfield District Council must be designed to the council's adoption standards.

All space that is not to be adopted and which isn't within the curtilage of individual plots must be subject to specified management arrangements such as a management company funded by a service charge.

All schemes including new public realm must include a management map showing the areas to be adopted by each authority and the areas subject to private management arrangements.

CC9.2 Innovation and Future Proofing

The use of innovative, creative or modern design or construction techniques, such as modular building, is encouraged when these result in a high quality of development that responds positively to its setting within Lichfield district. However careful and considerate design will be a pre-requisite from their implementation. All proposed development should work well for everyone and must continue to work well into the future.

CC9.3 Public Consultation

A program of public consultation is required for all new development. This should include meaningful engagement with local residents and businesses around a proposed development as well as wider engagement with voluntary organisations and civic groups.

A statement of community involvement will be required to be submitted with all planning applications setting out the consultation undertaken, the views expressed and the ways in which these have been incorporated into the scheme.

CC9.4 Quality of Life

New development should contribute positively to the wellbeing and quality of life of both future residents and the wider community. The scheme should make reference to the Quality of Life Framework published by the Quality of Life Foundation (https://www.qolf.org/framework/).

CC9.5 Management of Neighbourhood

New residential development of more than 20 homes should include mechanisms to involve residents in the management of their neighbourhood.

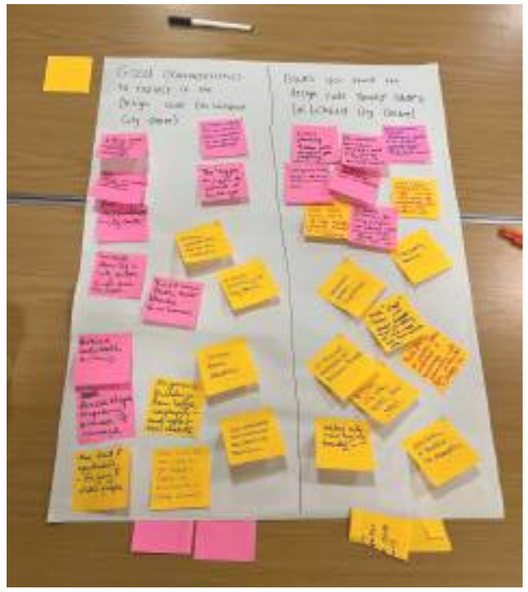


Figure CC.85. Community engagement in Lichfield

CP. CATHEDRAL PRECINCT AREA TYPE

The Cathedral Precinct Area Type refers to the historic area around the Lichfield Cathedral which is covered by the Lichfield City Conservation Area.

It is an area with a very different character to either the city centre or Lichfield's suburbs. It is a historic precinct that grew around the cathedral outside the original city. And yet it is also very internally diverse.

Large parts of the area are taken up by the Pools and Cathedral grounds. The Tissue study that we undertook related to the courtyard block behind the Darwen House but elsewhere the character is based on large houses set within their own grounds both historic and more recent and tighter back of pavement terraced property on Beacon Street.

It is not anticipated that there will be any large developments within the Cathedral Quarter so this Area Type although we have included the southern fringe of the centre around Staffordshire University and Queen's Croft School. While this is not related to the cathedral it potentially has a similar character.

Area Type Vision

The vision for the Cathedral Precinct is based on larger houses set back from the pavement in their own grounds. While this does not currently reflect the character of the whole of the area, the guidance will ensure that this character influences new development.

DESIGN CODE

1. Movement

The Cathedral Precinct includes Beacon Street, a historic primary route into the city and also Gaia Lane an important secondary street. All other streets are minor and few allow through traffic.

CP1.1 Streets

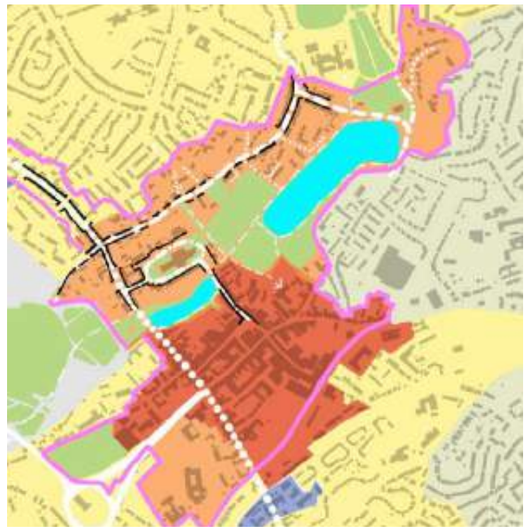
Streets should be designed to serve many functions, not just the circulation of traffic and the parking of cars, but also walking, cycling, play, and social interaction. Movement and place functions should be understood and agreed in the design process. Streets must encourage healthy living as well as providing direct connections to public transport, local facilities and services.

Figure CP.1. Examples of street design providing easy access and movement for all users that encourages walking, cycling, play, and social interaction.

CP1.2 Street Hierarchy

The Street hierarchy of the area is shown on the Street hierarchyplan below.

Guidance on the design of each type of street is included in section 5.



KEY

Primary Streets: Key routes with relatively high volumes of traffic and bus routes (The Friary is the only primary street in the Cathedral Precinct)

High Streets: Key routes lined with shops and other services, normally on bus routes (Bird Street/Beacon Street).

Secondary Streets: Providing access into neighbourhoods and often with local facilities like schools and churches (Gaia Lane)

Local Streets: Most other streets providing access to buildings (the Close/Dam Street)

Tertiary Streets: Mews courts, back streets, cul-de-sacs etc. Providing limited local access. (all other streets)

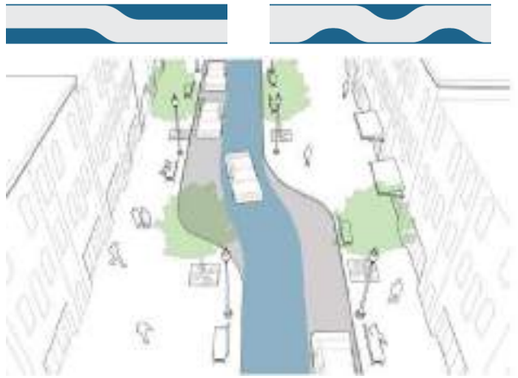
Figure CP.2. Street hierarchy plan in Cathedral Precinct area.

CP1.4 Street Safety

Design for traffic safety can be achieved in a number of ways through the configuration of roads and the design of carriageways. Street deflection is not the only way to achieve this – straight roads and grid layouts are acceptable.

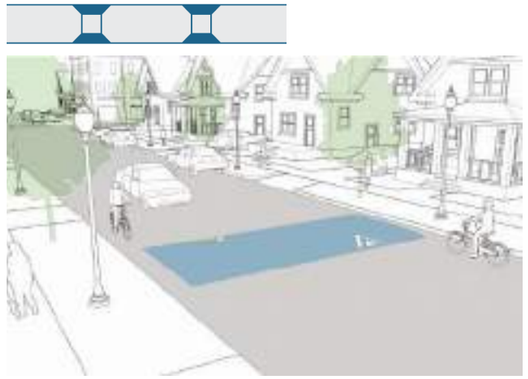
Chicanes/ Lane shift

Horizontally deflects a vehicle and may be designed with striping, curb extensions, or parking.



Speed hump

Vertically deflect vehicles and may be combined with a midblock crosswalk.



Gateway

Curb extension at the entrance of a low speed street that helps indicate transition to incoming cars.

Narrower Lanes

Provide traffic calming effect & allow space for all user needs (cycle lanes,footway, etc.)

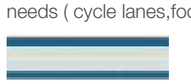


Figure CP.3. Examples of different traffic calming strategies. ©Urban Street Design Guide

CP1.4 Connected Streets

A connected network of streets that is easy to find your way around provides the frame that gives shape to all neighbourhoods.

It is not anticipated that there will be developments of sufficient scale to include new streets in the Cathedral Precinct.

However the character of the area is based on streets that do not allow through traffic. The Cathedral Close is an obvious example but it is also true of many of the streets off Gaia Lane.

These streets do however remain permeable to pedestrians with connections at their end to the footway network.

CP1.5 Public Transport

All housing within the Cathedral precinct will be within a 5 minute walk of a bus stop and also within easy reach of the city centre.

CP1.6 Walking Routes

All streets should provide footways of **at least 2m** in width on both sites. Exceptions need to be accessed and approved via relevant application.

Where a shared space solution is proposed, footways should be delineated by low kerbs.

New schemes should preserve and link to existing footways.

CP1.7 Cycling and Micro Transport

Streets should make provision for cycling. Where opportunities arise segregated cycle lanes will be provided on Beacon Street/Bird Street.

Elsewhere cycling on local streets will take place within a shared carriageway and should provide links to existing off-road cycle routes especially around Beacon Park and the pools.

Figure CP.4. Use of micro transport is encouraged.

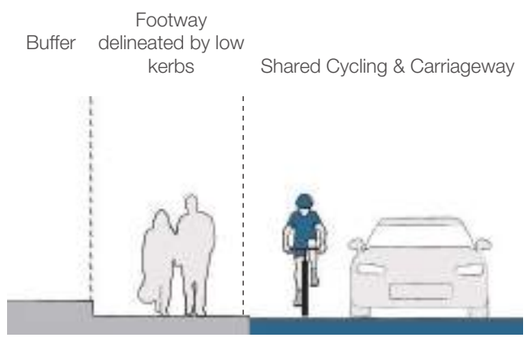


Figure CP.5. Cycling on shared carriageway.

CP1.8 Junctions

All new and redesigned junctions must prioritise pedestrians and cyclists in line with the new Manual for Streets.

The accommodation of swept paths and visibility splays must not create diversions for pedestrians.

On local streets, pavement crossovers are acceptable.

Figure CP.6. Shared spaces with pavement crossovers at junction.

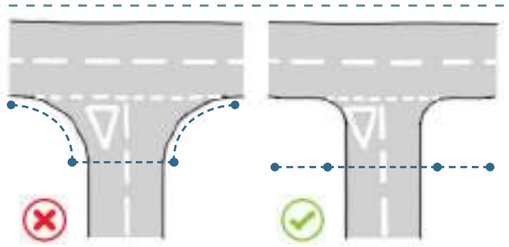


Figure CP.7. Tighter radii allow pedestrian desire line to be maintained and reduces vehicle speeds while turning corners.

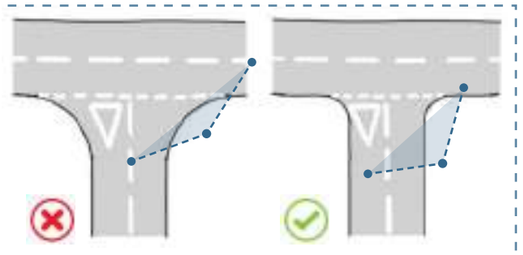


Figure CP.8. Pedestrian don't have to look further behind to check for turning vehicles. Pedestrian can easily establish priority because vehicles turn slowly.

Figure CP.9. Pedestrian areas will be designed as shared spaces with pavement crossovers at junctions.

CP1.9 Emergency Access and Servicing

Emergency vehicles should be able to access to within **30m** of every home. Care should be taken to ensure that parked cars don't block this access.

Refuse vehicles should be able to access within **10m** of all bin stores.

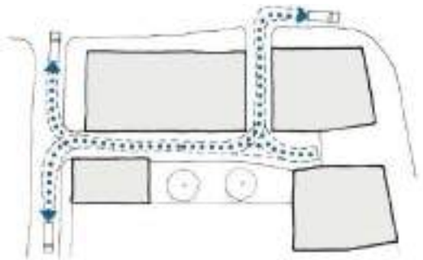


Figure CP.10. Vehicle swept path analysis to ensure service vehicles are able to use & turn within proposed layout

Figure CP.11. Emergency access and servicing will take place from the pedestrianised areas with time limiting servicing to shops

Communal Provision: An alternative for terraced housing as well as for apartments is communal provision.

In-curtilage Provision: This can be provided to the side or rear of the property in detached housing. For terraced housing, collection needs to either be from the rear or a bin store needs to be provided at the front.

Bring Points: An alternative is to use underground waste storage bins, which requires a specialist collection vehicle.

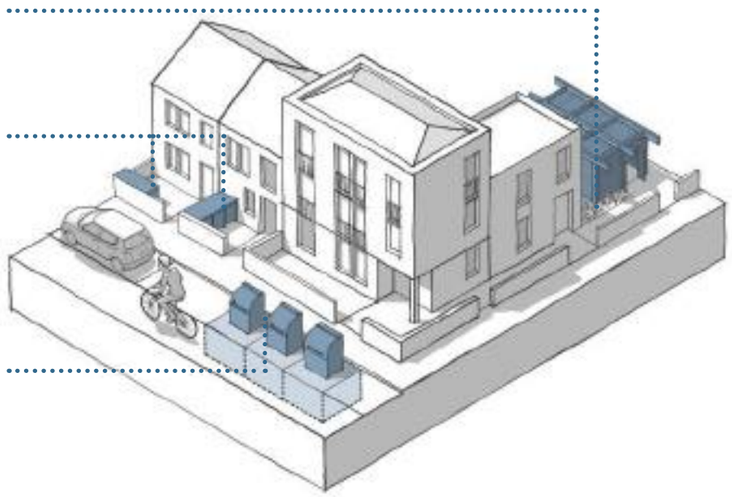


Figure CP.12. Refuse collection options for residential. © NMDC

CP1.10 Parking Standard

Allocated parking must be provided to the following standard:

- **3 spaces** for **5 bedroom** homes and above
- **2 spaces** for **3 and 4 bedroom** homes
- **1 space** for **1 and 2 bedroom** homes

Unallocated visitor parking must be provided as **one space per four homes**.

All parking will enable electric charging points.

CP1.11 Allocated Parking

Allocated parking provided on plot should be to the side or rear of the property.

In-curtilage parking in front gardens is not permitted.

1. On-street parking
2. Surface level car park courts
3. Semi-basement car park
4. Ground floor car park
5. Multi-storey car park
6. Basement car park

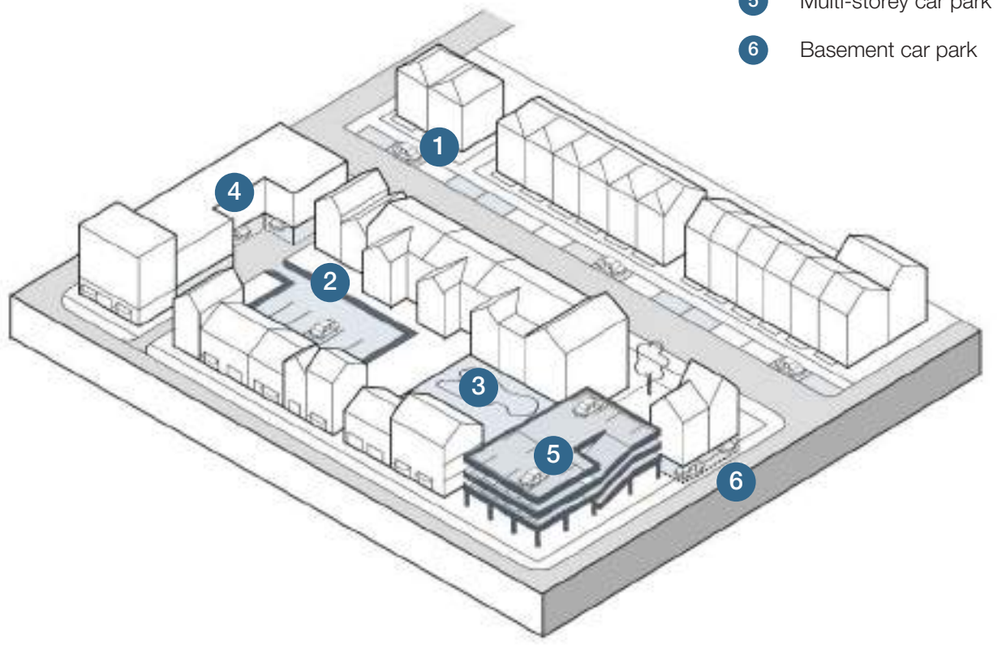


Figure CP.13. Parking typologies (Details as shown in Figure CP.15 Parking typologies table on the next page)

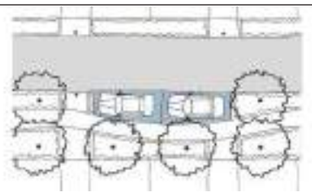
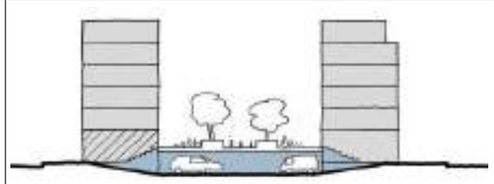
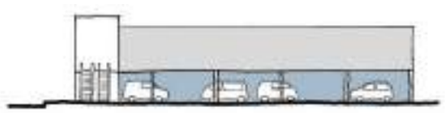
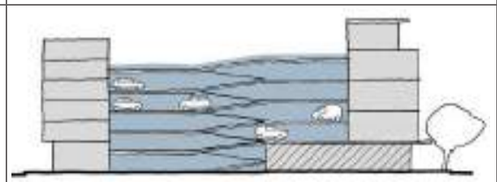
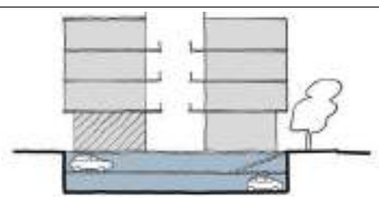
		Urban Parking Options		Illustrations	Example images
UNALLOCATED PARKING	1	On-street parking	On-street parking can be in defined bays with limited runs interspersed with pavement build-outs, planting and street trees.		
	2	Surface level car park courts	Where a large area of surface parking is needed, it should be located towards the rear of block or plot, away from the main frontages. Planting and reduce the visual impact.		
ALLOCATED PARKING	3	Semi-basement car park	In mixed-use blocks, semi-basement parking can be positioned under courtyard of the block.		
	4	Ground floor car park	Car park of supermarkets or shopping centre can be built on the ground floor underneath the building.		
	5	Multi-storey car park	Multi-storey car park can be ‘skinned’ by other uses and wrapped by active ground floor uses.		
	6	Basement car park	Basement level car park may be used for offices.		

Figure CP.14. Parking typologies table

CP1.12 Visitor Parking

Visitor parking is important for the cathedral and should be provided an unobtrusively as possible. This is likely to be in the car parks on the northern edge of the city centre and the pay and display car park on Beacon Street will become a development site.

CP1.13 Garages

Garages provide useful storage for cars and bikes, and must not be positioned in front of the building line.

A parking space in a garage can only be counted as part of the policy provision if the internal space is **at least 3m** wide.

CP1.14 Cycle Parking

Cycle parking must be provided to all properties in the Cathedral Precinct Area Type to the standard of **at least 2 spaces per dwelling**.

Bike storage should be within a garage or a secure bike shelter within the property’s curtilage.

Figure CP.15. Visitor cycle parking should be provided throughout the Cathedral Precinct.

2. Nature

The Cathedral Precinct Area Type is one of the greenest parts of Lichfield. It includes extensive areas of green space and the area is dominated by mature trees that should be protected and enhanced, with many of its homes set within extensive gardens.

CP2.1 Open Space Provision

Existing open space means that the Cathedral Precinct already meets Natural England's Green Infrastructure Standards.

The Pools and Beacon Park form part of a network of green infrastructure that stretched throughout the district and which contributes to visual amenity, recreational use and biodiversity features.

Mature trees are an important part of the character of the area and should be preserved as set out in section CD2.9

CP2.2 Open Space Standard

Because of the amount of open space around the Cathedral Precinct there will be no requirement for new housing to provide additional green space. Provision will therefore be met by off-site provision to contribute to the improvement and upkeep of existing green spaces.

Figure CP.16. The Pools and Beacon Park

CP2.3 Play Space

All new housing must have access to good quality play provision and should be within:

- 100m of a Local Area of Play (LAP)
- 400m of a Local Equipped Area of Play (LEAP)
- 700m of a Neighbourhood Equipped Area of Play (NEAP)

If these do not already exist they will be a requirement for any scheme of more than 50 homes.

CP2.4 Open Space Design

Where schemes abut existing green space the following rules will apply:

1. Housing shall not back onto public green space. It is only permissible to back onto school grounds or other spaces not open to the public.
2. Public spaces should be overlooked from surrounding buildings to avoid the risk of anti-social behaviour.
3. Public spaces should be designed to avoid conflicts (such as noise from playgrounds) with neighbouring uses.
4. Public spaces should be open and accessible to everyone.
5. Open spaces should be designed to maximise biodiversity.
6. Appropriate management arrangements must be in place.
7. Parks and play areas should have a boundary fence/railings.
8. Where possible, efforts should be made to design developments to ensure that known, significant, below ground archaeological features are retained in situ within a development's open space.

Local Areas of Play (LAP): With a few fxed items of play near to the home.

Local Equipped Areas of Play (LEAP): With at least fve pieces of equipment for slightly older children.

Neighbourhood Equipped Area of Play (NEAP): With at least fve pieces of equipment for slightly older children.

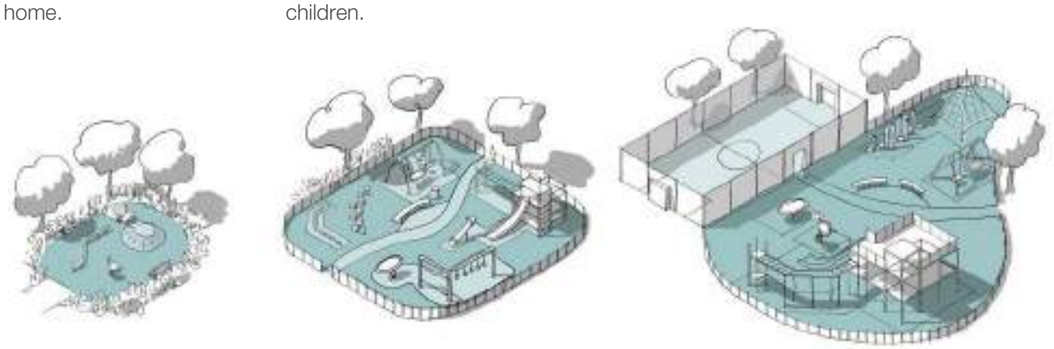


Figure CP.17. Three levels of play space. ©NMDC

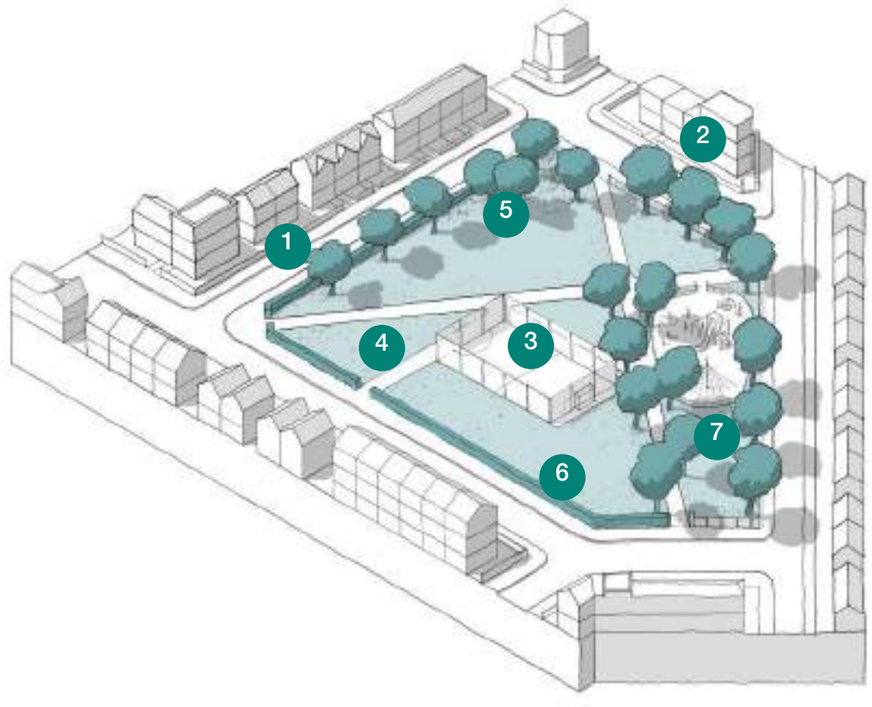


Figure CP.18. Open space design principles. ©NMDC

CP2.5 Biodiversity

In line with national and local policy, Biodivesity Net Gain shall be achieved on all new development. Please refere to local adopted policy for up-to-date figures.

This can include enhancement or restoration of existing habitats, or creation of new habitats that compliment and contribute to the Nature Recovery Network. Developments must demonstrate where and how this habitat can be incorporated within a scheme.

Development proposals must be supported by the appropriate ecological surveys to identify the potential to impact upon species and habitats, and the latest Biodiversity Metric Calculator where required.

Other ecological enhancement measures should be integrated into development sites including landscaping and planting to increase biodiversity, hibernacula creation, wildlife pond creation, and species boxes i.e., for birds, bats, bees, and hedgehogs.

Fragmentation of habitats should be minimised and opportunities for restoration, enhancement, and connection of natural habitats (including links to habitats outside Lichfield District) should be maximised. This includes retaining and integrating ecological corridors that connect to suitable green spaces within a development and the wider landscape to allow the movement of animals and continuation of viable populations.

Figure CP.19. Biodiversity Improvement

CP2.6 Water and Flood

The Pools sit within a shallow valley between the Cathedral and Lichfield City Centre parts of which are in Flood Zone 3. However most of the area is not affected by flooding and a flood risk assessment would only be required for larger schemes that are unlikely to happen in the area.

An Emergency Plan (EP) should be provided if relevant pedestrian and/or vehicular access and escape routes of a proposed development would be affected during a flood from any source.

Proposals for all buildings, hard surfacing or extensions should submit a Foul and Surface Water Drainage Statement or have standard drainage conditions attached. This is set to increase in the future because of changes to weather events and sea levels due to climate change.

CP2.7 Sustainable Urban Drainage

All new development must incorporate Sustainable Urban Drainage Systems (SuDS) to achieve a greenfield run-off rate.

These should be integrated with the overall public realm strategy and can be achieved by natural or engineered means.

SuDS can be adapted to suit any site and can contain different and various components, with multiple applications and benefits to achieve sustainable water management. When creating a SuDS network, various factors need to be considered at different scales:

- **Masterplan Scale**: water demand, efficiency, space provision, river corridors, habitats, soil, landscape, geology
- **Site Scale**: existing natural drainage patterns, runoff rates, storm water features, amenities, “place making” and landscape character
- **Building Scale**: water efficiency features, green roofs, living walls, water butts etc.

Please refer to Staffordshire County Council (SCC) SuDS handbook for detailed advice and guidance on SuDS design.

CP2.8 Permeable Surfaces

Hard standing, driveways and pathways decrease the percolation of water into the ground which increases surface water run-off and in turn contributes to flooding.

New hard surfaces which are not part of the public highway should be designed to be permeable.

Figure CP.20. Example of surface run-off treatment

CP2.9 Trees and Verges

The historic character of the Cathedral Quarter is to have extensive tree cover but most trees are in private grounds rather than on street.

The whole of the Cathedral Precinct is part of a conservation area so that all trees are protected and need authorisation from Lichfield Council before any works that will impact / harm the tree is undertaken.

In line with local validation guidance an arboricultural survey to BS5837-2012 must be undertaken where there are semi-mature / mature trees / protected trees (TPO or Conservation Area) or hedgerows within the site and/or off-site trees **within 15 metres** of the application site (including street trees). This is irrespective of whether the trees are to be removed or retained. All trees rated A and B (per BS5837-2012) must be retained unless exceptional circumstances can be demonstrated.

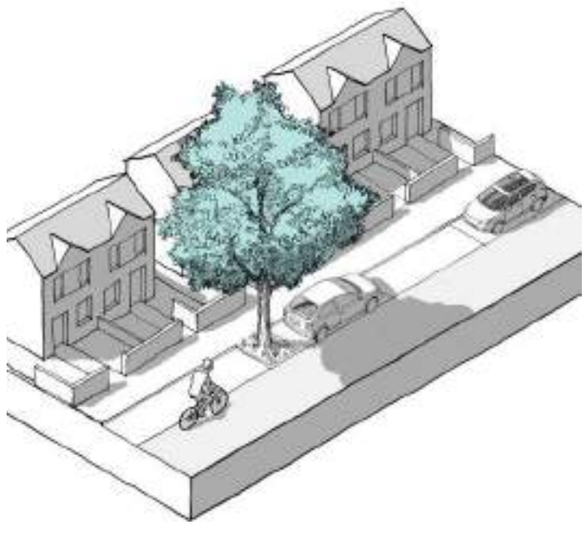


Figure CP.21. Street tree design principles. @NMDC

3. Built Form

The character of the Cathedral Precinct is centred on the Cathedral Close with villas built in a variety of architectural styles fronting onto the cathedral green. Elsewhere the character varies from the more urban form of Beacon Street to the looser more suburban housing to the north. The whole area is however part of a conservation area. A Heritage Statement is therefore required as part of applications for new development.

CP3.1 Density

The density of new development within Cathedral Precinct Area Type is much lower than the city centre but is also very variable, with some areas characterised by large individual homes and others by tightly packed terraces.

The code therefore does not include density guidance for this Area Type.

CP3.2 Grain

The grain of development relates to the number and variety of buildings in an area. Fine grained areas are made up of lots of different buildings whereas course grained areas are either made up on a few large buildings or a large number of very similar buildings.

The grain of the Cathedral Quarter varies from tightly grained buildings at the junction of Gaia Lane and Beacon Street and the courts behind Dawen House to individual houses in their own grounds to the West. The Cathedral of course is also a very large building and the Close is made up of large buildings in their own grounds.

New development must reflect the grain of its surroundings and developers will be expected to submit analysis to show how this has been done.

Figure CP.22. Urban grain in Cathedral Precinct area.

CP3.3 Urban Form

The traditional form of the Cathedral Quarter is based on villa blocks. These consist of individual or semi-detached villas set back from the street behind a wall or railings and standing within their own grounds.

The degree to which these villas are set back from the street varies across the area and there is also a huge variation in the building line with some buildings build right up to the back of pavement.

New development in the Cathedral Precinct should therefore replicate the character of the immediate surroundings. All buildings must face onto the street and take their primary access from it.

CP3.4 Building Line

The building line is the primary front face of buildings as they face the street. It determines the enclosure of the street and its character depends on the extent to which buildings follow the line.

The Cathedral Quarter has a defined building line in only parts of the area (see the plan below).

New development must follow this building line subject to the permissible variations on the following pages.

Where development proposes to depart from this proposed building line this will need to be justified by a master planning exercise.

CP3.5 Building Line Variance

The front face of all new buildings can vary by **up to 1m** from the building line.

Setbacks and projections such as balconies are permitted.

Figure CP.23. Building line in Cathedral Precinct area.

CP3.6 Building Line Frontage

All buildings should front onto the building line and take their main access from it.

Buildings should have windows on the building line frontage to provide eyes on the street.

(see also Active frontage CP6.4)

On corner blocks, building should have windows on both elevations and would generally take their access from the most important of the two streets.

CP3.7 Building Line Compliance

The character of the Cathedral Precinct is for its building line compliance to vary hugely. Building line compliance will therefore be based on the site context.

CP3.8 Building Heights

Buildings in the Cathedral Precinct (other than the Cathedral itself) are predominantly 2-storey with some 3 storey elements.

Floor to ceiling heights mean that many of the Georgian and Victorian 2 storey buildings are the height of a modern three storey building.

It is important that the contrast between the Cathedral and its surrounding buildings be maintained.

No new buildings will therefore be permitted with an eaves height of **more than 10m** and a **maximum height of 3m** above this excluding chimneys and aerials.

4. Identity

Identity relates to the architectural design of new buildings. The character of the Cathedral Precinct is very precious but it is made up of a variety of architectural styles. The Gothic Cathedral was built between 1195 and 1330 and the close retains a few medieval buildings plus the remains of a defensive wall, most of the buildings around the close are Georgian and Victorian. It is important that new buildings respect this diverse architectural heritage.

Figure CP.24. Variety of architectural styles in Lichfield Cathedral Precinct area.

CP4.1 Scheme design

All new development must be accompanied by a Design and Access Statement that sets out a rationale for the design of the scheme.

This must include an assessment of the character of the area surrounding the scheme. The Lichfield Extensive Urban Survey and Lichfield Historic Environment Assessments are be useful documents to support the creation of local character assessment.

This character will include materials, architectural styles, window design, the shape of roofs and architectural detailing.

The Design and Access Statement must show how this analysis has influenced the design of new buildings.

CP4.2 Site Design Codes

Developers of major schemes must include site design codes as part of outline planning applications. These should replicate the provisions of this design code but can go into far more detail on items such as:

- Architectural design
- Materials
- Roof design
- Standard housetypes / pattern books
- Boundary treatments
- Building detailing such as porches and bay windows
- Colours

CP4.3 Conservation Area

The whole of the Cathedral Precinct is in a conservation area and this code should be read alongside the Conservation Area Appraisal which should be used to guide building design.

CP4.4 Architecture

The code is not prescriptive in terms of architectural style. Scheme are encouraged to fit in to their surroundings although this can be done in a historical or a contemporary style. However the Provisions on this page should guide design.

CP4.5 Set Back

The predominant villa form of the Cathedral Precinct includes buildings set back from the pavement behind a boundary wall or railing.

This should be replicated in new development.

However in places where the existing buildings are set at the back of pavement this is also acceptable.

CP4.6 Ground Floor Design

Many of the buildings in the precinct include a different treatment for the ground floor. There is scope to replicate this in new buildings.

CP4.7 Entrances

The entrances to buildings should be marked architecturally by use of material, canopy or surrounds.

CP4.8 Rooflines

The Cathedral Precinct has a huge variety of roof types including steep tiled roofs, hidden Georgian roofs and gables facing the street. New development should reflect this diversity.

CP4.9 Windows

Windows must be orientated vertically with visible lintels and cills and deep reveals. The use of bay windows is encouraged.

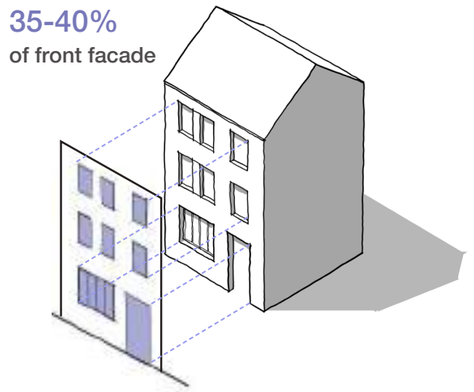


Figure CP.25. Window openings account for 35-40% of the front façade

Window openings should account for **35-40%** of the upper floors of the front façade to create a well-balanced ratio of solid to void.

CP4.10 Materials

The Cathedral Precinct includes a variety of materials including red brick, render, half-timber and stone (both Sandstone matching the Cathedral and Limestone). New development will reflect these materials although render will not be permitted.

5. Public Realm

Public realm guidance relates to streets and public squares (parks and green spaces are dealt with in section 2). Guidance on streets is based on the hierarchy described in rule **CP1.2** and the guidance in this section is largely based on that structure.

CP5.1 Street Type

The design of streets will vary with the type of street. Street design must therefore be based on the hierarchy of streets set out on the plan to the right.

This street hierarchy includes:

- **Primary Streets:** Key routes with relatively high volumes of traffic and bus routes (The Friary is the only primary street in the Cathedral Precinct)
- **High Streets:** Key routes lined with shops and other services, normally on bus routes (Bird Street/Beacon Street).
- **Secondary Streets:** Providing access into neighbourhoods and often with local facilities like schools and churches (Gaia Lane)
- **Local Streets:** Most other streets providing access to buildings (the Close/Dam Street)
- **Tertiary Streets:** Mews courts, back streets, cul-de-sacs etc. Providing limited local access. (all other streets)

CP5.2 Street Design

Where new streets are being created or existing streets are being improved, they should follow the guidance set out in the street sections overleaf.

Street Type	Primary Street	High Street	Secondary Street	Local Streets	Tertiary Streets
Traffic	Two Way	Two Way	Two Way	One or two way	Two way
Enclosure ratio	1:3	1:1.5	up to 1:2	up to 1:2	NA
Width between Building Lines	12-24m	11-15m	Variable must respect context	Variable must respect context	Variable must respect context
Active Frontage	No requirement	At least 30% of building frontage	Permissible but no requirement	No requirement	No requirement
Design Speed	30mph	20mph	20mph	20mph	20mph
Building line Compliance	65%	75%	Variable must respect context	Variable must respect context	Variable must respect context
Set Back	0-5m	0-2m	0-5m	Variable must respect context	Variable must respect context
Parking	None	None	On Plot in driveways. Visitor parking on street in marked bays	On Plot in driveways. Visitor parking on street in marked bays	On Plot in driveways. Visitor parking on street in marked bays
Cycling	Designated bike lanes	On carriageway	On carriageway	On carriageway	On carriageway
Footway	At least 2.5m	At least 2.5m	At least 2m	At least 2m	Shared surface
Street Trees	On at least one side spacings no greater than 30m	No requirement	No requirement	No requirement	No requirement

Primary Streets

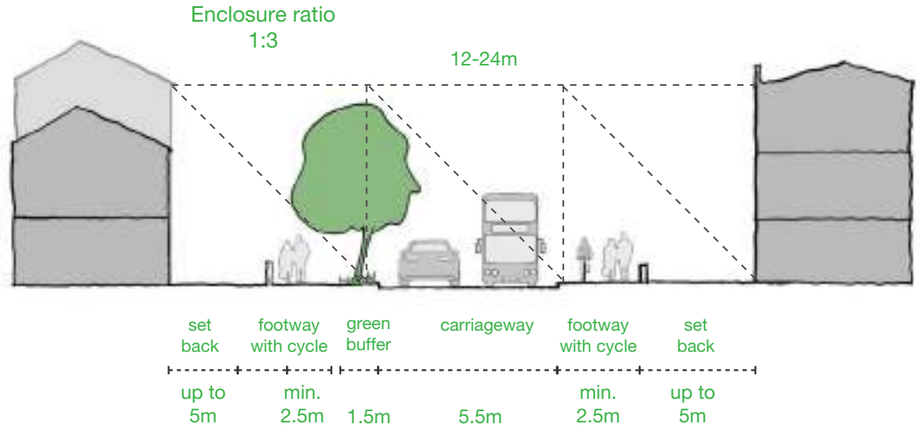


Figure CP.26. The Friary

Secondary Streets

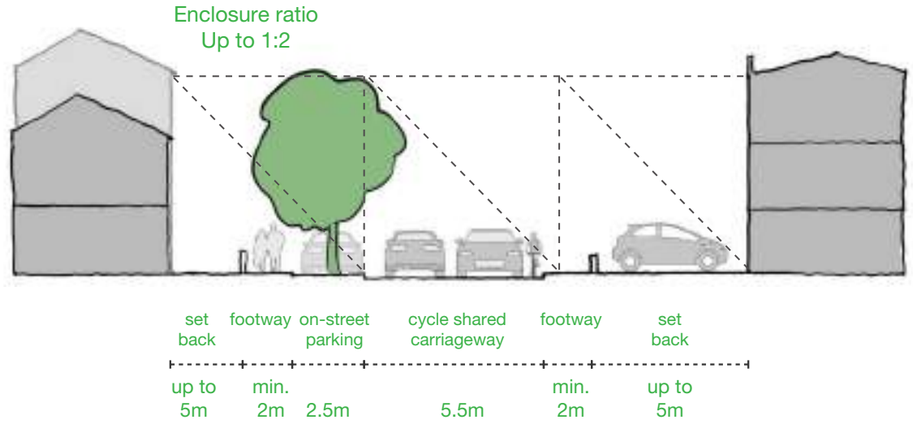


Figure CP.28. Gaia Lane

High Streets

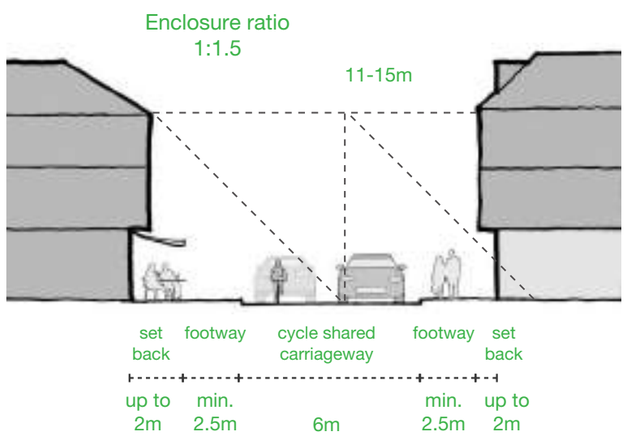


Figure CP.27. Bird Street Beacon Street

Local Streets

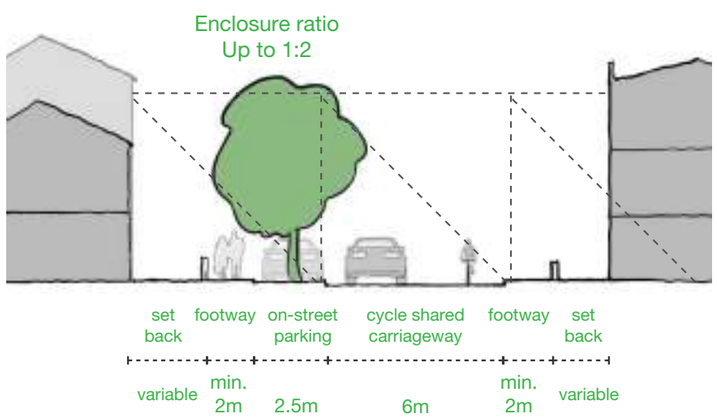


Figure CP.29. The Close / Dam Street

Tertiary Street

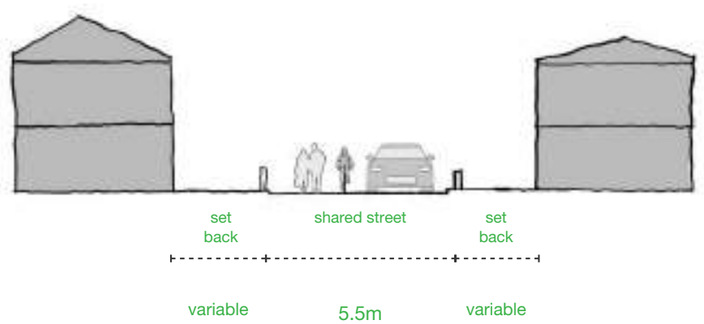


Figure CP.30. An example of a tertiary street in Cathedral Precinct area

6. Uses

CP6.1 Extensions

Within the Cathedral Precinct, existing residential household extension lies within a conservation area that affects Permitted Development Rights. These rules will apply when extensions require Planning or Listed Building consent.

In much of the Cathedral Quarter Area Type there will be scope to extend and alter existing dwellings. However, in order to assist the determination of proposals the Design Code sets out the following parameters on extensions to existing residential dwellings:

General principles

Extensions to existing dwellings must not adversely affect the level of amenity enjoyed by neighbouring properties. Impacts to amenity can compromise one or more of the following:

- A reduction in levels of daylight and sunlight to the main windows of habitable rooms;
- A reduction in sunlight to a garden;
- Overlooking resulting in a loss of privacy; and/or
- An increase in the 'sense of enclosure' experienced within a habitable room or garden.

One key way of maintaining the amenity of neighbouring properties is to apply the **45-degree rule**, which means no extension should go beyond a 45 degree line taken from the centre point of nearest window of neighbouring dwelling.

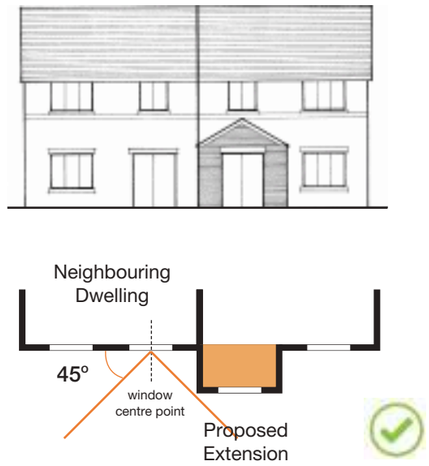


Figure CP.33. Use the 45-degree rule to avoid impact on neighbouring development (Plan)

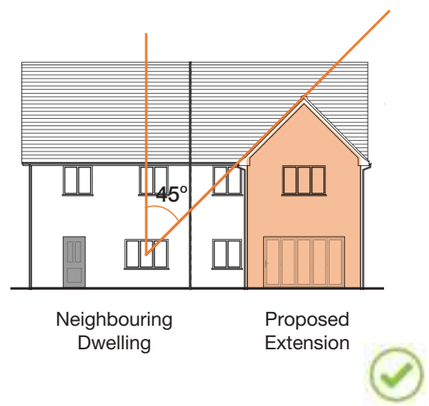


Figure CP.34. Use the 45-degree rule to avoid impact on neighbouring development (Elevation)

The cumulative area of extensions to properties **must not exceed 50%** of the original garden space of a property.

≤ 50%
of original garden space

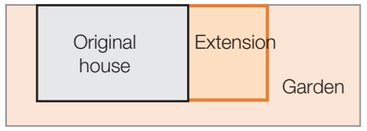


Figure CP.31. Overall extension footprint must not exceed 50% of the original garden space.

All extensions and additions to residential properties must be for residential use unless ancillary.

All proposals should be designed to match the character and appearance of the existing dwelling. In some instances, modern and innovative design can be achieved. This requires a Design and Access Statement setting out the design rationale.

Dormers

The addition of dormer windows, particularly if they are poorly designed in terms of scale, shape and proportion or badly sited, can have severe, detrimental effects on the streetscene. Dormer windows to the front of the roof will only be granted planning permission, where they already exist as an established feature of the street. Instead, the Cathedral Precint makes allowances for dormers on rear-facing roof slopes.

Where dormers are proposed, the following parameters must be met:

- **Size:** a dormer window must be in proportion to the size of the original roof. It **should not exceed half the height** of the roof (measured from the eaves to the ridge) and **should not be more than half the width** of the existing roof on which it is intended to be situated – measured halfway between the ridge and eaves. Often multiple dormers will be more in-keeping than a single dormer. In such instances the sum of the width of the dormers **should not exceed half the width** of existing roof on which it is intended to be situated – measured halfway between the ridge and eaves.
- **Position:** The dormer windows should be set a **minimum of 0.5m** below the ridgeline and **a minimum of 0.5m** above the eaves.
- **Harmony:** roofs to dormer windows should be in harmony with the roof of the host building. Pitched roofs on dormers will generally be the most appropriate design approach.

a1+a2 ≤ 1/2 w
b ≤ 1/2 h

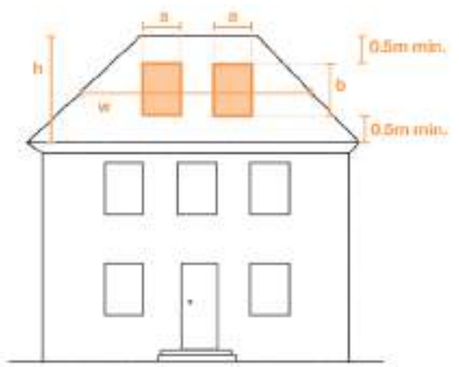


Figure CP.32. Dormer extensions dimensions

Roof Extensions

Roof extensions, such as hip-to-gable, must respect the size and form of existing roofs.

They must not exceed the height of the existing roof ridge.

Materials must match the existing property.

Side Extensions

Side extensions must be subordinate to the original house in the terms of their height, scale and bulk. They should be proportionate to the scale of the main house and **should be no more than half the width** of the existing house.

In order to avoid a 'terracing effect', first floor side extensions must be set back by **at least 1.0m** from the front building line of the dwelling and **1.0m** from the side boundary.

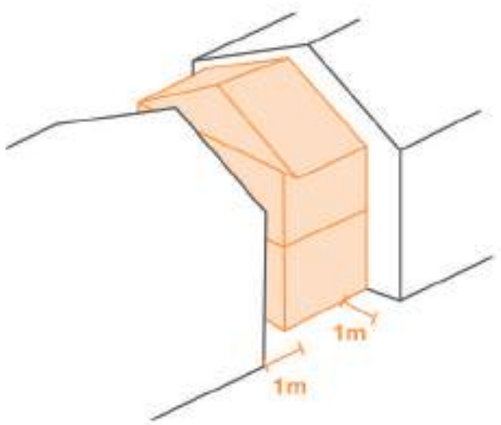


Figure CP.36. Side extension for houses

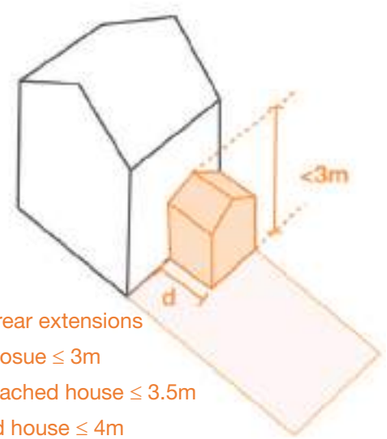
Rear Extensions

Rear extensions on properties should be designed to match the materials and roof form of the host dwelling. Pitched roof extensions are preferred over flat roof extensions. Eaves height (excluding parapets) for single storey extensions **must not exceed 3.0m** in height.

Rear extensions at single storey should be subordinate to the original house. Rear extensions **should not exceed a depth of 3m** for a terraced house (including end of terrace) and **3.5m** for a semi-detached house or **4m** for a detached house, measured from the rear elevation of the original dwelling.

Two-storey extensions should avoid being the full width of the property and must not have significant impacts on the amenity of the adjoining neighbours. Where they connect to the main roof of properties, they must remain subordinate and match the roof pitch and form of existing roofs.

The Code does not support the upward extension of residential dwellings.



d = depth of rear extensions
d of terrace hosue ≤ 3m
d of semi-detached house ≤ 3.5m
d of detached house ≤ 4m

Figure CP.35. Rear extension for houses

Porches

Porches will be acceptable where they match the style of the existing dwelling and are set back by **more than 2m** from the edge of the highway. They **should not exceed a height of 3.0m** at eaves and must not be out of character with the host dwelling or wider streetscene.

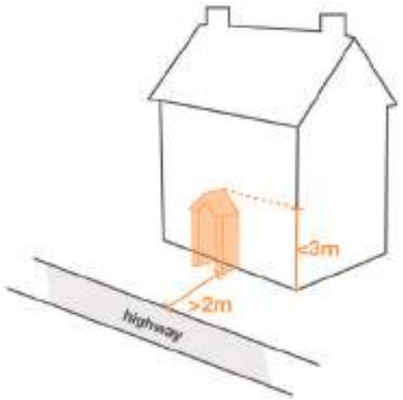


Figure CP.37. Porches extension demensions

CP6.2 Intensification

The creation of new housing via infill development and subdivision within the Cathedral Precinct is permitted so long as it follows the other provisions for new housing as set out in the Code.

CP6.3 Housing Mix

New housing should provide a mix of housing sizes and tenures.

New housing developments will be required to provide affordable homes in accordance with adopted local plan policy. All new housing must be built as tenure blind.

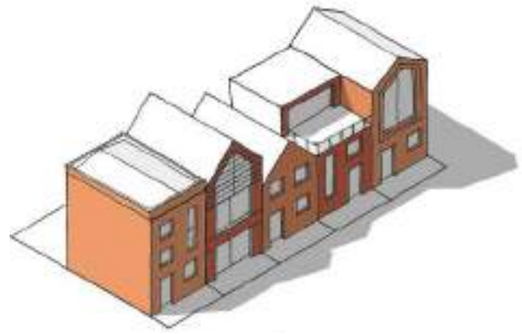


Figure CP.38. Mix of housing types

CP6.4 Active Frontage

Active frontage requirements relate to Bird Street / Beacon Street. New development on these streets will be expected to achieve a minimum level of active frontage as set out in **CP5.2**.

Active frontages are defined as shop fronts, commercial or community uses with glazing at the ground floor level so that activities within the building are visible from the street.

CP6.5 Access to Facilities

The Cathedral Quarter is within easy reach of the city centre and therefore is walkable distance from a range of local facilities and public transport. The code therefore includes no further requirements.

7. Homes and Buildings

CP7.1 Space Standards:

All new homes must meet the Nationally Described Space Standards and be accessible.

number of bedrooms	number of bed spaces (persons)	1-storey dwellings (sqm)	2-storey dwellings (sqm)	3-storey dwellings (sqm)
1b	1p	39		
	2p	50	58	
2b	3p	61	70	
	4p	70	79	
3b	4p	74	84	90
	5p	86	93	99
	6p	95	102	108
4b	5p	90	97	103
	6p	99	106	112
	7p	108	115	121
	8p	117	124	130
5b	6p	103	110	116
	7p	112	119	125
	8p	121	128	134
6b	7p	116	123	129
	8p	125	132	138

As per the Nationally Described Space Standards:

- A **single bedroom** has a floor area of **at least 7.5sqm**
- A **double (or twin bedroom)** has a floor area of **at least 11.5sqm**

Figure CP.39. Nationally Described Space Standards

CP7.2 Lighting, Noise and Privacy

All new housing must be designed to create acceptable levels of internal comfort and amenity, including daylight and traffic noise.

Buildings must be designed to enable good levels of daylight and sunlight both internally and to neighbours in accordance with BRE209 (2022) guidance, and prevent overheating in accordance with building regulations (Document O).

Privacy distances will be set **at least 21m between rear facing windows** but not to the elevation facing the street.

Increased separation distances are required where there are significant variations in ground level between new development and existing development. The distance separation between proposed development and existing development should be **increased by 2m for every 1m rise** in ground level, where the proposed development is on a higher ground level.

The design of apartment buildings must aim for most apartments to be dual aspect, particularly avoiding north-facing single aspect accommodation.

CP7.3 Private outdoor space

All **one/two bedroom** houses should have a garden of **at least 45sqm**. **Three and four bedroom** homes should have a garden of **at least 65sqm,** and **five bedroom** homes should have a garden of **at least 100sqm**. **Apartments** should have access to private or communal space of **at least 10sqm** per unit.

CP7.4 Security

New homes must meet Secured by Design guidelines published by the Police unless it contradicts other parts of this code.

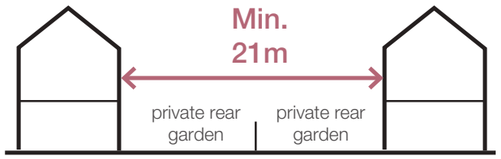


Figure CP.40. Separation distance between rear facing windows

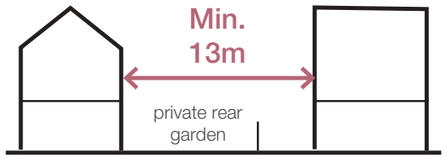


Figure CP.41. Separation distance between rear facing windows and side

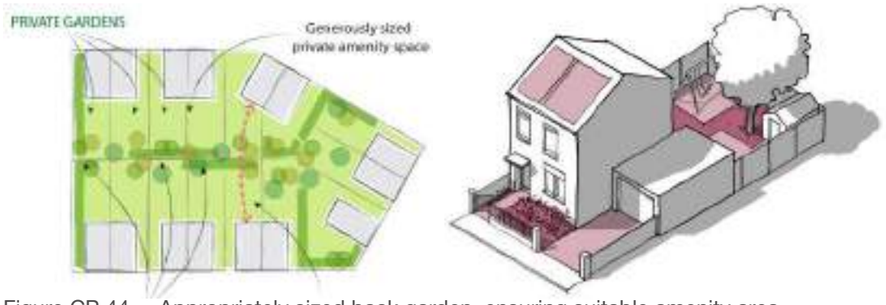


Figure CP.44. Appropriately sized back garden, ensuring suitable amenity area

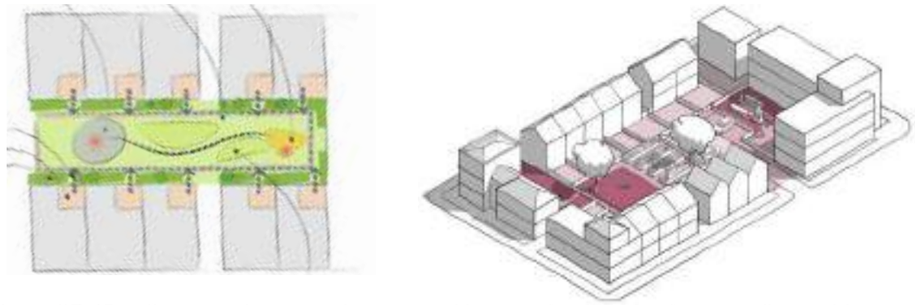


Figure CP.45. Communal courtyard at terraced houses, for the use of surrounding residents

Figure CP.42. Maximise daylight into dwellings

Figure CP.43. Carefully integrated lighting creates safe and usable public spaces.

8. Resources

Thoughtfully designed places and buildings conserve natural resources, encompassing buildings, land, water, energy, and materials. The code addresses the challenges posed by climate change by prioritizing energy efficiency and minimizing carbon emissions, aiming to achieve net-zero targets by 2050.

CP8.1 Energy Efficiency

New housing will be subject to the Future Homes standard from the date of publication. This mandates levels of energy efficiency and non-fossil fuel heating. The Code expects that all new development will at a minimum meet the requirements set out in this standard. All must incorporate sustainable design principles.

CP8.2 Environmental Performance

New non-residential development will be expected to achieve a minimum environmental performance of BREEAM Good.

CP8.3 Sustainable Retrofit

Given the need to address the climate crisis, LDC will support the retrofitting of properties.

Sustainable retrofitting improvements should follow an ‘energy hierarchy’:

- Firstly, reducing the use of energy through heating controls.
- Secondly, upgrading the building’s thermal efficiency such as improving existing glazing, draught proofing and insulation to conserve energy.
- Thirdly, installing sustainable building services systems such as renewable energy sources.

It is important to respect historic sensitivities and restrictions on interventions which will impact on the character of conservations area or listed buildings.

Coding principles must be followed to ensure that properties continue to respect the context of the surrounding area.

CP8.4 Passive design strategies

For any new-build design, on-site passive design strategies must be considered from the outset. Passive design uses layout, fabric and form to eliminate or reduce the demand for mechanical heating, cooling, ventilation and lighting. Passive design strategies should be employed to:

- Understand the local, climatic context in which a proposed residential building will be situated.
- Optimise spatial planning and orientation to control solar gains and maximise daylighting.
- Manipulate building form and fabric to facilitate natural ventilation.
- Make effective use of thermal mass to help reduce peak internal temperatures.

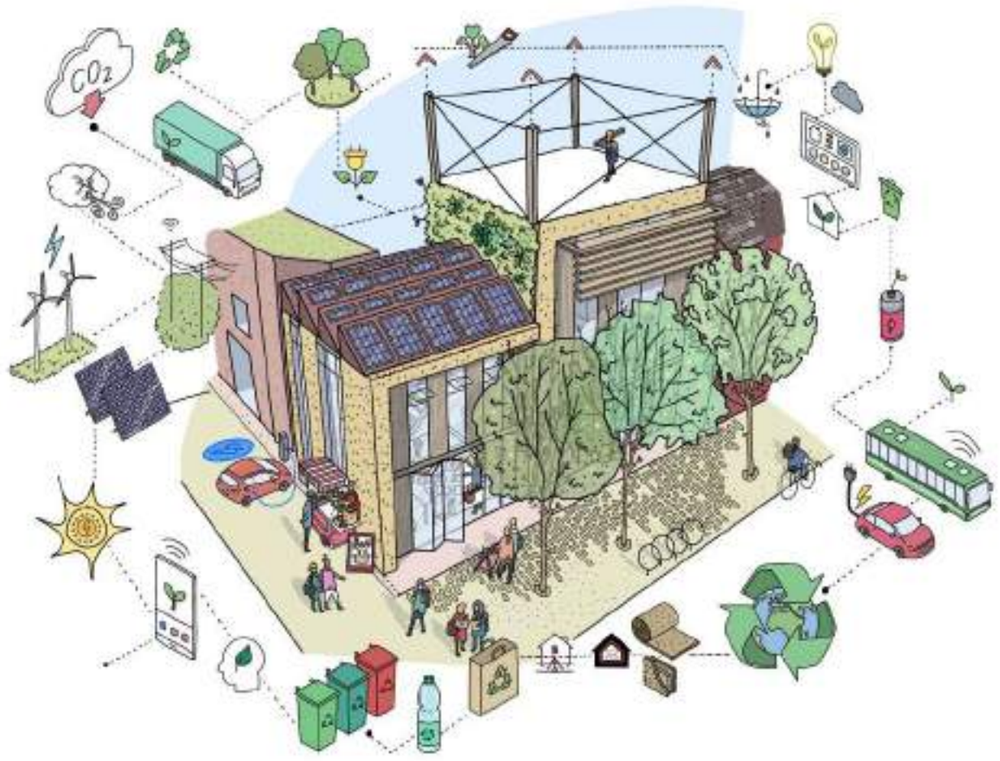


Figure CP.46. Sustainable approach to development

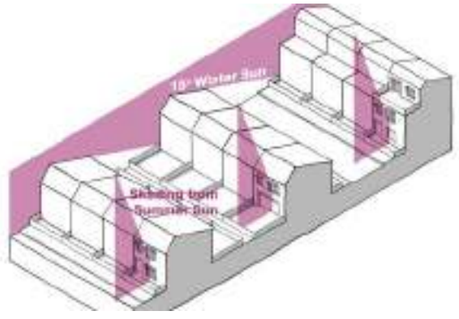


Figure CP.47. Passive design and orientation. © NMDC

Figure CP.48. Ground & Air Source Heat Pumps

Figure CP.49. EV charging point at home

Figure CP.50. Solar Photovoltaic Panels

CP8.5 Renewable Energy

Air Source Heat Pumps

Air Source Heat Pumps can result in significant energy savings compared to gas-boilers. When installing them, the plant must be installed so it is not visible from the street. They should be located away from windows and be attenuated with sound insulation to avoid noise impacts to neighbours

EV Charging Points

At least 20% of new parking spaces should incorporate EV Charging points.

Photovoltaic systems

The inclusion of PV panels or integrated roof tiles will be supported enabling maximum energy capture. PV panels or tiles must be installed uniformly within the roof area to avoid unnecessary clutter and impact to the character of the area. PV panels must not project more than 200mm beyond the plane of the roof and must be at the same angle as the roof pitch.

PV panels should be avoided where they are likely to impact on key views or on the setting of heritage assets.

External Wall Insulation

The finish and materials of external insulation must match the original external appearance of the property.

CP8.6 Circular economy thinking

Before considering any design concepts and solutions for a site, the first step must be to explore all opportunities to re-use or adapt the existing structures on site. This will almost always be the most sustainable solution. Opportunities to refurbish, adapt or extend should be thoroughly explored before any consideration of demolition and new build is made. Where re-use of the structure is deemed impossible, the re-use of the materials embodied in the existing structures must be considered. It is also important to respect conservation areas and listed buildings.

CP8.7 Whole life carbon approach

This covers the operational carbon during a building's lifespan and also the embodied carbon associated with site preparation, construction and end of life demolition. New development should take the steps set out below to ensure that they have sufficiently integrated a sustainable and whole life carbon approach to the energy hierarchy, efficiency and embodied carbon of new build.

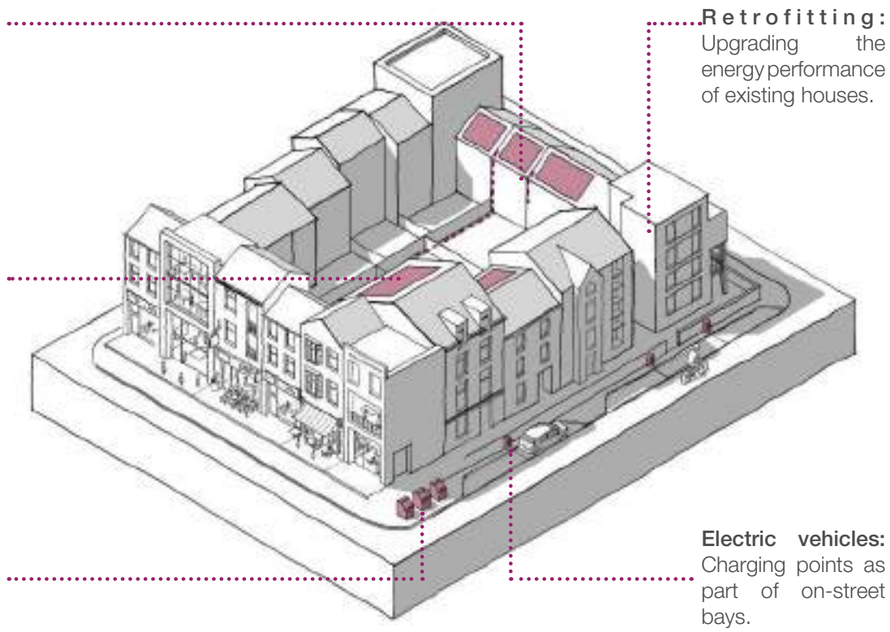


Figure CP.51. Low carbon low energy neighbourhood networks

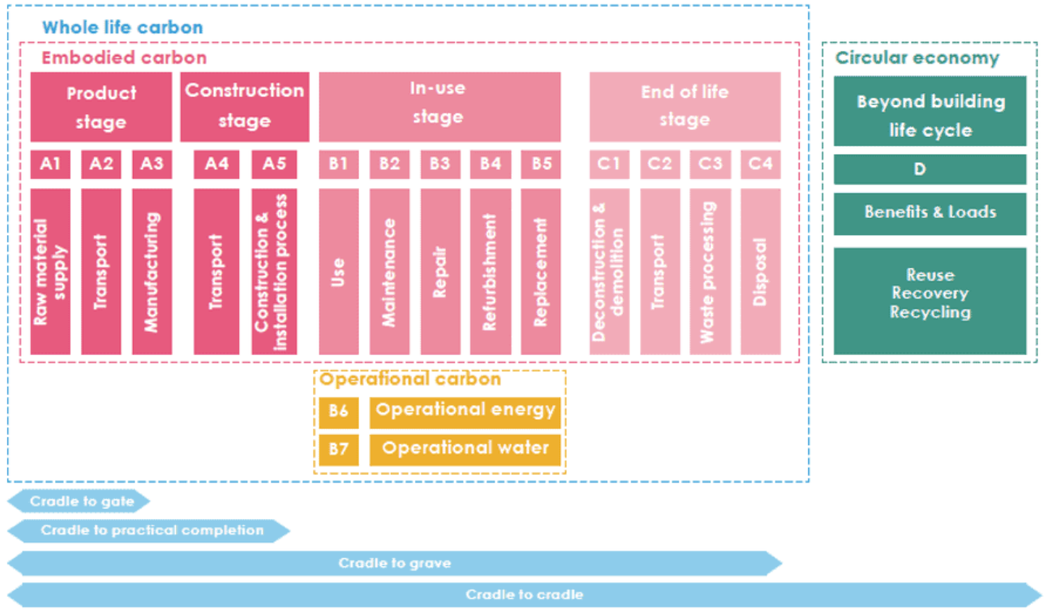


Figure CP.52. The EN 15978 system boundaries, demonstrating the stages constituting a whole life carbon assessment (source: LETI Embodied Carbon Primer)

9. Lifespan

CP9.1 Adoption Standards

In accordance with the Highways Act and its Section 38 provisions, any proposed streets and highways seeking adoption must go through the formal adoption process overseen by Staffordshire County Council.

All streets and public areas that lie outside of the highway boundary that are to be adopted by Lichfield District Council must be designed to the council's adoption standards.

All space that is not to be adopted and which isn't within the curtilage of individual plots must be subject to specified management arrangements such as a management company funded by a service charge.

All schemes including new public realm must include a management map showing the areas to be adopted by each authority and the areas subject to private management arrangements.

CP9.2 Innovation and Future Proofing

The use of innovative, creative or modern design or construction techniques, such as modular building, is encouraged when these result in a high quality of development that responds positively to its setting within Lichfield district. However careful and considerate design will be a pre-requisite from their implementation. All proposed development should work well for everyone and must continue to work well into the future.

CP9.3 Public Consultation

A program of public consultation is required for all new development. This should include meaningful engagement with local residents and businesses around a proposed development as well as wider engagement with voluntary organisations and civic groups.

A statement of community involvement will be required to be submitted with all planning applications setting out the consultation undertaken, the views expressed and the ways in which these have been incorporated into the scheme.

CP9.4 Quality of Life

New development should contribute positively to the wellbeing and quality of life of both future residents and the wider community. The scheme should make reference to the Quality of Life Framework published by the Quality of Life Foundation (https://www.qolf.org/framework/).

CP9.5 Management of Neighbourhood

New residential development of more than 20 homes should include mechanisms to involve residents in the management of their neighbourhood.

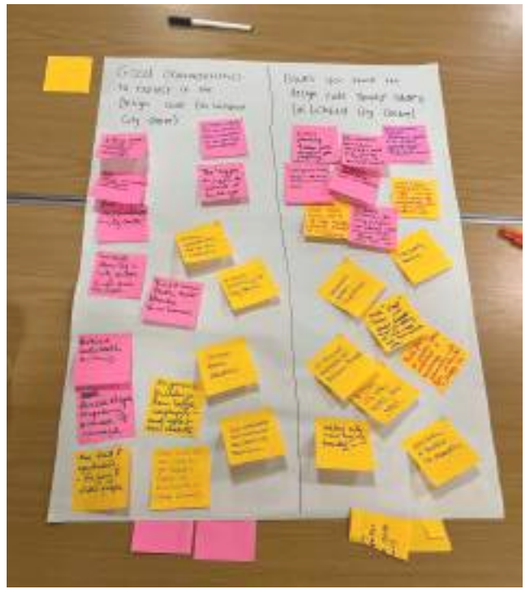


Figure CP.53. Community engagement in Lichfield

SU. SUBURBAN AREA TYPE

The Suburban Area Type covers the majority of residential dwellings within Lichfield District, with significant coverage in Lichfield, Burntwood and many of the village/town extensions. It sets out how suburban areas will be developed and sets out the potential for householder extensions and the development of new residential properties.

Due to the suburban nature of development in this Area Type and the vast area it covers, this has been split into four sub Area Types:

- **SU-A: Inner Suburban Area Type:** More central suburban areas in Lichfield and Burntwood
- **SU-B: Outer Suburban Area Type:** Outer suburban areas in Lichfield and Burntwood
- **SU-V: Village Suburb Area Type:** Suburbs developed on the edge of villages
- **SU-N: Neighbourhood Suburban Area Type:** Small areas of industrial suburbs in Burntwood and Fazeley

DESIGN CODE

1. Movement

As the Suburban Area Type covers large parts of the district it is important that these areas are walkable, easily navigable and able to cater for the needs of all.

SU1.1 Streets

Streets must be designed to serve many functions, not just the circulation of traffic and the parking of cars, but also walking, cycling, play, and social interaction. Movement and place functions should be understood and agreed in the design process. Streets must encourage healthy living as well as providing direct connections to public transport, local facilities and services.

Figure SU.1. Examples of street design providing easy access and movement for all users that encourages walking, cycling, play, and social interaction.

SU1.2 Street Hierarchy

Streets must form a hierarchy of: high streets, primary streets, secondary and local streets.

For existing settlements the Area Type Plans allocate all existing streets to one of these categories.

For new development a regulatory plan should establish a hierarchy of streets.

Guidance on the design of each type of street is included in section SU5.2.

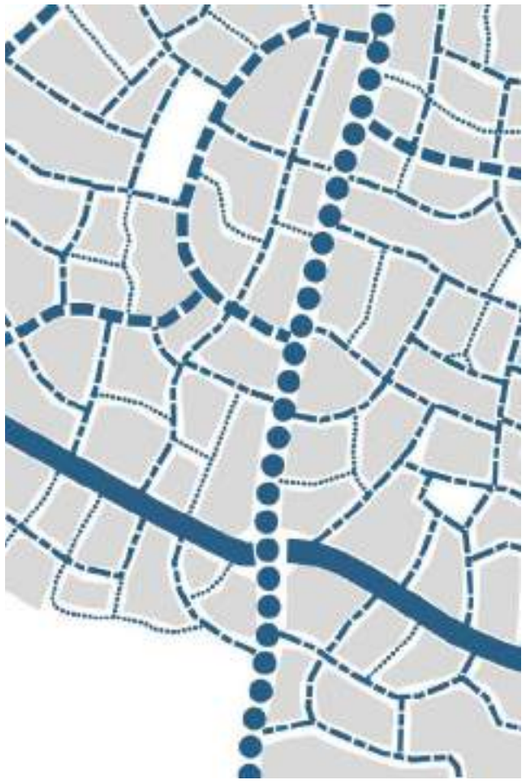


Figure SU.2. A typical neighbourhood street hierarchy. ©NMDC

High Street: Primary or Secondary street that acts as a focus for retail and other services.

Primary Street: Arterial, ring road or relief road with dedicated lanes for cycles and public transport, where possible.

Secondary Street: Mainly carry local traffic and provide access into neighbourhoods; they are often the location of schools and community facilities and may also be residential streets in themselves.

Local Street: Residential streets with managed traffic flows to prioritise active travel. They provide access to homes and support active travel, social interaction and health and wellbeing.

Tertiary Street: These are used for servicing or for access to small groups or clusters of homes. They can be lanes, mews courts, alleyways or cul-de-sacs.

SU1.3 Connected Streets

A connected network of streets that is easy to find your way around provides the frame that gives shape to all neighbourhoods.

All new streets should connect at either end to other streets, cul-de-sacs will be considered where the overall development achieves permeability.

This applies to walking and cycling, although it is permissible to prevent through traffic movement as in Low Traffic Neighbourhoods.

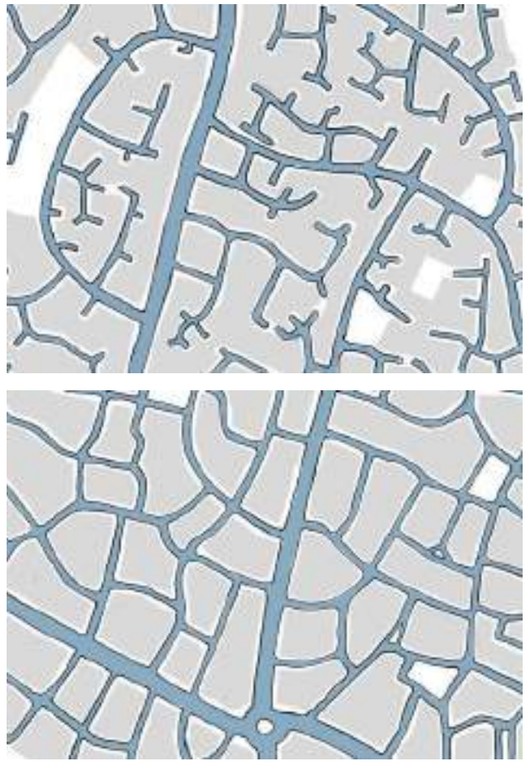


Figure SU.3. Above: Streets join at one end (cul -de- sacs), Bottom: Streets link to other streets. A well connected street network reduces walking distance. ©NMDC

SU1.4 Street Safety

All local and secondary streets should have a 20mph design speed and be designed to achieve this.

All other streets should have a 30mph design speed and should be designed to achieve this.

Design for traffic safety can be achieved in a number of ways through the configuration of roads and the design of carriageways. Street deflection is not the only way to achieve this – straight roads and orthogonal layouts are acceptable.

SU1.5 Public Transport

All new housing should be **within ten minutes walk (800m)** of a bus stop (**400m within Lichfield city**).

These bus stops should provide a service of at least one bus every half an hour.

This may not always be possible in the more remote parts of the district but in larger developments (over 200 units), developers will be required to contribute towards a bus service.

SU1.6 Cycling and Micro Transport

All new primary streets, high streets and secondary streets will be required to provide segregated cycle lanes for cycles and scooters when necessary. This is also the case where improvements are taking place on existing streets.

Cycling on local streets will take place within a shared carriageway.

Schemes should provide links to nearby existing off-road cycle routes.

SU1.7 Walking Routes

All streets should provide footways of **at least 2m** in width on both sites.

Where a shared space solution is proposed, footways should be delineated by low kerbs.

New schemes should preserve and link to existing footways.

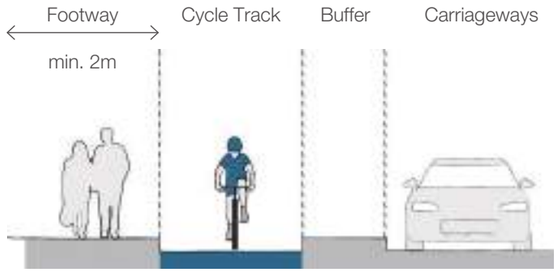


Figure VA.4. Segregated cycle lanes should be provided when necessary

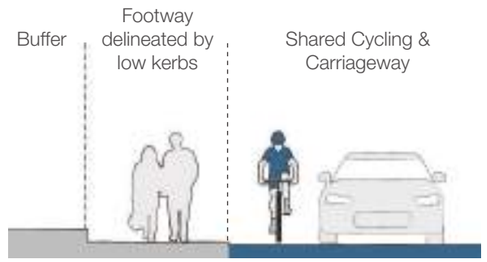


Figure SU.5. Cycling on shared streets

Figure SU.6. Unobstructed footways

Figure SU.7. Footways should be delineated by low kerbs at shared space.

SU1.8 Emergency Access and Servicing

Emergency vehicles should be able to access to **within 30m** of every home. Care should be taken to ensure that parked cars don't block this access.

Refuse vehicles should be able to access **within 10m** of all bin stores.

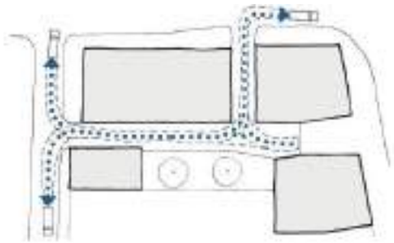


Figure SU.8. Vehicle swept path analysis to ensure service vehicles are able to use & turn within proposed layout

Communal Provision: An alternative for terraced housing as well as for apartments is communal provision.

In-curtilage Provision: This can be provided to the side or rear of the property in detached housing. For terraced housing, collection needs to either be from the rear or a bin store needs to be provided at the front.

Bring Points: An alternative is to use underground waste storage bins, which requires a specialist collection vehicle.

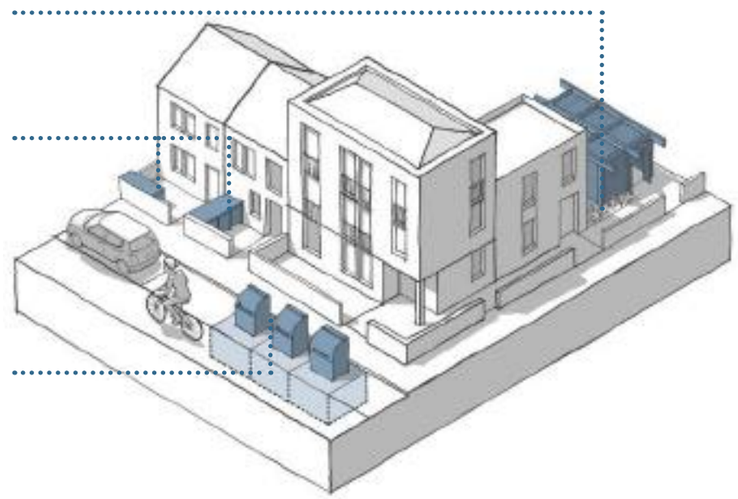


Figure SU.9. Refuse collection options. © NMDC

SU1.9 Junctions

All new and redesigned junctions must prioritise pedestrians and cyclists in line with Manual for Streets.

The accommodation of swept paths and visibility splays must not create diversions for pedestrians.

On local streets, pavement crossovers are acceptable.

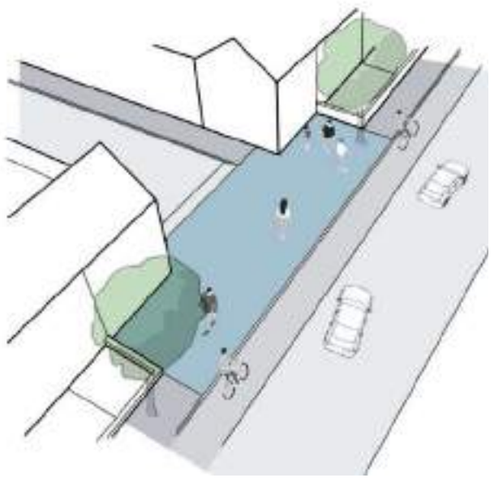


Figure SU.10. Pavement crossover on local streets

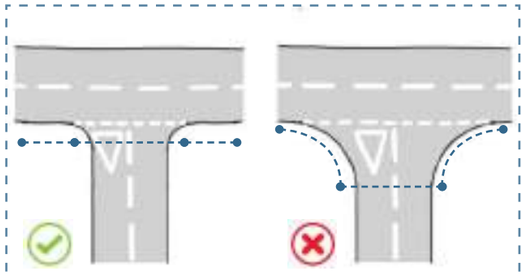


Figure SU.11. Tighter radii allow pedestrian desire line to be maintained and reduces vehicle speeds while turning corners.

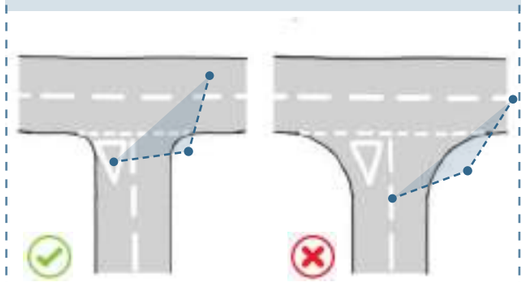


Figure SU.12. Pedestrian don't have to look further behind to check for turning vehicles. Pedestrian can easily establish priority because vehicles turn slowly.

SU1.10 Parking Standard

Allocated parking must be provided to the following standard:

- **3 spaces** for **5 bedroom** homes and above
- **2 spaces** for **3 and 4 bedroom** homes
- **1 space** for **1 and 2 bedroom** homes

Unallocated visitor parking must be provided as **one space per four homes**.

All allocated parking will enable electric charging points.

SU1.11 Allocated Parking

Allocated parking provided on plot should be to the side or rear of the property.

In-curtilage parking in front gardens is limited to:

- **30%** of properties in **SU-A** and **SU-N**
- **50%** of properties in **SU-B** and **SU-V**

This only applies where there is room to retain 3m of frontage as a garden (an exception can be made for blue badge parking). Landscape should be used to reduce the visual impact of parked cars.

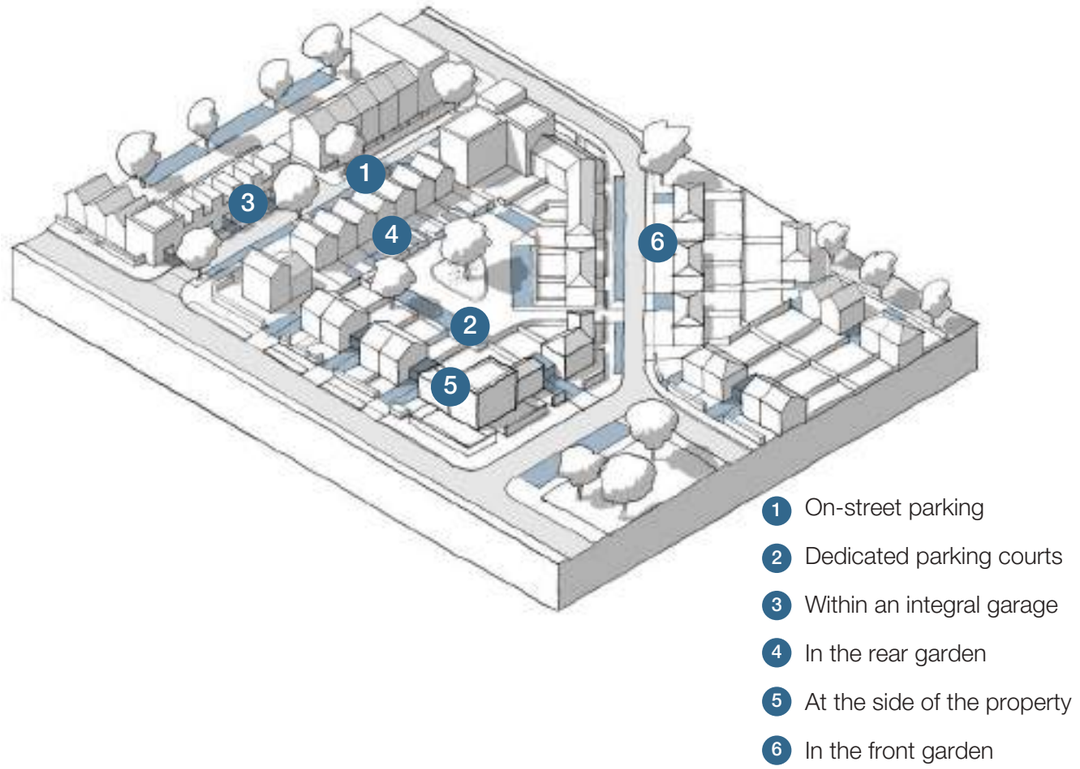


Figure SU.13. Residential parking options. © NMDC

Residential Parking Options				Example images
UNALLOCATED PARKING	1	On-street parking	On-street parking is only permitted in defined bays with limited runs interspersed with pavement build-outs, planting and street trees.	
	2	Dedicated parking courts	Parking in rear courtyards is permitted in order to reduce the impact of parked cars. There should be access from the parking space to the rear of the house and the courtyard should be gated.	
ALLOCATED PARKING	3	Within an integral garage	Certain housing types could include an integral garage. This may limit the amount of living accommodation at ground floor level and care should be taken to avoid the frontage being dominated by garage doors.	
	4	In the rear garden	Driveways can also be created in rear gardens accessed from rear parking courts.	
	5	At the side of the property	For detached and semidetached houses, the car can be accommodated to the side of the property, with one or more spaces and/or a garage tucked between buildings.	
	6	In the front garden	The code SU1.11 sets up maximum in-curtilage parking space percentage in front garden of different area types.	

SU1.12 Visitor Parking

Visitor parking can be provided only in unallocated, marked on-street bays or in communal car parking courts.

Figure SU.14. Parallel on-street car parking

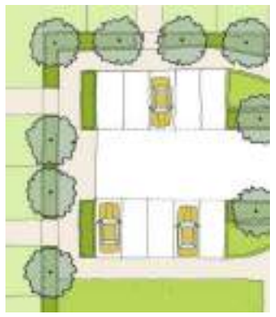


Figure SU.15. Dedicated car parking court

SU1.13 Car-Free Development

Car-free housing is permissible in locations with good access to public transport.

These schemes will be served by a communal car park at the entrance to the neighbourhood with no parking permitted on local streets or on plot.

Service access must still be maintained and residents should be able to drive to their home to drop-off goods or passengers but would then have to put the car in the communal provision. Blue badge parking would still be required.

Figure SU.16. Car-free development

SU1.14 Garages

Garages provide useful storage for cars and bikes, and must not be positioned in front of the building line.

A parking space in a garage can only be counted as part of the policy provision if the internal space is **at least 3m** wide and **6m** deep.

SU1.15 Cycle Parking

Cycle parking must be provided for all properties in the Suburban Area Type to the standard of **at least 2 spaces per dwelling**.

Bike storage should be within a garage or a secure bike shelter within the property's curtilage.

Figure SU.17. Housing cycle storage

Figure SU.18. On-street cycle parking

2. Nature

Nature and green space needs to be woven into the heart of new neighbourhoods. The code will ensure that everyone has access to space for recreation and play and that new development protects and enhances biodiversity and prevents flooding.

SU2.1 Open Space Provision

All housing must have access to a range of open spaces based on Natural England's Green Infrastructure Standards.

Open spaces form a network of green infrastructure throughout the district which contributes to visual amenity, recreational use and biodiversity features.

All development must enhance the provision, quality and accessibility of open spaces and sports, community or leisure facilities, whether by appropriate contribution via planning obligations, or direct provision. This must be accessible to all parts of the scheme.

SU2.2 Open Space Standard

Lichfield District Developer Contributions Supplementary Planning Document 2016 requires the following standard of open space provision (see document for details):

Type	Standard
Play	3 sqm per person
Amenity Green Space including parks and gardens	12.7 sqm per person
SDA Amenity Green Space including parks and gardens	14.3 sqm per person
Natural/semi natural green space (including woodlands, canals, lakes, rivers and other green infrastructure)	210 sqm per person
Allotments	Min. 1 plot per 32 households (Area 150m2)

SU2.3 Play Space

Policy for play areas is based on three levels of provision for play friendly spaces that are accessible and inclusive. The three levels are indicated as the diagram on the right.

All new housing must have access to good quality play provision and should be within:

- 100m of a Local Area of Play (LAP)
- 400m of a Local Equipped Area of Play (LEAP)
- 700m of a Neighbourhood Equipped Area of Play (NEAP)

If these do not already exist they will be a requirement for any scheme of more than 50 homes.

Local Areas of Play (LAP): With a few fixed items of play near to the home.

Local Equipped Areas of Play (LEAP): With at least five pieces of equipment for slightly older children.

Neighbourhood Equipped Area of Play (NEAP): With at least five pieces of equipment for slightly older children.

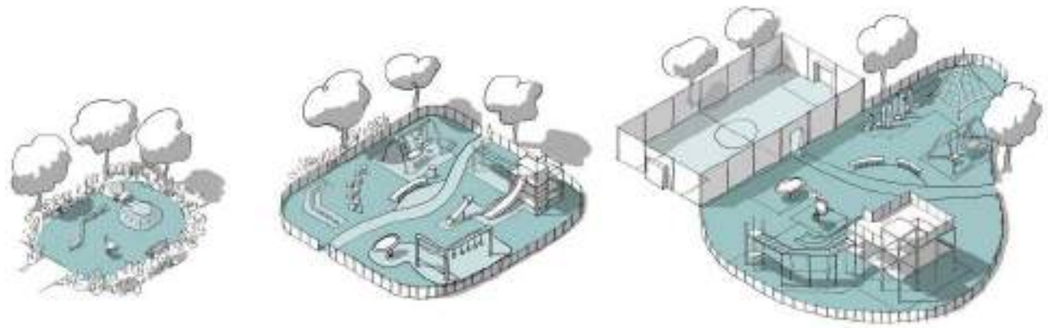


Figure SU.19. Three levels of play space. ©NMDC

Figure SU.20. Natural / semi natural green space

Figure SU.22. Biodiversity planting

Figure SU.25. Neighbourhood amenity green space

Figure SU.21. Pocket park with play area

Figure SU.23. Road side green space with seating

Figure SU.24. Community farming plot

Figure SU.28. Places with overlooked publicly accessible space that creates a sense of safety

Figure SU.29. Open space with playground and community green space

SU2.4 Open Space Design

Where schemes include new green space or abut existing green space the following rules will apply:

1. Housing shall not back onto public green space. It is only permissible to back onto school grounds or other spaces not open to the public.
2. Public spaces should be overlooked from surrounding buildings to avoid the risk of anti-social behaviour.
3. Public spaces should be designed to avoid conflicts (such as noise from sports pitches / playgrounds) with neighbouring uses.
4. Public spaces should be open and accessible to everyone.
5. Open spaces should be designed to maximise biodiversity.
6. Appropriate management must be in place.
7. Parks and play areas should have a boundary fence/railings.
8. Where possible, efforts should be made to design developments to ensure that known, significant, below ground archaeological features are retained in situ within a development's open space.

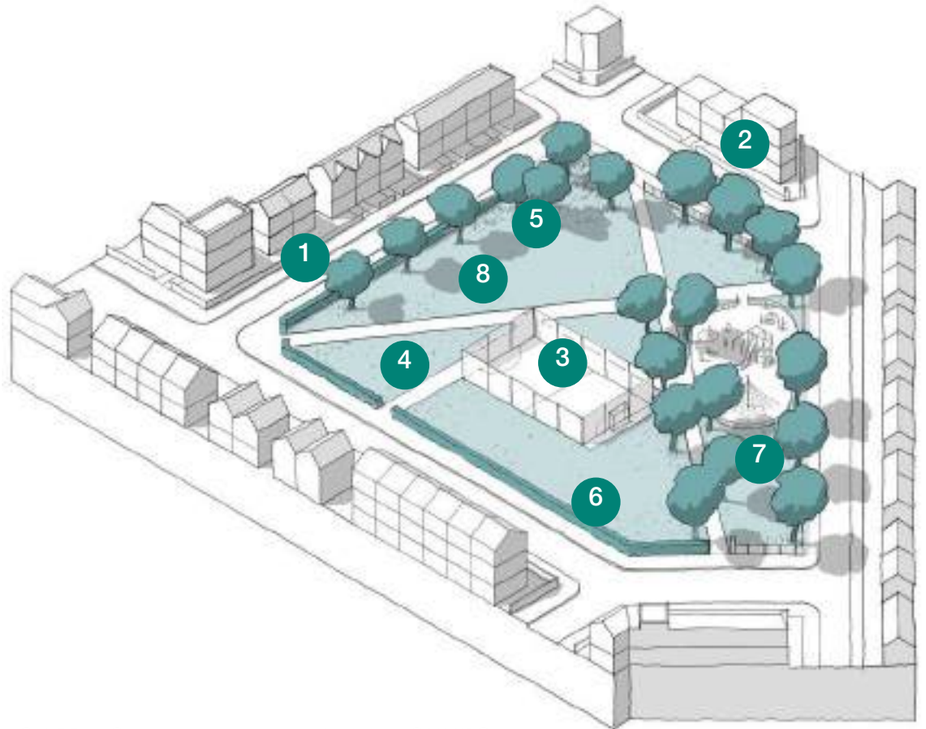


Figure SU.26. Open space design principles. ©NMDC

SU2.5 Biodiversity

In line with national and local policy, Biodiversity Net Gain shall be achieved on all new development. Please refere to local adopted policy for up-to-date figures.

This can include enhancement or restoration of existing habitats, or creation of new habitats that compliment and contribute to the Nature Recovery Network. Developments must demonstrate where and how this habitat can be incorporated within a scheme.

Development proposals must be supported by the appropriate ecological surveys to identify the potential to impact upon species and habitats, and the latest Biodiversity Metric Calculator where required.

Other ecological enhancement measures should be integrated into development sites including landscaping and planting to increase biodiversity, hibernacula creation, wildlife pond creation, and species boxes i.e., for birds, bats, bees, and hedgehogs.

Fragmentation of habitats should be minimised and opportunities for restoration, enhancement, and connection of natural habitats (including links to habitats outside Lichfield District) should be maximised. This includes retaining and integrating ecological corridors that connect to suitable green spaces within a development and the wider landscape to allow the movement of animals and continuation of viable populations.

Figure SU.27. Biodiversity improvements

SU2.6 Water and Flood

All major applications in Flood Zones 2 and 3, and schemes in Zone 1 of a hectare or more must prepare a Flood Risk Assessment.

An Emergency Plan (EP) should be provided if relevant pedestrian and/or vehicular access and escape routes of a proposed development would be affected during a flood from any source.

Proposals for all buildings, hard surfacing or extensions should submit a Foul and Surface Water Drainage Statement or have standard drainage conditions attached. This is set to increase in the future because of changes to weather events and sea levels due to climate change.

New development adjacent to watercourses must allow public access along the water course. Culverted watercourses must be opened and naturalised.

Figure SU.32. Community space with water feature as part of SuDs provision

Figure SU.33. Surface Water Drainage

Figure SU.34. Intervals to allow water into rain garden

SU2.7 Sustainable Urban Drainage

All new development must incorporate Sustainable Urban Drainage Systems (SuDS) to achieve a greenfield run-off rate.

These should be integrated with the overall Landscaping Strategy and existing natural features on site, managed to increase value to wildlife and biodiversity, and additional recreational benefits where possible, while reducing impermeable surface cover.

SuDS can be adapted to suit any site and can contain different and various components, with multiple applications and benefits to achieve sustainable water management. When creating a SuDS network, various factors need to be considered at different scales:

- Masterplan Scale: water demand, efficiency, space provision, river corridors, habitats, soil, landscape, geology
- Site Scale: existing natural drainage patterns, runoff rates, storm water features, amenities, “place making” and landscape character
- Building Scale: water efficiency features, green roofs, living walls, water butts etc.

Please refer to Staffordshire County Council (SCC) SuDS handbook for detailed advice and guidance on SuDS design.

SU2.8 Permeable Surfaces

Hardstanding, driveways and pathways decrease the percolation of water into the ground which increases surface water run-off and in turn contributes to flooding.

New hard surfaces which are not part of the public highway should be designed to be permeable.

Where it falls under the remit of the planning system householders will not be permitted to pave more than 2 thirds of their front garden or 1 third of their back garden.

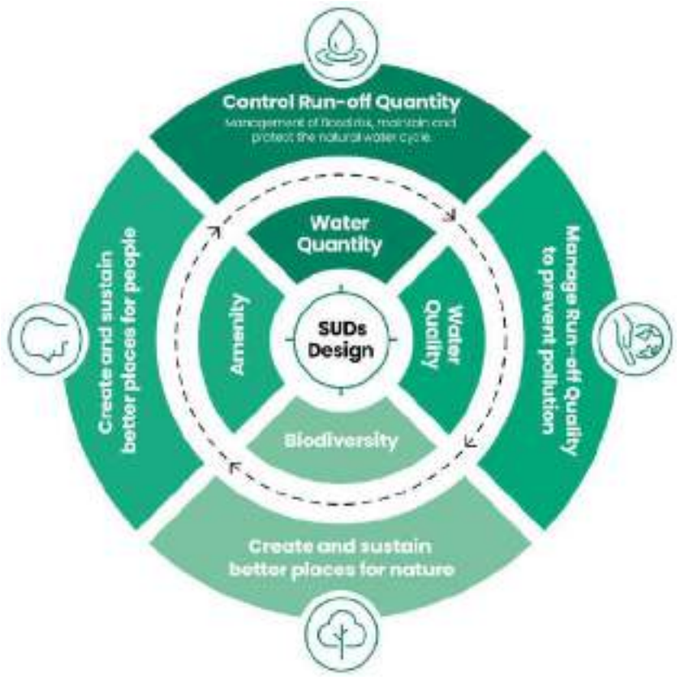


Figure SU.30. Four Pillars of SuDS Design. ©The SuDS Manual C753, Ciria

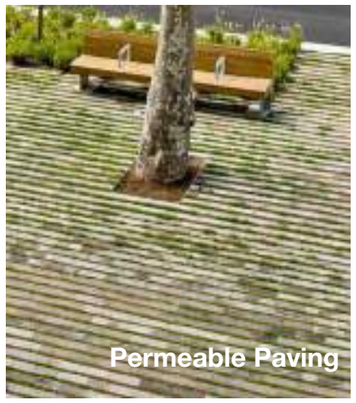


Figure SU.31. SuDS options

SU2.9 Trees and Verges

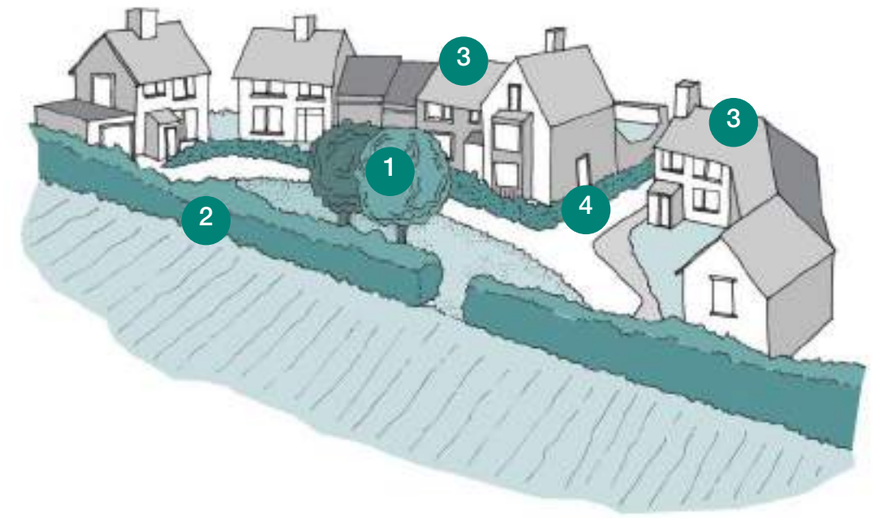
Streets of all kinds must be designed to incorporate green space including grass verges, swales and street trees.

Sites may contain trees protected by Tree preservation Orders or by Conservation Areas. Where works are proposed which are not immediately required to implement a full planning consent, the relevant Conservation Areas, or with restrictive conditions application or notification procedure must be followed. Restrictive conditions or legal covenants relating to trees, must also be considered and authorisation from the enforcing body is to be gained prior to commencing works. Protecting trees, must have written authorisation from Lichfield Council before any works that will impact /harm the tree is undertaken.

In line with local validation guidance an arboricultural survey to BS5837-2012 must be undertaken where there are semi mature / mature trees / protected trees (TPO or Conservation Area) or hedgerows within the site and/or off-site trees **within 15metres** of the application site (including street trees). This is irrespective of whether the trees are to be removed or retained. All trees rated A and B (per BS5837-2012) must be retained unless exceptional circumstances can be demonstrated.

Trees must be sustainably positioned to allow sufficient space for mature growth. Projected crown size will be used to ensure that conflict does not occur with property, infrastructure, street lighting.

Street trees should be planted with a spacing of **no more than 30m** on **at least one side.** Street trees should be located either in the public highway or in communal strips or other areas of land, owned and maintained by a management company. Trees in private gardens are encouraged but will not be counted as street trees.



1. Retained trees incorporated into a Pocket Park.
2. Retained hedge provides a soft boundary to the proposed development.
3. Houses facing towards the fields, maximising views.
4. Access road with potential for extension to future development.

1. Pocket Park with retained trees and hedge providing a gateway to the development.
2. Absence of strong boundary offering a smooth transition with the existing settlement.
3. Houses facing towards the existing settlement, creating inclusion.
4. Access road connecting to the existing streets.

Figure SU.35. The site's features & natural characteristics are incorporated into design proposals, positively responding to adjoining land uses & character

3. Built Form

Built form relates to the size and position of new buildings and therefore the character of the streets and spaces that they enclose. These issues are probably the most important in creating livable, walkable, appealing spaces.

SU3.1 Density

The density of new development within the Suburban Area Type will be **at least**:

Street Type	Residential Density
SU-A Inner suburban	40 d/h
SU-B Outer Suburban	30 d/h
SU-V Village Suburban	30 d/h
SU-N Neighbourhood Suburban	45d/h

It is anticipated that these densities will be achieved with a mix of units in each phase and schemes should achieve higher densities on high streets and around local centres.

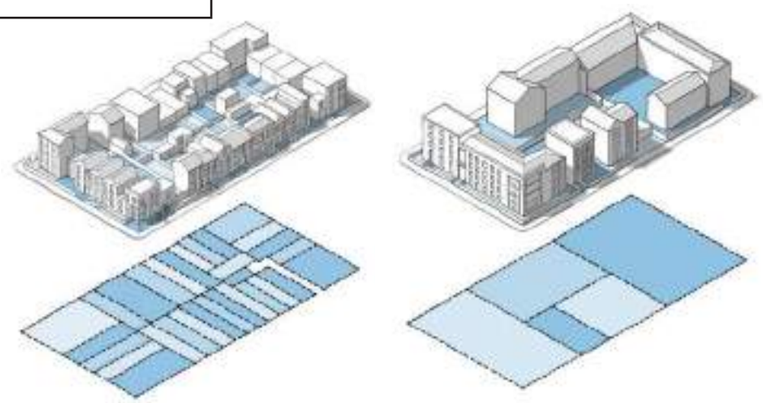
There is no higher limit on density.

Guidance on how to measure density is set out in the National Model Design Code Guidance Notes.

SU3.2 Grain

The grain of development relates to the number and variety of buildings in an area. Fine grained areas are made up of lots of different buildings whereas coarse grained areas are either made up on a few large buildings or a large number of very similar buildings.

It is recognised in the Suburban Area Type that it will not always be possible to create fine grained development, but design for new development should mitigate the effects of coarse grained development.



fine grained blocks pattern coarse grained blocks pattern

Figure SU.36. Urban grain types. © NMDC

SU3.3 Urban Form

New housing should be designed as perimeter blocks, with housing facing outwards onto public highway or public realm, and rear gardens facing inwards into private space.

The following diagrams show perimeter blocks within the district, all of which would be acceptable.

Cul-de-sacs are only acceptable when opening up the centre of a perimeter block.

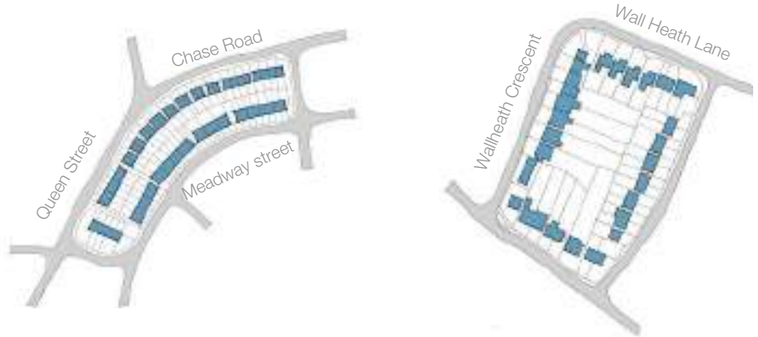


Figure SU.37. Some example perimeter blocks within Lichfield district suburban area

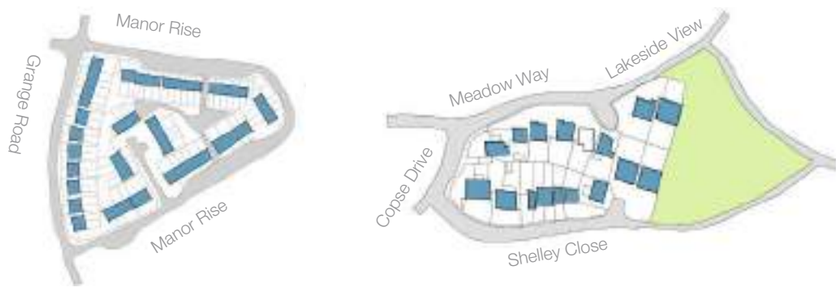


Figure SU.38. Cul-de-sacs are only acceptable when opening up the centre of a perimeter block

SU3.4 Building Line

In existing areas development should follow the building line set by the neighbouring buildings.

For new development houses should follow the building line set by the regulatory plan for the site.

Figure SU.41. The building line in suburban area

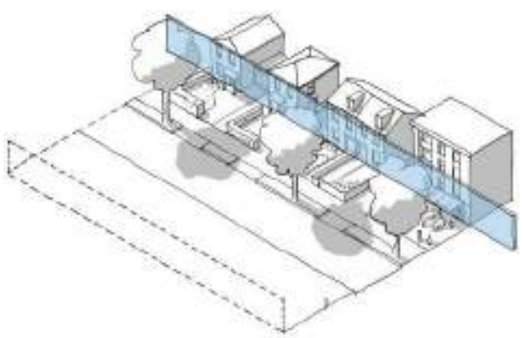


Figure SU.39. The building line in suburban area type mainly set back from the street. © NMDC

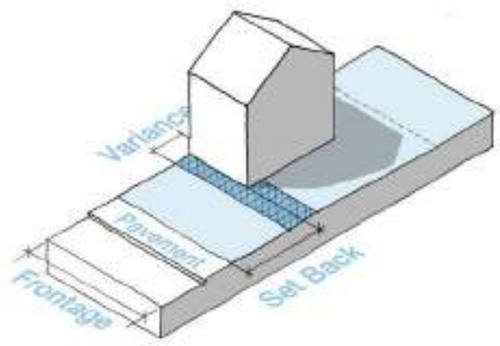


Figure SU.40. Building line characteristics include the following parameters. ©NMDC

SU3.5 Building Line Variance

The front face of all new buildings **must not vary by more than 0.5m** from the building line.

Setbacks and projections such as balconies are permitted.

Special buildings such as schools, or other public buildings may be set back by more that 0.5m from the building line but should maintain a relationship to the street.

SU3.6 Building Line Frontage

All buildings should front onto the building line and take their main access from it.

Buildings should have windows on the building line frontage to provide eyes on the street.

On corner blocks, building should have windows on both elevations and would generally take their access from the most important of the two streets.

SU3.7 Building Line Compliance

Housing in the suburban area type will mostly be detached and semi-detached. However short terraces are acceptable. Building line compliance will relate to the type of street and **the minimum values** will be as table below (also see SU 5):

Street Type	Building Line Compliance
Primary Streets	65%
High Streets	75%
Secondary Streets	60%
Local Streets	60% SU-A 40% SU-B 40% SU-V 60% SU-N

Figure SU.42. Building line compliance of different street types in suburban area.

SU3.8 Building Heights

Buildings will be predominantly 2-storey with some 1-storey and 3-storey permitted. Two storey homes will have an eves height of 6m and should make up **at least** :

- **50%** of homes in **SU-A**,
- **80%** of homes in **SU-B**,
- **100%** of those in **SU-V**.
- **40%** of those in **SU-N**.

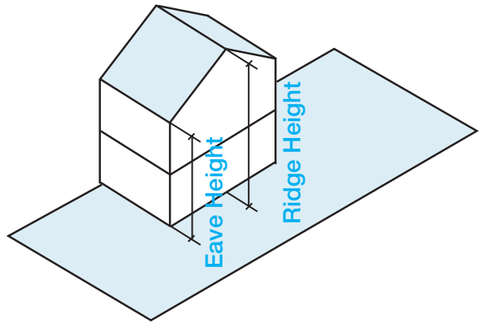


Figure SU.43. Two-storey homes building height

No buildings should exceed an eaves height of 9m.

Total heights must be **no greater than 3m** above the eaves heights with the exceptions of chimneys and aerials.

Loft conversions and other upward extensions are permissible, within these limits.

4. Identity

Identity relates to the architectural design of new buildings. This is one of the most important issues in creating attractive new development but also one of the most difficult to write rules about. The code is not prescriptive about a particular architectural style, but encourages all development to use an architect and to prioritise high quality design.

SU4.1 Scheme design

All new housing development must be accompanied by a Design and Access Statement that sets out a rationale for the design of the scheme.

This must include an assessment of the character of the area surrounding the scheme, and as appropriate the historic character of nearby settlements including Lichfield and the surrounding villages. The Lichfield Extensive Urban Survey and Lichfield Historic Environment Assessments are useful documents to support the local character assessments.

This character will include materials, architectural styles, window design, the shape of roofs and architectural detailing.

The Design and Access Statement must show how this analysis has influenced the design of new buildings.

SU4.2 Site Design Codes:

Developers of major schemes must include site design codes as part of outline planning applications. These should replicate the provisions of this design code but can go into far more detail on items such as:

- Architectural design
- Materials
- Roof design
- House types /pattern books
- Boundary treatments
- Building detailing such as porches and bay windows
- Colours

SU4.3 Architecture

The code is not prescriptive in terms of architectural style. Scheme are encouraged to fit in to their surroundings although this can be done in a historical or a contemporary style.

Developers are encouraged to use architects in the design of new schemes and are encouraged to use a variety of designs that draw inspiration from the architecture of the surrounding area, particularly in Conservation Areas, and having regard to relevant guidance.

SU4.4 Set Back

All new homes in the Suburban Area Type can be set back from the pavement by **up to 6m** on local and secondary streets subject to the rules in section 5.

The boundary between the front garden and the pavement should be marked with a low wall or railings that can be combined with a fence or hedge.

The design of high streets will create a different character with a setback of no more than 2m and without any boundary treatment. This set back area can be used for outdoor tables of the display of goods.

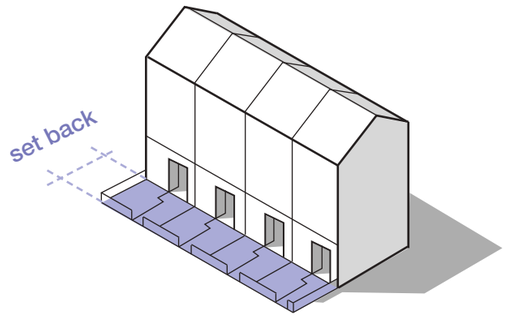


Figure SU.45. Set back from the street pavement.

SU4.5 Ground Floor Design

- Set back 2-6 metres at **secondary and local streets** in suburban area;
- Building line compliance varies between different area types;
- Planting complemented with hedges, flint walls or railings creates a strong boundary between public and private spaces, offering a sense of protection.

Figure SU.44. Set back at local streets in suburban area

- Set back up to 2 metres at **high streets** in suburban area;
- Maximise active frontages (at least 60%);
- Strong building line compliance (75%);
- Street trees, public furnitures and outdoor seating are encouraged. Street trees on at least one side spacings no greater than 30m.

Figure SU.46. Set back at high streets in suburban area

SU4.6 Entrances

The base of new buildings can be differentiated by architecture or materials and entrances should be clearly differentiated through design.

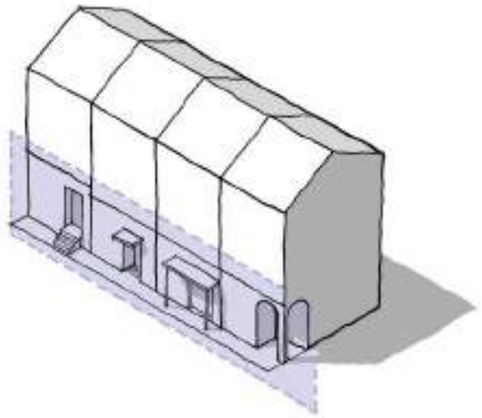


Figure SU.48. Entrance, thresholds and devices such as porches and recesses to mark entrance. © NMDC

Housing should face onto the street and including the front door that should be marked by an architectural feature such as a porch.

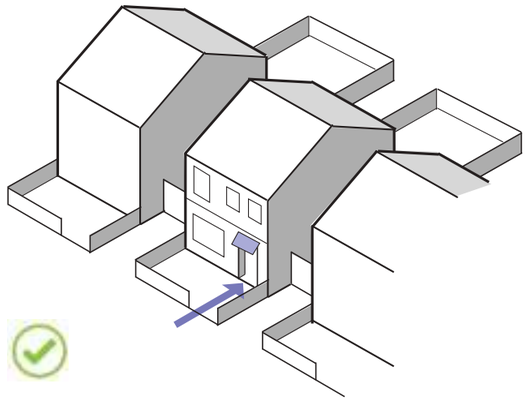


Figure SU.49. Entrance Clearly Seen & Animated From the Street

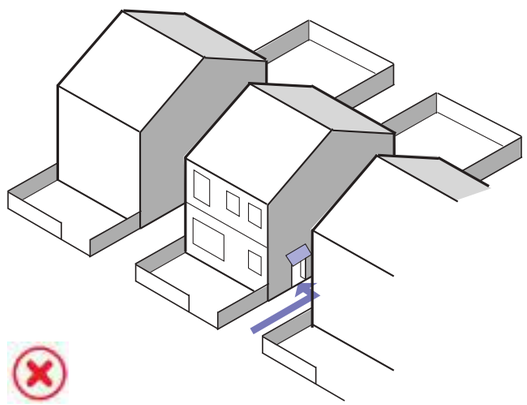


Figure SU.50. Vulnerable Side Entrance

SU4.7 Windows

Windows should be orientated vertically with the use of bay windows and deep reveals. Window openings should account for **35-40%** of the front façade to create a well-balanced ratio of solid to void. Window recesses should be considered where appropriate.

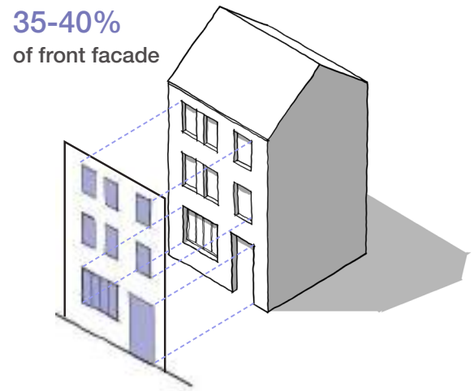


Figure SU.51. Window openings account for 35-40% of the front façade

SU4.8 Roof Design

Roofs will be pitched but a variety of roof configurations is encouraged.

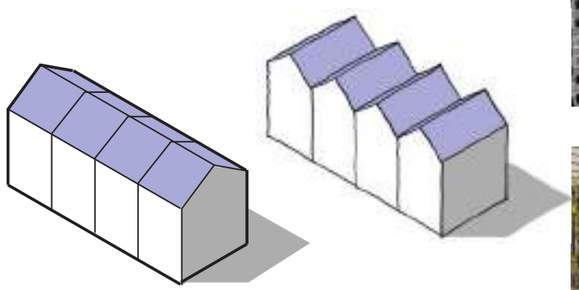


Figure SU.52. a variety of pitched roof configurations

SU4.9 Materials

Materials must predominantly be red brick with terracotta roof tiles, in keeping with the traditional housing in the area. Large area of render and timber cladding are not permitted.

Local Materials Used in a Traditional Way


Red / Brown Brick Wall


Brown/ Orange-red Clay Tiles


Staffordshire Blue Tiles


Render


Light Framing (studs) with Brick


Metal Details & Wooden Frame

Local Materials Used in a Contemporary Way


Brick-Laying


Multi Cladding


Brickwork Details


Horizontal Wood Cladding


Vertical Wood Cladding


Stone Detail

Figure SU.47. Local materials can be used in contemporary way and respect surrounding context

5. Public Realm

Public realm guidance relates to streets and public squares (parks and green spaces are dealt with in section 2). Guidance on streets is based on the hierarchy described in rule **SU1.2** and the guidance in this section is based on that structure.

SU5.1 Street Type

The design of streets will vary with the type of street. Street design must be based on the hierarchy of streets set out either in the coding plan for existing areas or the regulatory plan for new development.

Not all areas will include all streets but the street hierarchy may include:

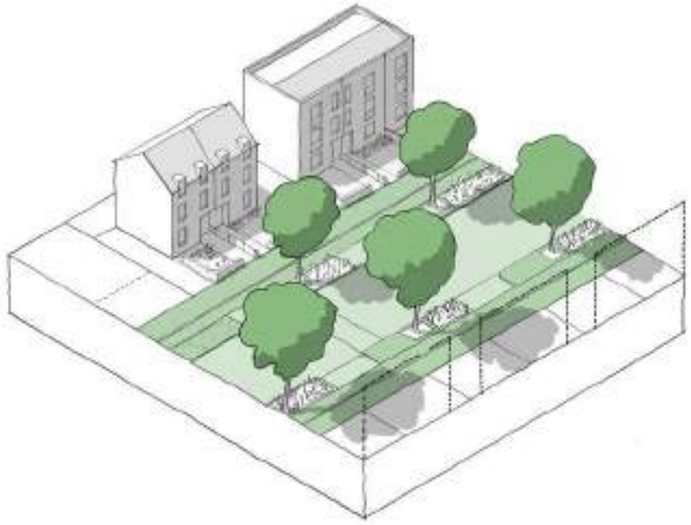
- **Primary Streets**: Key routes outside local centre with relatively high volumes of traffic and bus routes
- **High Streets**: Key routes lined with shops and other services, normally on bus routes.
- **Secondary Streets**: Streets providing access into neighbourhoods and often with local facilities like schools and churches
- **Local Streets**: Most other streets providing access to buildings
- **Tertiary Streets**: Mews courts, back streets, cul-de-sacs etc. Providing limited local access.

SU5.2 Street Design

Where new streets are being created or existing streets are being improved, they should follow the guidance set out in the following table and sections.

Street Type	Primary Streets	High Streets	Secondary Streets	Local Streets	Tertiary Streets
Traffic	Two Way	Two Way	Two Way	One or two way	One or Two Way
Enclosure ratio	up to 1:4	1:2	1:3	1:2	No requirement
Width between Building Lines	21-30m	14-18m	17-25m	14-22m	10-12m
Active Frontage	No requirement	At least 60% of building frontage	At least 5% of building frontage	No requirement	No requirement
Design Speed	30mph	20mph	20mph	20mph	20mph
Building line Compliance	65%	75%	60%	60% SU-A 40% SU-B 40% SU-V 60% SU-N	No requirement
Set Back	up to 6m	up to 2m	2-6m	2-6m	2-6m
Parking	On Plot with driveways and potentially service roads on busy streets	On plot to the rear of properties for residents and businesses, on street in marked bays for visitors	On Plot in driveways. Visitor parking on street in marked bays	On Plot in driveways. Visitor parking on street in marked bays	No requirement
Cycling	Designated lanes in both directions	On Shared carriageway	Designated lanes	On carriageway	On carriageway
Footway	At least 2.5m	At least 2.5m	At least 2m	At least 2m	Shared surface
Street Trees	On at least one side spacings no greater than 30m	On at least one side spacings no greater than 30m	On at least one side spacings no greater than 30m	On at least one side spacings no greater than 30m	No requirement

Primary Streets



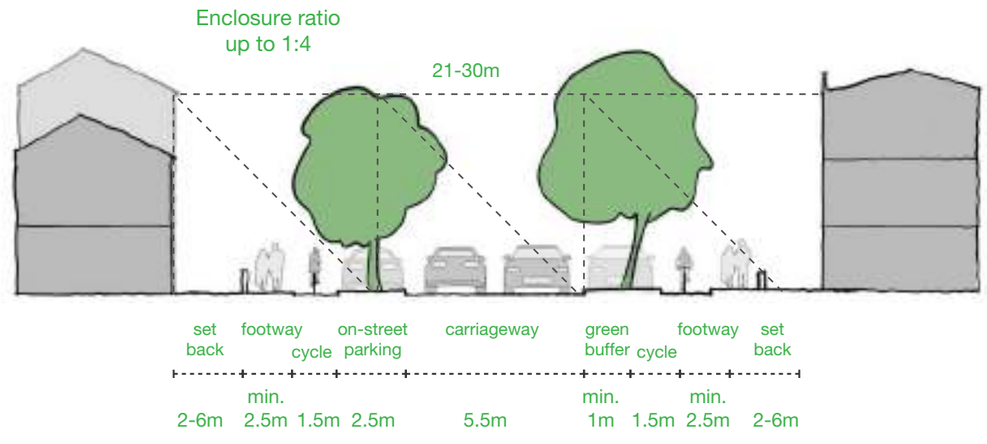
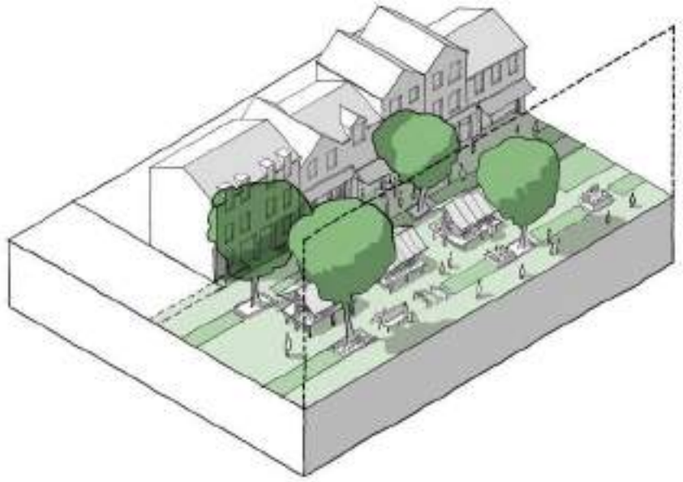


Figure SU.53. An example of a primary street in suburban area

High Streets

(in Suburban local centres)



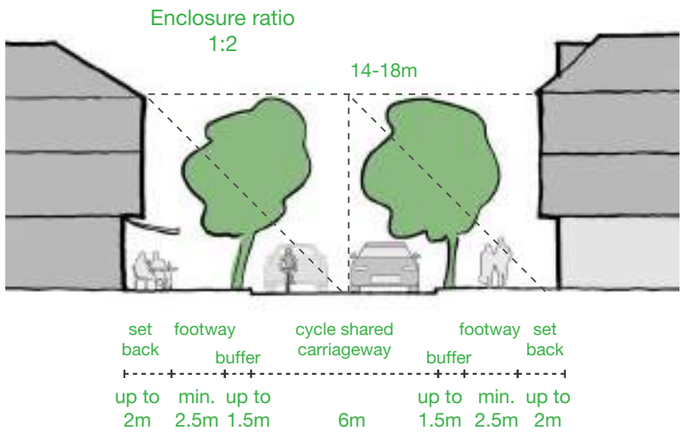
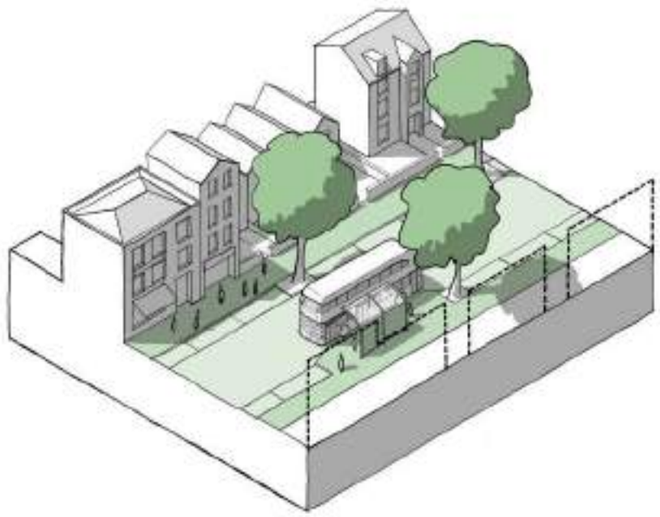


Figure SU.54. An example of a high street in suburban area

Secondary Streets



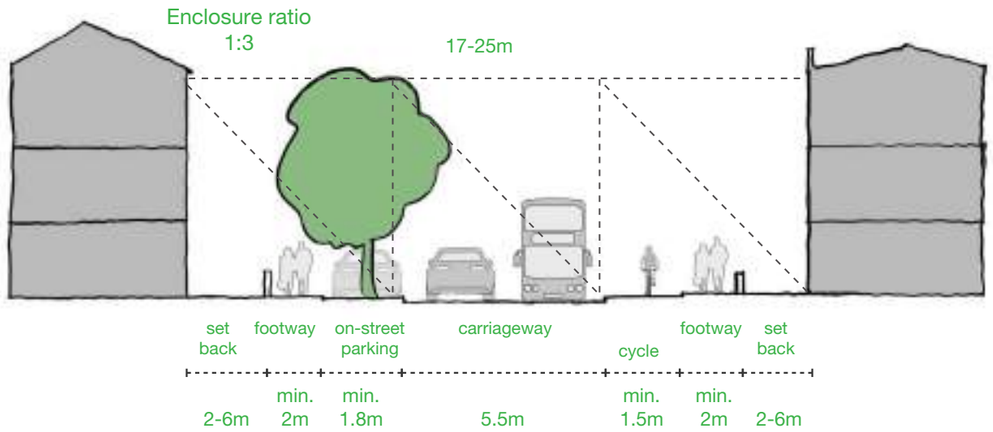
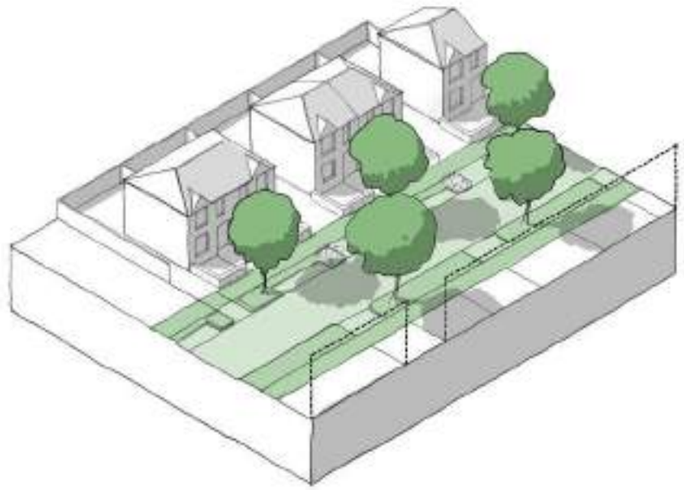


Figure SU.55. An example of a secondary street in suburban area

Local Streets



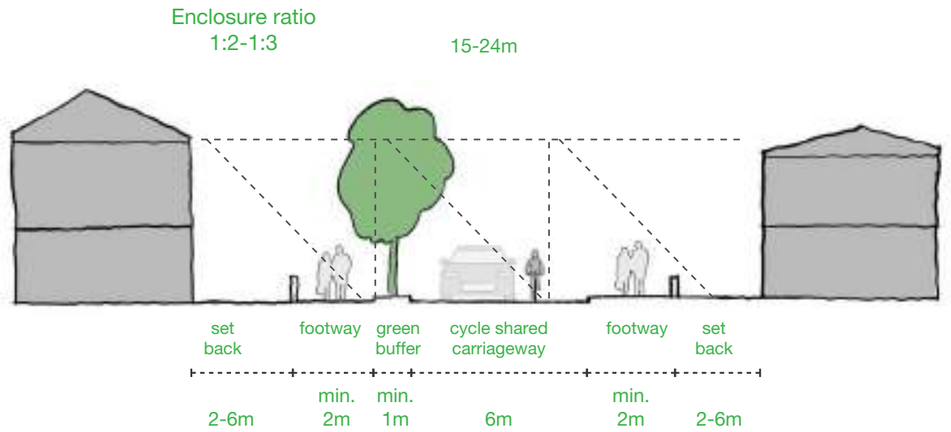
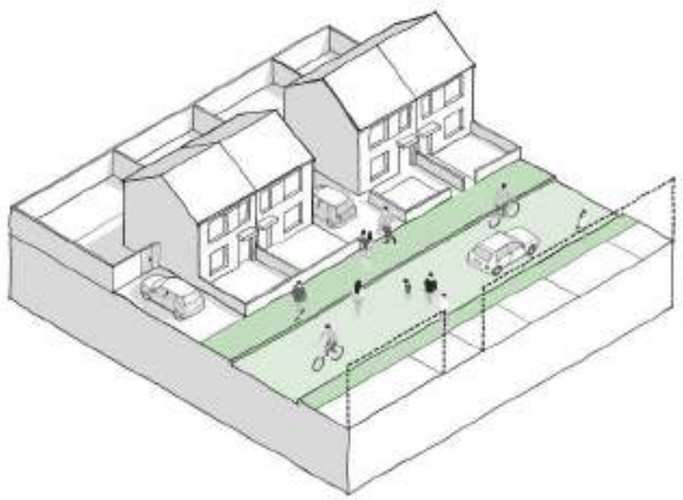


Figure SU.56. An example of a local street in suburban area

Tertiary Streets



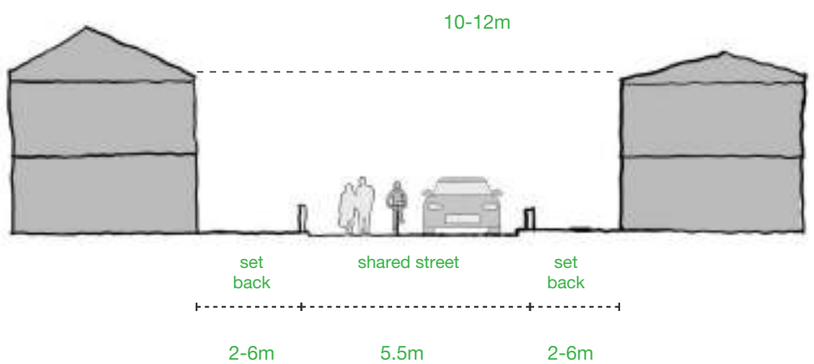


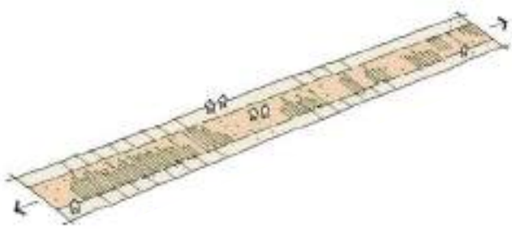
Figure SU.59. An example of a primary street in suburban area

SU5.3 Street Design

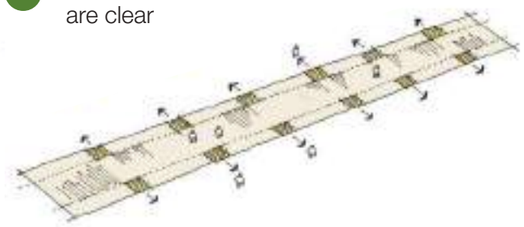
When designing new streets consider the following:

1. Generate a uniform surface treatment

2. Create subtle distinction to aid pedestrians & vehicles



3. Ensure residential entrances are clear



4. Add shade, texture, colour & scent through planting

Figure SU.58. Tree planting - to help reduce air pollution and improve character

Figure SU.57. Rain gardens along streets to help with rain water management

6. Uses

SU6.1 Intensification

The creation of new housing via infill development and subdivision is allowed, so long as it follows the other provisions for new housing as set out in the Code. Infill development must respond positively to the character, appearance and layout of surrounding buildings to provide a high quality scheme that enhances amenity for surrounding and new residents.

1. Garden development accessed from the side of property.
2. Upward extension within height guidelines.
3. Redevelopment of existing units at higher density.
4. Infill unit on vacant site or corner slot site.

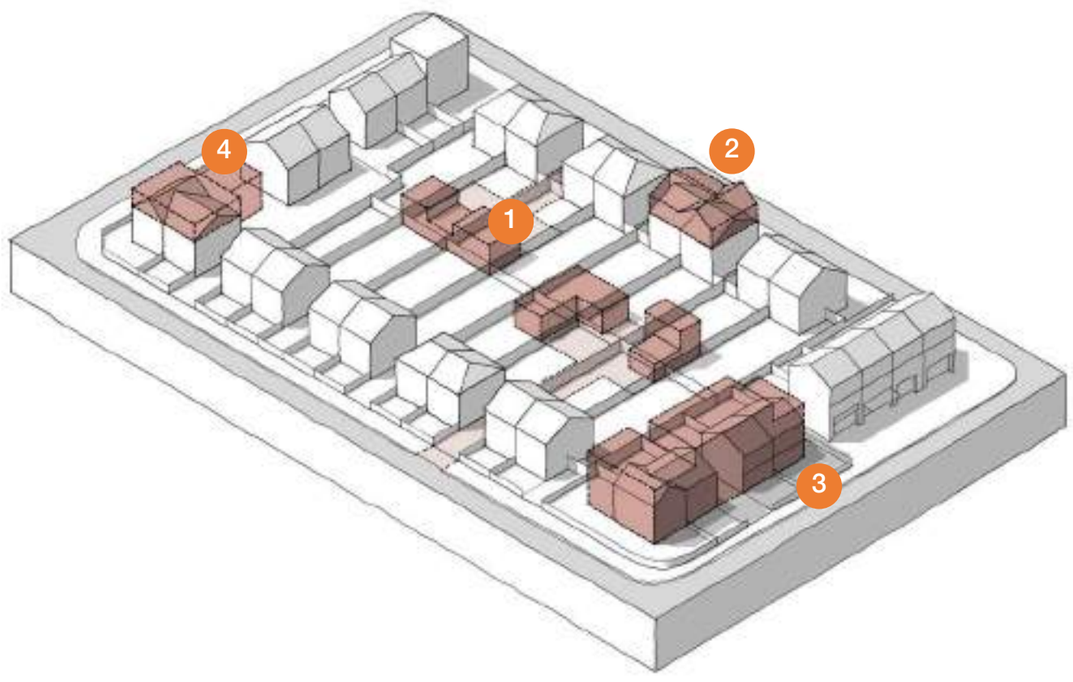


Figure SU.60. Intensification options in suburban area. © NMDC

SU6.2 Extensions

Within the Suburban Area Type, many of the existing residential household extensions will be covered by Permitted Development Rights. Where planning permission is required the following rules will apply. Where it is not this guidance is advisory.

Extensions must be of appropriate scale compared to the original dwelling and match the character of the existing area. This will require an assessment based upon the layout, size, scale, architectural design and public view. Typically, the Suburban Area Type will be of a density which supports extensions and alterations to existing dwellings. These should be build in line with the following parameters:

General principles

Extensions to existing dwellings must not adversely affect the level of amenity enjoyed by neighbouring properties. Impacts on amenity can compromise one or more of the following:

- A reduction in levels of daylight and sunlight to the main windows of habitable rooms;
- A reduction in sunlight to a garden;
- Overlooking resulting in a loss of privacy; and/or
- An increase in the ‘sense of enclosure’ experienced within a habitable room or garden.

One key way of maintaining the amenity of neighbouring properties is to apply the **45-degree rule**, which means no extension should go beyond a 45 degree line taken from the centre point of nearest window of neighbouring dwelling.

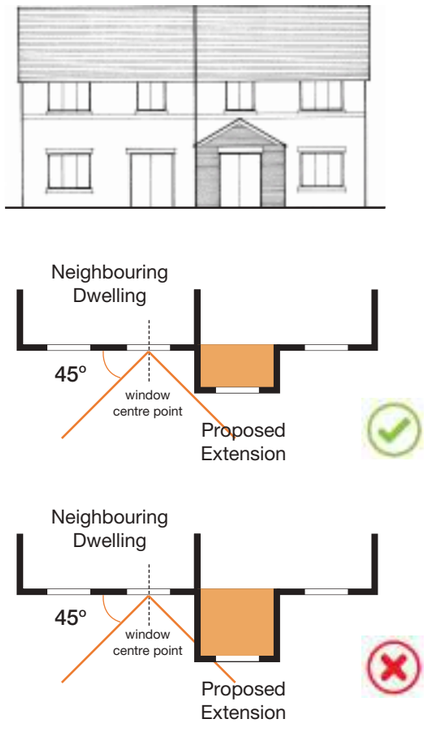


Figure SU.61. Use the 45-degree rule to avoid impact on neighbouring development (Plan)

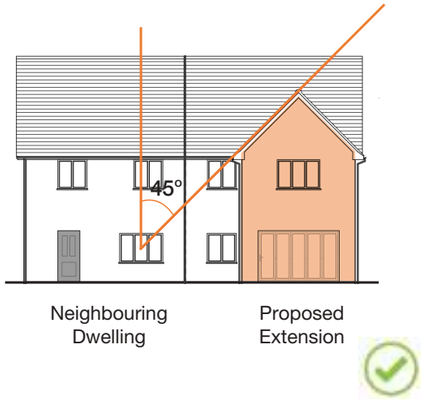


Figure SU.62. Use the 45-degree rule to avoid impact on neighbouring development (Elevation)

The cumulative area of extensions to properties must **not exceed 50%** of the original garden space of a property.

≤ 50%
of original garden space

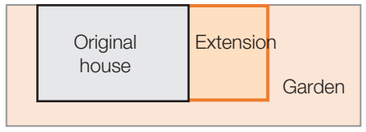


Figure SU.66. Overall extension footprint must not exceed 50% of the original garden space.

All extensions and additions to residential properties must be for residential use.

All proposals should be designed to compliment the design of the existing dwelling but may be contemporary in character.

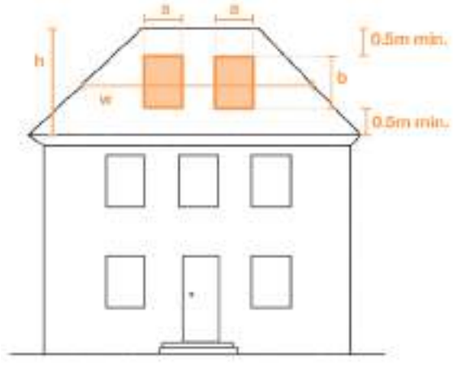
Dormers

The addition of dormer windows, particularly if they are poorly designed in terms of scale, shape and proportion or badly sited, can have severe, detrimental effects on the streetscene. Dormer windows to the front of the roof will only be granted planning permission, where they already exist as an established feature of the street. Instead, the Suburban Code makes allowances for dormers on rear-facing roof slopes.

In Conservation Areas, no front facing dormers will be permitted. Conservation grade rooflights must be used and will only be permitted on roof slopes that are not visible from the street or public places.

Where dormers are proposed, the following parameters must be met:

- **Size:** a dormer window must be in proportion to the size of the original roof. It should **not exceed half the height** of the roof (measured from the eaves to the ridge) and should **not be more than half the width** of the existing roof on which it is intended to be situated – measured halfway between the ridge and eaves. Often multiple dormers will be more in-keeping than a single dormer. In such instances the sum of the width of the dormers should **not exceed half the width** of existing roof on which it is intended to be situated – measured halfway between the ridge and eaves.
- **Position:** The dormer windows should be set a **minimum of 0.5m** below the ridgeline and a **minimum of 0.5m** above the eaves.
- **Harmony:** roofs to dormer windows should be in harmony with the roof of the host building. Pitched roofs on dormers will generally be the most appropriate design approach.



a1+a2 ≤ 1/2 w
b ≤ 1/2 h

Figure SU.64. Dormer extensions dimensions

Roof Extensions

Roof extensions, such as hip-to-gable, must respect the size and form of existing roofs.

Materials must match the existing property.

Side Extensions

Side extensions must be subordinate to the original house in the terms of their height, scale and bulk. They should be proportionate to the scale of the main house and should be no more than half the width of the existing house.

In order to avoid a 'terracing effect', first floor side extensions must be set back by **at least 1m** from the front building line of the dwelling and **at least 1m** from the side boundary.

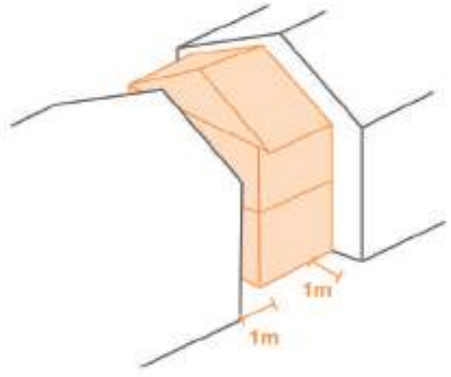
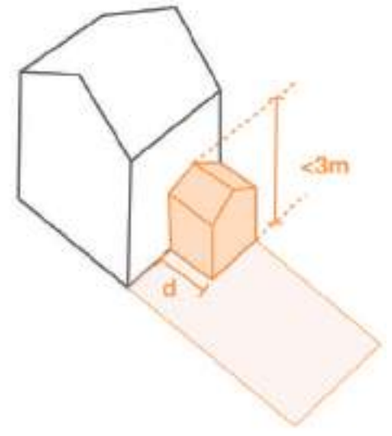


Figure SU.65. Side extension for houses

Rear Extensions

Rear extensions on properties should be designed to match the materials and roof form of the host dwelling. Pitched roof extensions are preferred over flat roof extensions. Eaves height (excluding parapets) for single storey extensions must **not exceed 3m** in height.

Rear extensions at single storey should be subordinate to the original house. Rear extensions should **not exceed a depth of 3m** for a terraced house (including end of terrace) and **3.5m** for a semi-detached house or **4m** for a detached house, measured from the rear elevation of the original dwelling.



d = depth of rear extensions
d of terrace house ≤ 3m
d of semi-detached house ≤ 3.5m
d of detached house ≤ 4m

Figure SU.63. Rear extension for houses

Two-storey extensions should avoid being the full width of the property and must not have significant impacts on the amenity of the adjoining neighbours. Where they connect to the main roof of properties, they must remain subordinate and match the roof pitch and form of existing roofs.

Porches

Porches will be acceptable where they match the style of the existing dwelling. They should **not exceed a height of 3m** at eaves and must not be out of character with the host dwelling or wider streetscene.

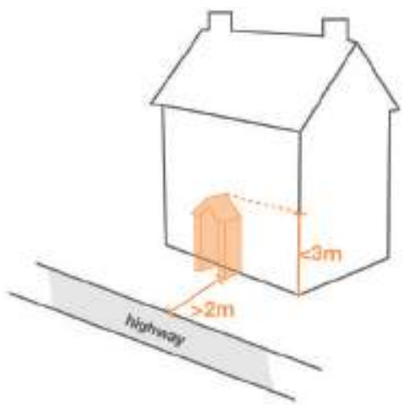


Figure SU.67. Porches extension demensions

Garages

Where detached garages are proposed, these will generally only be acceptable with a **maximum eaves height of 2.5m**, and will only be considered forward of the building line where they do not unduly impact the character of the street scene.

Detached garages are not permissible in Conservation Areas.

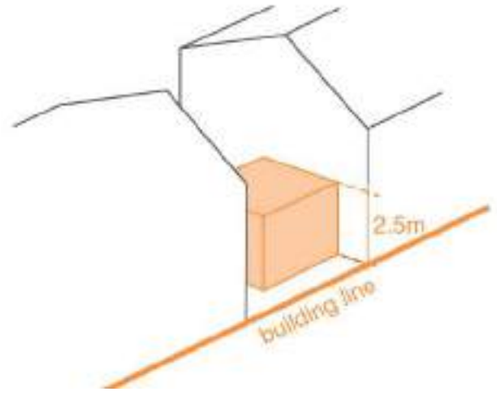


Figure SU.68. Garages approach

SU6.3 Housing Mix

New housing should provide a mix of housing sizes and tenures.

New housing developments will be required to provide affordable homes in accordance with adopted local plan policy. All new housing must be built as tenure blind.

Figure SU.69. Mixture of housing types, detached & semi-detached houses, Maidstone

Figure SU.70. Terraced houses, Staiths, South Bank

Figure SU.71. Semi-detached houses, Horsted Park

Figure SU.72. Passive design housing, Goldsmith Street, Norwich

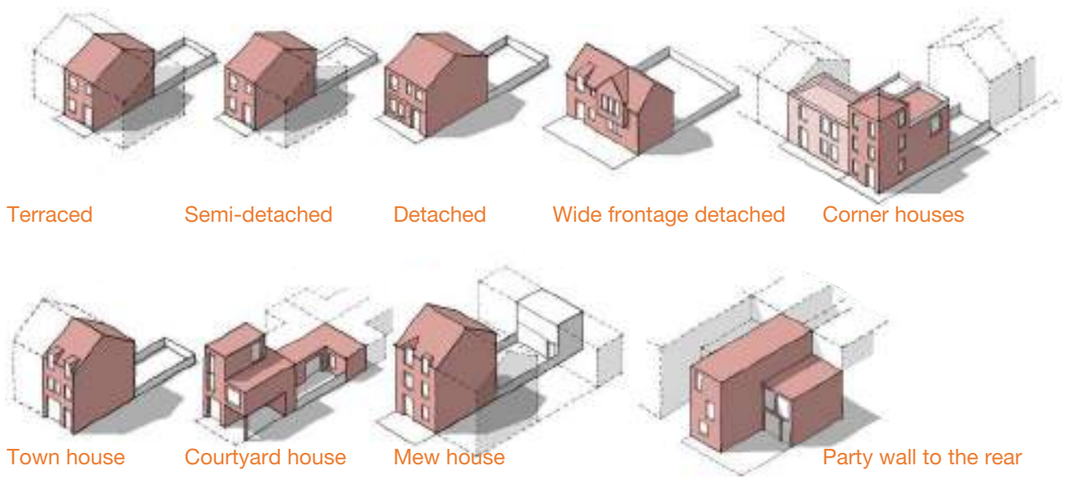
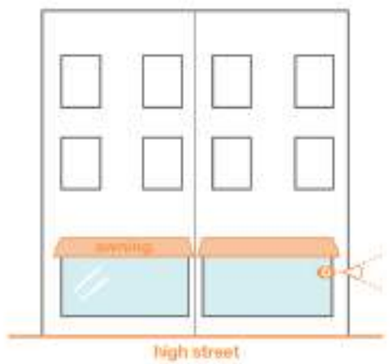


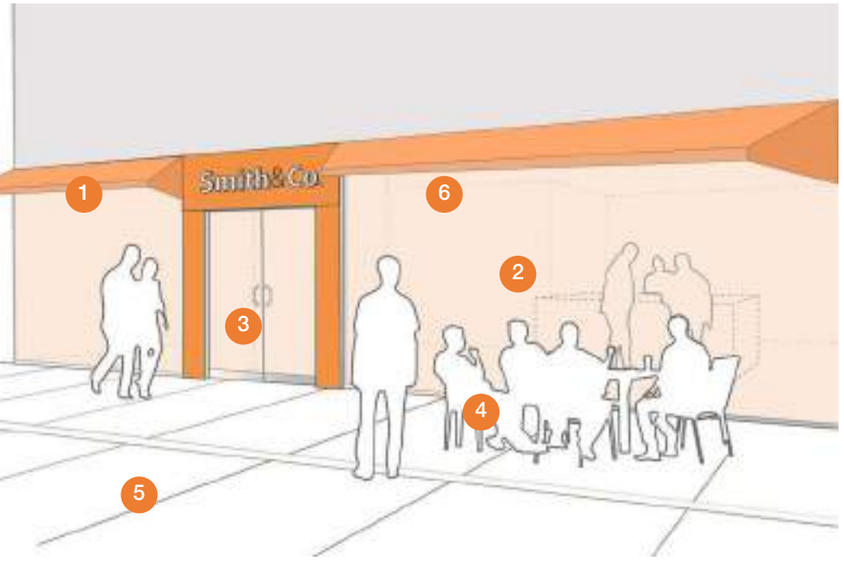
Figure SU.73. Different house types. © NMDC

SU6.4 Active Frontage

Active frontage requirements relate to high streets and secondary streets within the Suburban Area Type, New development on these streets will be expected to achieve a minimum level of active frontage as set out in **SU5.2**.

Active frontages are defined as shop fronts, commercial or community uses with glazing at the ground floor level so that activities within the building are visible from the street.





1. Active frontage canopy
2. Maximised ceiling to floor shop window to allow views into the shop and better activation of the street frontage.
3. Rationalised and proportionate fascia sign, integrated with coordinated pilasters and glazed doors.
4. Where appropriate, shop forecourt can be activated with a proportionate terrace space or outdoor displays.
5. In the case of pedestrian street, different paving grains should define the shop forecourts from the central part of the street.
6. Where appropriate, roller shutters should be located on the inside of shops to avoid cluttering streetscene.

Figure SU.74. Active frontage design principles

SU6.5 Access to Facilities

Vibrant neighbourhoods and communities will require a range of local services and facilities to function, which should be appropriately placed and connected to residential development. The accessibility of facilities and services is fundamental to the proper functioning of a neighbourhood and should be ensured by following the guidance in the table on the right.

1. Local services: Including community hubs, cultural facilities, local shops, cafe and other food beverage uses where people can meet.
2. Suburban school: In suburban area, schools occupy large sites while it still need to create a clear separation between public and private realm.
3. Medical facilities: Including doctor's surgeries, district nurses, dentists and chemists.

Figure SU.75. Local facilities that should be accessible in all neighbourhoods. © NMDC

Settlement/ Centre Type (see Local Plan Policy RET SP1)	Maximum Distance from Residential Development to		
	Local Services	Bus Stops	Primary Health/ Education
SU – A,B,N	15 min walk	5 min walk	30 min walk
SU-V	20 min walk	5-10 min walk	30 min walk

SU6.6 Residential Conversions

Subdivision of residential properties are only allowed within the suburban area if there is no loss of a family-size dwelling. Any conversion must retain at least one 3-bed unit to ensure the stock of family-size dwellings is not lost. In other circumstances, residential conversions will not be permitted.

Where conversions take place, the internal layout should be designed to ensure privacy and minimise disturbance to neighbours. This is achieved through the vertical stacking of similar rooms.

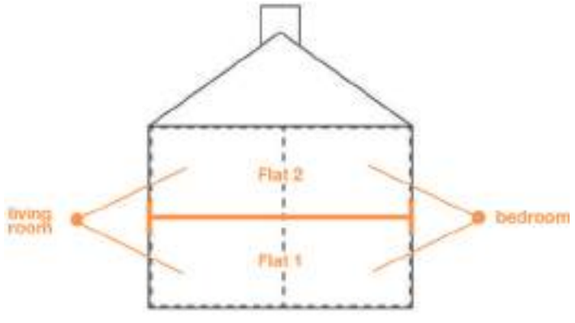


Figure SU.76. Vertical stacking of similar rooms in house conversion

7. Homes and Buildings

SU7.1 Space Standards

All new homes must meet the Nationally Described Space Standards and be accessible.

number of bedrooms	number of bed spaces (persons)	1-storey dwellings (sqm)	2-storey dwellings (sqm)	3-storey dwellings (sqm)
1b	1p	39		
	2p	50	58	
2b	3p	61	70	
	4p	70	79	
3b	4p	74	84	90
	5p	86	93	99
	6p	95	102	108
4b	5p	90	97	103
	6p	99	106	112
	7p	108	115	121
	8p	117	124	130
5b	6p	103	110	116
	7p	112	119	125
	8p	121	128	134
6b	7p	116	123	129
	8p	125	132	138

As per the Nationally Described Space Standards:

- A **single bedroom** has a floor area of **at least 7.5sqm**
- A **double (or twin bedroom)** has a floor area of **at least 11.5sqm**

Figure SU.78. Nationally Described Space Standards

SU7.2 Lighting, Noise and Privacy

All new housing must be designed to create acceptable levels of internal comfort and amenity, including daylight and traffic noise.

Buildings must be designed to enable good levels of daylight and sunlight both internally and to neighbours in accordance with BRE209 (2022) guidance, and prevent overheating in accordance with building regulations (Document O).

Privacy distances will be set **at least 21m between rear facing windows** but not to the elevation facing the street.

Increased separation distances are required where there are significant variations in ground level between new development and existing development. The distance separation between proposed development and existing development should be **increased by 2m for every 1m rise** in ground level, where the proposed development is on a higher ground level.

SU7.3 Private outdoor space

All housing should have access to private or communal space. Houses will normally have private gardens but may also have communal gardens. All **one/two bedroom** houses should have a garden of **at least 45sqm**. **Three and four bedroom** homes should have a garden of **at least 65sqm,** and **five bedroom** homes should have a garden of **at least 100sqm**. **Apartments** should have access to private or communal space of **at least 10sqm** per unit.

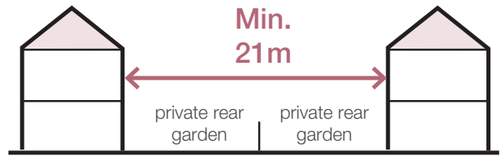


Figure SU.77. Separation distance between rear facing windows

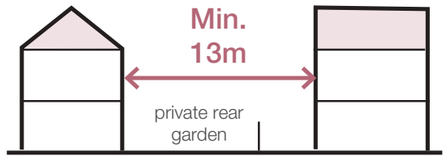


Figure SU.81. Separation distance between rear facing windows and side

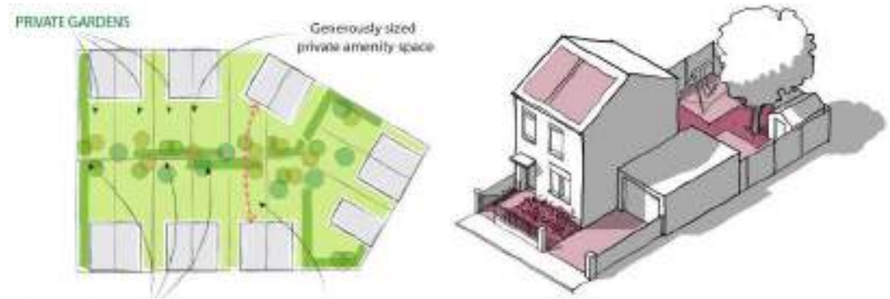


Figure SU.82. Appropriately sized back garden, ensuring suitable amenity area

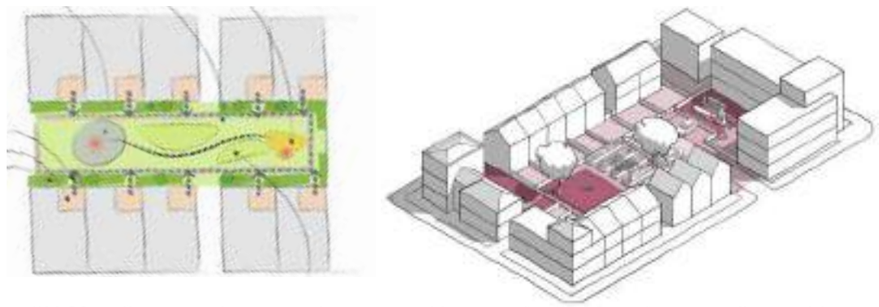


Figure SU.83. Communal courtyard at terraced houses, for the use of surrounding residents

Figure SU.79. Maximise daylight into dwellings

Figure SU.80. Carefully integrated lighting creates safe and usable public spaces.

SU7.4 Security

New homes must meet Secured by Design guidelines published by the Police.

SU7.5 Inclusive Design & Adaptability

Inclusive elements of design may include, but are by no means limited to, wheelchair accessible and gender-neutral WC provision incorporating baby changing facilities, wide pavements, providing communal spaces to meet and gather, avoiding steep inclines and steps, and providing homes which are easily adaptable for wheelchair users and built to Lifetime Homes standards (either Part M4(2) or M4(3) compliant) where appropriate. All major housing developments should include an appropriate level of affordable housing, the quality of which should be indistinguishable from private rented homes in order to encourage social inclusion and community cohesion.

SU7.6 Aging Population

The National Planning Policy Framework glossary provides definitions of older people and people with disabilities for planning purposes, which recognise the diverse range of needs that exist. This may include the provision of well-designed bungalows as part of larger schemes (over 100 homes) where overall density can still be maintained.

Figure SU.86. Bungalow Example - Wheelchair Accessible © DWELL Housing Typologies for Later Life

Figure SU.85. Adaptable Design: From Home to Work Space © Enorme Studio, Madrid

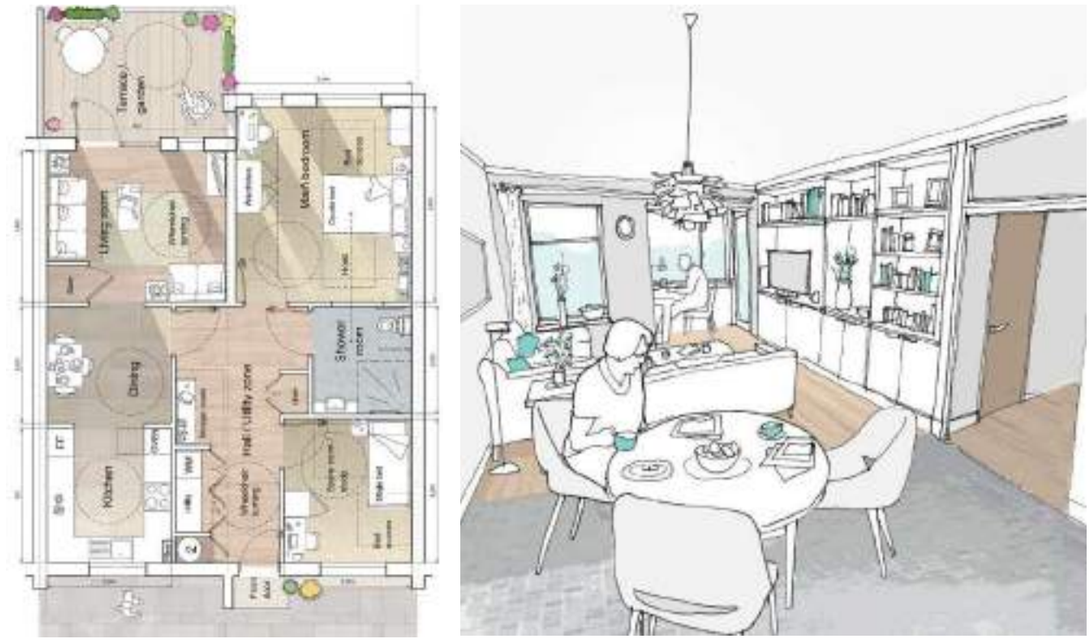


Figure SU.84. Retirement Apartment Example (Illustration & Layout), Deck Access, Lawfield, York © BDP

8. Resources

Thoughtfully designed places and buildings conserve natural resources, encompassing buildings, land, water, energy, and materials. The code addresses the challenges posed by climate change by prioritizing energy efficiency and minimizing carbon emissions, aiming to achieve net-zero targets by 2050.

SU8.1 Energy Efficiency

New housing will be subject to the Future Homes standard from the date of publication. This mandates levels of energy efficiency and non-fossil fuel heating. The Code expects that all new development will at a minimum meet the requirements set out in this standard. All must incorporate sustainable design principles.

SU8.2 Environmental Performance

New non-residential development will be expected to achieve a minimum environmental performance of BREEAM Good.

SU8.3 Sustainable Retrofit

Given the need to address the climate crisis, LDC will support the retrofitting of properties.

Sustainable retrofitting improvements should follow an ‘energy hierarchy’:

- Firstly, reducing the use of energy through heating controls.
- Secondly, upgrading the building’s thermal efficiency such as improving existing glazing, draught proofing and insulation to conserve energy.
- Thirdly, installing sustainable building services systems such as renewable energy sources.

It is important to respect historic sensitivities and restrictions on interventions which will impact on the character of conservations area or listed buildings.

Coding principles must be followed to ensure that properties continue to respect the context of the surrounding area.

SU8.4 Passive design strategies

For any new-build design, on-site passive design strategies must be considered from the outset. Passive design uses layout, fabric and form to eliminate or reduce the demand for mechanical heating, cooling, ventilation and lighting. Passive design strategies should be employed to:

- Understand the local, climatic context in which a proposed residential building will be situated.
- Optimise spatial planning and orientation to control solar gains and maximise daylighting.
- Manipulate building form and fabric to facilitate natural ventilation.
- Make effective use of thermal mass to help reduce peak internal temperatures.

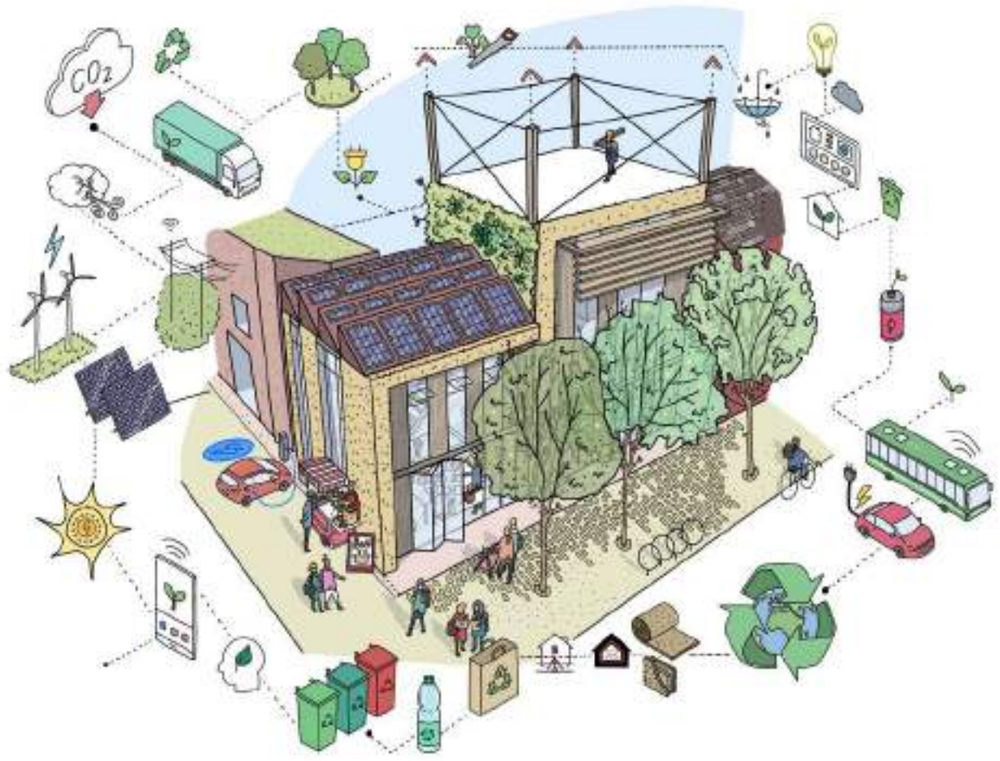


Figure SU.87. Sustainable approach to development

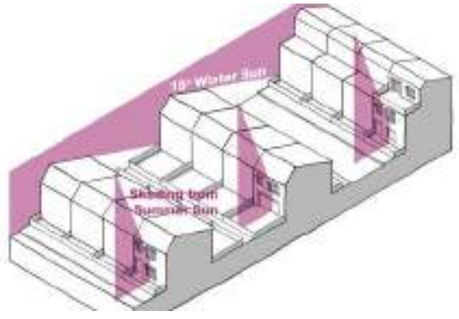


Figure SU.88. Passive design and orientation. © NMDC

Figure SU.89. Ground & Air Source Heat Pumps

Figure SU.90. EV charging point at home

Figure SU.91. Solar Photovoltaic Panels

SU8.5 Renewable Energy

Air Source Heat Pumps

Air Source Heat Pumps can result in significant energy savings compared to gas-boilers. When installing them, the plant must be installed so it is not visible from the street. They should be located away from windows and be attenuated with sound insulation to avoid noise impacts to neighbours

EV Charging Points

At least 20% of new parking spaces should incorporate EV Charging points.

Photovoltaic systems

The inclusion of PV panels or integrated roof tiles will be supported enabling maximum energy capture. PV panels or tiles must be installed uniformly within the roof area to avoid unnecessary clutter and impact to the character of the area. PV panels must not project more than 200mm beyond the plane of the roof and must be at the same angle as the roof pitch.

PV panels should be avoided where they are likely to impact on key views or on the setting of heritage assets.

External Wall Insulation

The finish and materials of external insulation must match the original external appearance of the property.

SU8.6 Circular economy thinking

Before considering any design concepts and solutions for a site, the first step must be to explore all opportunities to re-use or adapt the existing structures on site. This will almost always be the most sustainable solution. Opportunities to refurbish, adapt or extend should be thoroughly explored before any consideration of demolition and new build is made. Where re-use of the structure is deemed impossible, the re-use of the materials embodied in the existing structures must be considered. It is also important to respect conservation areas and listed buildings.

SU8.7 Whole life carbon approach

This covers the operational carbon during a building's lifespan and also the embodied carbon associated with site preparation, construction and end of life demolition. New development should take the steps set out below to ensure that they have sufficiently integrated a sustainable and whole life carbon approach to the energy hierarchy, efficiency and embodied carbon of new build.

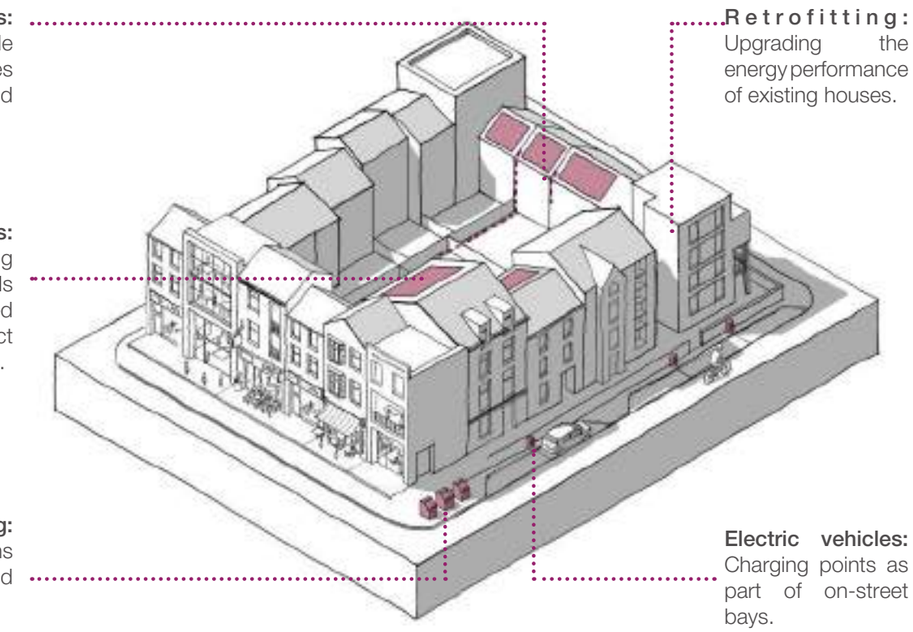


Figure SU.92. Low carbon low energy neighbourhood networks

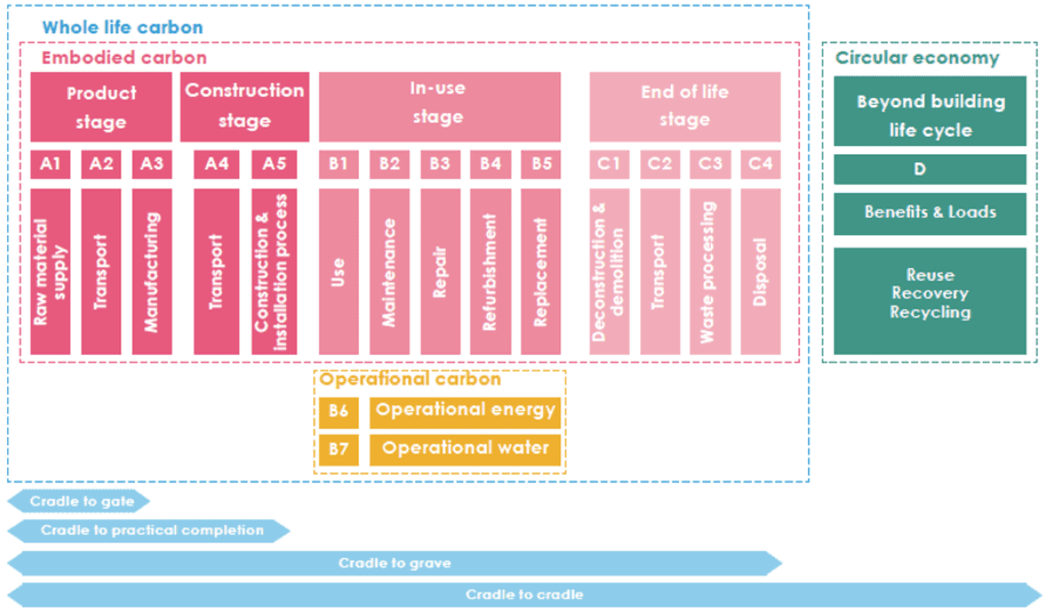


Figure SU.93. The EN 15978 system boundaries, demonstrating the stages constituting a whole life carbon assessment (source: LETI Embodied Carbon Primer)

9. Lifespan

SU9.1 Adoption Standards

In accordance with the Highways Act and its Section 38 provisions, any proposed streets and highways seeking adoption must go through the formal adoption process overseen by Staffordshire County Council.

All streets and public areas that lie outside of the highway boundary that are to be adopted by Lichfield District Council must be designed to the council's adoption standards.

All space that is not to be adopted and which isn't within the curtilage of individual plots must be subject to specified management arrangements such as a management company funded by a service charge.

All schemes including new public realm must include a management map showing the areas to be adopted by each authority and the areas subject to private management arrangements.

SU9.2 Innovation and Future Proofing

The use of innovative, creative or modern design or construction techniques, such as modular building, is encouraged when these result in a high quality of development that responds positively to its setting within Lichfield district. However careful and considerate design will be a pre-requisite from their implementation. All proposed development should work well for everyone and must continue to work well into the future.

SU9.3 Public Consultation

A program of public consultation is required for all new development. This should include meaningful engagement with local residents and businesses around a proposed development as well as wider engagement with voluntary organisations and civic groups.

A statement of community involvement will be required to be submitted with all planning applications setting out the consultation undertaken, the views expressed and the ways in which these have been incorporated into the scheme.

SU9.4 Quality of Life

New development should contribute positively to the wellbeing and quality of life of both future residents and the wider community. The scheme should make reference to the Quality of Life Framework published by the Quality of Life Foundation (https://www.qolf.org/framework/).

SU9.5 Management of Neighbourhood

New residential development of more than 20 homes should include mechanisms to involve residents in the management of their neighbourhood.

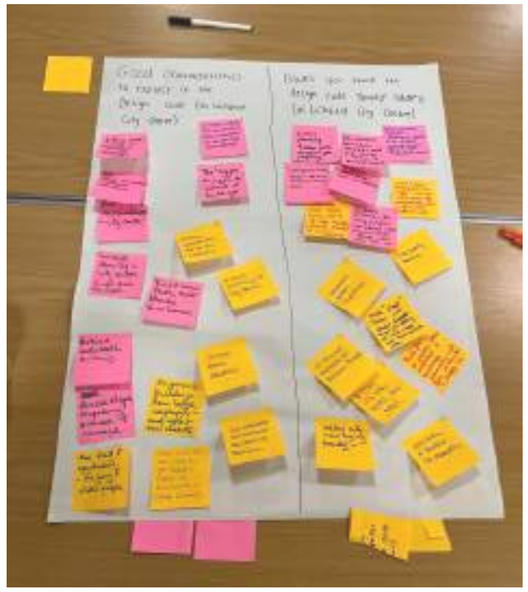


Figure SU.94. Community engagement in Lichfield

VA. VILLAGE AREA TYPE

The Village Area Type covers the centre and historic parts of villages within the District. Villages account for a significant of the settlements within Lichfield District and are defined by their rural and residential character.

The boundaries of villages are strongly defined with farmland often encompassing village conurbations. Due to the unlikelihood of new development being brought forward within villages, the Code focuses on preserving the character of these area's with the use of modest extensions and rules around existing development.

Both Little Aston and Upper Longdon are defined as sub Area Types as they are considered to have unique characteristics which require specific coding principles.

Split into three sub types:

- **VA-V: Villages Area Type**
- **VA-A: Little Aston Area Type**
- **VA-B: Upper Longdon Area Type**

DESIGN CODE

1. Movement

VA1.1 Streets Safety

Development must not cause an unacceptable impact on local roads, residents' access, parking pressure or road and pedestrian safety.

The integration of safe pedestrian and cycle access to any new development plot will be required.

Street and building lighting is encouraged, but must take care to avoid light pollution and its detrimental impact on residential amenity.

Figure VA.1. Road to Clifton Campville from Lullington

Figure VA.2. Kings Bromley Road, Alrewas

Figure VA.3. Croxall Rd, Edingale

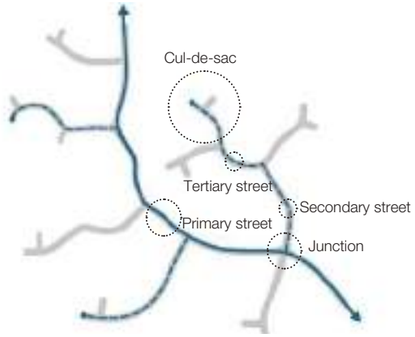


Figure VA.4. Typical street pattern in village area

VA1.2 Walking Routes

Development must exploit any opportunities to improve sustainable transport, including the enhancement of routes to improve access on foot.

Any new section of street should provide footways of **at least 2m** in width, on at least one side. These should preserve and link to existing footways.

VA1.3 Public Transport

New village housing should be within ten minutes walk (800m) of a bus stop, which provide a service of at least one bus every half an hour.

VA1.4 Junctions

All new and redesigned junctions must prioritise pedestrians and cyclists in line with Manual for Streets.

The accommodation of swept paths and visibility splays must not create diversions for pedestrians.

On local streets, pavement crossovers are acceptable.

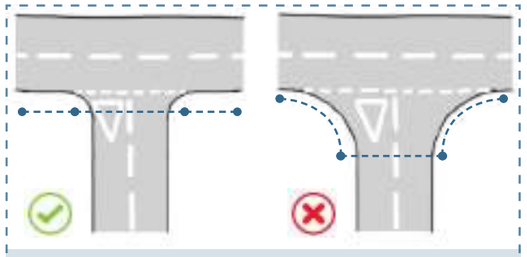


Figure VA.6. Tighter radius allow pedestrian desire line to be maintained and reduces vehicle speeds while turning corners.

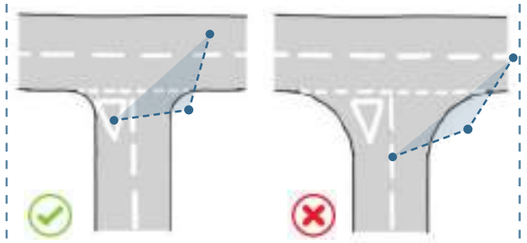


Figure VA.7. Pedestrian don't have to look further behind to check for turning vehicles. Pedestrian can easily establish priority because vehicles turn slowly.

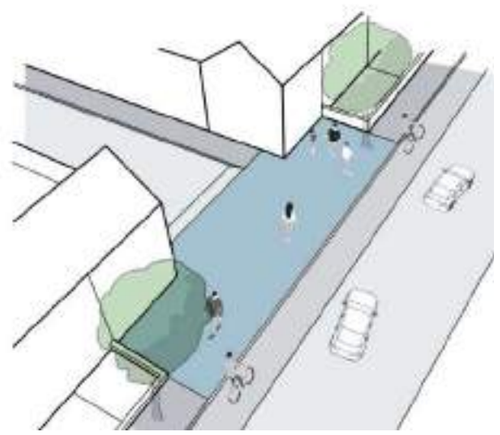


Figure VA.5. Pavement crossover on local streets

VA1.5 Cycling and Micro Transport

Opportunities to improve safe access routes for cycling must be taken.

Schemes should provide links to existing off-road cycle routes in proximity.

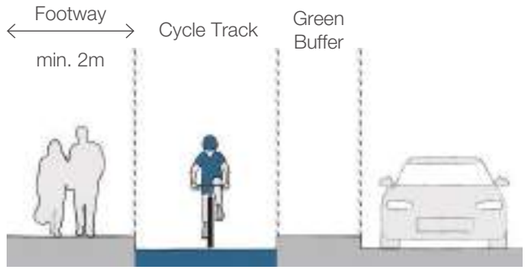


Figure VA.8. Segregated cycle lanes should be provided when necessary.

Figure VA.9. Provide routes and infrastructure for cycling and pedestrians in village area

VA1.6 Emergency Access and Servicing

Emergency vehicles should be able to access to **within 30m** of every home. Care should be taken to ensure that parked cars don't block this access.

Refuse vehicles should be able to access **within 10m** of all bin stores.

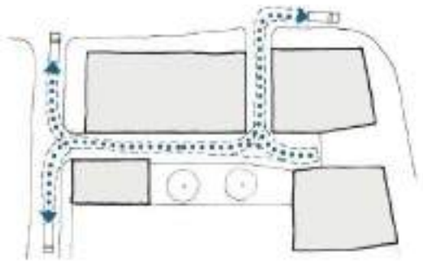


Figure VA.10. Vehicle swept path analysis to ensure service vehicles are able to use & turn within proposed layout

Communal Provision: An alternative for terraced housing as well as for apartments is communal provision.

In-curtilage Provision: This can be provided to the side or rear of the property in detached housing. For terraced housing, collection needs to either be from the rear or a bin store needs to be provided at the front.

Bring Points: An alternative is to use underground waste storage bins, which requires a specialist collection vehicle.

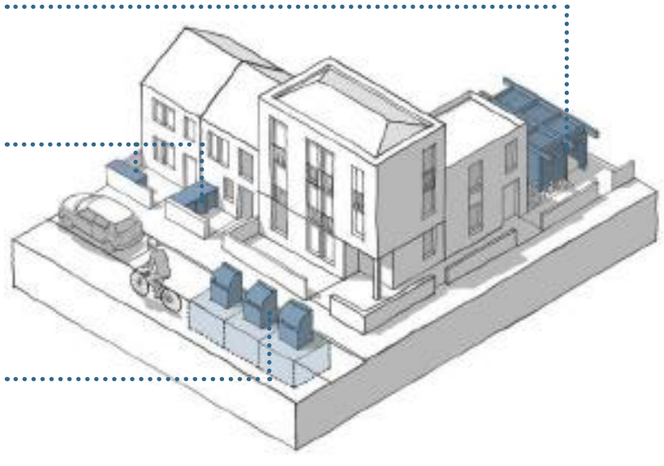


Figure VA.11. Refuse collection options. © NMDC

VA1.7 Parking Standard

Allocated parking must be provided to the following standard:

- **3 spaces** for **5 bedroom** homes and above
- **2 spaces** for **3 and 4 bedroom** homes
- **1 space** for **1 and 2 bedroom** homes

Unallocated visitor parking must be provided as **one space per four homes**.

All parking will enable electric charging points.

VA1.8 Allocated Parking

Allocated parking provided on plot should be to the side or rear of the property.

In-curtilage parking in front gardens is limited to **50%** of the property's frontage, and only where there is room to retain **3m** of frontage as a garden. An exception can be made for blue badge parking.

Landscape should be used to reduce the visual impact of parked cars.

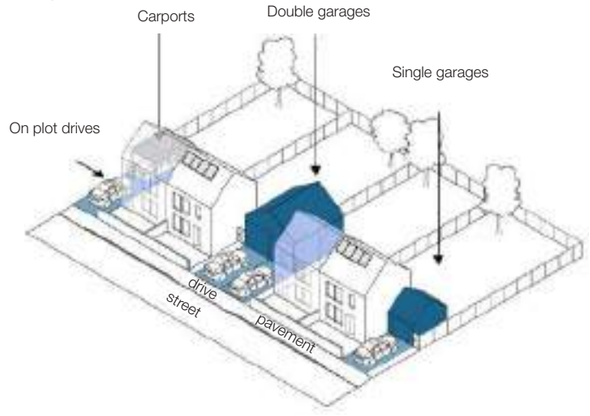


Figure VA.12. General on-plot parking arrangements

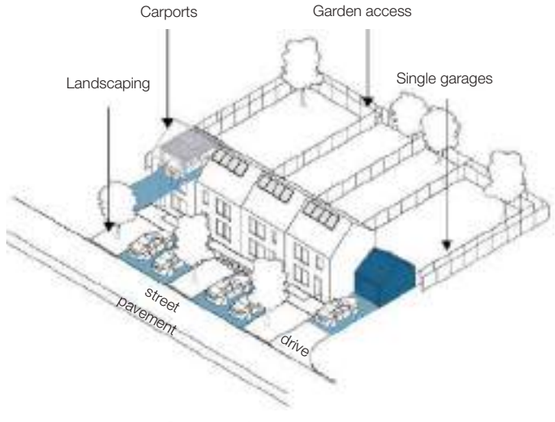


Figure VA.13. General frontage parking arrangements

VA1.9 Garages

Garages provide useful storage for cars and bikes, and must not be positioned in front of the principal building line.

A parking space in a garage can only be counted as part of the policy provision if the internal space is **at least 3m** wide and **least 6m** deep.

Within Little Aston where large front gardens are present, garages which extend forward of the principal building line and into the front garden may be considered.

Figure VA.14. Garage in Little Aston

VA1.10 Cycle Parking

Cycle parking must be provided to all new properties to the standard of **at least 2 spaces** per dwelling.

Bike storage should be within a garage or a secure bike shelter within the property's curtilage.

Figure VA.15. Examples of cycle parking

2. Nature

Nature and green space needs to be woven into the heart villages. The code will ensure that everyone has access to space for recreation and play and that new development protects and enhances biodiversity and prevents flooding.

VA2.1 Open Space Provision

All housing must have access to a range of open spaces based on Natural England's Green Infrastructure Standards.

Open spaces form a network of green infrastructure throughout the district in which contributes to visual amenity, recreational use and biodiversity features.

All development must enhance the provision, quality or accessibility of open spaces and sports, community or leisure facilities, whether by appropriate contribution via planning obligations, or direct provision. This must be integrated throughout the scheme and not on the periphery or allocated to one single area of the site.

VA2.2 Open Space Standard

Lichfield District Developer Contributions Supplementary Planning Document 2016 requires the following standard of open space provision (see document for details):

Type	Standard
Play	3 sqm per person
Amenity Green Space including parks and gardens	12.7 sqm per person
SDA Amenity Green Space including parks and gardens	14.3 sqm per person
Natural/semi natural green space (including woodlands, canals, lakes, rivers and other green infrastructure)	210 sqm per person
Allotments	Min. 1 plot per 32 households (Area 150m2)

VA2.3 Play Space

Policy for play areas is based on three levels of provision for play friendly spaces are accessible and inclusive. The three levels are indicated as the diagram on the right.

All new housing must have access to good quality play provision and should be within:

- 100m of a Local Area of Play (LAP)
- 400m of a Local Equipped Area of Play (LEAP)
- 700m of a Neighbourhood Equipped Area of Play (NEAP)

If these do not already exist they will be a requirement for any scheme of more than 50 homes.

Local Areas of Play (LAP): With a few fixed items of play near to the home.

Local Equipped Areas of Play (LEAP): With at least five pieces of equipment for slightly older children.

Neighbourhood Equipped Area of Play (NEAP): With at least five pieces of equipment for slightly older children.

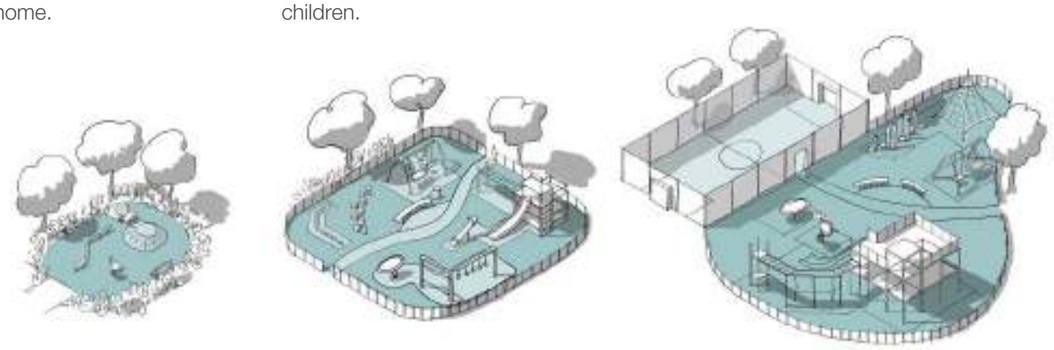


Figure VA.16. Three levels of play space. ©NMDC

Figure VA.17. Natural space in villages

Figure VA.18. Places with overlooked publicly accessible space that creates a sense of safety

Figure VA.19. Open space with playground and community green space

VA2.4 Open Space Design

Where schemes include new green space or abut existing green space the following rules will apply:

1. Housing shall not back onto public green space. It is only permissible to back onto school grounds or other spaces not open to the public.
2. Public spaces should be overlooked from surrounding buildings to avoid the risk of anti-social behaviour.
3. Public spaces should be designed to avoid conflicts (such as noise from sports pitches / playgrounds) with neighbouring uses.
4. Public spaces should be open and accessible to everyone.
5. Open spaces should be designed to maximise biodiversity.
6. Appropriate management must be in place.
7. Parks and play areas should have a boundary fence/railings.
8. Where possible, efforts should be made to design developments to ensure that known, significant, below ground archaeological features are retained in situ within a development's open space.

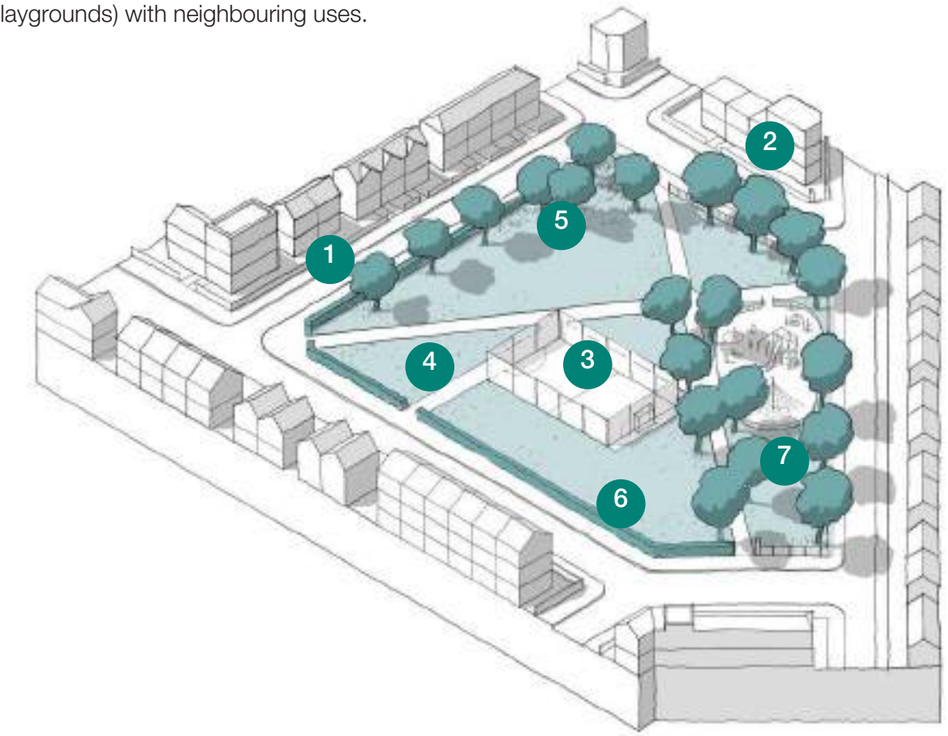


Figure VA.20. Open space design principles. ©NMDC

VA2.5 Biodiversity

In line with national and local policy, Biodivesity Net Gain shall be achieved on all new development. Please refere to local adopted policy for up-to-date figures.

This can include enhancement or restoration of existing habitats, or creation of new habitats that compliment and contribute to the Nature Recovery Network. Developments must demonstrate where and how this habitat can be incorporated within a scheme.

Development proposals must be supported by the appropriate ecological surveys to identify the potential to impact upon species and habitats, and the latest Biodiversity Metric Calculator where required.

Other ecological enhancement measures should be integrated into development sites including landscaping and planting to increase biodiversity, hibernacula creation, wildlife pond creation, and species boxes i.e., for birds, bats, bees, and hedgehogs.

Fragmentation of habitats should be minimised and opportunities for restoration, enhancement, and connection of natural habitats (including links to habitats outside Lichfield District) should be maximised. This includes retaining and integrating ecological corridors that connect to suitable green spaces within a development and the wider landscape to allow the movement of animals and continuation of viable populations.

Figure VA.21. Biodiversity improvements

VA2.6 Water and Flood

All major applications in Flood Zones 2 and 3, and schemes in Zone 1 of a hectare or more must prepare a Flood Risk Assessment.

An Emergency Plan (EP) should be provided if relevant pedestrian and/or vehicular access and escape routes of a proposed development would be affected during a flood from any source.

Proposals for all buildings, hard surfacing or extensions should submit a Foul and Surface Water Drainage Statement or have standard drainage conditions attached. This is set to increase in the future because of changes to weather events and sea levels due to climate change.

New development adjacent to watercourses must allow public access along the water course. Culverted watercourses must be opened and naturalised.

Figure VA.22. Community space with water feature as part of SuDs provision

Figure VA.23. Surface Water Drainage

Figure VA.24. Intervals to allow water into rain garden

VA2.7 Sustainable Urban Drainage

All new development must incorporate Sustainable Urban Drainage Systems (SuDS) to achieve a greenfield run-off rate.

These should be integrated with the overall Landscaping Strategy and existing natural features on site, managed to increase value to wildlife and biodiversity, and additional recreational benefits where possible, while reducing impermeable surface cover.

SuDS can be adapted to suit any site and can contain different and various components, with multiple applications and benefits to achieve sustainable water management. When creating a SuDS network, various factors need to be considered at different scales:

- Masterplan Scale: water demand, efficiency, space provision, river corridors, habitats, soil, landscape, geology
- Site Scale: existing natural drainage patterns, runoff rates, storm water features, amenities, “place making” and landscape character
- Building Scale: water efficiency features, green roofs, living walls, water butts etc.

Please refer to Staffordshire County Council (SCC) SuDS handbook for detailed advice and guidance on SuDS design.

VA2.8 Permeable Surfaces

Hardstanding, driveways and pathways decrease the percolation of water into the ground which increases surface water run-off and in turn contributes to flooding.

New hard surfaces which are not part of the public highway should be designed to be permeable.

Where it falls under the remit of the planning system householders will not be permitted to pave more than 2 thirds of their front garden or 1 third of their back garden.

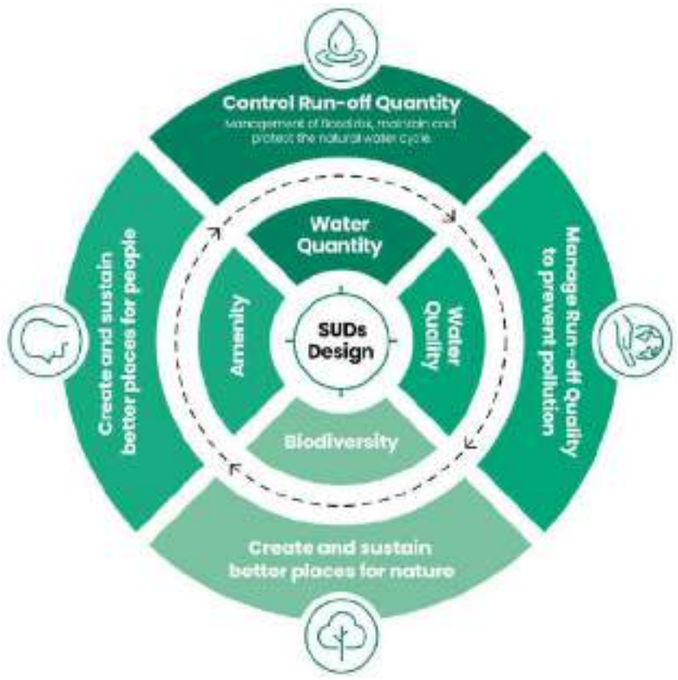
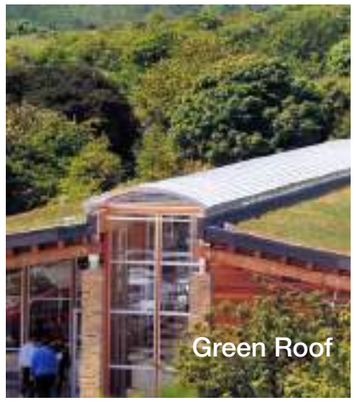


Figure VA.25. Four Pillars of SuDS Design. ©The SuDS Manual C753, Ciria



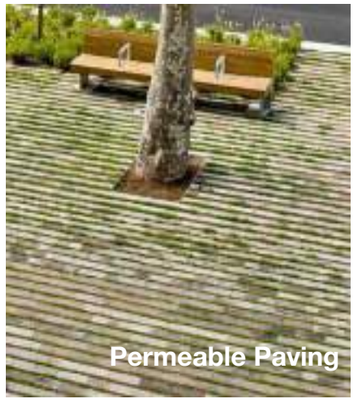


Figure VA.26. SuDS options

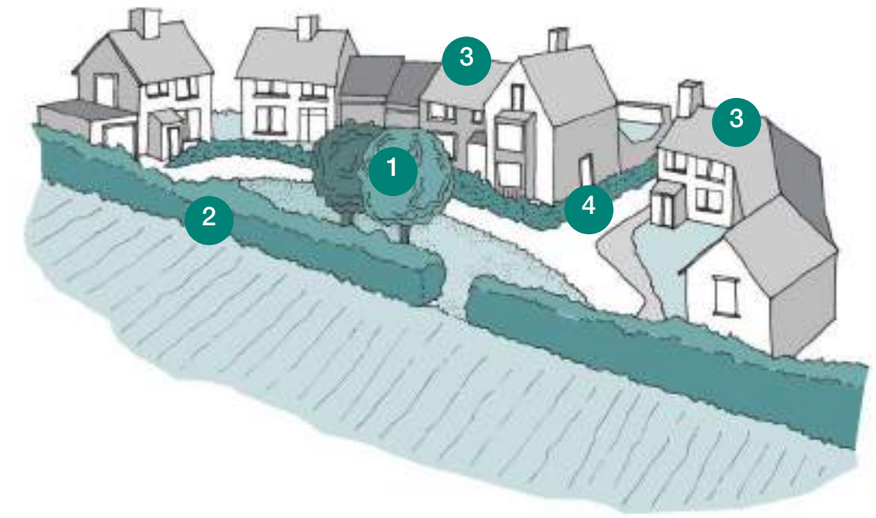
VA2.9 Trees and Boundary treatments

Boundary treatments such as hedges and low walls must be maintained to preserve local character, and included in proposals for new development.

Sites may contain trees protected by Tree preservation Orders or by Conservation Areas. Where works are proposed which are not immediately required to implement a full planning consent, the relevant Conservation Areas, or with restrictive conditions application or notification procedure must be followed. Restrictive conditions or legal covenants relating to trees, must also be considered and authorisation from the enforcing body is to be gained prior to commencing works. Protecting trees, must have written authorisation from Lichfield Council before any works that will impact /harm the tree is undertaken.

In line with local validation guidance an arboricultural survey to BS5837-2012 must be undertaken where there are semi-mature / mature trees /protected trees (TPO or Conservation Area) or hedgerows within the site and/or off-site trees within 15metres of the application site (including street trees). This is irrespective of whether the trees are to be removed or retained. All trees rated A and B (per BS5837-2012) must be retained unless exceptional circumstances can be demonstrated. Arboricultural survey must be undertaken and all trees rated A and B must be retained unless exceptional circumstances can be demonstrated.

Development must not result in the loss or damage of trees and hedges of good arboricultural, ecological and amenity value, unless mitigated through re-provision of equal of greater ecological, arboricultural and amenity value elsewhere.



1. Retained trees incorporated into a Pocket Park.
2. Retained hedge provides a soft boundary to the proposed development.
3. Houses facing towards the fields, maximising views.
4. Access road with potential for extension to future development.

1. Pocket Park with retained trees and hedge providing a gateway to the development.
2. Absence of strong boundary offering a smooth transition with the existing settlement.
3. Houses facing towards the existing settlement, creating inclusion.
4. Access road connecting to the existing streets.

Figure VA.27. The site's features & natural characteristics are incorporated into design proposals, positively responding to adjoining land uses & character

3. Built Form

Built form relates to the size and position of new buildings and therefore the character of the streets and spaces that they enclose. These issues are probably the most important aspects in creating livable, walkable, appealing spaces.

VA3.1 Density

The density of new development within the Village Area Type will be:

Village Area Type	Residential Density
VA-A Little Aston	**5-10 d/h**
VA-B Upper Longdon	**10-15 d/h**
VA-V Villages	**10-25 d/h**

There is no higher limit on density and schemes should achieve higher densities around local centres unless Conservation Area guidance or character prevents this.

Guidance on how to measure density is set out in the National Model Design Code Guidance Notes.

Within the Little Aston sub-area, the size of properties and plots has a reduced density of 5d/h. Housing proposals at this lower density are therefore acceptable in this sub-area.

VA3.2 Grain

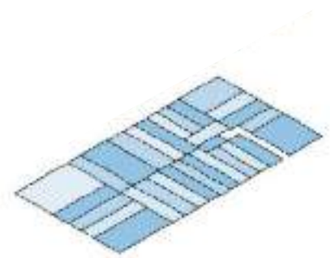
The grain of development relates to the number and variety of buildings in an area. Fine grained areas are made up of lots of different buildings whereas course grained areas are either made up on a few large buildings or a large number of very similar buildings.

All new development in the Village Area Type must be fine grained, and reflect the variety of the local streetscape.

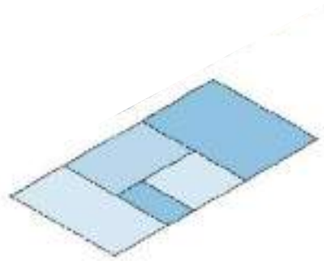
Within the Little Aston sub-area, the architectural style and grain of properties is varied and has a relatively coarse grain. Therefore, more coarse grained development is acceptable in this sub-area type.

example block with fine grained blocks pattern in Alrewas

example block with coarse grained blocks pattern in Little Aston



fine grained blocks pattern



coarse grained blocks pattern

Figure VA.28. Urban grain types. © NMDC

VA3.3 Building Line

In the Village Area type, any new development (eg. infill) should reflect the building line set by the neighbouring buildings in that street. This is likely to be uneven with a level of variance.

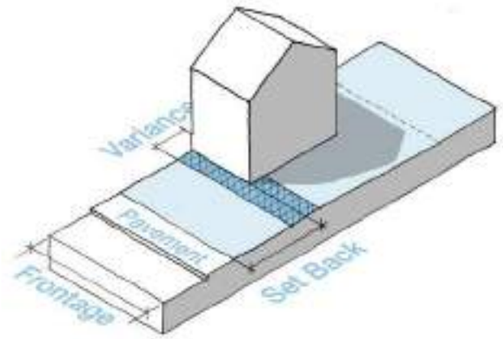


Figure VA.29. Building line characteristics include the following parameters. ©NMDC

VA3.4 Building Line Variance

The front face of all new buildings must demonstrate how it respects and follows the variance within the existing streetscape. A new building **must not vary by more than 0.5m** from the prevailing pattern of the building line.

Special buildings such as schools, or other public buildings may be set back by more than 0.5m from the building line but should maintain a relationship to the street.

VA3.5 Building Line Frontage

All buildings should front onto the building line and take their main access from it.

Buildings should have windows on the principal elevation to enable sight onto the street and preserve character.

On corner blocks, buildings should have windows on elevations which front a highway, and would generally take their access from the more prominent street.

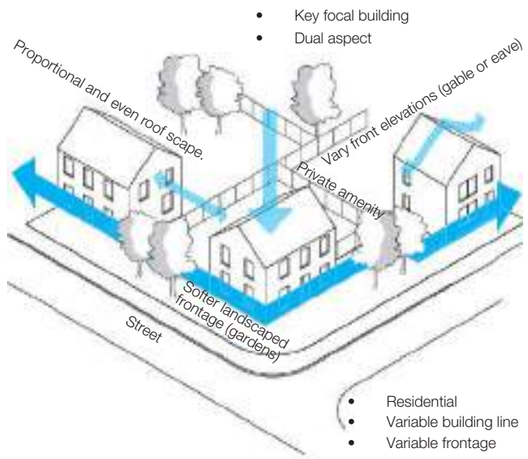


Figure VA.30. General character and built form of village areas

VA3.7 Building Line Compliance

Housing can be detached, semi-detached or terraced. Building line compliance will relate to the type of street and the minimum values will be (see section 5):

Street Type	Building Line Compliance
Primary Streets	65%
Village High Streets	75%
Secondary Streets	60%
Local Streets	60% VA-A 60% VA-B 40% VA-V

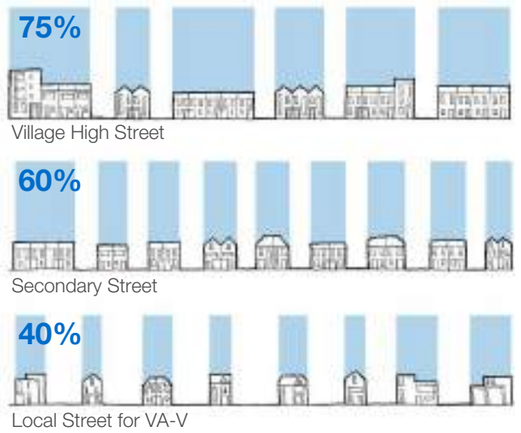


Figure VA.31. Building line compliance of different street types in village area.

VA3.8 Building Heights

Buildings will be predominantly two-storey. Two-storey homes will have an eaves height of **6m**. Some one-storey homes including bungalows will be permitted if this reflects local character.

Total heights **must be no greater than 3m** above the eaves heights, with the exceptions of chimneys and aerials.

Loft conversions and other upward extensions are permissible, within these limits.

Little Aston Area is made up of larger properties. In these instance, much of the housing is three storeys with a height to the eaves of **9m**. This large height is allowable within this area.

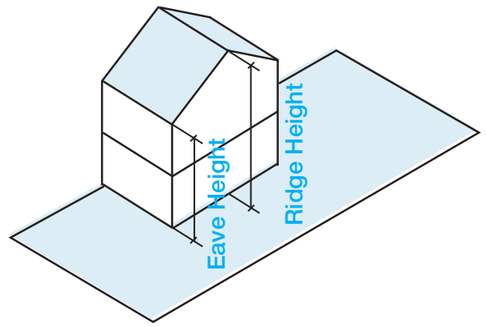


Figure VA.32. Two-storey homes building height

4. Identity

Identity relates to the architectural design of new buildings. This is one of the most important issues in creating attractive new development but also one of the most difficult to write rules about. The code is not prescriptive about a particular architectural style, but encourages all development to use an architect and to prioritise high quality design.

VA4.1 Scheme design

All new housing development must be accompanied by a Design and Access Statement that sets out a rationale for the design of the scheme.

This must include an assessment of the character of the area surrounding the development. This must reference the Conservation Area Guidance if applicable, as well as any Neighbourhood Plan design policies.

This character will include materials, architectural styles, window design, the shape of roofs and architectural detailing.

The Design and Access Statement must show how this analysis has influenced the design of new buildings.

VA4.2 Architecture

The code is not prescriptive in terms of architectural style. Proposals must fit in to their surroundings although this can be done in a historical or a contemporary style.

Developers are encouraged to use architects in the design of new buildings and are encouraged to use a variety of designs that draw inspiration from the architecture of the village, particularly in Conservation Areas where the relevant guidance must be consulted.

VA4.3 Set Back

All new homes in the Village Area Type can be set back from the pavement by **up to 6m** subject to the rules in section 5.

The boundary between the front garden and the pavement should be marked with a low wall which can be combined with a fence or hedge.

At least 3m (width) of the plot must be reserved as a garden.

VA4.4 Entrances

Housing should face onto the street and include the front door.

The front door can be marked by an architectural feature such as a porch or canopy. Front doors should be set back from the pavement edge by at least 2m in the Village Area.

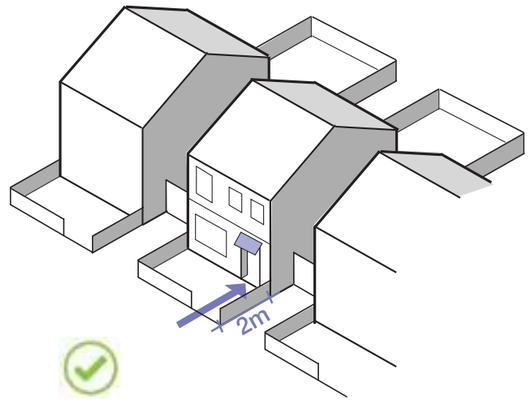


Figure VA.34. Entrance Clearly Seen & Animated From the Street

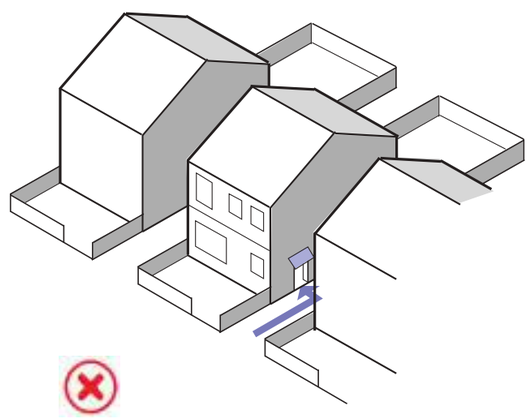


Figure VA.35. Vulnerable Side Entrance

Figure VA.33. A typical house in village area, Alrewas

VA4.5 Windows

Windows should be orientated vertically with the use of bay windows and deep reveals. Window openings should account for 35-40% of the front façade to create a well-balanced ratio of solid to void. Window recesses should be considered where appropriate.

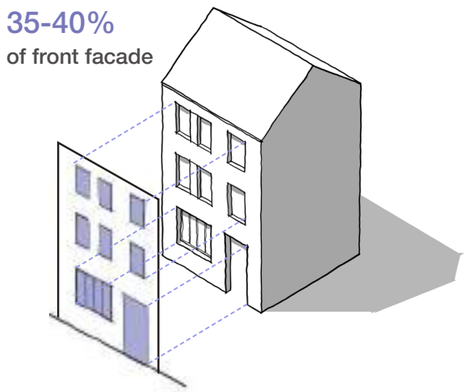


Figure VA.36. Window openings account for 35-40% of the front façade

Figure VA.37. Windows arrangement in village area

VA4.6 Rooflines

Roofs must be pitched but a variety of roof configurations is encouraged.

Roof pitch, ridge height and form should be the same amongst new development.

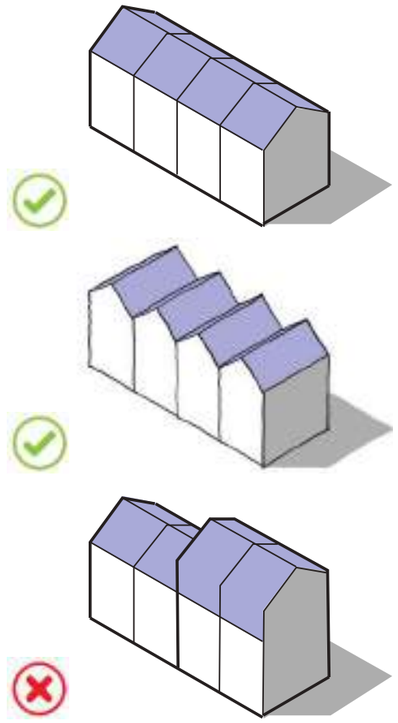


Figure VA.38. Existing roofline in village area

VA4.7 Materials

Materials must predominantly be red brick with terracotta roof tiles, in keeping with the traditional housing in the area. Large area of render and timber cladding are not permitted.

Local Materials Used in a Traditional Way


Red / Brown Brick Wall


Brown/ Red Clay Tiles


Staffordshire Blue Tiles


Render


Light Framing (studs) with Brick


Metal Details & Wooden Frame

Local Materials Used in a Contemporary Way


Brick-Laying


Multi Cladding


Brickwork Details


Horizontal Wood Cladding


Vertical Wood Cladding


Stone Detail

Figure VA.39. Local materials can be used in contemporary way and respect surrounding context

Figure VA.40. red brick with terracotta roof tiles

Figure VA.41. Large area of render and timber cladding are not permitted

5. Public Realm

Public realm guidance relates to streets and public squares (parks and green spaces are dealt with in section 2). Guidance on streets is based on street hierarchy illustrated in each settlement coding plans in Chapter 2, and the guidance in this section is based on that structure.

VA5.1 Street Type

The design of streets will vary with the type of street. Street design must therefore be based on the hierarchy of streets set out either in the coding plan for existing areas or the regulatory plan for new development.

Not all areas will include all streets but the street hierarchy may include:

- **Primary Streets**: Key routes outside local centre with relatively high volumes of traffic and bus routes
- **Village High Streets**: Key routes lined with shops and other services, normally on bus routes.
- **Secondary Streets**: Streets providing access into neighbourhoods and often with local facilities like schools and churches.
- **Local Streets**: Most other streets providing access to buildings.

VA5.2 Street Design

Where new streets are being created or existing streets are being improved, they should follow the guidance set out in the street sections overleaf.

Street Type	Primary Streets	Village High Streets	Secondary Streets	Local Streets
Traffic	Two Way	Two Way	Two Way	One or two way
Enclosure ratio	1:3	1:1.5	Up to 1:2	Up to 1:2
Width between Building Lines	18-30m	14-18m	14-27m	11-24m
Active Frontage	No requirement	At least 60% of building frontage	No requirement	No requirement
Design Speed	30mph	20mph	20mph	20mph
Building line Compliance	65%	75%	60%	60% VA-A 60% VA-B 40% VA-V
Set Back	up to 6m	up to 2m	2-6m	NA
Parking	On Plot with driveways and potentially service roads on busy streets	On plot to the rear of properties for residents and businesses, on street in marked bays for visitors	On Plot in driveways. Visitor parking on street in marked bays	On Plot in driveways. Visitor parking on street in marked bays
Cycling	Designated lanes in both directions	On Shared carriageway	Designated lanes	On carriageway
Footway	At least 2.5m	At least 2.5m	At least 2m	At least 2m
Street Trees	On at least one side spacings no greater than 30m	On at least one side spacings no greater than 30m	On at least one side spacings no greater than 30m	On at least one side spacings no greater than 30m

Primary Streets

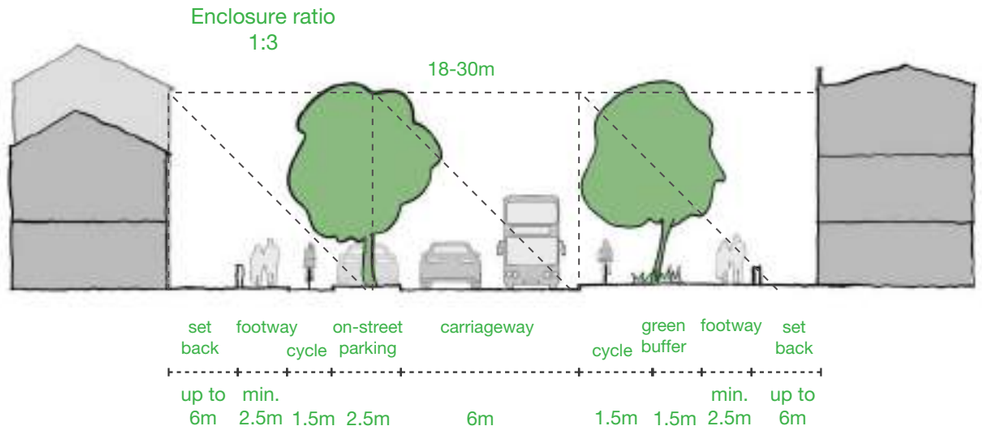


Figure VA.42. An example of a primary street

Village High Streets

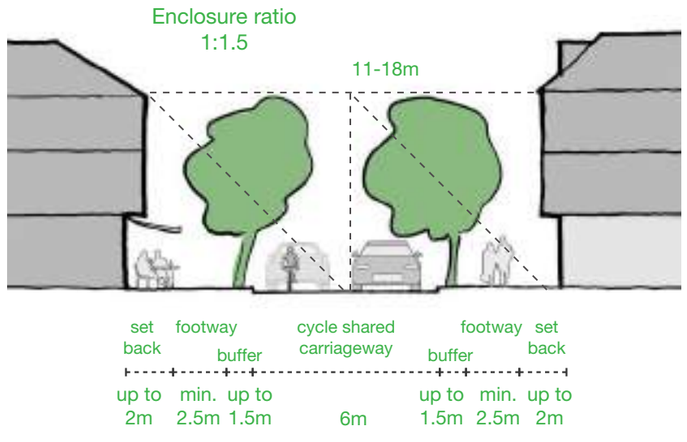


Figure VA.43. An example of a high street

Secondary Streets

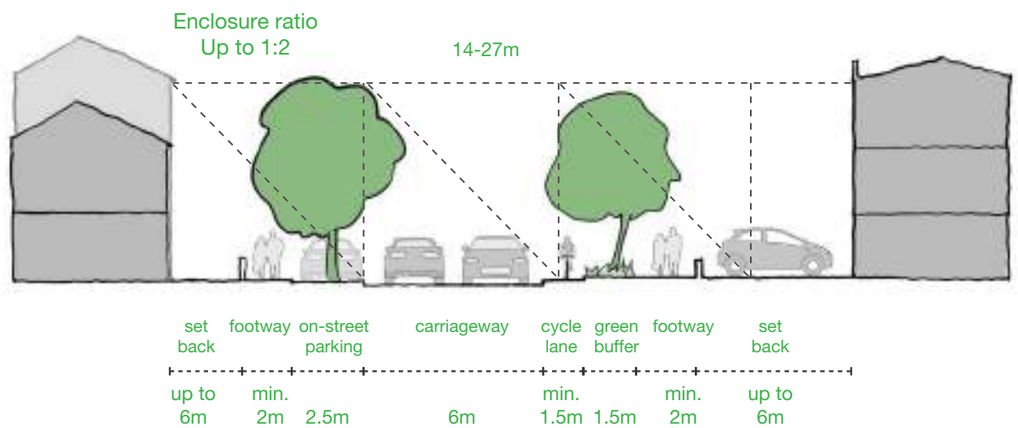


Figure VA.44. An example of a secondary street

Local Streets

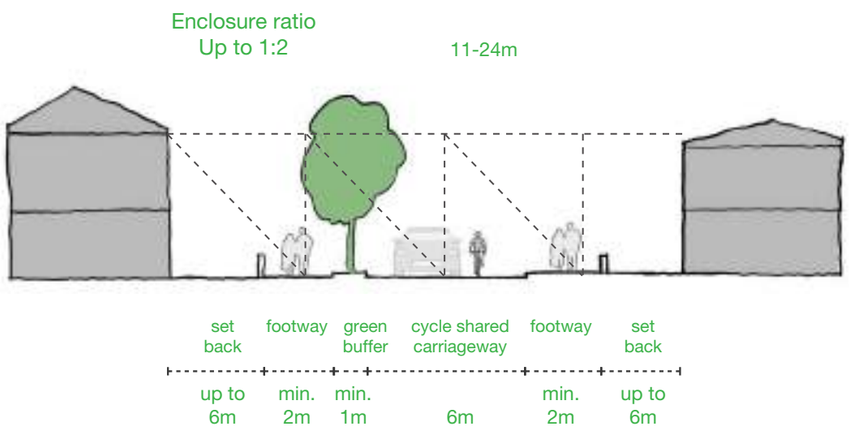


Figure VA.45. An example of a local street

6. Uses

VA6.1 Extensions

Within the Village Area Type, many existing residential household extensions will be covered by Permitted Development Rights unless these are restricted in Conservation Areas. Those that require planning permission must be of appropriate scale compared to the original dwelling and match the character of the existing area. This will require an assessment based upon the layout, size, scale, architectural design and public view. Typically, the Suburban Area Type will be of a density which supports extensions and alterations to existing dwellings. However, in order to assist the determination of proposals the Design Code sets out the following parameters on extensions to existing residential dwellings:

General principles

Extensions to existing dwellings must not adversely affect the level of amenity enjoyed by neighbouring properties. Impacts to amenity can compromise one or more of the following:

- A reduction in levels of daylight and sunlight to the main windows of habitable rooms;
- A reduction in sunlight to a garden;
- Overlooking resulting in a loss of privacy; and/ or
- An increase in the 'sense of enclosure' experienced within a habitable room or garden.

One key way of maintaining the amenity of neighbouring properties is to apply the **45-degree rule**, which means no extension should go beyond a 45 degree line taken from the centre point of nearest window of neighbouring dwelling.

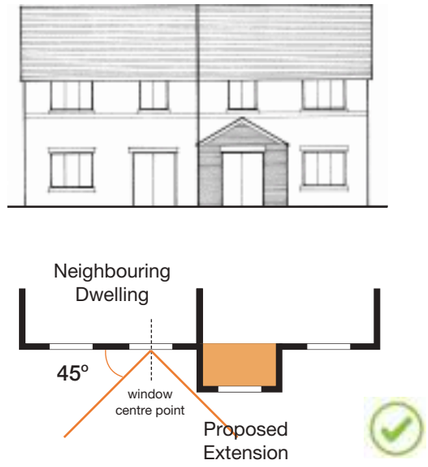


Figure VA.46. Use the 45-degree rule to avoid impact on neighbouring development (Plan)

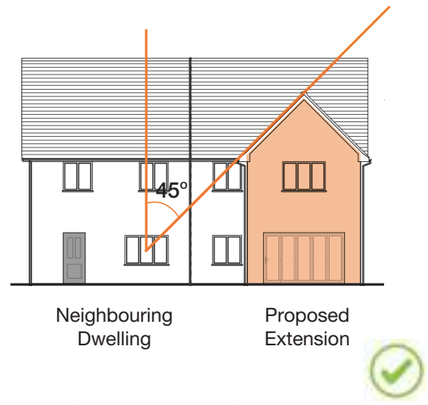


Figure VA.47. Use the 45-degree rule to avoid impact on neighbouring development (Elevation)

The cumulative area of extensions to properties **must not exceed 50%** of the original garden space of a property.

≤ 50%
of original garden space

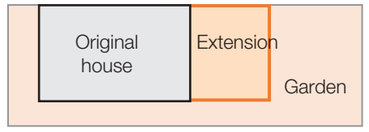


Figure VA.48. Overall extension footprint must not exceed 50% of the original garden space.

All extensions and additions to residential properties must be for residential use unless ancillary.

All proposals should be designed to match the character and appearance of the existing dwelling. In some instances, modern and innovative design can be achieved. This requires a Design and Access Statement setting out the design rationale.

Dormers

The addition of dormer windows, particularly if they are poorly designed in terms of scale, shape and proportion or badly sited, can have severe, detrimental effects on the streetscene. Dormer windows to the front of the roof will only be granted planning permission where they already exist as an established feature of the street. Dormers can be accommodated on rear-facing roof slopes.

In Conservation Areas, no front facing dormers will be permitted. Conservation grade rooflights must be used and will only be permitted on roof slopes that are not visible from the street or public places.

Where dormers are proposed, the following parameters must be met:

- **Size:** a dormer window must be in proportion to the size of the original roof. It **should not exceed half the height of the roof** (measured from the eaves to the ridge) and **should not be more than half the width** of the existing roof on which it is intended to be situated – measured halfway between the ridge and eaves. Often multiple dormers will be more in-keeping than a single dormer. In such instances the sum of the width of the dormers **should not exceed half the width** of existing roof on which it is intended to be situated – measured halfway between the ridge and eaves.
- **Position:** The dormer windows should be set a **minimum of 0.5m** below the ridgeline and a **minimum of 0.5m** above the eaves.
- **Harmony:** roofs to dormer windows should be in harmony with the roof of the host building. Pitched roofs on dormers will generally be the most appropriate design approach.

a1+a2 ≤ 1/2 w
b ≤ 1/2 h

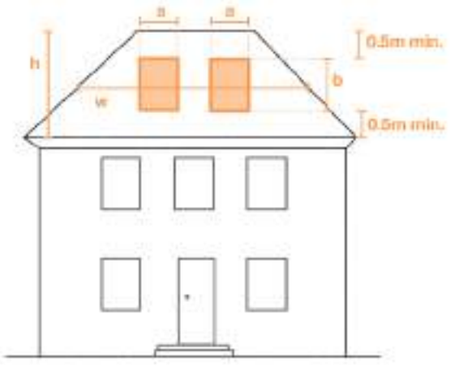


Figure VA.49. Dormer extensions dimensions

Roof Extensions

- Roof extensions, such as hip-to-gable, must respect the size and form of existing roofs.
- They must not exceed the height of the existing roof ridge.
- Materials must match the existing property.
- The Code does not support the upward extension of residential dwellings within the Village Area.
- Extensions to roofs and changes in roof form will not be acceptable in Conservation Areas

Side Extensions

Side extensions must be subordinate to the original house in the terms of their height, scale and bulk. They should be proportionate to the scale of the main house and should be no more than half the width of the existing house. Side extensions should not surpass the front building line of properties.

In order to avoid a 'terracing effect', first floor side extensions must be set back by **at least 1m** from the front building line of the dwelling and **1m** from the side boundary.

In the Little Aston and Upper Longdon sub-areas, side extensions that exceed half the width of the existing house will be considered.

In Little Aston, there no requirement for side extensions to be set back by 1m from the front building line.

Rear Extensions

Rear extensions on properties should be designed to match the materials and roof form of the host dwelling. Pitched roof extensions are preferred over flat roof extensions. Eaves height (excluding parapets) for single storey extensions **must not exceed 3m** in height.

Rear extensions at single storey should be subordinate to the original house. Rear extensions **should not exceed a depth of 3m** for a terraced house (including end of terrace) and **3.5m** for a semi-detached house or **4.5m** for a detached house, measured from the rear elevation of the original dwelling.

Two-storey extensions should avoid being the full width of the property and must not have significant impacts on the amenity of the adjoining neighbours. Where they connect to the main roof of properties, they must remain subordinate and match the roof pitch and form of existing roofs.

Two-storey rear extensions should be compliant with the **45-degree rule** when viewed from neighbouring windows and **should not exceed a depth of 3m**.

In the Little Aston and Upper Longdon sub-areas, single storey rear extensions on detached properties are exempt from the measurements for rear extensions but **must maintain 50%** of the existing (original) garden depth.

In Little Aston two storey rear extensions can be **up to 4.5m** in depth, due to the size of dwellings.

Porches

Porches will be acceptable where they match the style of the existing dwelling and are set back by **more than 2m** from the edge of the highway. They **should not exceed a height of 3m** at eaves and must not be out of character with the host dwelling or wider street scene.

Porches are not permitted in Conservation Areas unless a precedent has already been set for them.

Within Little Aston larger porches are permissible due to the larger scale of the properties and greater setback from the streetscene.

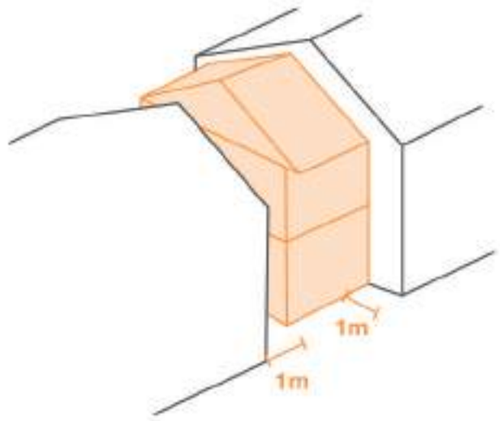
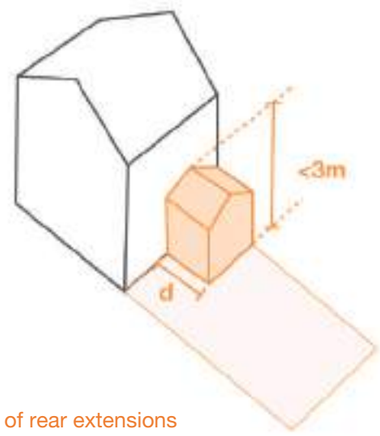


Figure VA.50. Side extension for houses



d = depth of rear extensions
d of terrace house ≤ 3m
d of semi-detached house ≤ 3.5m
d of detached house ≤ 4.5m

Figure VA.51. Rear extension for houses

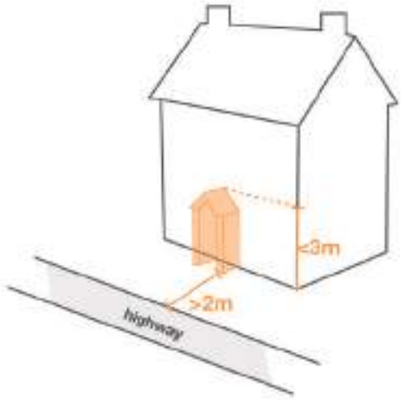


Figure VA.52. Porches extension dimensions

6. Uses

Windows

Replacement windows on dwellings should match the style and material of existing windows in the locality. The reinstatement of more traditional style windows such as sliding sash timber framed is encouraged where this helps to reinstate appropriate character.

Within Conservation Areas, if there is a loss of an original window, it must be replaced with like for like window as the original in both material and style.

Figure VA.53. Different window types in village areas in Lichfield

Garages

Where detached garages are proposed, these will generally only be acceptable with a **maximum eaves height of 2.5m**, and will only be considered forward of the building line where they do not unduly impact the character of the street scene.

Detached garages are not permissible in Conservation Areas.

Within Little Aston, larger detached garages are acceptable provided they match the design of the host dwelling and do not impact the character of the street scene.

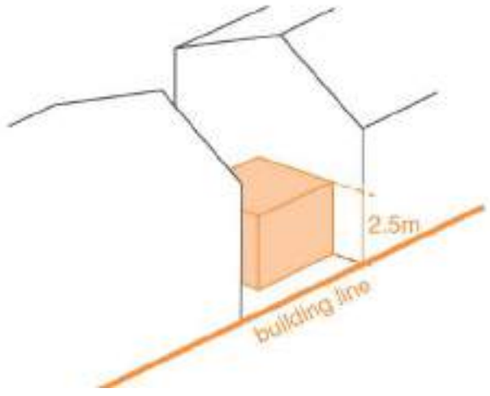


Figure VA.54. Garages approach

VA6.2 Intensification and infill

The creation of new housing and community facilities via infill development and subdivision is encouraged within the Village Area Type, in order to deliver sustainable development for smaller communities.

Infill development must respond positively to the character, appearance and layout of surrounding buildings, and preserve and enhance local and neighbouring amenity.

limited demolition

- Sense of enclosure with connected buildings, with building (A) terminating entrance vista.
- Building proportions and massing relate to context.
- Shared space determined by vehicle tracking.
- Access way and junction appropriate to usage and context.

Figure VA.55. Backland infill approach

VA6.6 Residential Conversions

The Village Area Type has many examples of bungalows. Where bungalows exist, they should not be converted to two storey dwellings via upward extensions and large dormers. Instead, they should retain the features of bungalows, maintaining the low-density character of the village area and the provision of much-needed accessible accommodation.

Conversions of family sized residential dwellings within the Village Area Type will generally not be supported.

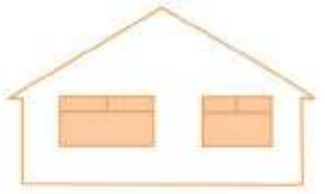


Figure VA.56. Traditional bungalows

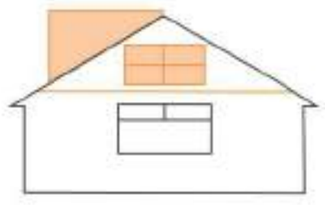


Figure VA.57. Upward extension or large dormers are not allowed in village area type.

VA6.3 Housing Mix

Rural housing is important to sustain the vitality of rural communities. Housing proposals must be responsive to local circumstances and reflect local needs. New housing should be of a tenure and type that meets an identified need, including affordable housing and housing for older people.

New housing developments will be required to provide affordable homes in accordance with adopted local plan policy. All new housing must be built as tenure blind.

Figure VA.61. Detached house

Figure VA.60. Semi-detached

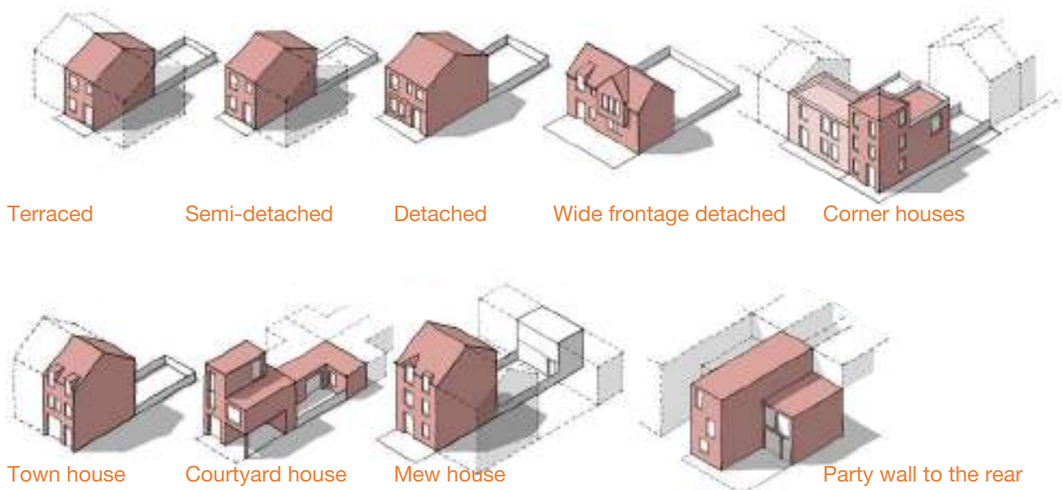


Figure VA.58. Different house types. © NMDC

VA6.4 Active Frontage

Active frontage requirements relate to high streets and secondary streets within the Suburban Area Type, New development on these streets will be expected to achieve a minimum level of active frontage as set out in VA5.2.

Active frontages are defined as shop fronts, commercial or community uses with glazing at the ground floor level so that activities within the building are visible from the street.

VA6.5 Community Facilities

Development must preserve, maintain and enhance local services and community facilities to ensure that villages continue to operate as sustainable communities in the future.

New development should look to integrate new local services that are needed. These must respect local character and residential amenity, and be easily accessible by sustainable modes including walking and cycling.

Facilities should be appropriately placed and connected to residential development, and reflect the table below.

Settlement/ Centre Type (see Local Plan Policy RET SP1)	Maximum Distance from Residential Development to		
	Local Services	Bus Stops	Primary Health/ Education
Village	20 min walk	5-10 min walk	30 min walk

1. Local services: Including community hubs, cultural facilities, local shops, cafe and other food beverage uses where people can meet.
2. Village schools: In village area, schools occupy large sites while it still need to create a clear septation between public and private realm.
3. Medical facilities: Including doctor's surgeries, district nurses, dentists and chemists.

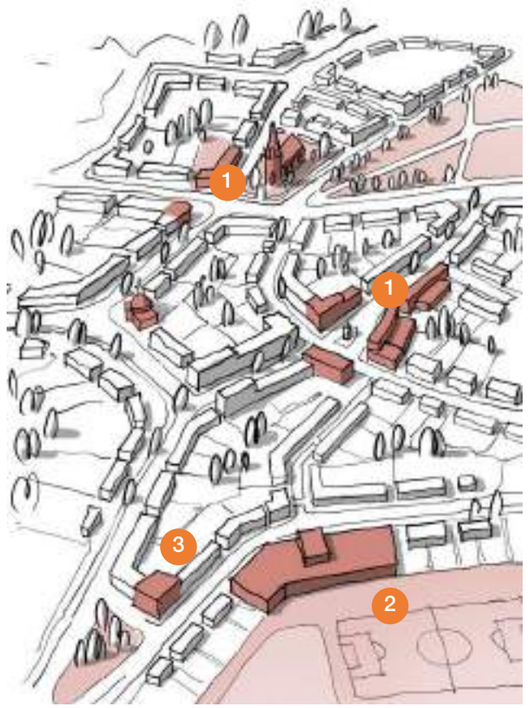


Figure VA.59. Local facilities that should be accessible in all neighbourhoods. © NMDC

7. Homes and Buildings

VA7.1 Space Standards

All new homes must meet the Nationally Described Space Standards and be accessible.

number of bedrooms	number of bed spaces (persons)	1-storey dwellings (sqm)	2-storey dwellings (sqm)	3-storey dwellings (sqm)
1b	1p	39		
	2p	50	58	
2b	3p	61	70	
	4p	70	79	
3b	4p	74	84	90
	5p	86	93	99
	6p	95	102	108
4b	5p	90	97	103
	6p	99	106	112
	7p	108	115	121
	8p	117	124	130
5b	6p	103	110	116
	7p	112	119	125
	8p	121	128	134
6b	7p	116	123	129
	8p	125	132	138

As per the Nationally Described Space Standards:

- A **single bedroom** has a floor area of **at least 7.5sqm**
- A **double (or twin bedroom)** has a floor area of **at least 11.5sqm**

Figure VA.62. National Described Space Standards

VA7.2 Lighting, Noise and Privacy

All new housing must be designed to create acceptable levels of internal comfort and amenity, including daylight and traffic noise.

Buildings must be designed to enable good levels of daylight and sunlight both internally and to neighbours in accordance with BRE209 (2022) guidance, and prevent overheating in accordance with building regulations (Document O).

Privacy distances will be set at **21m between rear facing windows** but not to the elevation facing the street.

Increased separation distances are required where there are significant variations in ground level between new development and existing development. The distance separation between proposed development and existing development should be **increased by 2m for every 1m rise** in ground level, where the proposed development is on a higher ground level.

VA7.3 Private Outdoor Space

All **one/two bedroom** houses should have a garden of **at least 45sqm**. **Three and four bedroom** homes should have a garden of **at least 65sqm,** and **five bedroom** homes should have a garden of **at least 100sqm**. **Apartments** should have access to private or communal space of **at least 10sqm** per unit.

VA7.4 Security

New homes must meet Secured by Design guidelines published by the Police.

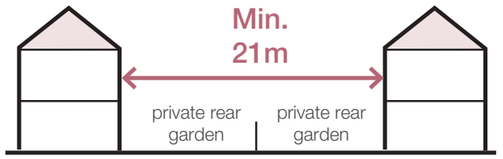


Figure VA.63. Separation distance between rear facing windows

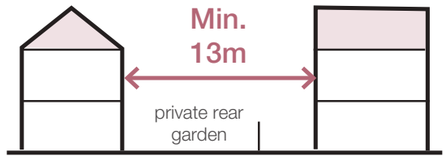


Figure VA.64. Separation distance between rear facing windows and side

Figure VA.65. Appropriately sized back garden, ensuring suitable amenity area

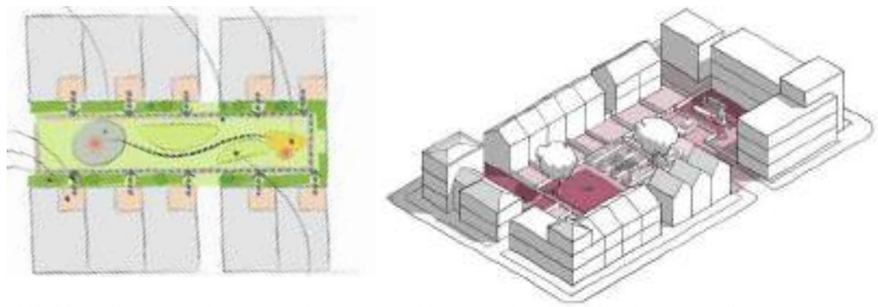


Figure VA.66. Communal courtyard at terraced houses, for the use of surrounding residents

Figure VA.67. Maximase daylight into dwellings

Figure VA.68. Carefully integrated lighting creates safe and usable public spaces.

8. Resources

Thoughtfully designed places and buildings conserve natural resources, encompassing buildings, land, water, energy, and materials. The code addresses the challenges posed by climate change by prioritizing energy efficiency and minimizing carbon emissions, aiming to achieve net-zero targets by 2050.

VA8.1 Energy Efficiency

New housing will be subject to the Future Homes standard from the date of publication. This mandates levels of energy efficiency and non-fossil fuel heating. The Code expects that all new development will at a minimum meet the requirements set out in this standard. All must incorporate sustainable design principles.

VA8.2 Environmental Performance

New non-residential development will be expected to achieve a minimum environmental performance of BREEAM Good.

VA8.3 Sustainable Retrofit

Given the need to address the climate crisis, LDC will support the retrofitting of properties.

Sustainable retrofitting improvements should follow an ‘energy hierarchy’:

- Firstly, reducing the use of energy through heating controls.
- Secondly, upgrading the building’s thermal efficiency such as improving existing glazing, draught proofing and insulation to conserve energy.
- Thirdly, installing sustainable building services systems such as renewable energy sources.

It is important to respect historic sensitivities and restrictions on interventions which will impact on the character of conservations area or listed buildings.

Coding principles must be followed to ensure that properties continue to respect the context of the surrounding area.

VA8.4 Passive design strategies

For any new-build design, on-site passive design strategies must be considered from the outset. Passive design uses layout, fabric and form to eliminate or reduce the demand for mechanical heating, cooling, ventilation and lighting. Passive design strategies should be employed to:

- Understand the local, climatic context in which a proposed residential building will be situated.
- Optimise spatial planning and orientation to control solar gains and maximise daylighting.
- Manipulate building form and fabric to facilitate natural ventilation.
- Make effective use of thermal mass to help reduce peak internal temperatures.

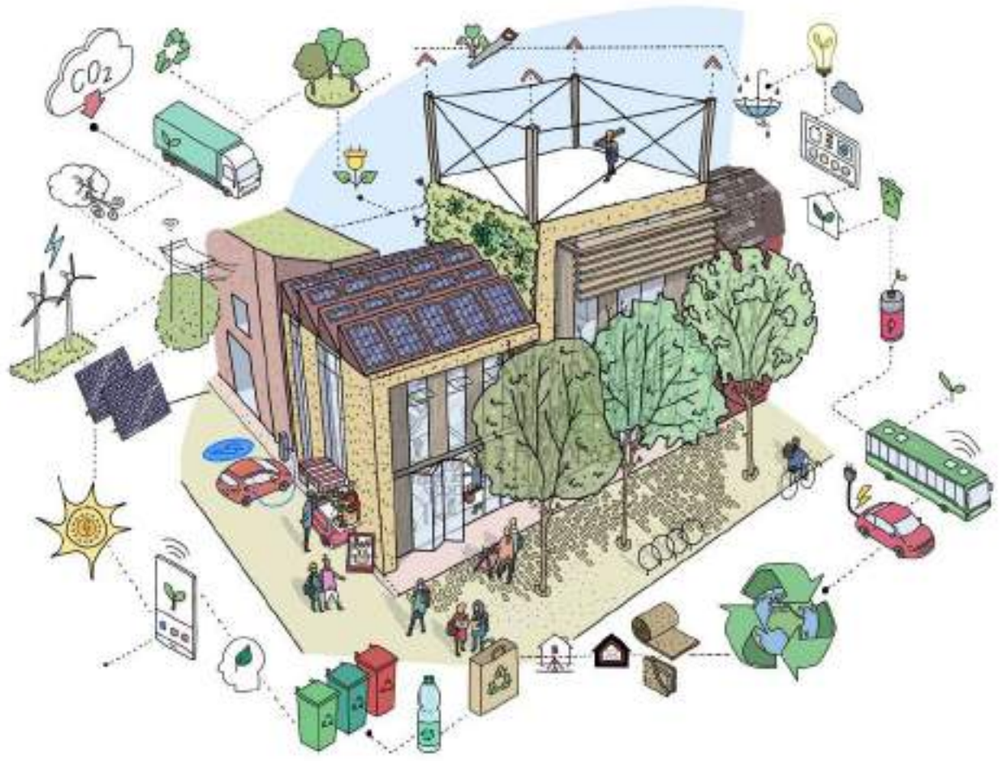


Figure VA.69. Sustainable approach to development

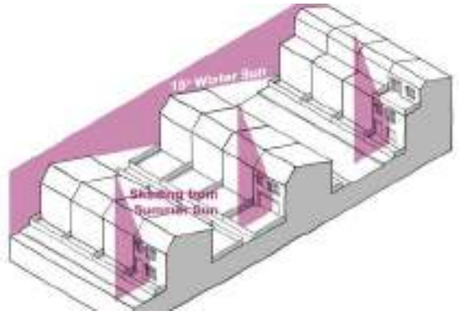


Figure VA.72. Passive design and orientation. © NMDC

Figure VA.71. Ground & Air Source Heat Pumps

Figure VA.73. EV charging point at home

Figure VA.70. Solar Photovoltaic Panels

VA8.5 Renewable Energy

Air Source Heat Pumps

Air Source Heat Pumps can result in significant energy savings compared to gas-boilers. When installing them, the plant must be installed so it is not visible from the street. They should be located away from windows and be attenuated with sound insulation to avoid noise impacts to neighbours

EV Charging Points

At least 20% of new parking spaces should incorporate EV Charging points.

Photovoltaic systems

The inclusion of PV panels or integrated roof tiles will be supported enabling maximum energy capture. PV panels or tiles must be installed uniformly within the roof area to avoid unnecessary clutter and impact to the character of the area. PV panels must not project more than 200mm beyond the plane of the roof and must be at the same angle as the roof pitch.

PV panels should be avoided where they are likely to impact on key views or on the setting of heritage assets.

External Wall Insulation

The finish and materials of external insulation must match the original external appearance of the property.

VA8.6 Circular economy thinking

Before considering any design concepts and solutions for a site, the first step must be to explore all opportunities to re-use or adapt the existing structures on site. This will almost always be the most sustainable solution. Opportunities to refurbish, adapt or extend should be thoroughly explored before any consideration of demolition and new build is made. Where re-use of the structure is deemed impossible, the re-use of the materials embodied in the existing structures must be considered. It is also important to respect conservation areas and listed buildings.

VA8.7 Whole life carbon approach

This covers the operational carbon during a building's lifespan and also the embodied carbon associated with site preparation, construction and end of life demolition. New development should take the steps set out below to ensure that they have sufficiently integrated a sustainable and whole life carbon approach to the energy hierarchy, efficiency and embodied carbon of new build.

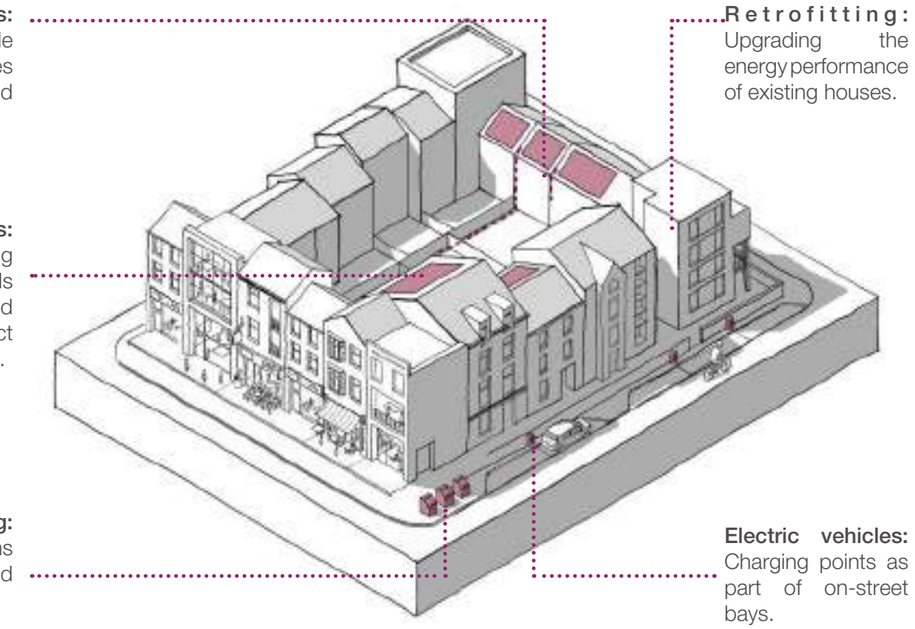


Figure VA.74. Low carbon low energy neighbourhood networks

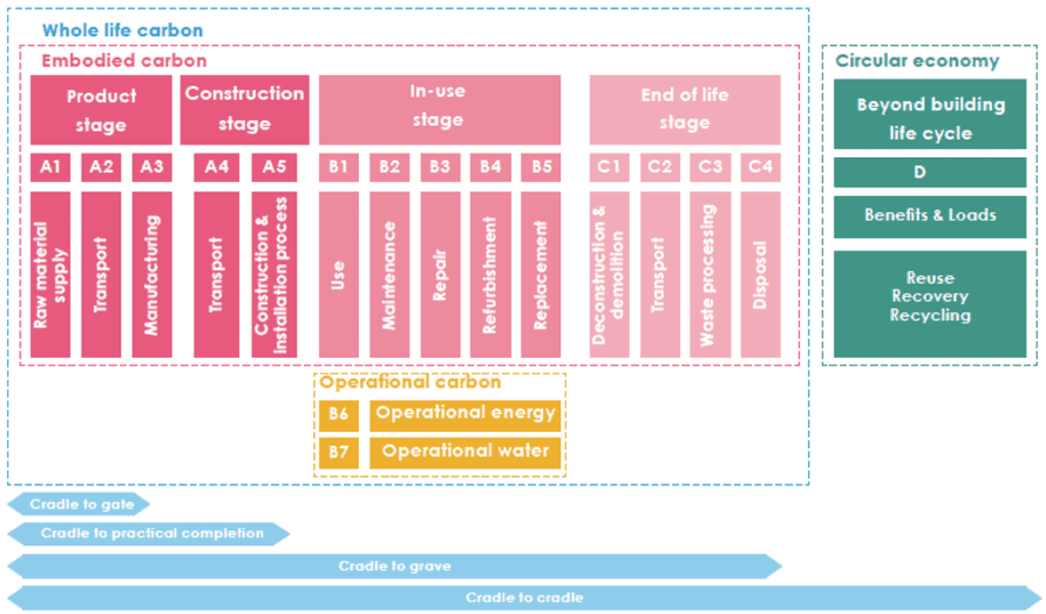


Figure VA.75. The EN 15978 system boundaries, demonstrating the stages constituting a whole life carbon assessment (source: LETI Embodied Carbon Primer)

9. Lifespan

VA9.1 Adoption Standards

In accordance with the Highways Act and its Section 38 provisions, any proposed streets and highways seeking adoption must go through the formal adoption process overseen by Staffordshire County Council.

All streets and public areas that lie outside of the highway boundary that are to be adopted by Lichfield District Council must be designed to the council's adoption standards.

All space that is not to be adopted and which isn't within the curtilage of individual plots must be subject to specified management arrangements such as a management company funded by a service charge.

All schemes including new public realm must include a management map showing the areas to be adopted by each authority and the areas subject to private management arrangements.

VA9.2 Innovation and Future Proofing

The use of innovative, creative or modern design or construction techniques, such as modular building, is encouraged when these result in a high quality of development that responds positively to its setting within Lichfield district. However careful and considerate design will be a pre-requisite from their implementation. All proposed development should work well for everyone and must continue to work well into the future.

VA9.3 Public Consultation

A program of public consultation is required for all new development. This should include meaningful engagement with local residents and businesses around a proposed development as well as wider engagement with voluntary organisations and civic groups.

A statement of community involvement will be required to be submitted with all planning applications setting out the consultation undertaken, the views expressed and the ways in which these have been incorporated into the scheme.

VA9.4 Quality of Life

New development should contribute positively to the wellbeing and quality of life of both future residents and the wider community. The scheme should make reference to the Quality of Life Framework published by the Quality of Life Foundation (https://www.qolf.org/framework/).

VA9.5 Management of Neighbourhood

New residential development of more than 20 homes should include mechanisms to involve residents in the management of their neighbourhood.

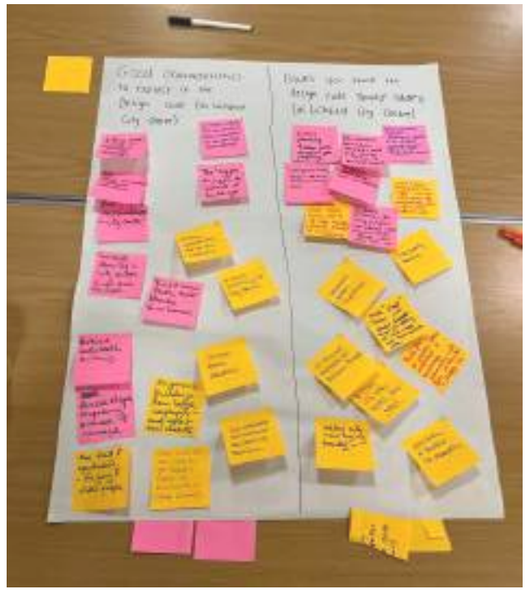


Figure VA.76. Community engagement in Lichfield

RA. RURAL AREA TYPE

The Rural Area Type comprises the countryside outside of settlement boundaries, part of which is within the green belt.

The characteristics of the Rural Area Type are its openness and countryside character. It contributes an important role in the district, providing biodiversity and amenity value, farmland, and separation between settlements to prevent urban sprawl. The intrinsic character and beauty of the countryside is recognised, and preserved. The boundaries around settlements are therefore well defended, and there is a presumption against built development in the Rural Area Type, with some exceptions.

When land within the Rural Area Type becomes formally allocated for development through a Neighbourhood Plan or Local Plan Review, it will be reassigned to the relevant Area Type controlling built development, depending on the nature of the allocation (e.g. the Suburban or Industrial Area Type).This code relates to the relatively rare instances when development is permitted within the Rural Area Type.

DESIGN CODE

1. Movement

RA1.1 Sustainable Transport and Access

Development must not cause an unacceptable impact on local roads, residents' access, parking pressure or road and pedestrian safety.

Development must exploit any opportunities to improve sustainable transport, including the enhancement of routes to improve access on foot, cycle and by public transport.

Street and building lighting is encouraged, but must take care to avoid light pollution and its detrimental impact on residential amenity.

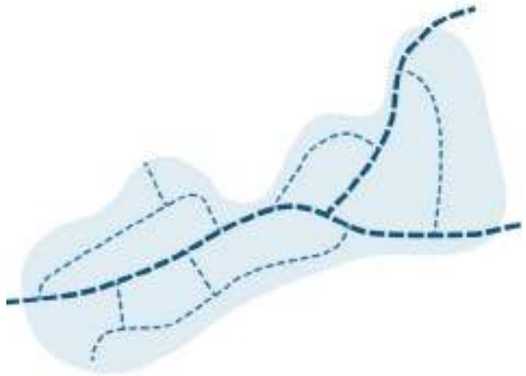


Figure RA.2. Typical street pattern in rural area

Figure RA.1. Road with cycle lane in rural area

RA1.2 Emergency Access and Servicing

Emergency vehicles should be able to access to **within 30m** of every home. Care should be taken to ensure that parked cars don't block this access.

Refuse vehicles should be able to access **within 10m** of all bin stores.

RA1.3 Parking Standard

Allocated parking must be provided to the following standard:

- **3 spaces** for **5 bedroom** homes and above
- **2 spaces** for **3 and 4 bedroom** homes
- **1 space** for **1 and 2 bedroom** homes

Unallocated visitor parking must be provided as **one space per four homes.**

All parking will enable electric charging points.

RA1.4 Allocated Parking

Allocated parking provided on plot should be to the side or rear of the property.

In-curtilage parking in front gardens is limited to **50%** of the property's frontage, and only where there is room to retain 3m of frontage as a garden. An exception can be made for blue badge parking

Landscape should be used to reduce the visual impact of parked cars.

2. Nature

Nature and green space must be protected, enhanced, restored, and replaced, with any new development contributing to biodiversity and preventing flooding.

RA2.1 Conservation of green space

Development must avoid unacceptable harm to local landscape character, natural assets both designated and undesignated, and blue / green infrastructure. Proposals for new buildings must be evidenced with a Landscape and Visual Impact Assessment to ensure protection of the countryside.

RA2.2 Biodiversity

In line with national and local policy, Biodivesity Net Gain shall be achieved on all new development. Please refere to local adopted policy for up-to-date figures.

This can include enhancement or restoration of existing habitats, or creation of new habitats that compliment and contribute to the Nature Recovery Network. Developments must demonstrate where and how this habitat can be incorporated within a scheme.

Development proposals must be supported by the appropriate ecological surveys to identify the potential to impact upon species and habitats, and the latest Biodiversity Metric Calculator where required.

Other ecological enhancement measures should be integrated into development sites including landscaping and planting to increase biodiversity, hibernacula creation, wildlife pond creation, and species boxes i.e., for birds, bats, bees, and hedgehogs.

Fragmentation of habitats should be minimised and opportunities for restoration, enhancement, and connection of natural habitats (including links to habitats outside Lichfield District) should be maximised. This includes retaining and integrating ecological corridors that connect to suitable green spaces within a development and the wider landscape to allow the movement of animals and continuation of viable populations.

RA2.3 Water and Flood

The rural area includes natural flood plain where development will not be permitted.

An Emergency Plan (EP) should be provided if relevant pedestrian and/or vehicular access and escape routes of a proposed development would be affected during a flood from any source.

Proposals for all buildings, hard surfacing or extensions should submit a Foul and Surface Water Drainage Statement or have standard drainage conditions attached. This is set to increase in the future because of changes to weather events and sea levels due to climate change.

Development adjacent to watercourses must allow public access along the water course. Culverted watercourses must be opened and naturalised.

RA2.4 Sustainable Urban Drainage

All new development must incorporate Sustainable Urban Drainage Systems (SuDS) to achieve a greenfield run-off rate.

These should be integrated with the overall Landscaping Strategy and existing natural features on site, managed to increase value to wildlife and biodiversity, and additional recreational benefits where possible, while reducing impermeable surface cover.

SuDS can be adapted to suit any site and can contain different and various components, with multiple applications and benefits to achieve sustainable water management. When creating a SuDS network, various factors need to be considered at different scales:

- **Site Scale:** existing natural drainage patterns, runoff rates, storm water features, amenities, and landscape character
- **Building Scale:** water efficiency features, green roofs, living walls, water butts etc.

Please refer to Staffordshire County Council (SCC) SuDS handbook for detailed advice and guidance on SuDS design.

Figure RA.4. Four Pillars of SuDS Design. ©The SuDS Manual C753, Ciria

RA2.5 Permeable Surfaces

Hardstanding, driveways and pathways decrease the percolation of water into the ground which increases surface water run-off and in turn contributes to flooding.

New hard surfaces which are not part of the public highway should be designed to be permeable.

RA2.6 Trees and Boundary treatments

Boundary treatments such as hedges must be maintained to preserve local character, and included in proposals for new development.

Sites may contain trees protected by Tree preservation Orders or by Conservation Areas. Where works are proposed which are not immediately required to implement a full planning consent, the relevant Conservation Areas, or with restrictive conditions application or notification procedure must be followed. Restrictive conditions or legal covenants relating to trees, must also be considered and authorisation from the enforcing body is to be gained prior to commencing works. Protecting trees, must have written authorisation from Lichfield Council before any works that will impact /harm the tree is undertaken.

In line with local validation guidance an arboricultural survey to BS5837-2012 must be undertaken where there are semi-mature / mature trees /protected trees (TPO or Conservation Area) or hedgerows within the site and/or off-site trees **within 15 meters** of the application site. This is irrespective of whether the trees are to be removed or retained. All trees rated A and B (per BS5837-2012) must be retained unless exceptional circumstances can be demonstrated. Arboricultural survey must be undertaken and all trees rated A and B must be retained unless exceptional circumstances can be demonstrated.

Development must not result in the loss or damage of trees and hedges of good arboricultural, ecological and amenity value, unless mitigated through re-provision of equal of greater ecological, arboricultural and amenity value elsewhere.

3. Built Form

Built form relates to the size and position of new buildings, and their impact on the landscape.

RA3.1 Rural built form

Development in rural areas must make efficient use of its site and avoid unnecessary sprawl. Configuration of new buildings such as for agricultural and economic development should be concentrated and retain the openness of the countryside.

Traditional farmsteads within the Rural Area Type make up a fundamental part of the character of the area and there character should be preserved and replicated in new development.

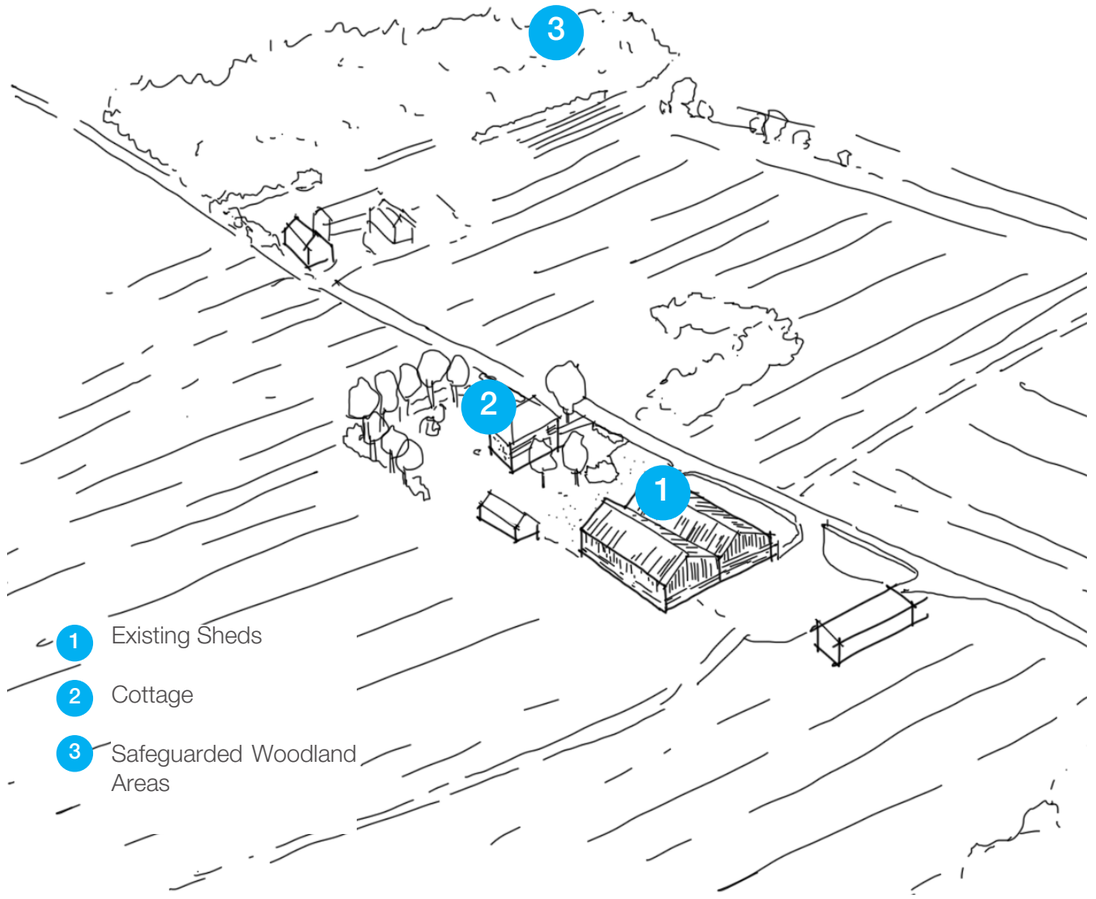


Figure RA.5. Built form in rural area

RA3.2 Building Heights

Building heights must be sensitive to topography, heritage assets and open views across the countryside. Building heights will vary according to the specific local context and must reflect local character, taking their cues from neighbouring buildings. This will typically mean buildings of no more than 2 storeys (7m to eaves). Where three storey buildings are proposed or where agricultural structures exceed 7m this must be justified in relation to the surrounding context.

Total heights **must be no greater than 3m** above the eaves heights, with the exceptions of chimneys and aerials.

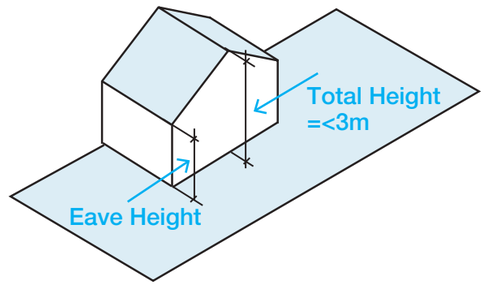


Figure RA.6. Two-storey homes building height

4. Identity

Identity relates to the architectural design of new buildings. This is one of the most important issues in creating new development but also one of the most difficult to write rules about. The code is not prescriptive about a particular architectural style, but encourages all development to use an architect and to prioritise high quality design.

RA4.1 Scheme Design

All new development must be accompanied by a Design and Access Statement that sets out a rationale for the design of the scheme.

This must include an assessment of the character of the area surrounding the development. This must reference the Conservation Area Guidance if applicable, as well as any Neighbourhood Plan design policies. The Lichfield Extensive Urban Survey and Lichfield Historic Environment Assessments may be useful to support the creation of local character assessment.

This character will include materials, architectural styles, window design, the shape of roofs and architectural detailing.

The Design and Access Statement must show how this analysis has influenced the design of new buildings.

RA4.2 Architecture

The code is not prescriptive in terms of architectural style. Proposals must fit in to their surroundings although this can be done in a historical or a contemporary style.

Developers are encouraged to use architects in the design of new buildings and are encouraged to use a variety of designs that draw inspiration from the architecture of the rural area, particularly in Conservation Areas where the relevant guidance must be consulted.

Any proposed extension or redevelopment must be designed as a contemporary or traditional interpretation of local vernacular.

Figure RA.7. Typical architectural style in rural area

RA4.3 Materials

Materials must predominantly be red brick with terracotta roof tiles, in keeping with the traditional housing in the area. Large area of render and timber cladding are not permitted.

Local Materials Used in a Traditional Way

Red / Brown Brick Wall

Brown/ Red Clay Tiles

Staffordshire Blue Tiles

Render

Light Framing (studs) with Brick

Metal Details & Wooden Frame

Local Materials Used in a Contemporary Way

Brick-Laying

Multi Cladding

Brickwork Details

Horizontal Wood Cladding

Vertical Wood Cladding

Stone Detail

Figure RA.8. Local materials can be used in contemporary way and respect surrounding context

RA4.4 Rooflines

Roofs must be pitched but a variety of roof configurations is encouraged.

Roof pitch, ridge height and form should be the same amongst new development.

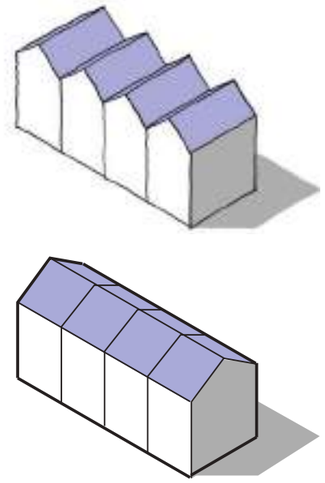


Figure RA.9. a variety of pitched roof configurations

5. Public Realm

Public realm guidance relates to streets and public squares (parks and green spaces are dealt with in section 2). Guidance on streets is based on street hierarchy illustrated in each settlement coding plans in Chapter 2, and the guidance in this section is based on that structure.

RA5.1 Street Type

The design of streets will vary with the type of street. Street design should therefore be based on the hierarchy of streets set out either in the coding plan for existing areas or the regulatory plan for new development.

Not all areas will include all streets but the street hierarchy may include:

- **Primary Streets**: The main roads through the rural area type.
- **Secondary Streets**: Roads and lanes providing access between villages.
- **Local Streets**: Most other streets providing access to properties.

RA5.2 Public Spaces

Any development proposals that would cause unacceptable harm to the local landscape character, or nature conservation will not permitted; proposals must be evidenced with a Landscape and Visual Impact Assessment (LVIA), Townscape and Visual Impact Assessment (TVIA), conservation appraisal and archaeological appraisal. Developments must be in line with the latest policy requirements and best practice.

Street Type	Primary Streets	Secondary Streets	Local Streets
Traffic	Two Way	Two Way	One or two way
Design Speed	40mph	30mph	20mph
Building line Compliance	0%	0%	0%
Set Back	up to 6m	2-6m	NA
Parking	On Plot	On Plot	On Plot
Cycling	Designated lanes in both directions	On carriageway	On carriageway
Footway	At least 2.5m	At least 2m	At least 2m
Street Trees	On at least one side spacings no greater than 60m	On at least one side spacings no greater than 60m	No requirement

6. Uses

RA6.1 New homes

The development of isolated homes in the countryside must be avoided, unless there is an essential need for a rural worker to live close to their business, or the conversion would secure the optimum viable use of a heritage asset, or the development is a conversion, a rural exceptions sites or housing of exceptional quality as defined by the National Planning Policy Framework.

RA6.2 Development in the Green Belt

Policies guiding what can be developed in the Green Belt are clearly set out in the National Planning Policy Framework. This allows for certain types of development including for agriculture and forestry, the replacement of existing buildings, and facilities for sport and recreation, subject to a range of criteria.

RA6.3 Conversions

Conversions of existing redundant buildings in the Rural Area Type such as barns are supported, subject to their operation not having an adverse impact on nearby neighbours or local amenity.

Proposals must enhance their immediate setting, ensuring provision of open space and access.

Figure RA.10. An example of converting existing redundant buildings to house

RA6.4 Rural exceptions sites

Rural exception sites are a specific category of housing development defined by the National Planning Policy Framework. Their purpose is to enable the delivery of affordable homes where development may not normally be allowed, in order to sustain the vitality of rural communities. They are usually small in scale, and situated on the edges of villages.

Proposals for housing via the rural exceptions policy route will be assessed against the coding rules for the Suburban-Village Area Type.

Any kind of affordable housing can be delivered, provided there is adequate evidence of local need. It can be supported by some market housing. Housing must be tenure blind.

Housing proposals must be responsive to local circumstances and character. New housing should be of a tenure and type that meets an identified need, and should consider including housing for older people.

RA6.5 Community Facilities

Development must preserve, maintain and enhance local services and community facilities to ensure that rural communities continue to operate as sustainable communities in the future.

New development should look to integrate new local services that are needed. These must respect local character and residential amenity, and be easily accessible by sustainable modes including walking and cycling.

Facilities should be appropriately placed and connected to residential development, and reflect the table below.

Rural economy

The sustainable growth and expansion of businesses in rural areas is encouraged through conversion and extension of existing buildings and new buildings. The use of previously developed land is encouraged. All such development must respect its local context and character, protect residential amenity; and maintain or improve highway safety.

Figure RA.11. Cluster of agrarian buildings for Stanford Educational Farm

Agricultural buildings

The development and diversification of agricultural and other land-based rural businesses is supported in the Rural Area Type.

Figure RA.12. An example of agriculture building in rural area

RA6.6 Extensions

Extensions in rural areas should be modest and preserve the traditional character and appearance of the original dwelling. Within the Rural Area Type, many existing residential household extensions will be covered by Permitted Development Rights unless these are restricted. Those that require planning permission must be of appropriate scale compared to the original dwelling and match the character of the existing area. This will require an assessment based upon the layout, size, scale, architectural design and public view. The following coding is common to all area types in this code although it is recognised that not all items will be relevant to the rural area type:

General principles

Extensions to existing dwellings must not adversely affect the level of amenity enjoyed by neighbouring properties. Impacts to amenity can compromise one or more of the following:

- A reduction in levels of daylight and sunlight to the main windows of habitable rooms;
- A reduction in sunlight to a garden;
- Overlooking resulting in a loss of privacy; and/or
- An increase in the 'sense of enclosure' experienced within a habitable room or garden.

One key way of maintaining the amenity of neighbouring properties is to apply the **45-degree rule**, which means no extension should go beyond a 45 degree line taken from the centre point of nearest window of neighbouring dwelling.

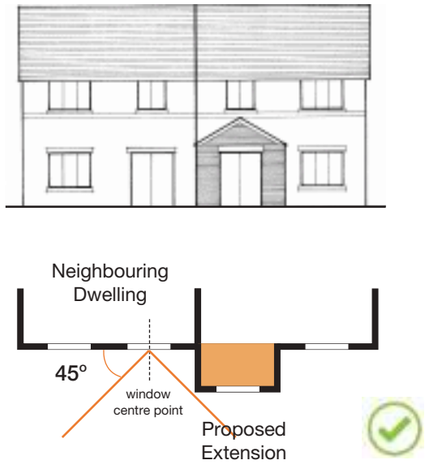


Figure RA.13. Use the 45-degree rule to avoid impact on neighbouring development (Plan)

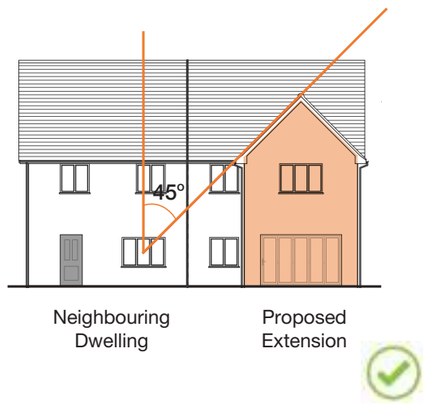


Figure RA.14. Use the 45-degree rule to avoid impact on neighbouring development (Elevation)

The cumulative area of extensions to properties **must not exceed 50%** of the original garden space of a property.

≤ 50%
of original garden space

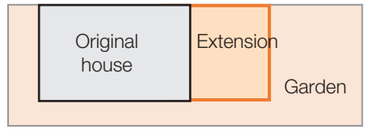


Figure RA.15. Overall extension footprint must not exceed 50% of the original garden space.

All extensions and additions to residential properties must be for residential use unless ancillary.

All proposals should be designed to match the character and appearance of the existing dwelling. In some instances, modern and innovative design can be achieved. This requires a Design and Access Statement setting out the design rationale.

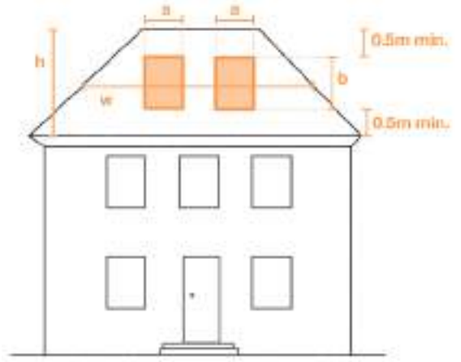
Dormers

The addition of dormer windows, particularly if they are poorly designed in terms of scale, shape and proportion or badly sited, can have severe, detrimental effects on the streetscene. Dormer windows to the front of the roof will only be granted planning permission, where they already exist as an established feature of the street. Instead, the Suburban Code makes allowances for dormers on rear-facing roof slopes.

In Conservation Areas, no front facing dormers will be permitted. Conservation grade rooflights must be used and will only be permitted on roof slopes that are not visible from the street or public places.

Where dormers are proposed, the following parameters must be met:

- **Size:** a dormer window must be in proportion to the size of the original roof. It should **not exceed half the height** of the roof (measured from the eaves to the ridge) and should **not be more than half the width** of the existing roof on which it is intended to be situated – measured halfway between the ridge and eaves. Often multiple dormers will be more in-keeping than a single dormer. In such instances the sum of the width of the dormers should **not exceed half the width** of existing roof on which it is intended to be situated – measured halfway between the ridge and eaves.
- **Position:** The dormer windows should be set a **minimum of 0.5m** below the ridgeline and a **minimum of 0.5m** above the eaves.
- **Harmony:** roofs to dormer windows should be in harmony with the roof of the host building. Pitched roofs on dormers will generally be the most appropriate design approach.



a1+a2 ≤ 1/2 w
b ≤ 1/2 h

Figure RA.16. Dormer extensions dimensions

Roof Extensions

- Roof extensions, such as hip-to-gable, must respect the size and form of existing roofs.
- They must not exceed the height of the existing roof ridge.
- Materials must match the existing property.
- The Code does not support the upward extension of residential dwellings within the Village Area.
- Extensions to roofs and changes in roof form will not be acceptable in Conservation Areas

Side Extensions

Side extensions must be subordinate to the original house in the terms of their height, scale and bulk. They should be proportionate to the scale of the main house and should be no more than half the width of the existing house. Side extensions should not surpass the front building line of properties.

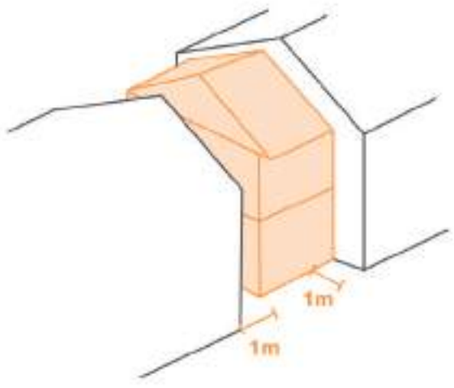


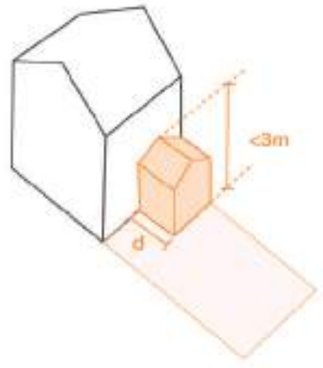
Figure RA.17. Side extension for houses

Rear Extensions

Rear extensions on properties should be designed to match the materials and roof form of the host dwelling. Pitched roof extensions are preferred over flat roof extensions. Eaves height (excluding parapets) for single storey extensions must **not exceed 3m** in height.

Rear extensions at single storey should be subordinate to the original house. Rear extensions should **not exceed a depth of 3m** for a terraced house (including end of terrace) and **3.5m** for a semi-detached house or **4.5m** for a detached house, measured from the rear elevation of the original dwelling.

Two-storey extensions should avoid being the full width of the property and must not have significant impacts on the amenity of the adjoining neighbours.



d = depth of rear extensions
d of terrace house ≤ 3m
d of semi-detached house ≤ 3.5m
d of detached house ≤ 4.5m

Figure RA.18. Rear extension for houses

Where they connect to the main roof of properties, they must remain subordinate and match the roof pitch and form of existing roofs.

Two storey rear extensions should be compliant with the 45-degree rule when viewed from neighbouring windows and should **not exceed a depth of 3m**.

Porches

Porches will be acceptable where they match the style of the existing dwelling and are set back by **more than 2m** from the edge of the highway. They **should not exceed a height of 3.0m** at eaves and must not be out of character with the host dwelling or wider street scene.

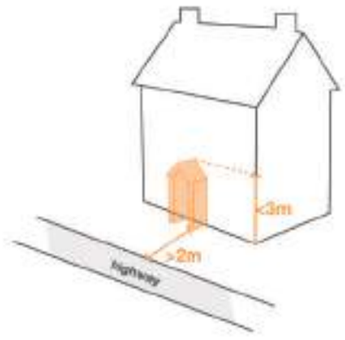


Figure RA.19. Porches extension dimension and garage dimension.

Windows

Replacement windows on dwellings should match the style and material of existing windows in the locality. The reinstatement of more traditional style windows such as sliding sash timber framed is encouraged where this helps to reinstate appropriate character.

Within Conservation Areas, if there is a loss of an original window, it must be replaced with like for like window as the original in both material and style.

Garages

Where detached garages are proposed, these will generally **only be acceptable with a maximum eaves height of 2.5m**, and will only be considered forward of the building line where they do not unduly impact the character of the street scene.

Detached garages are not permissible in Conservation Areas.

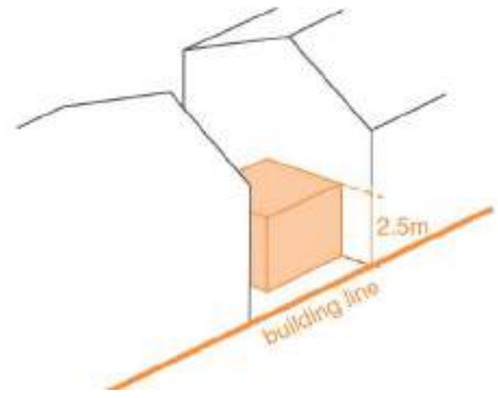


Figure RA.20. Garages approach

7. Homes and Buildings

RA7.1 Space Standards

All new homes must meet the Nationally Described Space Standards and be accessible.

number of bedrooms	number of bed spaces (persons)	1-storey dwellings (sqm)	2-storey dwellings (sqm)	3-storey dwellings (sqm)
1b	1p	39		
	2p	50	58	
2b	3p	61	70	
	4p	70	79	
3b	4p	74	84	90
	5p	86	93	99
	6p	95	102	108
4b	5p	90	97	103
	6p	99	106	112
	7p	108	115	121
	8p	117	124	130
5b	6p	103	110	116
	7p	112	119	125
	8p	121	128	134
6b	7p	116	123	129
	8p	125	132	138

As per the Nationally Described Space Standards:

- A **single bedroom** has a floor area of **at least 7.5sqm**
- A **double (or twin bedroom)** has a floor area of **at least 11.5sqm**

Figure RA.21. National Described Space Standards

RA7.2 Lighting, Noise and Privacy

All new housing must be designed to create acceptable levels of internal comfort and amenity, including daylight and traffic noise.

Housing must be designed to enable good levels of daylight and sunlight both internally and to neighbours in accordance with BRE209 (2022) guidance, and prevent overheating in accordance with building regulations (Document O).

Privacy distances will be set at **21m** between rear facing windows of different dwellings but not to the elevation facing the street.

Increased separation distances are required where there are significant variations in ground level between new development and existing development. The distance separation between proposed development and existing development should be **increased by 2m for every 1m rise** in ground level, where the proposed development is on a higher ground level.

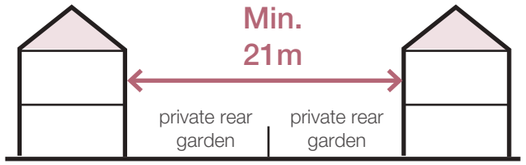


Figure RA.22. Separation distance between rear facing windows

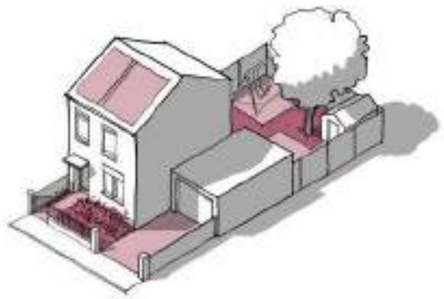


Figure RA.23. Appropriately sized back garden, ensuring suitable amenity area

RA7.3 Private outdoor space:

All **one/two bedroom** houses should have a garden of **at least 45sqm**. **Three and four bedroom** homes should have a garden of **at least 65sqm,** and **five bedroom** homes should have a garden of **at least 100sqm**. **Apartments** should have access to private or communal space of **at least 10sqm** per unit.

Figure RA.24. Maximase daylight into dwellings

RA7.4 Security

New homes must meet Secured by Design guidelines published by the Police.

8. Resources

Thoughtfully designed places and buildings conserve natural resources, encompassing buildings, land, water, energy, and materials. The code addresses the challenges posed by climate change by prioritizing energy efficiency and minimizing carbon emissions, aiming to achieve net-zero targets by 2050.

RA8.1 Energy Efficiency

New housing will be subject to the Future Homes standard from the date of publication. This mandates levels of energy efficiency and non-fossil fuel heating. The Code expects that all new development will at a minimum meet the requirements set out in this standard. All must incorporate sustainable design principles.

RA8.2 Environmental Performance

New non-residential development will be expected to achieve a minimum environmental performance of BREEAM Good.

RA8.3 Sustainable Retrofit

Given the need to address the climate crisis, LDC will support the retrofitting of properties.

Sustainable retrofitting improvements should follow an ‘energy hierarchy’:

- Firstly, reducing the use of energy through heating controls.
- Secondly, upgrading the building’s thermal efficiency such as improving existing glazing, draught proofing and insulation to conserve energy.
- Thirdly, installing sustainable building services systems such as renewable energy sources.

It is important to respect historic sensitivities and restrictions on interventions which will impact on the character of conservations area or listed buildings.

Coding principles must be followed to ensure that properties continue to respect the context of the surrounding area.

RA8.4 Passive design strategies

For any new-build design, on-site passive design strategies must be considered from the outset. Passive design uses layout, fabric and form to eliminate or reduce the demand for mechanical heating, cooling, ventilation and lighting. Passive design strategies should be employed to:

- Understand the local, climatic context in which a proposed residential building will be situated.
- Optimise spatial planning and orientation to control solar gains and maximise daylighting.
- Manipulate building form and fabric to facilitate natural ventilation.
- Make effective use of thermal mass to help reduce peak internal temperatures.

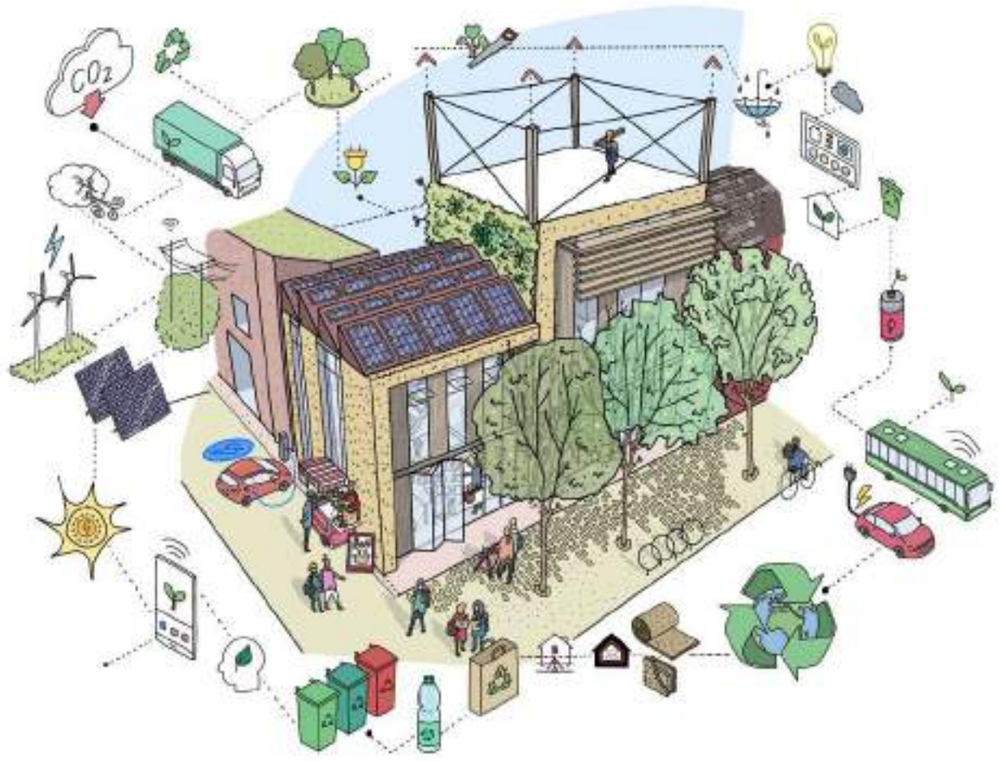


Figure RA.25. Sustainable approach to development

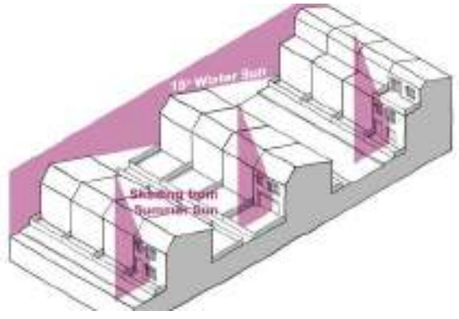


Figure RA.26. Passive design and orientation. © NMDC

Figure RA.27. Ground & Air Source Heat Pumps

Figure RA.28. EV charging point at home

Figure RA.29. Solar Photovoltaic Panels

RA8.5 Renewable Energy

Air Source Heat Pumps

Air Source Heat Pumps can result in significant energy savings compared to gas-boilers. When installing them, the plant must be installed so it is not visible from the street. They should be located away from windows and be attenuated with sound insulation to avoid noise impacts to neighbours

EV Charging Points

At least 20% of new parking spaces should incorporate EV Charging points.

Photovoltaic systems

The inclusion of PV panels or integrated roof tiles will be supported enabling maximum energy capture. PV panels or tiles must be installed uniformly within the roof area to avoid unnecessary clutter and impact to the character of the area. PV panels must not project more than 200mm beyond the plane of the roof and must be at the same angle as the roof pitch.

PV panels should be avoided where they are likely to impact on key views or on the setting of heritage assets.

External Wall Insulation

The finish and materials of external insulation must match the original external appearance of the property.

RA8.6 Circular economy thinking

Before considering any design concepts and solutions for a site, the first step must be to explore all opportunities to re-use or adapt the existing structures on site. This will almost always be the most sustainable solution. Opportunities to refurbish, adapt or extend should be thoroughly explored before any consideration of demolition and new build is made. Where re-use of the structure is deemed impossible, the re-use of the materials embodied in the existing structures must be considered. It is also important to respect conservation areas and listed buildings.

RA8.7 Whole life carbon approach

This covers the operational carbon during a building's lifespan and also the embodied carbon associated with site preparation, construction and end of life demolition. New development should take the steps set out below to ensure that they have sufficiently integrated a sustainable and whole life carbon approach to the energy hierarchy, efficiency and embodied carbon of new build.

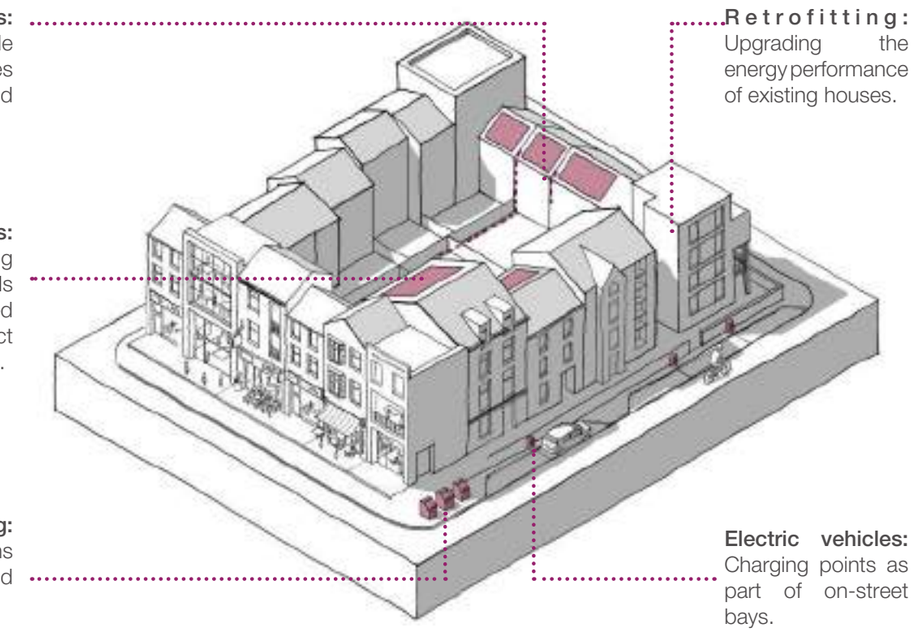


Figure RA.30. Low carbon low energy neighbourhood networks

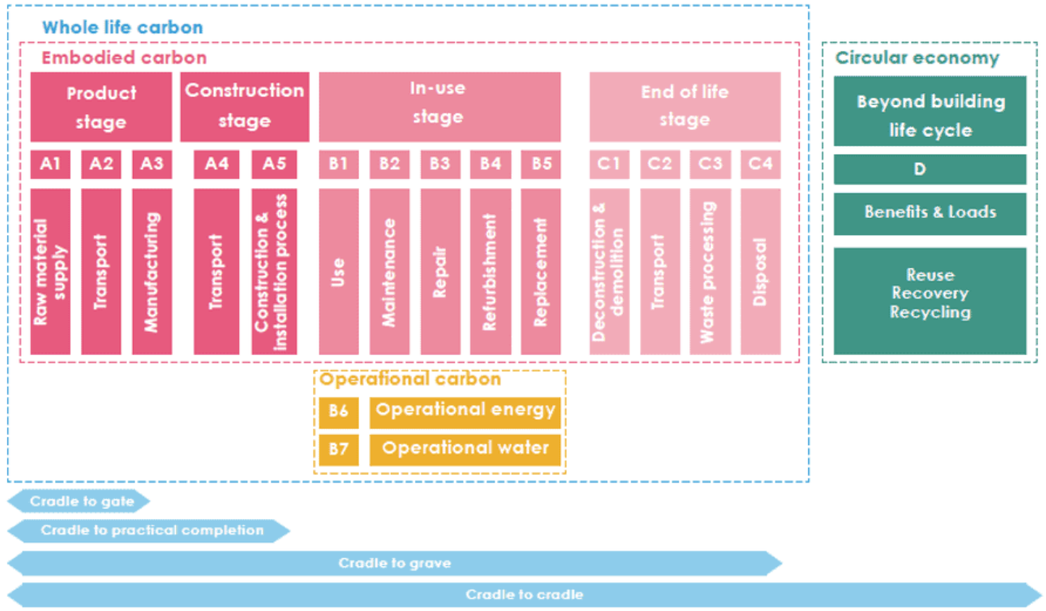


Figure RA.31. The EN 15978 system boundaries, demonstrating the stages constituting a whole life carbon assessment (source: LETI Embodied Carbon Primer)

9. Lifespan

RA9.1 Adoption Standards

In accordance with the Highways Act and its Section 38 provisions, any proposed streets and highways seeking adoption must go through the formal adoption process overseen by Staffordshire County Council.

All streets and public areas that lie outside of the highway boundary that are to be adopted by Lichfield District Council must be designed to the council's adoption standards.

All space that is not to be adopted and which isn't within the curtilage of individual plots must be subject to specified management arrangements such as a management company funded by a service charge.

All schemes including new public realm must include a management map showing the areas to be adopted by each authority and the areas subject to private management arrangements.

RA9.2 Innovation and Future Proofing

The use of innovative, creative or modern design or construction techniques, such as modular building, is encouraged when these result in a high quality of development that responds positively to its setting within Lichfield district. However careful and considerate design will be a pre-requisite from their implementation. All proposed development should work well for everyone and must continue to work well into the future.

RA9.3 Public Consultation

A program of public consultation is required for all new development. This should include meaningful engagement with local residents and businesses around a proposed development as well as wider engagement with voluntary organisations and civic groups.

A statement of community involvement will be required to be submitted with all planning applications setting out the consultation undertaken, the views expressed and the ways in which these have been incorporated into the scheme.

RA9.4 Quality of Life

New development should contribute positively to the wellbeing and quality of life of both future residents and the wider community. The scheme should make reference to the Quality of Life Framework published by the Quality of Life Foundation (https://www.qolf.org/framework/).

RA9.5 Management of Neighbourhood

New residential development of more than 20 homes should include mechanisms to involve residents in the management of their neighbourhood.

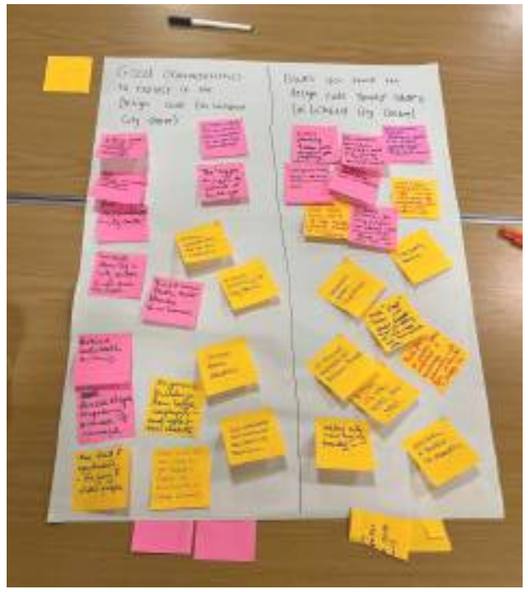


Figure RA.32. Community engagement in Lichfield

EA. EMPLOYMENT AREA TYPE

The Employment Code sets out the parameters for development within existing and proposed industrial and commercial areas, including business parks. The code prioritises the safe movement into and around sites, design of employment buildings and increasing the sustainability of commercial activities.

DESIGN CODE

1. Movement

Employment areas in Lichfield rely on access from large heavy goods vehicles, which park up on the road or in delivery bays. Some employees walk to work or take public transport, many business parks and industrial estates are very car reliant - detracting from the walkability of streets. Pavements are quite wide and buildings are often setback from the road, allowing opportunities to explore landscaped verges, better integrated parking and safer cycle routes.

EA1.1 Street

Streets should be designed to enable easy movement for a wide variety of vehicles - including large delivery vehicles - whilst prioritising the safety of commuters using active travel options.

EA1.2 Street Safety

All streets within the Industrial Area Type should have a **10 mph** speed limit and be designed to achieve this.

Design for traffic safety can be achieved in a number of ways through the configuration of roads and the design of carriageways. As there will a high proportion of HGVs and larger vehicles ensuring the highway remains visible is crucial to safety of pedestrians and cyclists.

EA1.3 Public Transport

All new Industrial locations should be **within ten minutes walk (400m)** of a bus stop.

These bus stops should provide a service of at least one bus every hour.

If this cannot be accommodated, a contribution outlined within a designated Travel Plan should be made.

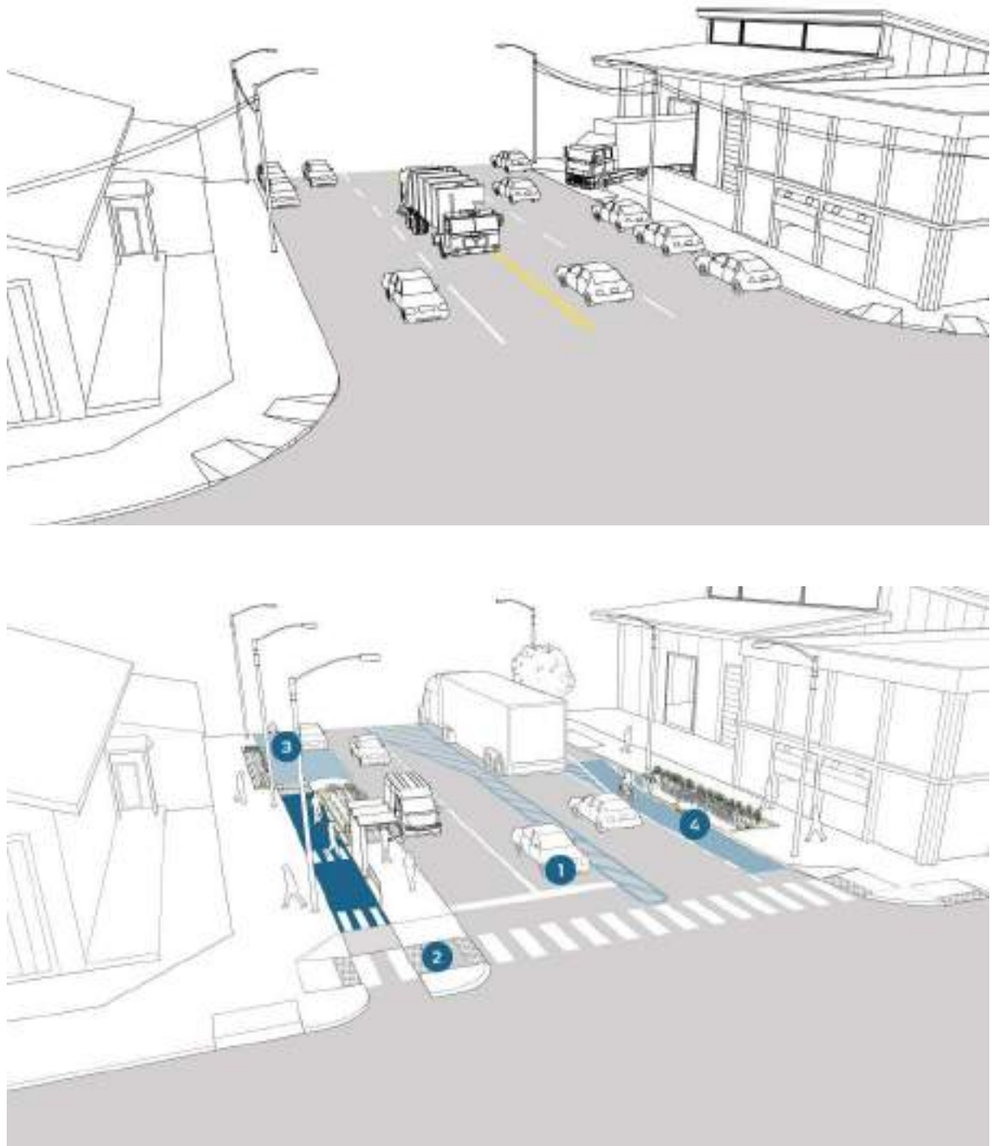


Figure EA.1. Revitalisation of streets in employment area

1 The street has been converted from two lanes in each direction to one, with a left turn pocket where needed. Seize opportunities to align provision of safer cycling and walking conditions with improved storm water infrastructure.

Use green expressions, including biodiversity facilities and street trees, to improve the experience of walking, cycling, and riding transit. Integrate green infrastructure into transit stops and the planting zone to help capture and dissipate water and air pollution from the street.

2 Shorten crossing distances and tighten curb radii to improve pedestrian safety. Where large vehicles are expected to make turns, mountable corner aprons or concrete “pillows” can allow large vehicles to make turns while discouraging car drivers from making high-speed turns.

3 Adding cycle lanes can reveal new space within the cross-section to incorporate green infrastructure, such as bioretention cells in the cycle lanes buffer zone (at least 1.5m if adequate width is available). Cycle lanes are also appropriate for permeable paving treatments. Utilise permeable concrete or porous asphalt to ensure the surface is compatible and comfortable for cyclists.

4 Parking lanes and cycle lanes can often accommodate permeable surface. Limit the amount of storm water run-on from the travel lanes onto permeable pavement parking lanes and cycle lanes, since higher sediment and pollutant loads from industrial travel lanes will incur more frequent maintenance requirements.

EA1.4 Cycling and Micro Transport

Schemes should accommodate segregated cycle lanes on all primary streets.

Employment developments must supply secure cycle parking for **at least 50%** of the total capacity of the intended work force. The level of which should be agreed within a Travel Plan. New employment development should include changing facilities to better facilitate active travel users.

EA1.5 Walking Routes

All streets should provide footways of at least 2m in width on both sites.

New schemes should preserve and link to existing footways.

EA1.6 Emergency Access and Servicing

Emergency vehicles must be able to access to **within 10m** of every building. Care should be taken to ensure that parked cars don't block this access.

Refuse vehicles should be able to access **within 10m** of all external bin stores.

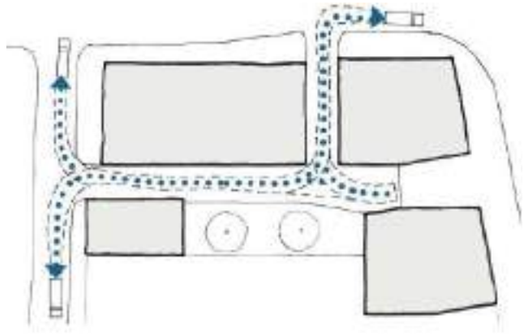


Figure EA.2. Vehicle swept path analysis to ensure service vehicles are able to use & turn within proposed layout

EA1.7 Bins

Adequate ventilated rubbish and recycling facilities must be provided within buildings or other structures for all refuse bins so that they do not obstruct streets and pavements. Bins should be accommodated where possible to the rear of properties, and should be effectively screened.

The bin provision will be split between recycling and waste.

Figure EA.3. An example of recycle bins in employment area

EA1.8 Junctions and Access

All new and redesigned junctions must ensure that there is **at least a 15m** radius to allow HGVs suitable space to turn safely.

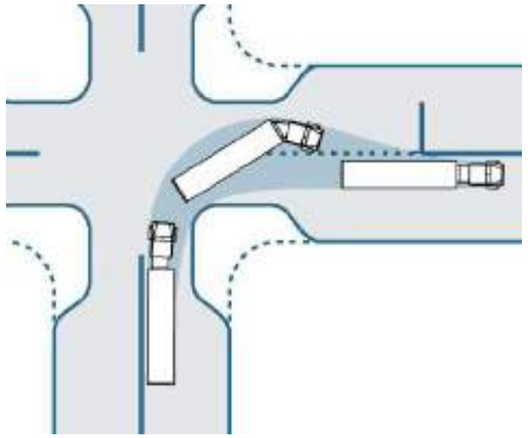


Figure EA.4. Junctions to allow HGVs suitable space to turn safely

EA1.9 Parking Standards

Car parking must be provided in allocated bays within set area within the development. The number of bays should be appropriate to the size of the developments workforce and potential customer base.

At least 20% of parking will enable electric charging points.

EA1.10 Visitor Car Parking

Car parking should not dominate the street scene.

Cars should not be allowed to obstruct pavements, and parking bays should be allocated on streets for delivery vehicles and visitor parking. Delivery vehicle parking will be accommodated to the rear of buildings where possible.

EA1.11 Employee Parking

Where parking is provided by businesses, this should be discreetly integrated into rear parking courts, or screened from the street where provided in front parking yards.

Figure EA.5. Surface Car Parking

Figure EA.6. An example of multi-storey car park in Aachen, Germany

2. Nature

Nature and green space must be incorporated and enhanced, with any new development contributing to biodiversity, maximising habitat connectivity, and preventing flooding.

EA2.1 Open Space Provision

Connections to existing green spaces surrounding industrial areas should be enhanced to promote health and wellbeing opportunities for employees. Small communal green spaces should be explored within industrial areas allowing space for lunch breaks and socialising.

EA2.2 Open Space Design

Where schemes include new green space or abut existing green space the following rules will apply:

- Landscaping in the form of shrubs and Trees should be utilised on site boundaries to reduce the visual impact of industrial buildings
- New development should relocate existing trees and provide trees within developments.
- Green and Blue infrastructure will be supported if successfully integrated into new development.

Figure EA.7. An example of landscape treatment to reduce visual impact of industrial buildings in Eindhoven, Netherlands

EA2.3 Biodiversity

In line with national and local policy, Biodivesity Net Gain shall be achieved on all new development. Please refere to local adopted policy for up-to-date figures.

This can include enhancement or restoration of existing habitats, or creation of new habitats that compliment and contribute to the Nature Recovery Network. Developments must demonstrate where and how this habitat can be incorporated within a scheme.

Development proposals must be supported by the appropriate ecological surveys to identify the potential to impact upon species and habitats, and the latest Biodiversity Metric Calculator where required.

Green/blue roofs

Natural river

Species rich meadows

Rain water

Figure EA.8. Precedent examples of potential biodiversity measures

Other ecological enhancement measures should be integrated into development sites including landscaping and planting to increase biodiversity, hibernacula creation, wildlife pond creation, and species boxes i.e., for birds, bats, bees, and hedgehogs.

Fragmentation of habitats should be minimised and opportunities for restoration, enhancement, and connection of natural habitats (including links to habitats outside Lichfield District) should be maximised. This includes retaining and integrating ecological corridors that connect to suitable green spaces within a development and the wider landscape to allow the movement of animals and continuation of viable populations.

EA2.4 Water and Flood

All major applications in Flood Zones 2 and 3, and schemes in Zone 1 of a hectare or more must prepare a Flood Risk Assessment.

An Emergency Plan (EP) should be provided if relevant pedestrian and/or vehicular access and escape routes of a proposed development would be affected during a flood from any source.

Proposals for all buildings, hard surfacing or extensions should submit a Foul and Surface Water Drainage Statement or have standard drainage conditions attached. This is set to increase in the future because of changes to weather events and sea levels due to climate change.

New development adjacent to watercourses must allow public access along the water course. Culverted watercourses must be opened and naturalised.

EA2.5 Sustainable Urban Drainage

All new development must incorporate Sustainable Urban Drainage Systems (SuDS) to achieve a greenfield run-off rate.

Figure EA.9. Surface Water Drainage

Figure EA.10. Intervals to allow water into rain garden

These should be integrated with the overall Landscaping Strategy and existing natural features on site, managed to increase value to wildlife and biodiversity, and additional recreational benefits where possible, while reducing impermeable surface cover.

SuDS can be adapted to suit any site and can contain different and various components, with multiple applications and benefits to achieve sustainable water management. When creating a SuDS network, various factors need to be considered at different scales:

- **Masterplan Scale**: water demand, efficiency, space provision, river corridors, habitats, soil, landscape, geology
- **Site Scale**: existing natural drainage patterns, runoff rates, storm water features, amenities, “place making” and landscape character
- **Building Scale**: water efficiency features, green roofs, living walls, water butts etc.

Please refer to Staffordshire County Council (SCC) SuDS handbook for detailed advice and guidance on SuDS design.

EA2.6 Permeable Surfaces

Large areas of hardstanding surfaces decreases the percolation of water into the ground which increases surface water run-off and in turn contributes to flooding. Given the large amount of exposed surfaces required within Industrial development, all new hard surfaces which are not part of the public highway should be designed to be permeable.

Figure EA.11. Four Pillars of SuDS Design. ©The SuDS Manual C753, Ciria

Green Roof

Permeable Paving

Figure EA.12. SuDS options

EA2.7 Trees and Verges

Primary streets within Industrial Areas should be designed to incorporate green space including grass verges, swales and street trees.

Sites may contain trees protected by Tree preservation Orders or by Conservation Areas. Where works are proposed which are not immediately required to implement a full planning consent, the relevant Conservation Areas, or with restrictive conditions application or notification procedure must be followed. Restrictive conditions or legal covenants relating to trees, must also be considered and authorisation from the enforcing body is to be gained prior to commencing works. Protecting trees, must have written authorisation from Lichfield Council before any works that will impact /harm the tree is undertaken.

In line with local validation guidance an arboricultural survey to BS5837-2012 must be undertaken where there are semi-mature / mature trees /protected trees (TPO or Conservation Area) or hedgerows within the site and/or off-site trees within 15metres of the application site (including street trees). This is irrespective of whether the trees are to be removed or retained. All trees rated A and B (per BS5837-2012) must be retained unless exceptional circumstances can be demonstrated. Arboricultural survey must be undertaken and all trees rated A and B must be retained unless exceptional circumstances can be demonstrated.

Reference To Malting And Barley Crops

All Year Round Interest Colour, Texture And Scent

Evergreen Species Structure

Enhancing Biodiversity and Supporting Wildlife

Figure EA.13. Indicative range of plants and soft landscape

Streets

Introducing Pioneering Species

Post Industrial Pioneer Species

Rustic

Figure EA.14. Indicative range of trees

3. Built Form

The Design Code seeks to create a stronger built form in employment areas, with better definition of fronts and backs, urban blocks and more active frontage to create a safer, more pleasant and more legible urban design.

EA3.1 Grain

The grain of development relates to the number and variety of buildings in an area. Fine grained areas are made up of lots of different buildings whereas coarse grained areas are either made up on a few large buildings or a large number of very similar buildings.

It is recognised in the Employment Area Type there will be a set built form in developments which results in relatively uniform building design. In this instance, uniformity in building design and form is accepted.

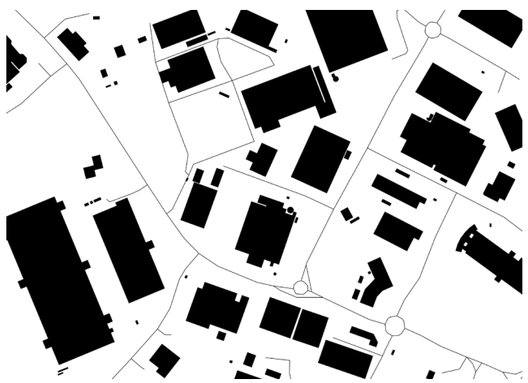


Figure EA.15. An example of urban grain of employment area

EA3.2 Urban Form

Industrial buildings typically have an inward facing urban form due to the intended use. This means that the from external views the design of industrial sites can be seen as abrupt. Designs should aim to increase the visual permeability of sites by allowing lines of site and integrating landscaping into developments. On larger industrial sites, there is a lack of permeability for traffic with service roads remaining unconnected. This is considered acceptable for the intended use.

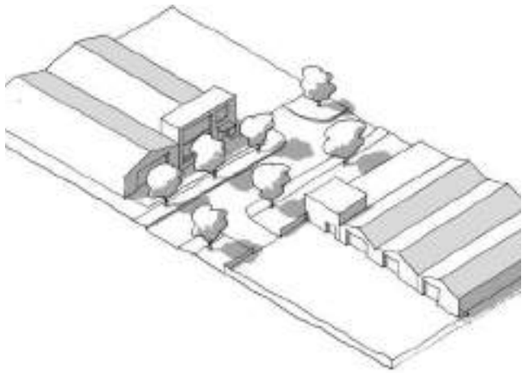


Figure EA.16. Typical urban form of employment area. © NMDC

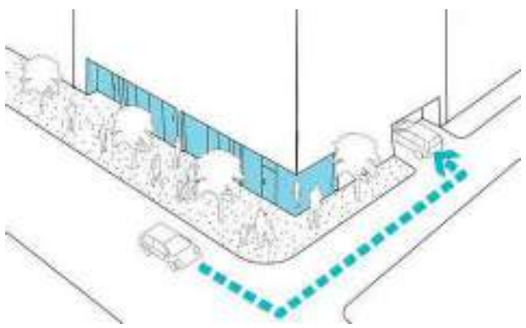


Figure EA.17. Employment building frontage

EA3.3 Building Line

Industrial Developments should follow a building line set by the regulatory plan for the site.

EA3.4 Building Heights

Industrial buildings are required to be large in size in order to facilitate a variety of potential uses an equipment. New development should be built to a **maximum height of 15m** (including plant equipment and parapet). Where sites are **within 25m** of residential properties, this height should be **limited to 12.5m**.

EA3.5 Building Frontage

The relationship between buildings and their surroundings and the interaction between ground floor uses and public realm define the quality of space people experience. Whilst not all ground floors can accommodate active use appropriated design and relationship to street can help people feel safe and comfortable.

With direct impact on streetscape and human activities, the ground floors, which are along a main pedestrian route and facing to public realm, present opportunity to create active frontages. Where uses allow, the design should aim to:

- Provide storefront windows and highly visible entrances for ground floor commercial uses adjacent to the street and sidewalk;
- Limit staff car parking and servicing areas away from the main entrances of sites

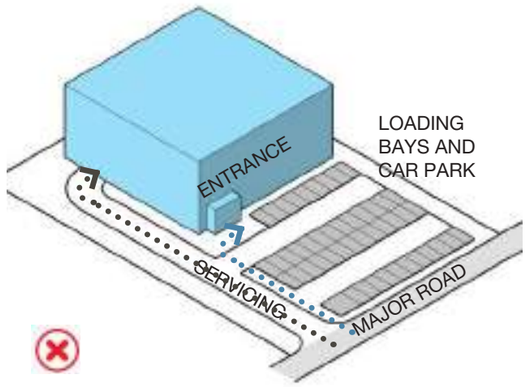


Figure EA.18. Illustrative sketches showing functional employment design with limited relationship to the street (top) and an employment development with frontages which can contribute to an improved street environment (bottom).

4. Identity

The Code does not seek to impose a particular architectural style on new buildings and encourages efforts to promote high quality design including design review, the use of more than one architecture practice using design based tenders or competitions. The following rules relate to the principles that should ally to the design of new buildings.

EA4.1 Scheme design

All new development must be accompanied by a Design and Access Statement that sets out a rationale for the design of the scheme.

This must include an assessment of the character of the area surrounding the scheme. The Lichfield Extensive Urban Survey and Lichfield Historic Environment Assessments would be useful to support the creation of local character assessment.

The Design and Access Statement must show how this analysis has influenced the design of new buildings.

EA4.2 Site Design Codes

Developers of major schemes should include site design codes as part of outline planning applications. These should replicate the provisions of this design code but can go into far more detail on items such as:

- Architectural design
- Materials
- Roof design
- Boundary treatments
- Colours
- Parking and servicing Arrangements

EA4.3 Architecture

The code does not require a particular architectural style but the following principles must be followed regardless of style. New development should encourage variety in architectural styles and create a stronger connection with the street and the surrounding context.

Ground Floor: Entrances should be clearly highlighted, and windows should face the street.

Materials: Materials should include brick and metal cladding, with strong colour themes and graphics to create identity.

Front Façades: Front façades should be detailed to avoid large monotonous surfaces.

Active Frontages: Active frontage should be integrated where possible through employment areas with the inclusion of cafés and offices.

Windows: Windows should face the street with at least 20% of the front facade glazed. Rooflights should also be integrated into buildings with large internal footprints to encourage natural daylighting.

Rooflines: Pitched roof are favoured to flat roofs. Gable roofs should face the street. Where flat roofs are built, green roofs should be considered.

Figure EA.19. Light industrial facility in Lichfield

5. Public Realm

There are opportunities to improve public realm in employment areas with softer landscape to mitigate flooding and pollution and create a more attractive streetscape. Usable public space and better links through to existing public open spaces should be provided for employees.

EA5.1 Street Type

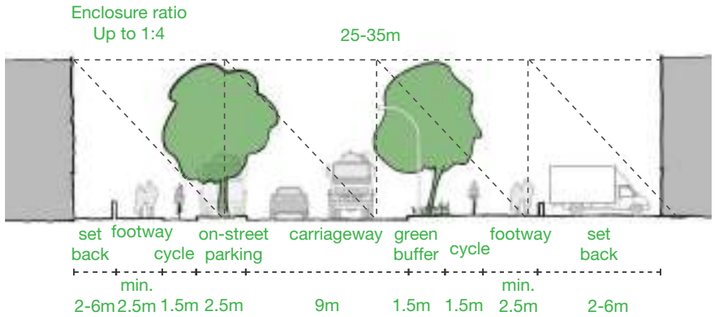
The design of streets will vary with the type of street. Street design should therefore be based on the hierarchy of streets set out either in the coding plan for existing areas or the regulatory plan for new development.

Not all areas will include all streets but the street hierarchy may include:

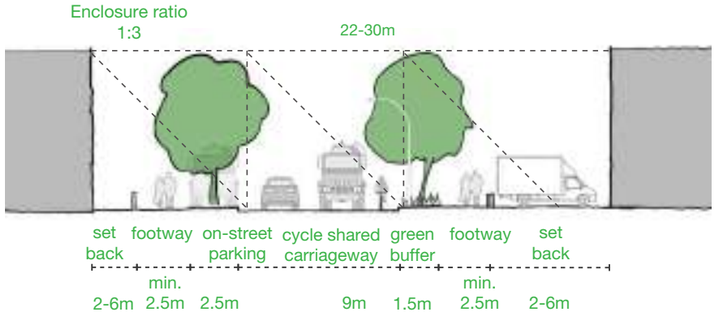
- **Primary Streets**: Key routes outside local centre with relatively high volumes of traffic and bus routes
- **Secondary Streets**: Streets providing access into employment sites and often with other supporting facilities like retail, leisure and food store.
- **Tertiary Streets**: Most other streets providing limited local access.

Street Type	Primary Streets	Secondary Streets	Tertiary Streets
Traffic	Two Way	One or Two Way	One or Two Way
Enclosure ratio	up to 1:4	1:3	up to 1:2
Width between Building Lines	25-35m	22-30m	12-24m
Active Frontage	At least 15% of building frontage	At least 5% of building frontage	No requirement
Design Speed	30mph	30mph	20mph
Building line Compliance	50%	50%	No requirement
Set Back	2-6m	2-6m	up to 6m
Parking	On Plot with driveways and potentially service roads on busy streets	On Plot in driveways. Visitor parking on street in marked bays	On Plot in driveways. Visitor parking on street in marked bays
Cycling	Designated lanes in both directions	On carriageway	On carriageway
Footway	At least 2.5m	At least 2.5m	At least 2m on one side
Street Trees	On at least one side spacings no greater than 30m	On at least one side spacings no greater than 30m	No requirement

Primary Streets



Secondary Streets



Tertiary Streets

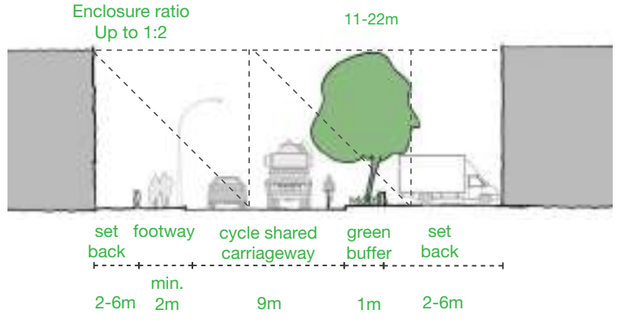


Figure EA.20. Examples of street types in employment area; Top: Primary Streets; Middle: Secondary Streets; Bottom: Tertiary Streets.

6. Uses

Employment areas will mainly provide space for employment use, with light and heavy industry and warehouse/ storage spaces. Office space should also be explored and facilities for employees should be accommodated such as food and drink and local shops.

EA6.1 Employment uses

Employment areas in Lichfield will provide a focus for employment generating uses aligning with occupier demands for accessible locations. New development can offer a mix of employment unit sizes and building types that cater for businesses of varied size and provides them with opportunities for to develop, manufacture and store their production. These are likely to include:

- B2- General Industrial
- B8- Storage or Distribution
- E- Business

Other uses including retail, leisure, and food stores can be provide to complement and support the employment uses.

EA6.2 Extensions and Alterations

Within the Employment Area Type, there will be a variety of existing building designs and forms. If existing industrial buildings require enhancements, they should abide by the following general principles:

- Integrate innovative and contemporary design solutions
- Increase the energy efficiency of the building
- Utilise materials which relate to the character of surrounding areas
- Create a 10% uplift in biodiversity on-site

B2 - General Industrial

Figure EA.22. Example of typical Industrial Units

Figure EA.23. Example of manufacturing Industrial

B8 - Storage & Distribution

Figure EA.24. Example of distribution Centre

Figure EA.25. Example of logistics Centre

E - Commercial, Business and Service

Figure EA.21. Example of offices

7. Buildings

Where employment areas include residential development, industrial activities must not negatively impact on resident health and wellbeing. Visual and noise screening must be considered.

EA7.1 Space Standards

Building Envelope

Delivering flexible facilities can respond to the changing needs of the occupiers while creating the desired economic benefits to the local community.

Health and Wellbeing

The design focus is on creating buildings that are inclusive and encourage health and wellbeing. To facilitate that a consideration should be given at detailed design stage to the layout and factors like:

- natural light
- ventilation
- integration with landscape
- accessibility
- ancillary facilities, including cycle storage, changing rooms, showers etc.

Adaptable Plot

New development within the employment area should be adaptable and flexible.

The distance between two buildings can vary depending on use, location and character of the streetscape.

Flexible Layout

A building footprint (typically measuring 30-36 by 30-36 metres) provides a flexible envelope for different employment uses, and is also flexible to convert on to other uses.

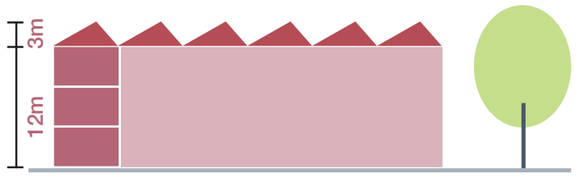


Figure EA.26. Typical Section of employment building

EA7.2 Lighting, Noise and Privacy

All new industrial buildings and plots must be designed to mitigate against the impacts of lighting, noise and privacy for nearby residential uses.

All external lighting used should face into the site and not result in undue light pollution from sites.

To ensure privacy, first floor windows should not directly face residential dwellings and should have a separation distance of at least 25m.

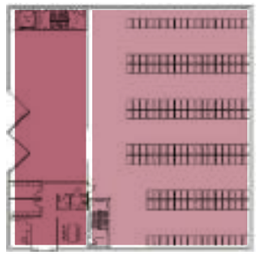
EA7.3 Security

New employment must meet Secured by Design – Secured by Design (SBD) Commercial Guide 2023 published by the Police.

General industry building _ indicative section

CLASS B2 - GENERAL INDUSTRY

Larger units are formed by multiplying the basic building envelope with a maximum of 3 storeys.



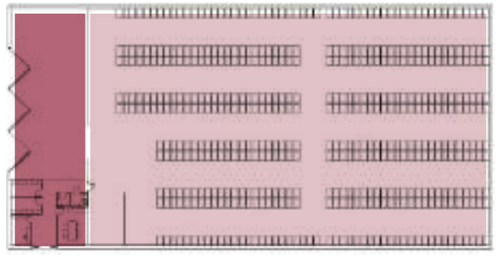
General industry building _ indicative ground floor

General industry building _ indicative upper floor

one storey storage/distribution building _ indicative section

CLASS B8 - STORAGE & DISTRIBUTION

Larger units are formed by multiplying the basic building envelope to produce an extended footprint with a maximum of 3 storeys.



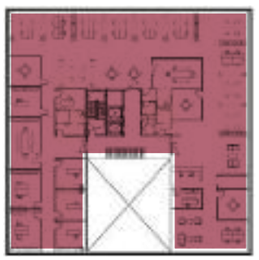
one storey storage/distribution building _ indicative floor plan

Office building _ indicative section

CLASS E - BUSINESS / OFFICE

The typical footprint of office building allows for a flexible configurations depending on the needs of the tenant.

The building can be successfully occupied by one single tenant or subdivided into separate self-sufficient units.



Office building indicative floor plan (single tenant)

Office building indicative floor plan (three tenants per floor)

Figure EA.27. Indicative sketch showing flexible employment building layout

8. Resources

Thoughtfully designed places and buildings conserve natural resources, encompassing buildings, land, water, energy, and materials. The code addresses the challenges posed by climate change by prioritizing energy efficiency and minimizing carbon emissions, aiming to achieve net-zero targets by 2050.

EA8.1 Energy Efficiency

Will be considered as part of the BREEAM Assessment

EA8.2 Environmental Performance

New non-residential development will be expected to achieve a minimum environmental performance of BREEAM Good.

EA8.3 Sustainable Retrofit

Given the need to address the climate crisis, LDC will support the retrofitting of properties.

Sustainable retrofitting improvements should follow an ‘energy hierarchy’:

- Firstly, reducing the use of energy through heating controls.
- Secondly, upgrading the building’s thermal efficiency such as improving existing glazing, draught proofing and insulation to conserve energy.
- Thirdly, installing sustainable building services systems such as renewable energy sources.

It is important to respect historic sensitivities and restrictions on interventions which will impact on the character of conservations area or listed buildings.

Coding principles must be followed to ensure that properties continue to respect the context of the surrounding area.

EA8.4 Passive design strategies

For any new-build design, on-site passive design strategies must be considered from the outset. Passive design uses layout, fabric and form to eliminate or reduce the demand for mechanical heating, cooling, ventilation and lighting. Passive design strategies should be employed to:

- Understand the local, climatic context in which a proposed residential building will be situated.
- Optimise spatial planning and orientation to control solar gains and maximise daylighting.
- Manipulate building form and fabric to facilitate natural ventilation.
- Make effective use of thermal mass to help reduce peak internal temperatures.

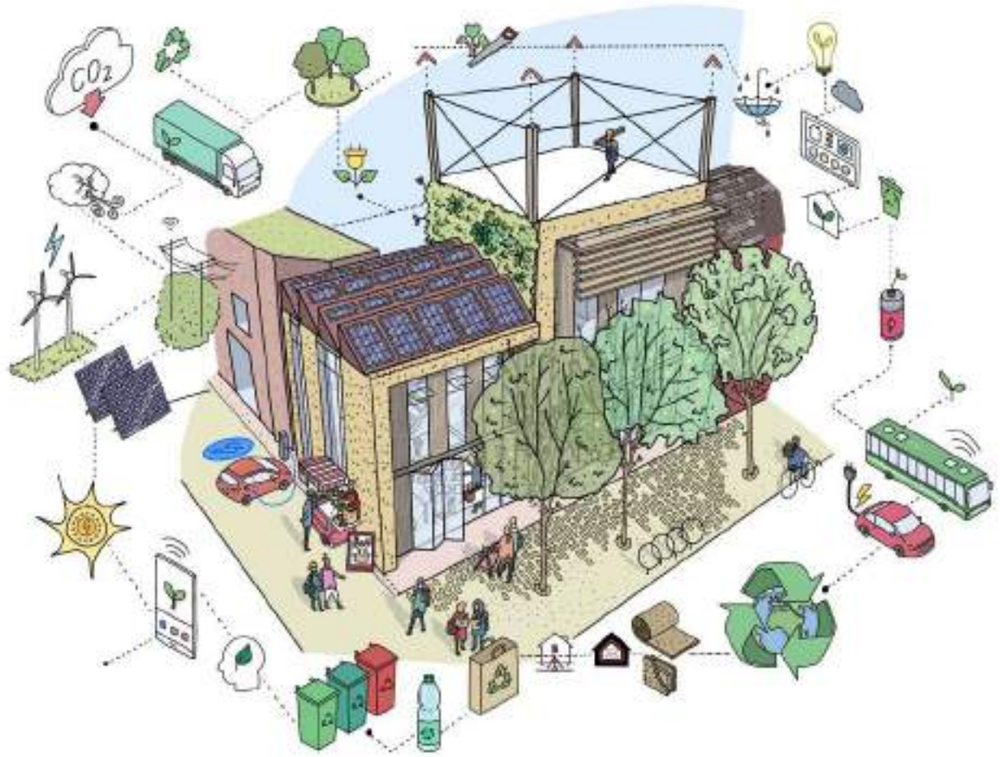


Figure EA.28. Sustainable approach to development

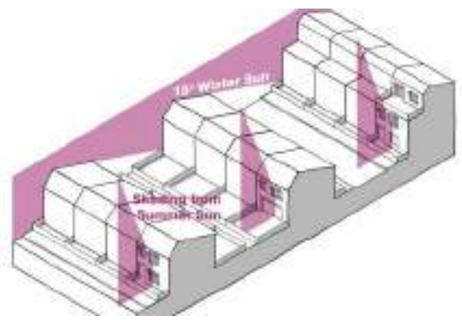


Figure EA.29. Passive design and orientation. © NMDC

Figure EA.30. Ground & Air Source Heat Pumps

Figure EA.31. EV charging point at home

Figure EA.32. Solar Photovoltaic Panels

EA8.5 Renewable Energy

Air Source Heat Pumps

Air Source Heat Pumps can result in significant energy savings compared to gas-boilers. When installing them, the plant must be installed so it is not visible from the street. They should be located away from windows and be attenuated with sound insulation to avoid noise impacts to neighbours

EV Charging Points

At least 20% of new parking spaces should incorporate EV Charging points.

Photovoltaic systems

The inclusion of PV panels or integrated roof tiles will be supported enabling maximum energy capture. PV panels or tiles must be installed uniformly within the roof area to avoid unnecessary clutter and impact to the character of the area. PV panels must not project more than 200mm beyond the plane of the roof and must be at the same angle as the roof pitch.

PV panels should be avoided where they are likely to impact on key views or on the setting of heritage assets.

External Wall Insulation

The finish and materials of external insulation must match the original external appearance of the property.

EA8.6 Circular economy thinking

Before considering any design concepts and solutions for a site, the first step must be to explore all opportunities to re-use or adapt the existing structures on site. This will almost always be the most sustainable solution. Opportunities to refurbish, adapt or extend should be thoroughly explored before any consideration of demolition and new build is made. Where re-use of the structure is deemed impossible, the re-use of the materials embodied in the existing structures must be considered. It is also important to respect conservation areas and listed buildings.

EA8.7 Whole life carbon approach

This covers the operational carbon during a building's lifespan and also the embodied carbon associated with site preparation, construction and end of life demolition. New development should take the steps set out below to ensure that they have sufficiently integrated a sustainable and whole life carbon approach to the energy hierarchy, efficiency and embodied carbon of new build.

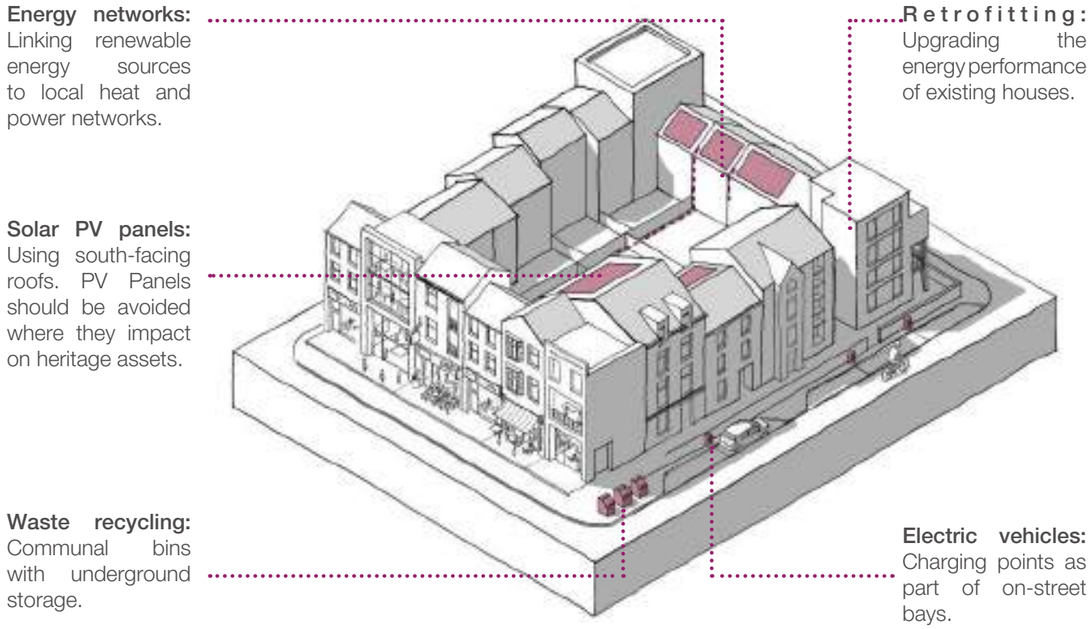


Figure EA.33. Low carbon low energy neighbourhood networks

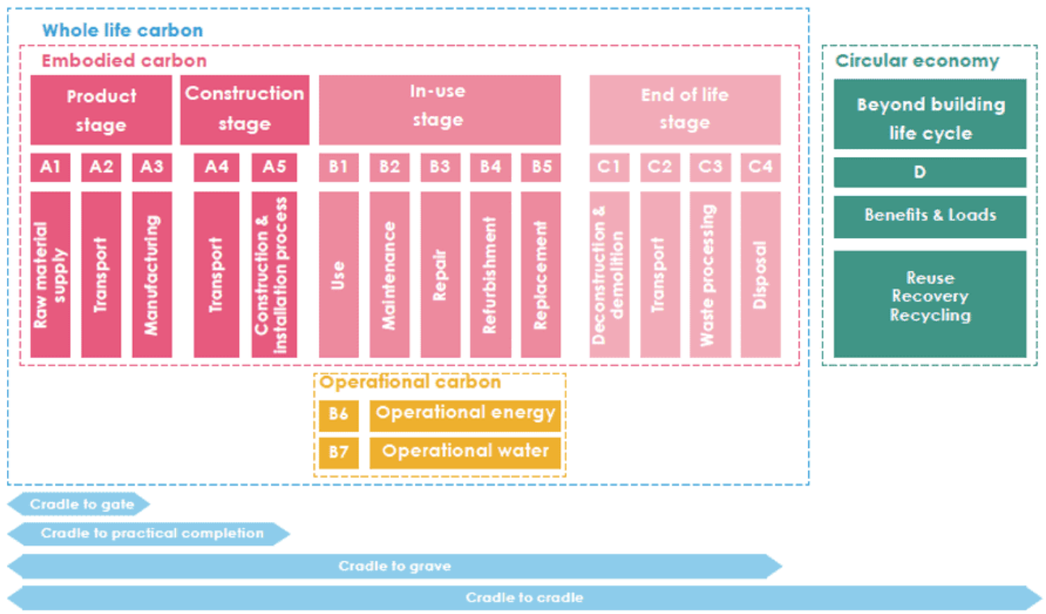


Figure EA.34. The EN 15978 system boundaries, demonstrating the stages constituting a whole life carbon assessment (source: LETI Embodied Carbon Primer)

9. Lifespan

EA9.1 Adoption Standards

In accordance with the Highways Act and its Section 38 provisions, any proposed streets and highways seeking adoption must go through the formal adoption process overseen by Staffordshire County Council.

All streets and public areas that lie outside of the highway boundary that are to be adopted by Lichfield District Council must be designed to the council's adoption standards.

All space that is not to be adopted and which isn't within the curtilage of individual plots must be subject to specified management arrangements such as a management company funded by a service charge.

All schemes including new public realm must include a management map showing the areas to be adopted by each authority and the areas subject to private management arrangements.

EA9.2 Innovation and Future Proofing

The use of innovative, creative or modern design or construction techniques, such as modular building, is encouraged when these result in a high quality of development that responds positively to its setting within Lichfield district. However careful and considerate design will be a pre-requisite from their implementation. All proposed development should work well for everyone and must continue to work well into the future.

EA9.3 Public Consultation

A program of public consultation is required for all new development. This should include meaningful engagement with local residents and businesses around a proposed development as well as wider engagement with voluntary organisations and civic groups.

A statement of community involvement will be required to be submitted with all planning applications setting out the consultation undertaken, the views expressed and the ways in which these have been incorporated into the scheme.

EA9.4 Quality of Life

New development should contribute positively to the wellbeing and quality of life of both employees and the wider community. The scheme should make reference to the Quality of Life Framework published by the Quality of Life Foundation (https://www.qolf.org/framework/).

Figure EA.35. Community engagement in Lichfield

4. FRAMEWORK SITES

4.1 Approach

This chapter contains reference to strategic development sites within Lichfield. Framework Plans are requested within the National Model Design Code for strategic site allocations. The sites included in this chapter have been identified within the Lichfield Local Plan Strategy 2008-2029, and include those for major development of over 200 homes or large non-residential development, which are not yet complete.

Where site allocations are incorporated into this Design Code document, a Framework Plan and summary of their planning status is provided. Each site has been designated a relevant Area Type based upon its location and characteristics, including the design principles set out within the site allocation or its subsequent permission.

Once the Framework Sites have been constructed, they will remain within the assigned Area Type. Any development proposals that come forward post-completion will be expected to accord with the Design Code.

There are seven site-specific Framework Plans identified, as follows:

- Land South of Shortbutts Lane (south of Lichfield)
- Cricket Lane (south of Lichfield)
- Land North of Roman Heights (northeast Lichfield)
- Land at Watery Lane (northeast Lichfield)
- Birmingham Road Site
- Land at Arkall Farm, Ashby Road
- Former Rugeley Power Station

4.2 Framework Sites

Land South of Shortbutts Lane

This development site received outline/hybrid planning consent (ref: 21/01956/OUTFLM) in March 2023 for the comprehensive development of the site to provide 500 dwellings, a school and associated community facilities. The residential part of the site was approved in full. The approved masterplan for the site has informed the Design Code Framework Plan. Given the location and context of the site, it has been assigned to the 'Suburban' Area Type.

Figure 4.1. Land South of Shortbutt Lane Site Framework Plan

Figure 4.2. Proposed Masterplan Layout fof Land South of Shortbutts Lane

Cricket Lane SDA

This development site has outline planning consent (ref: 18/01217/OUTFLM) for the provision of 520 dwellings and commercial floorspace. The planning permission requires the production of a site-specific Design Code. The approved masterplan for the site has informed the Design Code Framework Plan.

Given the context of the site, the residential aspect of the site is designated within this Design Code as the 'Suburban' Area Type and the commercial aspect as the 'Industrial' Area Type.

At this stage, the developer has submitted two Design Code's for the scheme, one for the residential phase and another for the employment. These were both approved in late 2023. Subsequently, this has been followed up with detailed resereved matters applications (24/00137/REMM & 23/01438/REMM), each is currently under determination.

Figure 4.3. Cricket Lane SDA Site Framework Plan

Figure 4.4. Indicative Masterplan for Land South of Cricket Lane

Land North of Roman Heights

This site is allocated within the Local Plan as Lichfield City Site L2. The first phase of this application has been built out in full under permission 12/00746/OUTMEI. Since then, permission for the second phase of development has come forward to provide 200 additional dwellings (ref: 19/01015/OUTM), and a site-specific Design Code is required of the developer. The approved permission drawings for the site have informed the Design Code Framework Plan included in this document. The fulll site is yet to be formally approved by LDC as it is awaiting the signing of a Section 106 Agreement to approve the application.

This site is characterised within the 'Suburban' Area Type.

Figure 4.5. Land North of Roman Heights (Lichfield) Site Framework Plan

Figure 4.6. Indicative Masterplan for Land North of Roman Heights

Land at Watery Lane

This site is allocated as Site OR7 providing up to 750 residential dwellings. Outline planning permission (ref: 14/00057/OUTMEI) was granted, and followed by Reserved Matters applications all being submitted. The approved masterplan for the site has informed the Design Code Framework Plan. Due to the age of the consent, this site does not have a site-specific Design Code. The main site is now under construction with one remaining Reserved Matters application to be submitted for the Local Centre portion of the development.

Due to its location and characteristics the site is assigned the 'Suburban' Area Type.

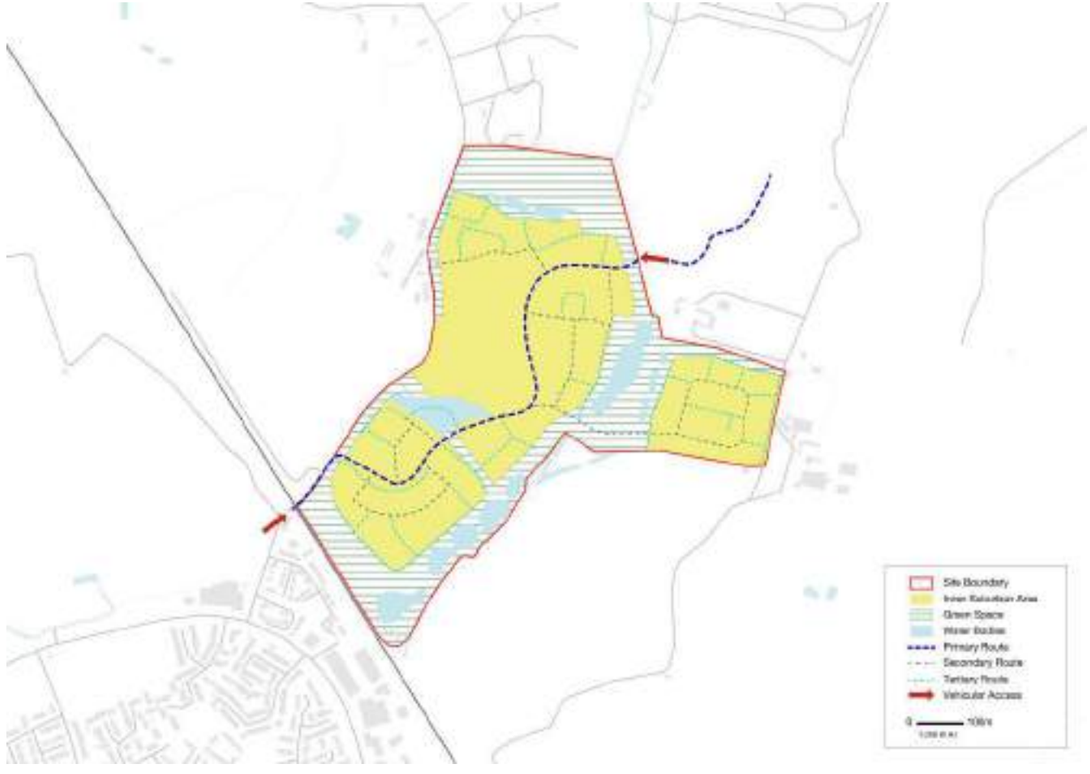


Figure 4.7. Land at Watery Lane (Lichfield) Site Framework Plan

Figure 4.8. Indicative Masterplan for Land at Watery Lane

Birminham Road Site

Within Lichfield City Centre, the Birmingham Road site is allocated as site LC2 for mixed-use development comprising new retail development with residential dwellings. The site is owned by Lichfield District Council, and proposals and a site-specific design code are being prepared, which will be used to shape any future application for the site. Emerging proposals for the site have informed the Design Code Framework Plan.

Given its city centre location, this site has been assigned to the 'Lichfield City Centre' Area Type.

Create Streets is working with Lichfield District Council to prepare the site-specific Design Code for Birmingham Road. The Draft Design Code went out for consultation in late 2023. This is in the process of being finalised and updated with Lichfield District Council.

Figure 4.9. Birmingham Road (Lichfield) Site Framework Plan

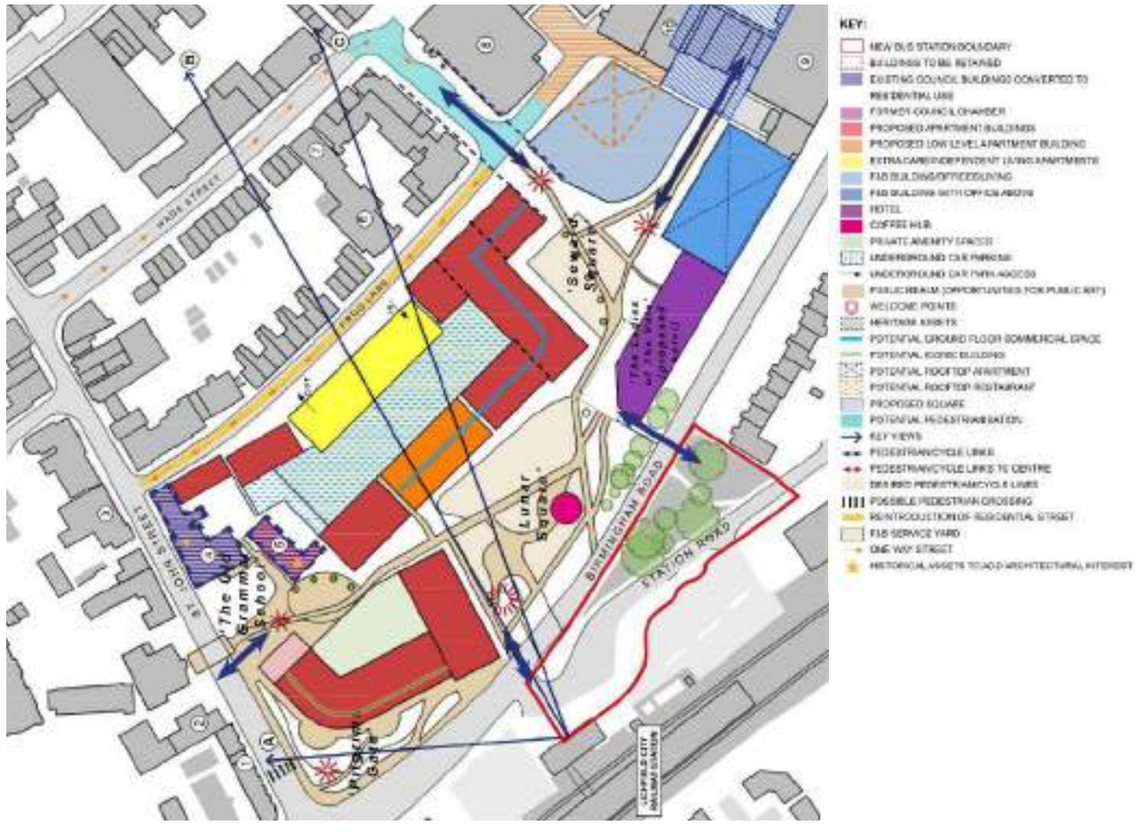


Figure 4.10. Indicative Masterplan for Birmingham Road Site

North of Tamworth: Land at Arkall Farm, Ashby Road

This site is allocated as Site NT1 within the Local Plan to provide up to 1000 dwellings. The site was granted outline consent (ref: 14/00516/OUTMEI) to provide up the full number of residential units. Three Reserved Matters for the site have been submitted and approved by LDC. Due to the age of the permission, no site-specific design code has been created. The approved masterplan for the site has informed the Design Code Framework Plan.

Due to its location and characteristics the site is assigned the 'Suburban' Area Type.

Figure 4.11. Land at Arkall Farm (Ashby Road) Site Framework Plan

Figure 4.12. Indicative Masterplan for North of Tamworth

Rugeley Power Station

The Rugeley Power Station site is a cross-boundary strategic allocation between Lichfield District Council and Cannock Chase District Council, allocated as Site R1. The redevelopment of the site was previously supported by each Council and a cross-boundary outline consent (ref: 19/00753/OUTMEI) was approved. The application is for a large-scale redevelopment of the site to provide 2300 dwellings and associated facilities. Due to the cross-boundary nature of the site, the Framework Plan assigned within the Design Code only applies to the part of the site within Lichfield's boundary. As the lower density proposed development is located within Lichfield, the area has been assigned the 'Suburban' Area Type. There is an existing site-specific Design Code for the site. With more to come forward as separate phases come forward with more detail included.

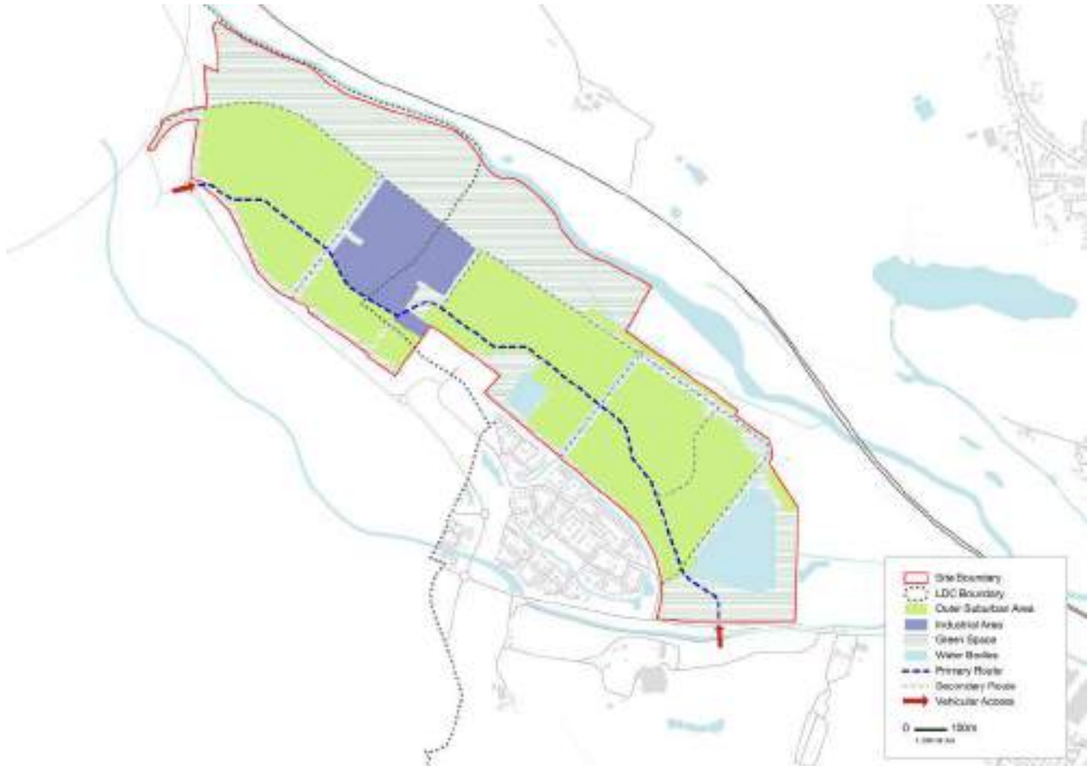


Figure 4.13. Former Rugeley Power Station Site Framework Plan

Figure 4.14. Indicative Masterplan for Rugeley Power Station

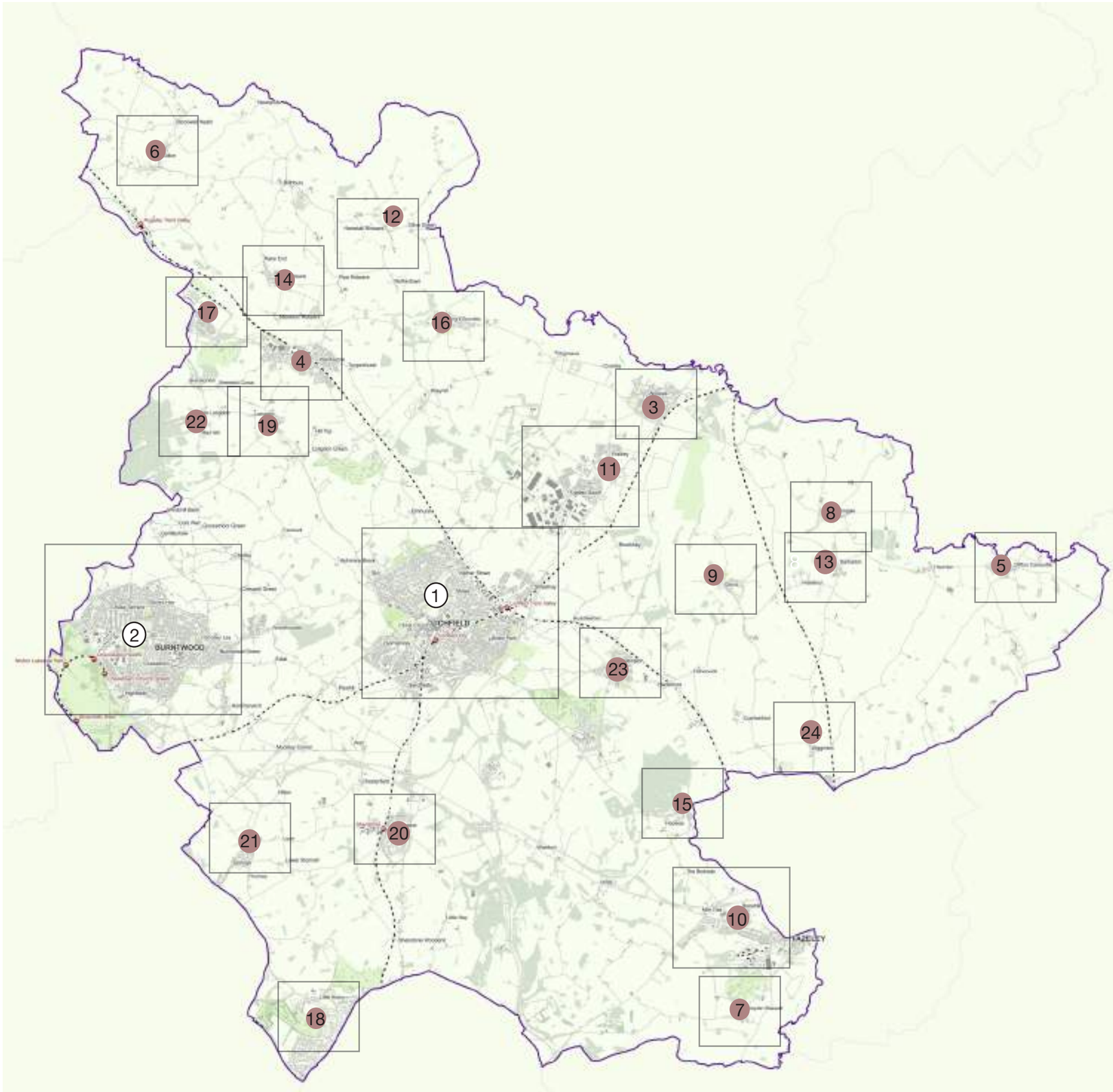
Appendix

1. baseline report

Lichfield District Settlements

- Lichfield district area boundary
- City/town settlement
  1. Lichfield
  2. Burntwood

- Village settlement
  3. Alrewas
  4. Armitage with Handsacre
  5. Clifton Campville
  6. Colton
  7. Drayton Bassett
  8. Edingale
  9. Elford
  10. Fazeley, Mile Oak & Bonehill
  11. Fradley
  12. Hamstall Ridware
  13. Harlaston
  14. Hill Ridware
  15. Hopwas
  16. Kings Bromley
  17. East of Rugeley
  18. Little Aston
  19. Longdon
  20. Shenstone
  21. Stonnall
  22. Upper Longdon
  23. Whittington
  24. Wigginton and the North of Tamworth



Contents

01 Lichfield City

About Lichfield

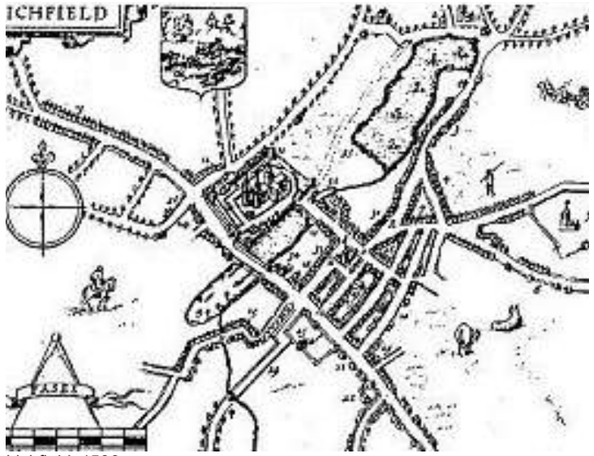
Lichfield, the largest settlement in the Lichfield district area, is located at the center of the district. It is approximately 29km southeast of Stafford, 12.7km northwest of Tamworth, and 21km southwest of Burton Upon Trent.

The early origins of Lichfield are not well documented. However, during the 1650s, the city became a popular coaching stop between London and Chester and between Birmingham and the northeast. As a result, Lichfield thrived and became the richest city in Staffordshire.

The Lichfield Plan 1903 and Lichfield Plan 1923 reveal that there was minimal change or growth in the city's urban form between the mid-19th century and the early 20th century. The arrival of the industrial revolution and the railway in 1837 reduced the importance of Lichfield as a coaching stop and slowed down the growth of the city. Birmingham, on the other hand, expanded significantly due to its growth in industry.

The Lichfield Plan 1955 shows that the first semi-detached council houses in the city were built in the 1930s. During World War II, 2,000 evacuees were brought to Lichfield from industrial areas. Despite some air raids in 1940 and 1941, the city itself largely remained intact due to the lack of heavy industry.

Today, Lichfield still has over 230 listed buildings, including many examples of Georgian architecture, standing in the city center. The Lichfield Plan 1970s reveals that after World War II, during the 60s, the council constructed many houses, including a number of high-rise flats. In the 70s and 80s, a large housing estate was built at Bowley Park in the southeast area of the city. Between the 1950s and late 1980s, the population of Lichfield tripled. The city has continued to expand to the west, with the development of Darwin Park.



Lichfield, 1500s


Lichfield, 1923


Lichfield, 1781

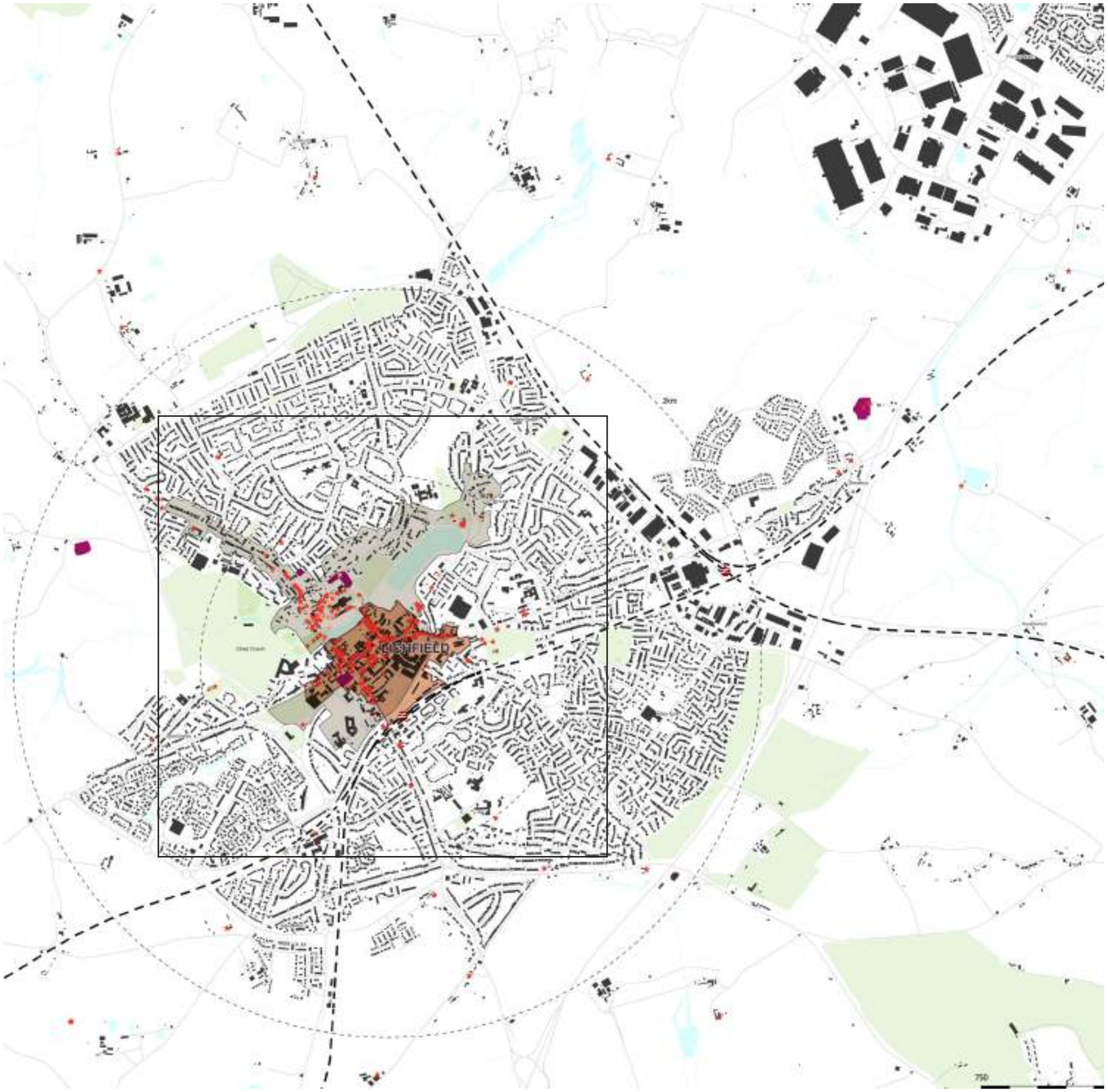

Lichfield, 1955

Lichfield, 1903

Lichfield, 1970

Lichfield Heritage & Conservation Plan

- Lichfield city centre area
- Lichfield city centre conservation area
- Grade I listed building
- Grade II* listed building
- Grade II listed building
- Scheduled monument
- Built form
- Green spaces / open spaces
- Roads
- Railway station
- Railway



Lichfield's conservation area covers much of the city centre but excludes some land on the south of Birmingham Road while extending northwards along Beacon Street. The area is carefully protected to preserve the city's historic and architectural character. Lichfield boasts 244 listed buildings, many of which are Georgian-style houses converted into shops and offices.

There are also several scheduled monuments and historic parks and gardens, including the remains of the Roman settlement of Letocetum and a section of the ancient Roman road known as Watling Street. Lichfield Cathedral, with its triple spires, is a Grade I listed building that stands out, alongside several other listed buildings and structures, such as bridges, hotels, schools, and a war memorial.

In addition to the listed buildings and scheduled monuments, Lichfield also includes several historic parks and gardens. One such example is Beacon Park, which dates back to the 19th century. This green space offers visitors a chance to relax and enjoy the natural beauty of the area, while also serving as a reminder of the city's rich history.

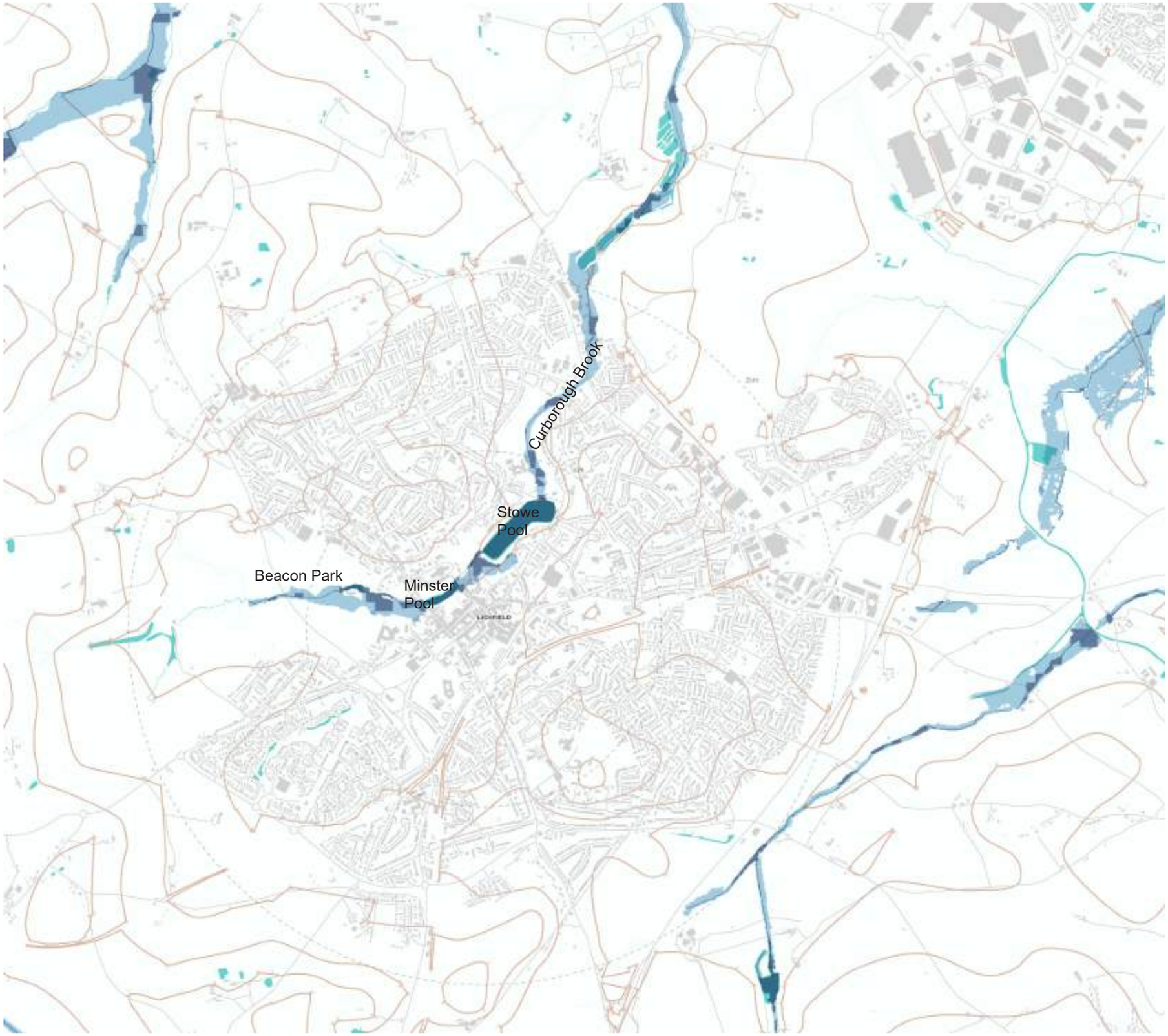
Together, these heritage assets make Lichfield an important centre for history and culture, attracting visitors from around the world. The city is committed to preserving these assets for future generations to enjoy.

Lichfield Topography & Flood Risk Plan

- 1m contours
- Area of high risk of flooding
- Area of medium risk of flooding
- Area of low risk of flooding
- Built form

The city of Lichfield is situated in a natural basin that encompasses three distinct types of landscapes. The largest of these is the Ancient Settled Farmlands, which extend to the north and west of the city and merge into the more open Village Farmlands to the east. To the south lies an area of Sandstone Estatelands. The perimeter of the basin is characterized by notable changes in landscape, with the broad valleys of the River Trent to the north and the River Tame to the east.

Lichfield occupies this basin, which is fed by two streams, the Leamonsley Brook and the Trunkfield Brook, flowing from the west. The former originates from a spring in Maple Hayes and runs eastwards through Beacon Park, where it converges with the Trunkfield Brook. Together, they flow beneath the Museum Gardens in the heart of Lichfield. Subsequently, the streams are carried under Bird Street before reaching Minster Pool. From there, they pass into a pipe that runs under Dam Street and Stowe Fields, ultimately reaching Stowe Pool. The outflow from Stowe Pool continues northwards as Curborough Brook, which ultimately merges with the River Trent.



Lichfield
Figure Ground Plan

Built form

Waterbody

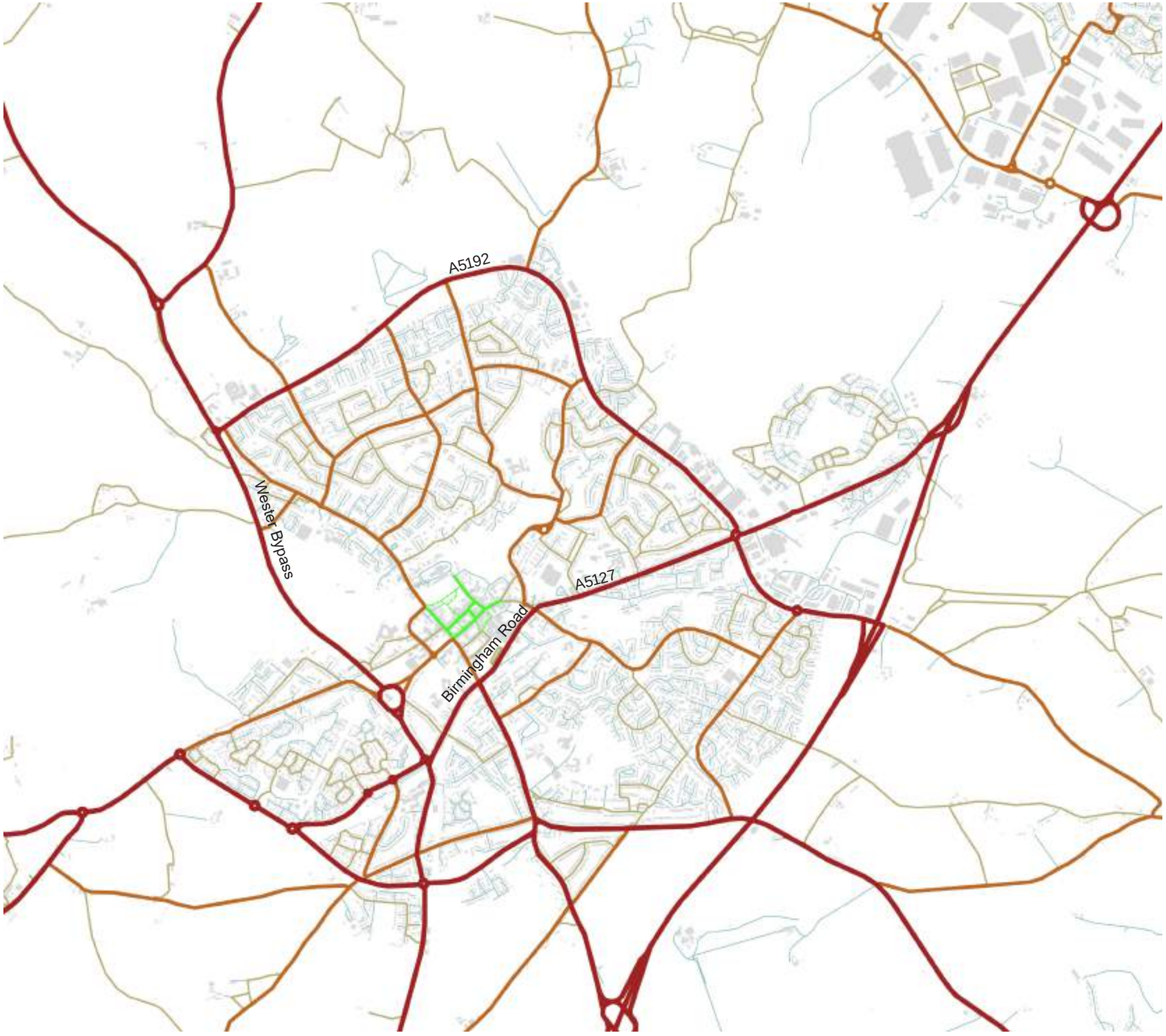
The figure ground plan of Lichfield shows a dense and tight urban form in the historical core of the city, with old shophouses forming strong building lines against the streets and creating a well-defined sense of enclosure. The corners within the historical urban blocks are also well defined against the edge of the streets.

Beyond the historical centre, the urban fabric becomes more fragmented and less legible, characterized by low-density suburban housing development with occasional larger building footprints, such as schools. To the east, there is a large industrial estate area with larger building footprints. The figure ground plan also indicates that new development in Lichfield has mainly focused on the south-western and north-eastern edges of the city.

Overall, the figure ground plan provides a useful tool for analysing the urban form of Lichfield and understanding the relationship between its buildings and public spaces.

Lichfield Street Hierarchy Plan

- Primary road
- Secondary road
- Local roads
- Cul-de-sac
- High street
- Footpath



The street hierarchy plan for Lichfield identifies the primary, secondary, local, and high streets. The primary arterial roads form a ring around the edge of the settlement area and the routes into the city centre. The A5127 and Birmingham Road still carry east-west traffic through the centre, creating a movement barrier between the Lichfield City railway station and the high street area, despite the presence of the Western Bypass to reduce traffic pressure.

The secondary and local street network has an organic and irregular pattern across the city neighbourhoods, with many local streets not connecting and terminating as cul-de-sacs, contributing to wayfinding issues.

In the city centre area, there is an irregular but well-connected grid of high streets. The high streets in the city centre are the most important commercial streets, with a mix of shops, restaurants, cafes, and other businesses. These streets are pedestrianized or have limited vehicle access, creating a pleasant environment for pedestrians and cyclists.

Lichfield Public Transport Proximity Plan

Area within 800m (c.10 minute walk) from a railway station

Area within 400m (c.5 minute walk) from a bus stop

The plan illustrating public transport proximity indicates that Lichfield is well-served by public transport, with bus stops within a 5-minute walk from all residential areas. In addition, Lichfield has two railway stations: Lichfield City station situated on the southern boundary of the city centre, and Lichfield Trent Valley station located on the outskirts of the city within Trent Valley Trading Estate.

Although not within walking distance of the entire city, these stations offer excellent transport links to Birmingham, Crewe and London. Lichfield Trent Valley station serves as a stop along the north-south Crewe and London Euston line, while a train service runs east-west between Lichfield Trent Valley and Bromsgrove via Lichfield City and Birmingham New Street.

Lichfield Greenspace & Open Space Typology Plan

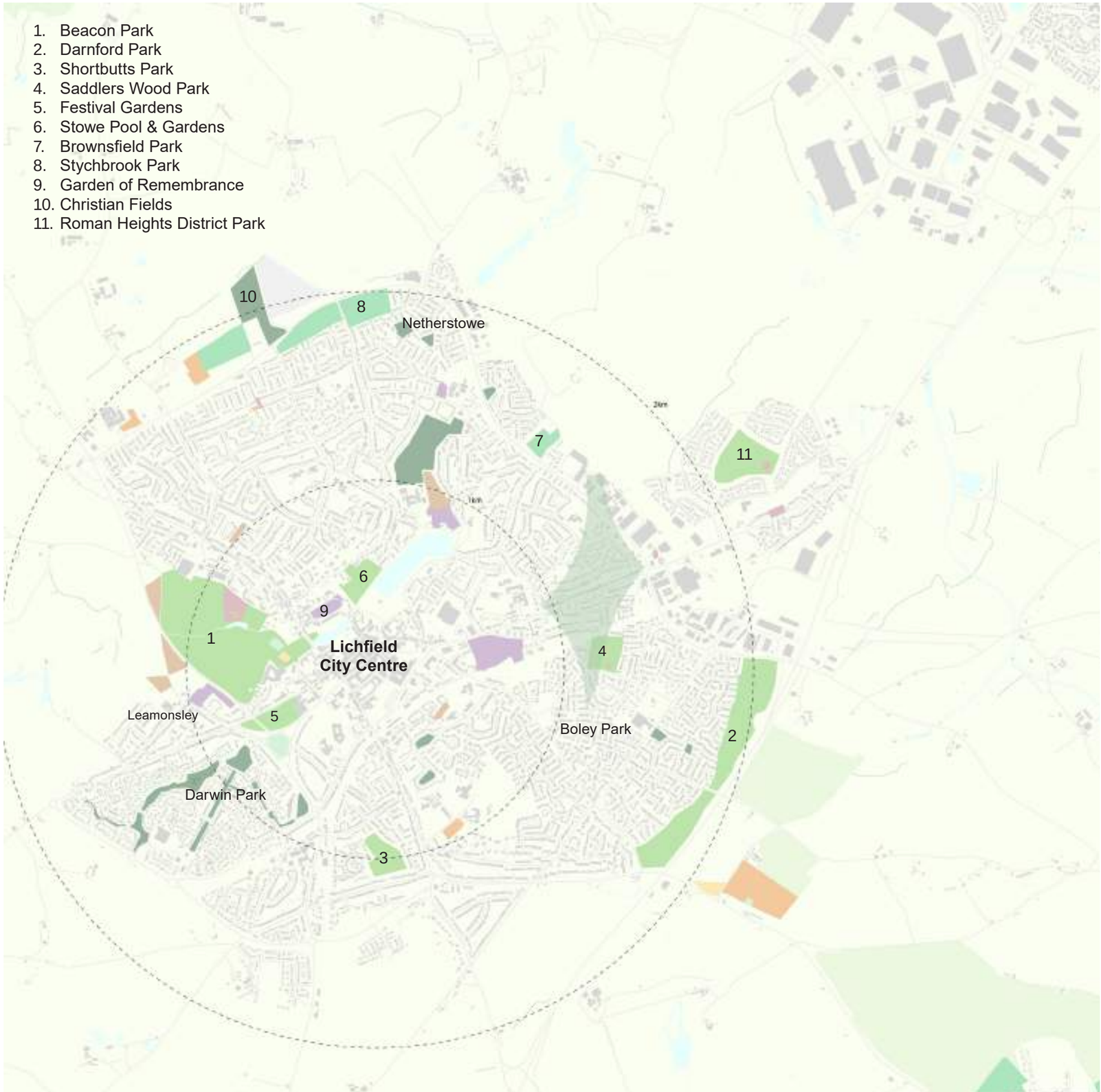
- Public parks or gardens
- Playing fields
- Informal open space
- Allotments
- Play space
- Religious grounds
- Cemetery
- Bowling green
- Golf course
- Tennis courts
- Other sports facilities

Lichfield boasts a range of green spaces and open areas, including historic public parks, playing fields, outdoor sports facilities, allotments, and play areas.

One of the city's largest open spaces is Beacon Park, which covers over 28.3 hectares of formal gardens and open space to the west of the city centre. The park underwent a significant renovation in 2010 and now offers many public facilities, including an enclosed playground, a large open play area, and a bistro overlooking an attractive pool.

Another major public park is Darnford Park, a 19-hectare linear park located on the south-eastern urban edge of the city. It offers several walking routes and a small enclosed play space. Shortbutts Park is a neighbourhood park located in the southern area of Lichfield with many facilities, including a playground, football pitches, outdoor gym, and woodland area. Saddlers Wood, a 2.4-hectare area woodland park, is situated to the west.

Other smaller open spaces include Stowe Pool & Gardens, which offers a large grassed area with a children's play area and angling in Stowe Pool, and Christian Fields, a natural land of over 6 hectares that has been developed into a local nature reserve by the North Lichfield Initiative, Staffordshire Wildlife Trust, and local community groups.



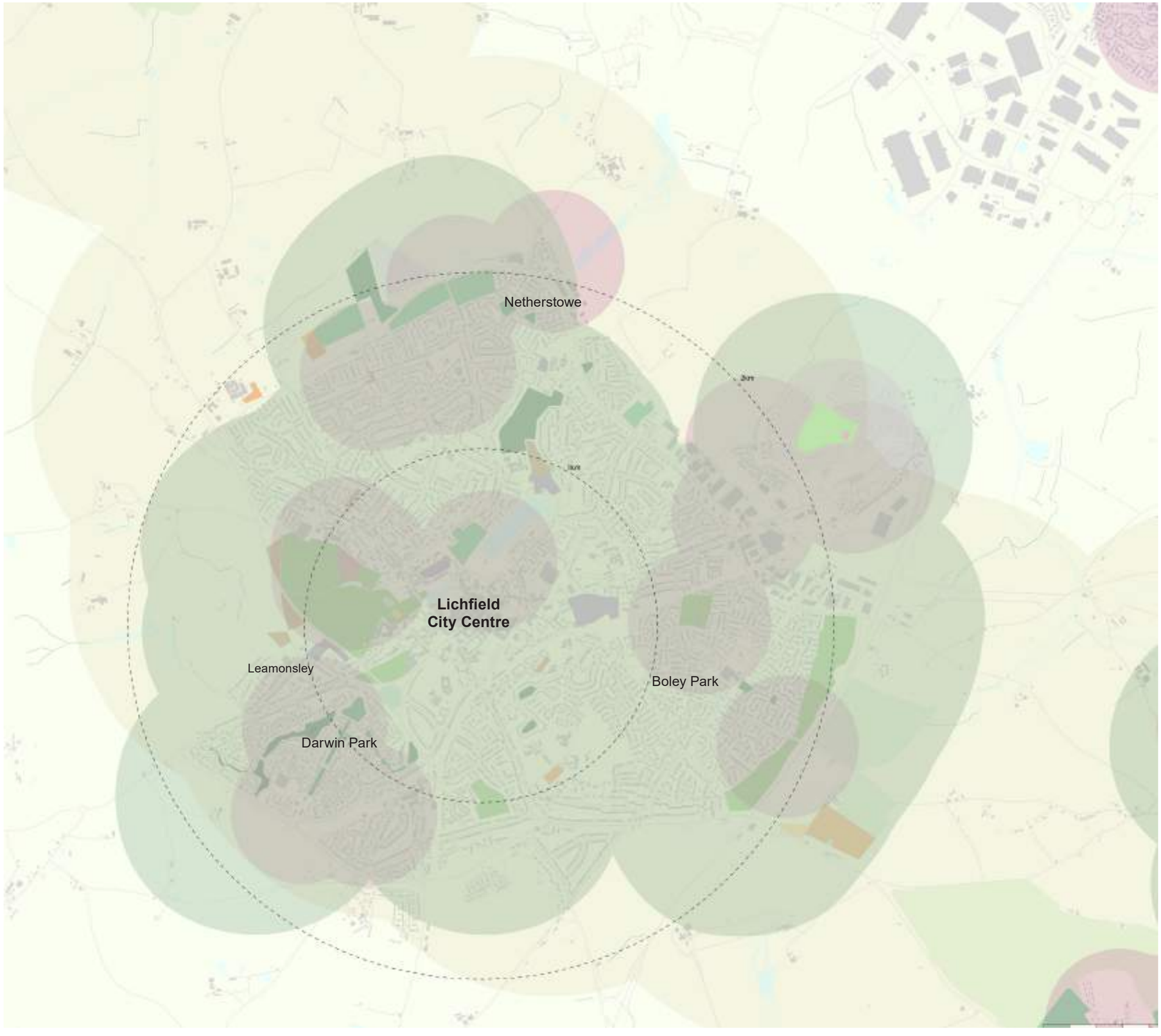
Lichfield Greenspaces & Open Spaces Proximity Plan

- Area within 710m* of informal open space
- Area within 400m* of formal outdoor space - designated play area
- Area within 1200m* of formal outdoor space - playing pitches & all outdoor sports areas

*(FIT recommended benchmark guidelines)

According to the greenspace and open spaces proximity plan, Lichfield has a well-distributed provision of public open spaces and green areas, including both informal and formal outdoor playing pitches and sports areas.

However, there is still potential to create more formal designated play areas in the city, particularly in underprovided areas located to the south and northeast of the settlement.



Lichfield Facilities Plan

- Primary school
- Secondary school
- University
- Place of worship
- Community uses
- Health centre / hospital
- Railway station
- Railway line
- Green space / open space

Lichfield boasts a vibrant city centre, with a wide range of local amenities, including shops, restaurants, cafes, bars and services. To the north of the city centre stands Lichfield Cathedral, a distinguished place of worship and unique for being the only three-spired cathedral in the UK.

On the southern edge of the city centre is South Staffordshire College, providing further education courses and apprenticeships, as well as higher education courses in collaboration with Staffordshire University and the University of Wolverhampton.

In addition to the city centre, there are several residential neighbourhoods that offer primary and higher education facilities, such as King Edwards VI School, Nether Stowe School, and The Friary School. Numerous primary schools are also scattered throughout the area, although it is worth noting that Boley Park and Darwin Park are not as well served as they are not within walking distance of many homes in these areas.

To the east of Lichfield lies Trent Valley Trading Estate, a sizable business and retail park strategically located next to Lichfield Trent Valley railway station. With several local and national businesses, including Wickes, Halfords, Topps Tiles, and Central England Co-op HQ, it plays a significant role in providing employment opportunities for the local community.

Lichfield Strategic & Saved Allocations Plan

- Proposed for strategic housing allocation
- Non-strategic housing allocations saved policy
- Non-strategic housing allocations saved policy (refused planning)
- Strategic development allocations saved policy sites (under construction / with planning permission)
- Mixed use allocation (Birmingham Road site)
- Lichfield town centre boundary area
- Built form
- Railway line
- Railway station
- Green space / open space
- HS2 route

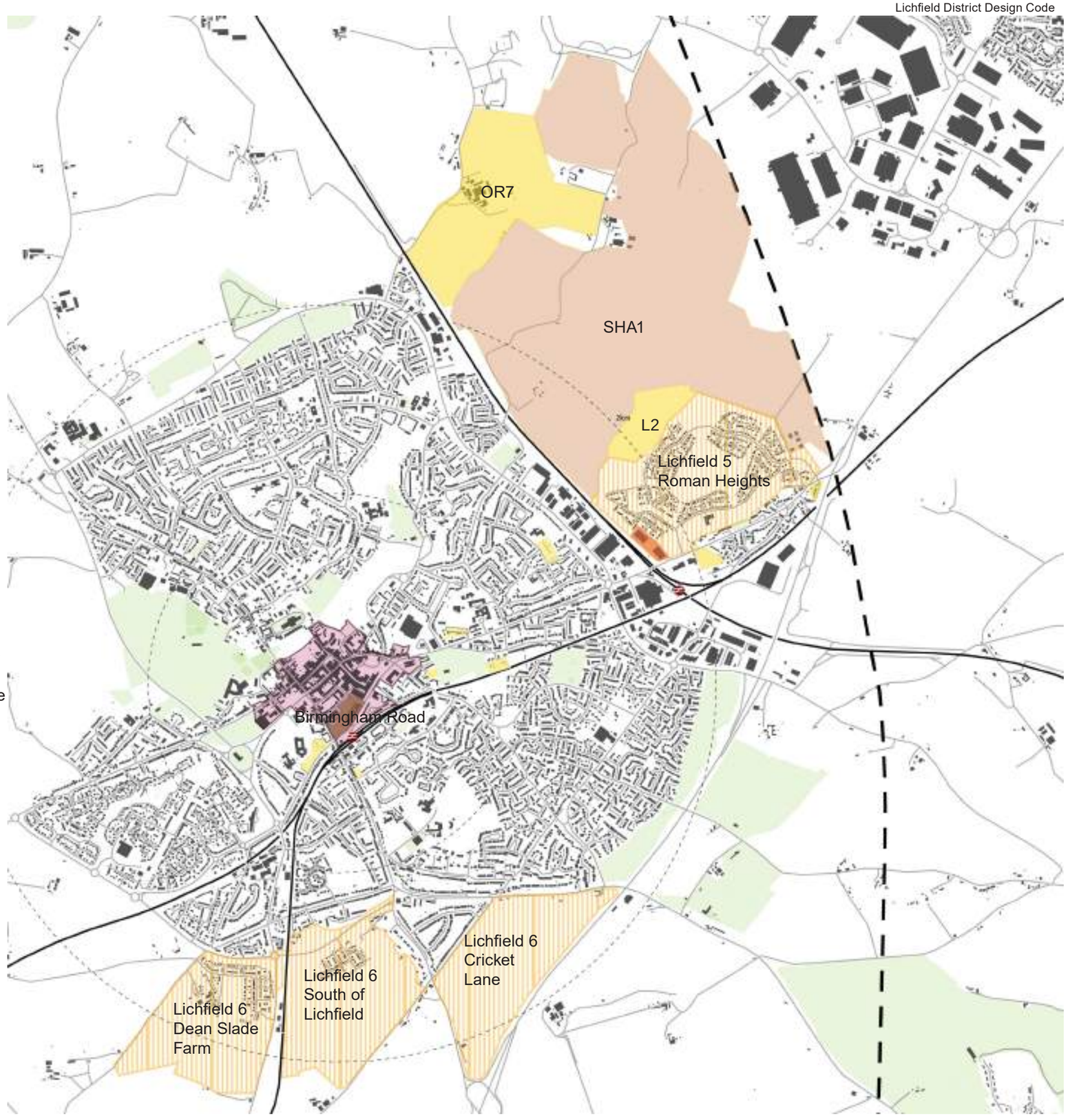
The adjacent plan illustrates both the existing and proposed allocations for development, including those that are currently under construction, have planning permission, awaiting development proposals, or are being proposed in the emerging updated Local Plan.

In the city centre area, the Birmingham Road site, a large brownfield site, has been allocated for mixed-use development, but plans for redevelopment have failed to materialize for over a decade. The council is now preparing fresh plans for the site, which could include the construction of a cinema, leisure outlets, offices, and residential uses.

Outside of the city centre, a significant number of new homes are being delivered to the north-east and south of Lichfield. South of the settlement area, there are two strategic development allocation sites under construction: South of Lichfield SDA and Dean Slade Farm SDA, which will yield 975 homes combined. Additionally, South Lichfield and Cricket Lane SDA has full planning permission for up to 520 homes, while Roman Heights to the northeast is currently under construction.

The plan includes a major proposed strategic housing allocation, Land north-east of Lichfield (SHA1), which has potential for approximately 3,300 new homes, a new neighborhood center and community hub, and two primary schools and one secondary school.

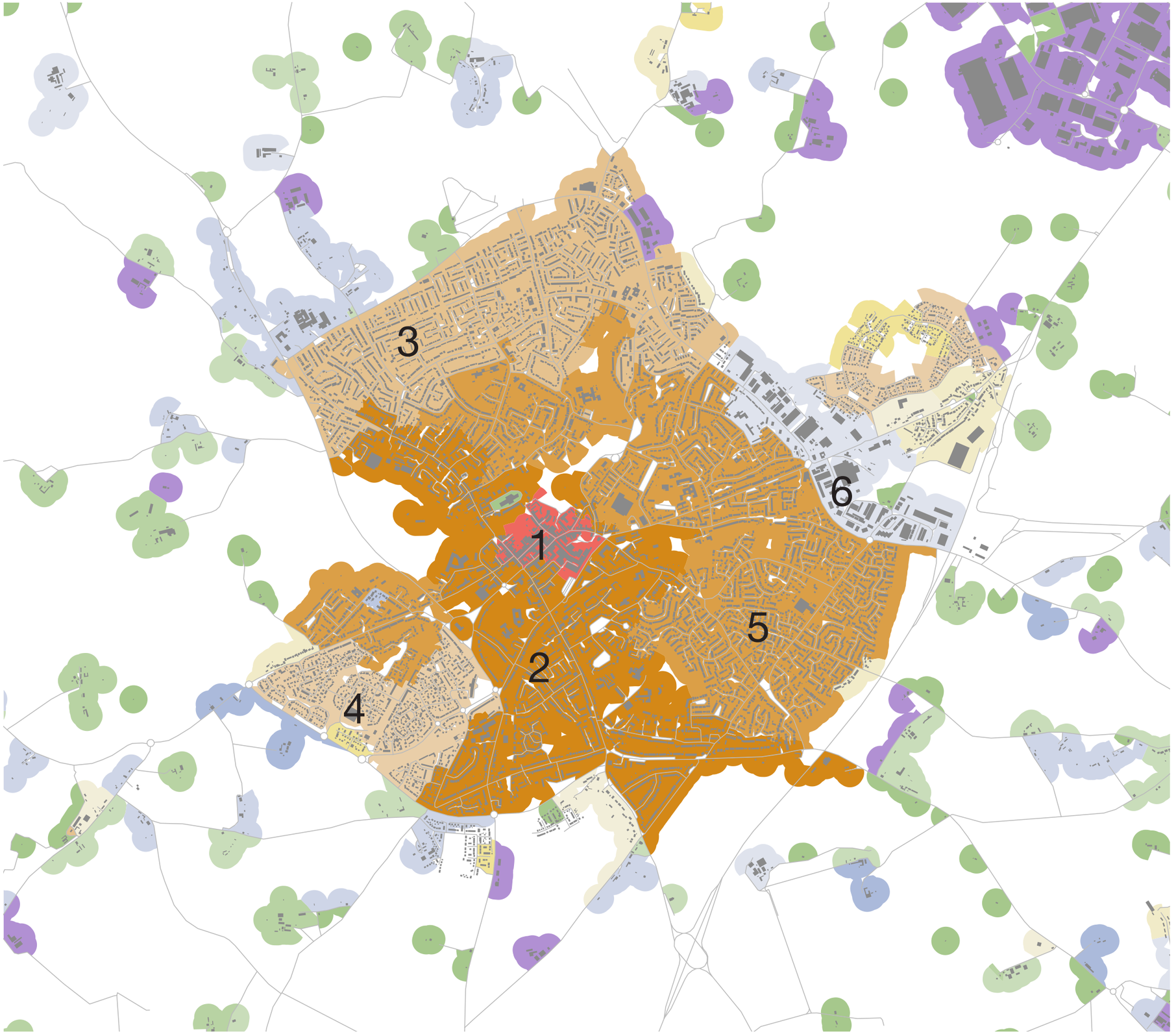
There are a few small sites in the city centre and the existing urban area that are allocated for housing in the Local Plan but have not yet been built out, as highlighted on the adjacent plan. Furthermore, two saved strategic development sites to the northeast, L2 East of Lichfield, Land north of Roman Heights OR7, and Land at Water Lane, Lichfield, have been granted outline planning permissions. However, Land at The Rosaries, Trent Valley Road, located just below the Roman Heights site, was refused planning.



Lichfield
Area Types Plan

Area Types

	Area Type 1	Urban
	Area Type 2	
	Area Type 3	
	Area Type 4	Suburban
	Area Type 5	
	Area Type 6	
	Area Type 7	
	Area Type 8	
	Area Type 9	
	Area Type 10	
	Area Type 11	
	Area Type 12	Fringe / Edge
	Area Type 13	



The area types plan for Lichfield was generated with the help of an algorithm that considers variations in the shape and form of the urban landscape, as well as distances between buildings and streets. The urban centre (image 1) serves as the heart of the settlement, featuring continuous building lines without set backs and buildings of varying heights, ranging from 2-3 storeys. The densities in this area are between 50-70 dwellings per hectare.

Surrounding neighbourhoods (images 2-5) are mostly suburban area types, characterized by 2-2.5 storey housing and densities of 30-40 dwellings per hectare. An industrial/business area (image 6) separates the main urban area from the Roman Heights residential area and is made up of a mix of small/medium-sized corrugated steel-clad shed units.

Additionally, there are small pockets of rural edge area types covering agricultural buildings and hamlets outside the main settlement.

Refining and defining these area types further with the community will help to guide development and planning decisions in the city, as they will provide a coding framework for understanding the different types of areas within the city and the characteristics that make them unique.

1


4


2


5


3

6

02 Burntwood

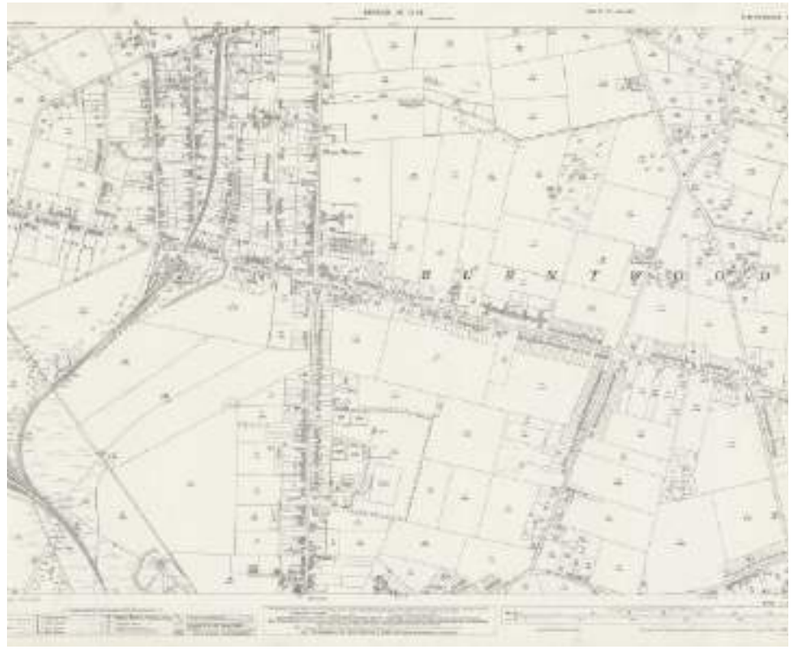
About Burntwood

Burntwood, a civil parish town in the Lichfield District, is situated 4 miles west of Lichfield and is the district's second-largest settlement with a population of approximately 26,050 people (2020). Originally known as Burntwood, Edial and Woodhouses, the township was part of St. Michael's parish in Lichfield. It was shortened to Burntwood in 1921, and the Burntwood parish area now includes Chasetown and Chase Terrace, which grew as mining villages in the late 19th century.

The town's layout comprises intersecting roads that have gradually been built up with housing over time. Historical maps highlight the former railway line, which passed through Chasewater and Chase Terrace and serviced the mining industry until the last mine closed in 1959.

The maps also reveal the post-war development of new industry to the west and the construction of semi-detached and terraced suburban housing to the east. Burntwood became an overspill area for people from Birmingham and the Black Country during the 1960s and 70s, and in 1974, the parish was designated as an urban parish.

Burntwood Edial and Woodhouses Map, 1895



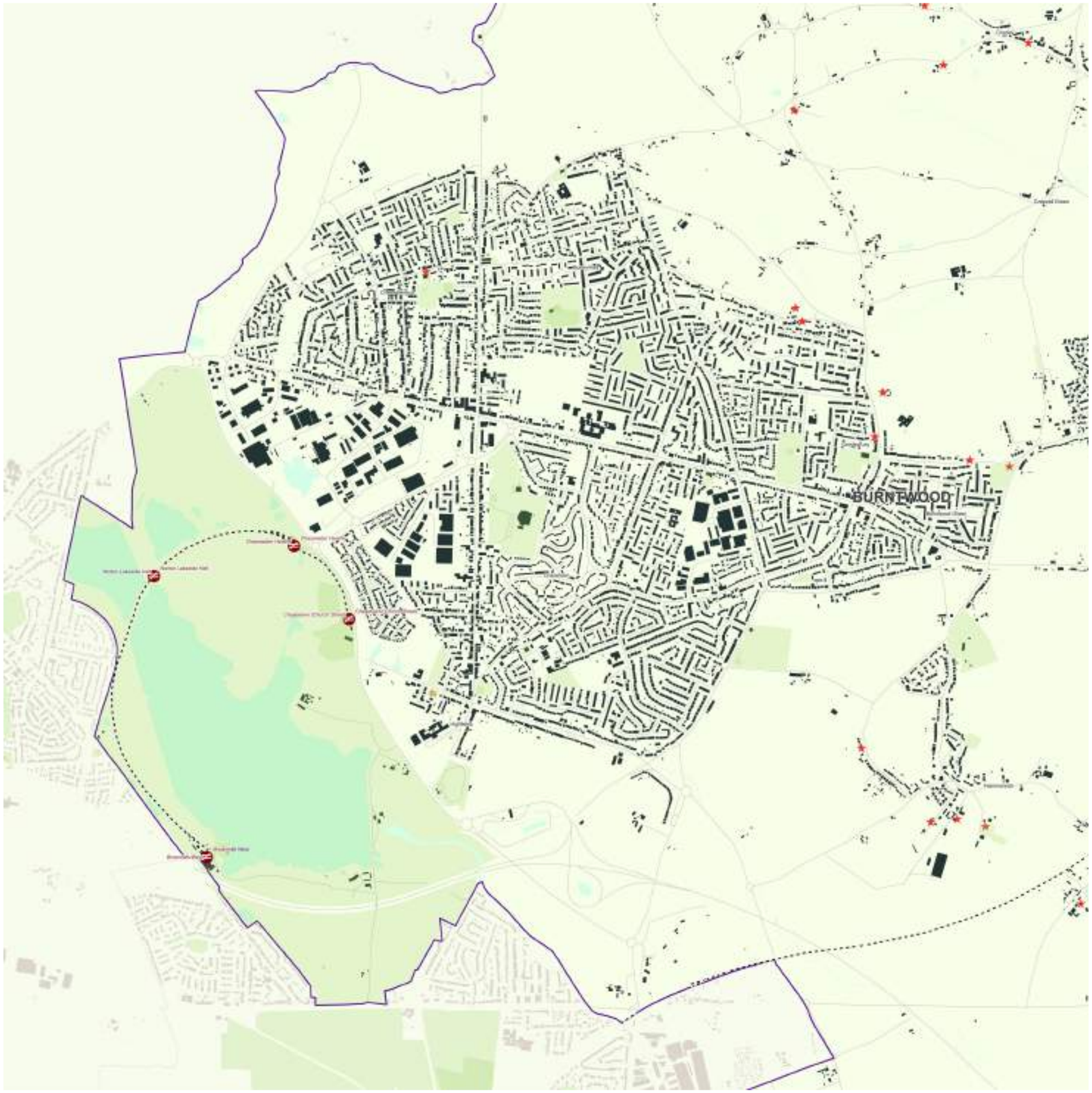
Burntwood Map, 1947

Burntwood Map, 1921

Burntwood Map, 1966

Burntwood Heritage & Conservation Plan

- District boundary
- Grade I listed building
- Grade II* listed building
- Grade II listed building
- Scheduled monument
- Built form
- Green spaces / open spaces
- Roads
- Railway station
- Railway

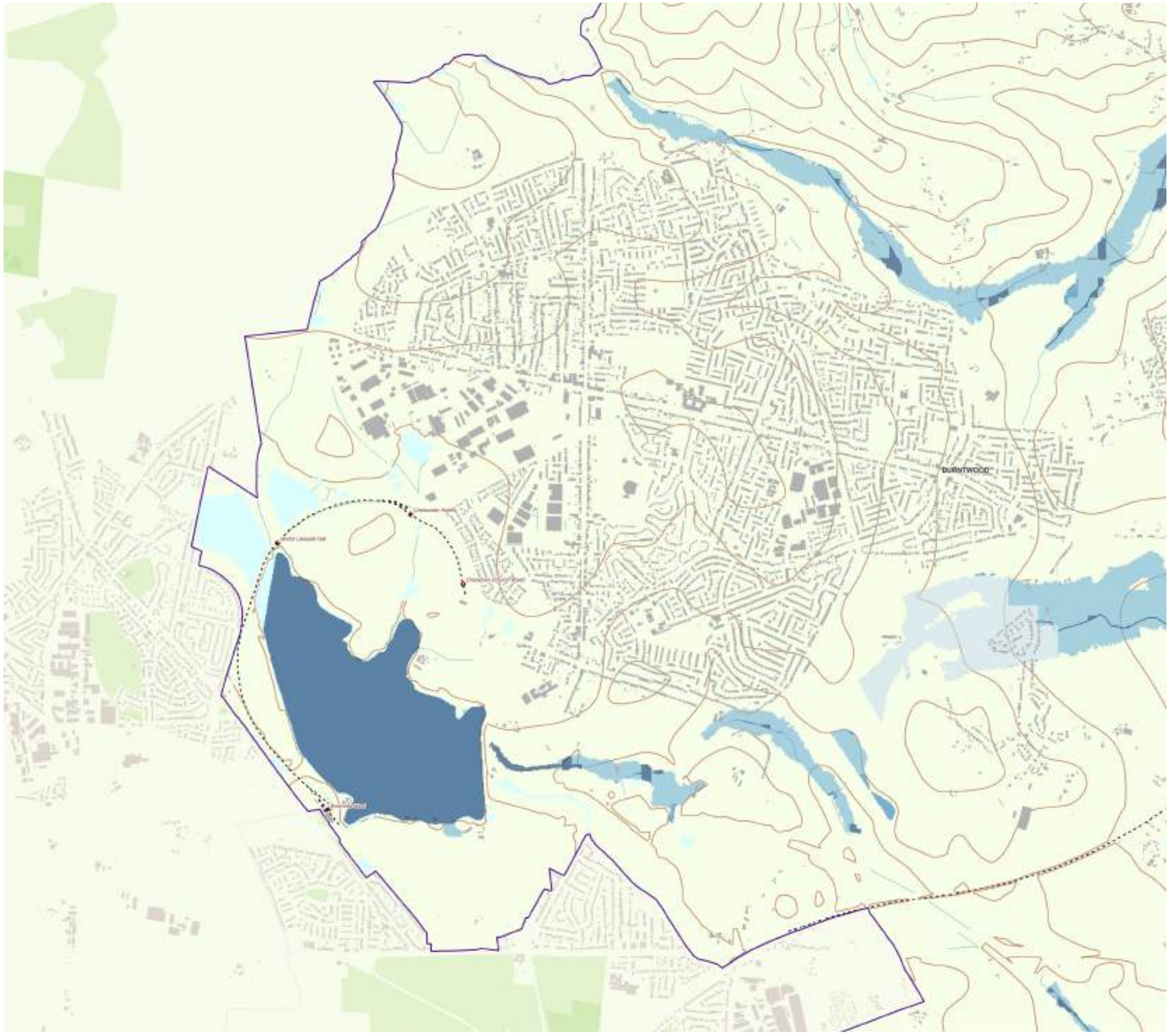


The Burntwood settlement area has a few historical buildings and features, which are highlighted in the heritage and conservation plan. One such feature is the Chasewater railway, which used to be a colliery railway but now operates as a heritage railway, running along the shores of Chasewater to the southwest of Burntwood. Most of the buildings in Burntwood are post-war residential housing and new housing estates, with only one listed building, St. John's Church, located within the settlement area.

The church was part of the old mining village of Chase Terrace. However, there are several Grade II listed buildings located along the eastern periphery of the Burntwood urban area, many of which are old farmhouse buildings.

Burntwood Topography & Flood Risk Plan

- 1m contours
- Area of high risk of flooding
- Area of medium risk of flooding
- Area of low risk of flooding
- Built form



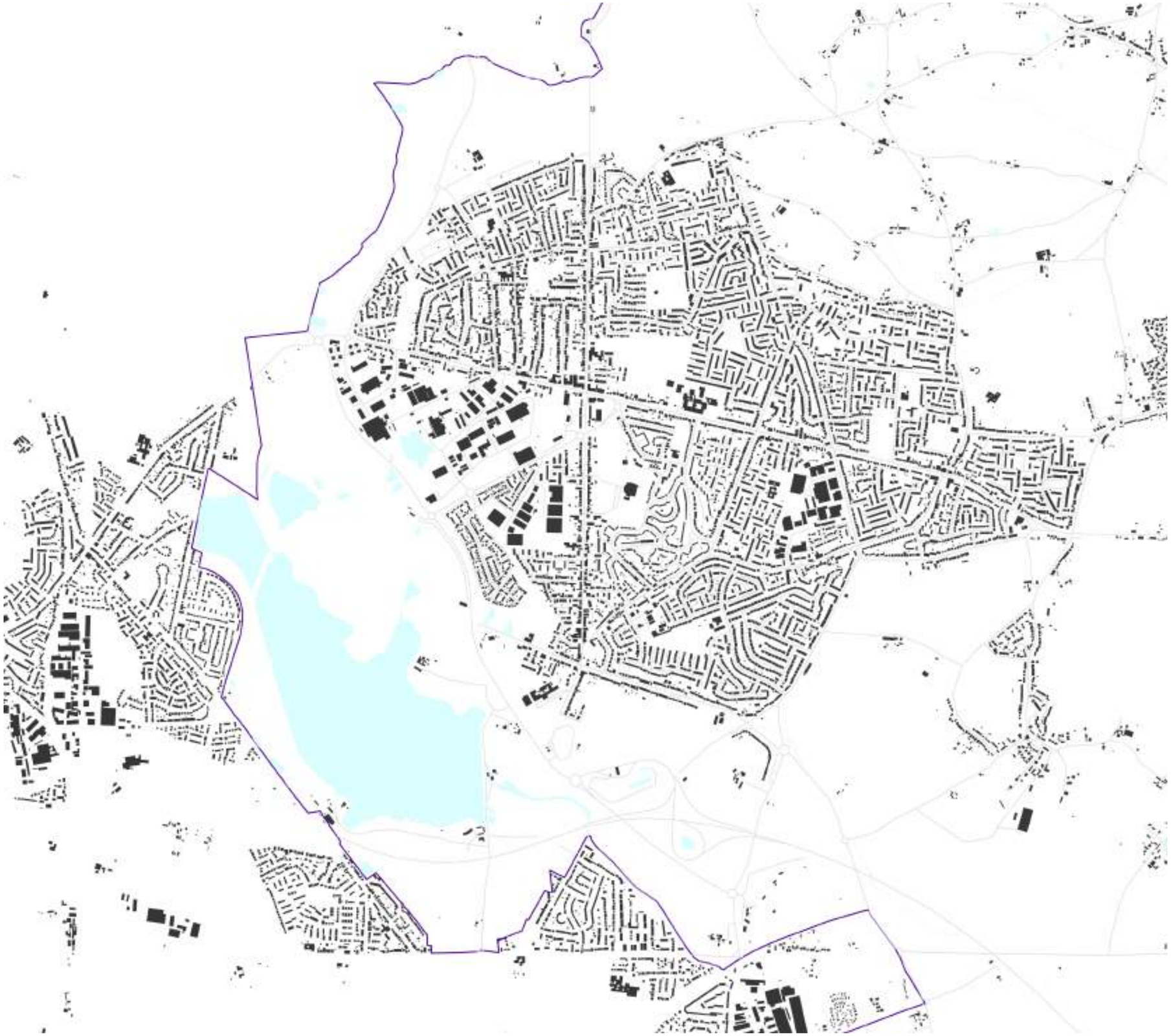
Burntwood is a relatively flat town located on the western edge of Lichfield District in Staffordshire, England. The town's topography is characterised by a gently undulating landscape, with most of the water courses situated at the edges of the settlement. The town is surrounded by rural areas and woodlands, and the nearby Cannock Chase provides a picturesque backdrop.

One notable feature of Burntwood's topography is the presence of Chasewater reservoir to the southwest of the settlement. The reservoir, located within the grounds of Chasewater Country Park, covers an area of over 90 hectares and is surrounded by woodland and heathland. However, the area around Chasewater is also a high-risk zone for flooding, which can pose a significant threat to the town's residents and infrastructure during periods of heavy rainfall.

Burntwood
Figure Ground Plan

Built form

Waterbody



The figure-ground of Burntwood, which refers to the relationship between built-up areas (figure) and open spaces (ground), is predominantly residential in nature. The built-up areas consist mainly of post-war housing estates and newer developments, with some commercial and industrial areas scattered throughout the town. The open spaces are mostly located on the periphery of the town, including Chasewater Country Park, which is the largest open space in Burntwood.

There are several clusters of buildings with larger footprints, representing key employment areas and community facilities. Strong building lines are formed by dominant roads crossing at the center of Burntwood, including High St/Rugeley Road and Cannock Road/Bridge Cross Road.

Overall, the figure-ground of Burntwood reflects the town's history as a former mining community that has developed into a largely residential area with plenty of open spaces and opportunities for outdoor recreation.

Burntwood
Street Hierarchy Plan

- Motorway
- Primary road
- Secondary road
- Local roads
- Cul-de-sac
- High street
- Footpath

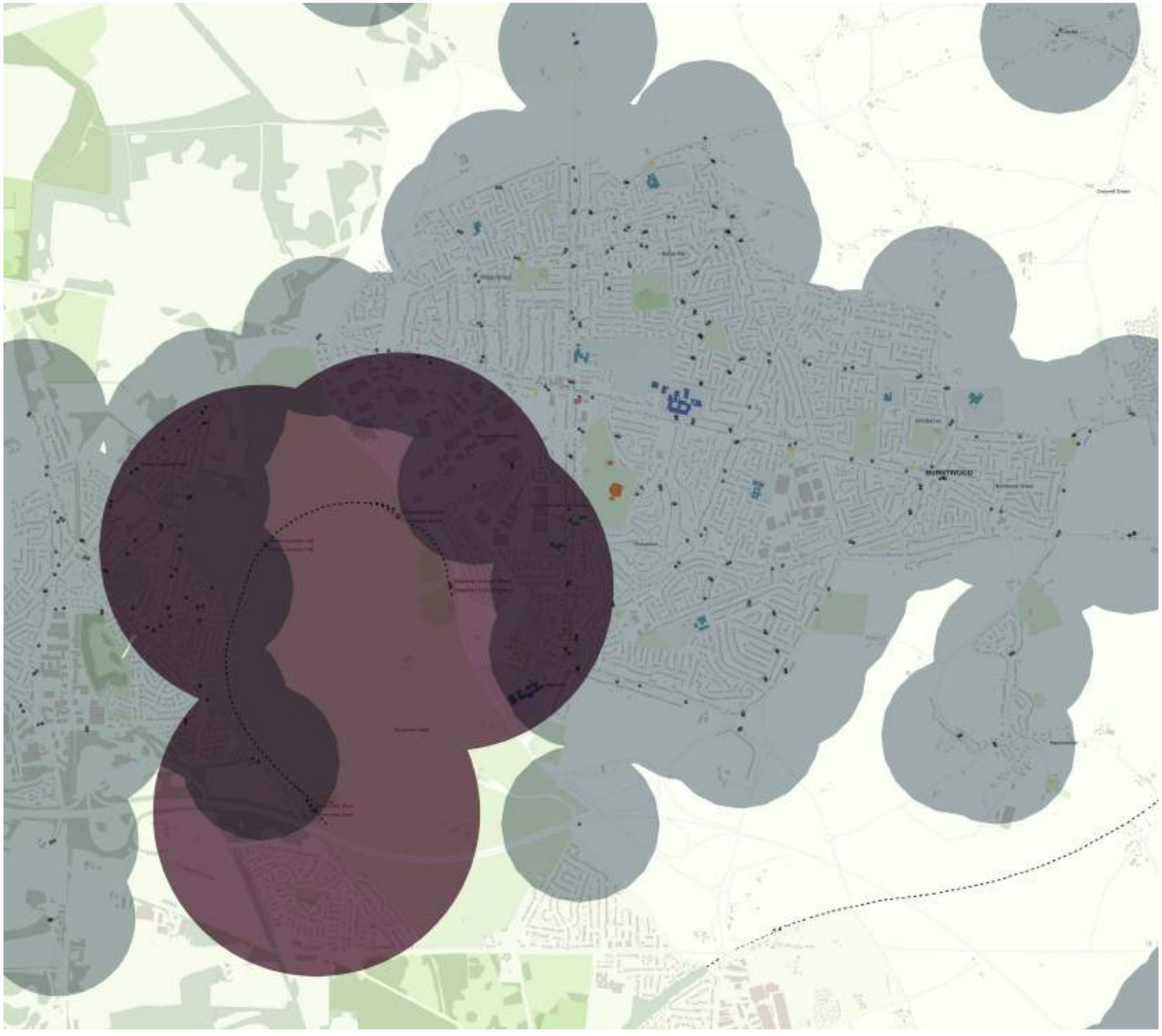
The following plan illustrates the street network and hierarchy of Burntwood. A junction off the M6 motorway is located to the south of Burntwood and provides access to the settlement area via the A5190 (Burntwood Way and Milstone Way). These roads serve as the main thoroughfares for vehicular traffic, while smaller secondart roads and residential streets branch off of them.

The town is based on an irregular grid pattern with two main roads, High Street/Rugeley Road and Cannock Road/Bridge Cross Road, intersecting at the town centre. The grid pattern is also characterised by a series of cul-de-sacs and loop roads that provide access to residential properties.

Overall, the street hierarchy of Burntwood reflects the town's development as a primarily residential area with a few commercial and industrial areas scattered throughout. The grid pattern allows for easy access to local amenities, while the one-way system ensures efficient traffic flow through the town center.

Burntwood Public Transport Proximity Plan

- Area within 800m (c.10 minute walk) from a railway station
- Area within 400m (c.5 minute walk) from a bus stop



The public transport plan shows that all residential areas in Burntwood are located within a 400m distance of a bus stop or service, making the town relatively well-connected to public transportation. There are several bus routes that serve Burntwood, providing links to nearby towns and cities such as Lichfield, Cannock, and Walsall.

Although Burntwood is not directly connected to the national railway network, the nearest railway station is Cannock station, which is approximately 6km west of the town. In addition, the Chasewater Railway line operates a heritage train service between Brownhills West and Chasetown, as shown on the adjacent plan. However, due to its heritage status, this railway line has limited practical provision of services further afield.

Overall, while Burntwood may not have as many public transport options as larger cities, its well-connected bus network and proximity to a nearby train station make it fairly convenient for residents to travel to and from the town and other nearby areas.

Burntwood Greenspace & Open Space Typology Plan

- District boundary
- Public parks or gardens
- Playing fields
- Allotments
- Play space
- Religious grounds
- Cemetery
- Bowling green
- Golf course
- Tennis courts
- Other sports facilities

Burntwood is home to a number of green spaces and public open spaces, which provide residents with opportunities for outdoor recreation and relaxation. The largest and most well-known of these spaces is Chasewater Country Park, which covers an area of over 900 acres and features a large lake, woodlands, and trails for walking, cycling, and horse riding.

Other notable green spaces in Burntwood include Redwood Park, which features a children's play area and sports facilities, and Chase Terrace Park, which has a skate park, tennis courts, and a bowling green. The town also has a number of smaller parks and other green spaces, such as Burntwood Leisure Centre sports grounds and Coppy Nook playing fields.

In addition to these public green spaces, Burntwood also has a number of community gardens, allotments, and nature reserves, which provide opportunities for residents to grow their own food, enjoy local wildlife, and connect with other members of the community.

Overall, Burntwood's green spaces and public open spaces play an important role in enhancing the quality of life for residents, providing opportunities for outdoor recreation, promoting health and well-being, and fostering a sense of community spirit.

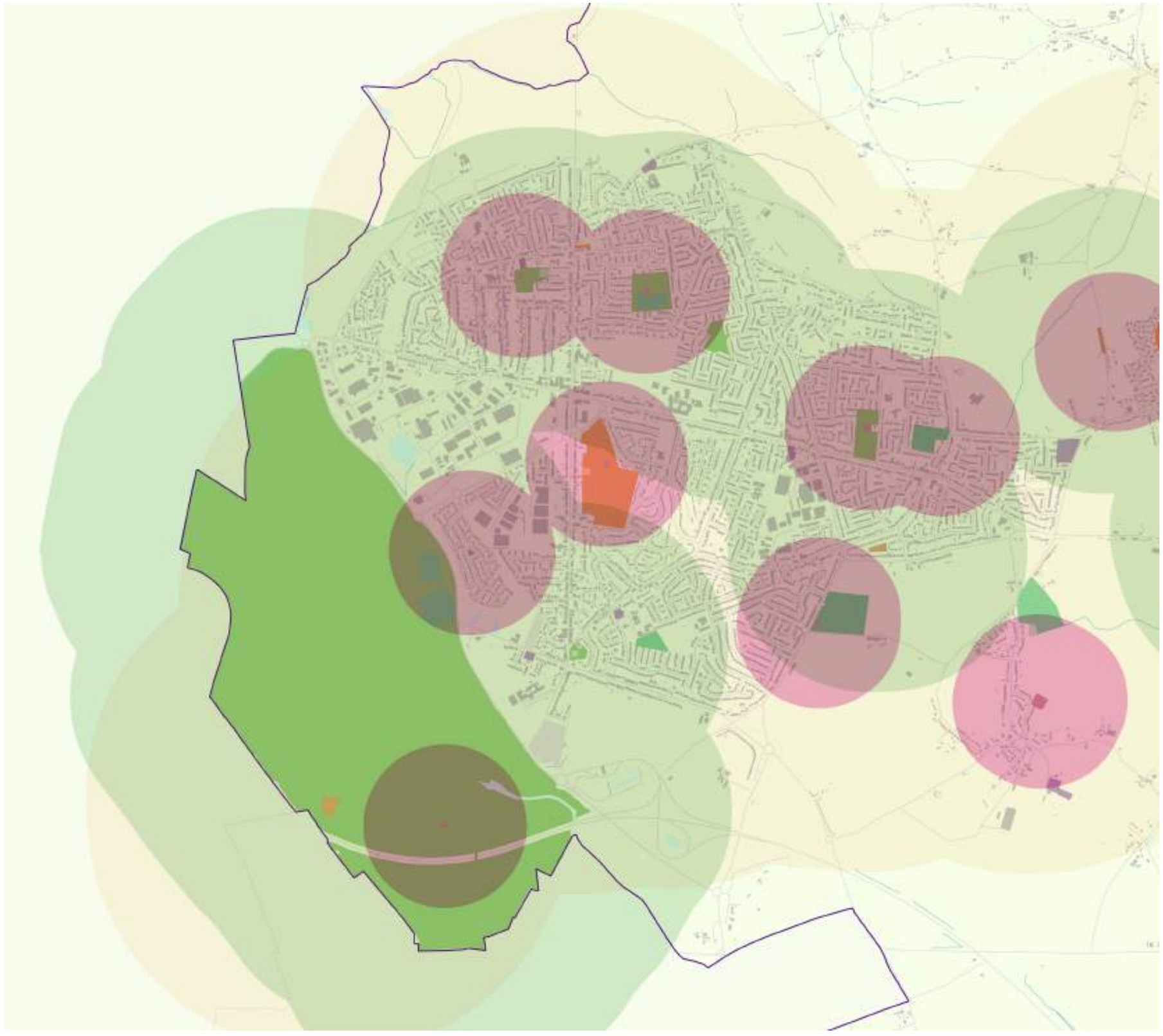
Burntwood Greenspaces & Open Spaces Proximity Plan

- Area within 710m* of informal open space
- Area within 400m* of formal outdoor space - designated play area
- Area within 1200m* of formal outdoor space - playing pitches & all outdor sports areas

*(FIT recommended benchmark guidelines)

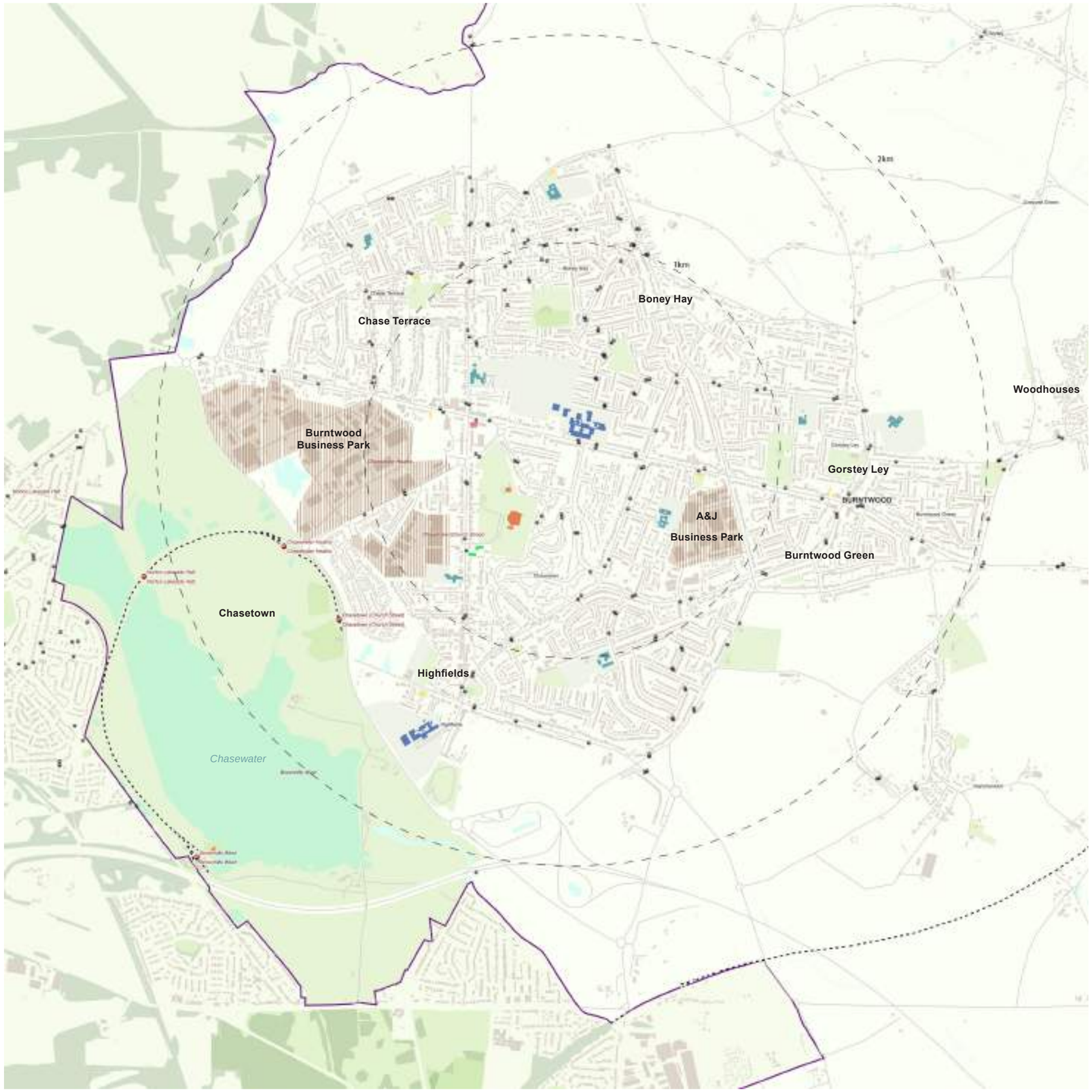
Based on the proximity plan, access to formal outdoor spaces, such as play pitches and outdoor sports areas, is generally good throughout Burntwood. Informal open spaces are also widely available throughout the area, with the exception of a small gap in the southern and central neighborhoods.

However, access to designated play areas, which are considered formal outdoor spaces, is less evenly distributed across Burntwood. Many neighborhoods have limited access to such areas, particularly in the southern part of the district where there is a significant gap in provision.



Burntwood Facilities Plan

- Lichfield district boundary
- Primary school
- Secondary school
- University
- Place of worship
- Community uses
- Health centre / hospital
- Sports and recreational uses
- Business park
- Railway station
- Railway line
- Bus stop
- Built form
- Road
- Green space / open space



Burntwood offers a range of community facilities for its residents. Although it doesn't have a traditional town center, there are a few community facilities located at the crossroads of Rugeley Road and Bridge Cross Street, including a local library, pharmacy, post office, and two supermarkets. Just south of this crossroads is Burntwood Leisure Centre, which provides facilities for sports and fitness, including a swimming pool, gym, sports hall, and outdoor pitches.

In terms of education, Burntwood has two secondary schools. Chase Terrace Academy is located at the center of Burntwood, while Erasmus Darwin Academy is situated on the southern edge of the settlement. Additionally, there are several primary schools distributed throughout the northern, eastern, and southern neighborhoods, providing easy access to education for children.

As the second largest settlement in Lichfield District, Burntwood is also a key employment location. There are two business parks located in Burntwood; Burntwood Business Park, a large business park to the west, and a smaller business park, A&J Business Park, to the east. These provide opportunities for employment and business growth, contributing to the local economy.

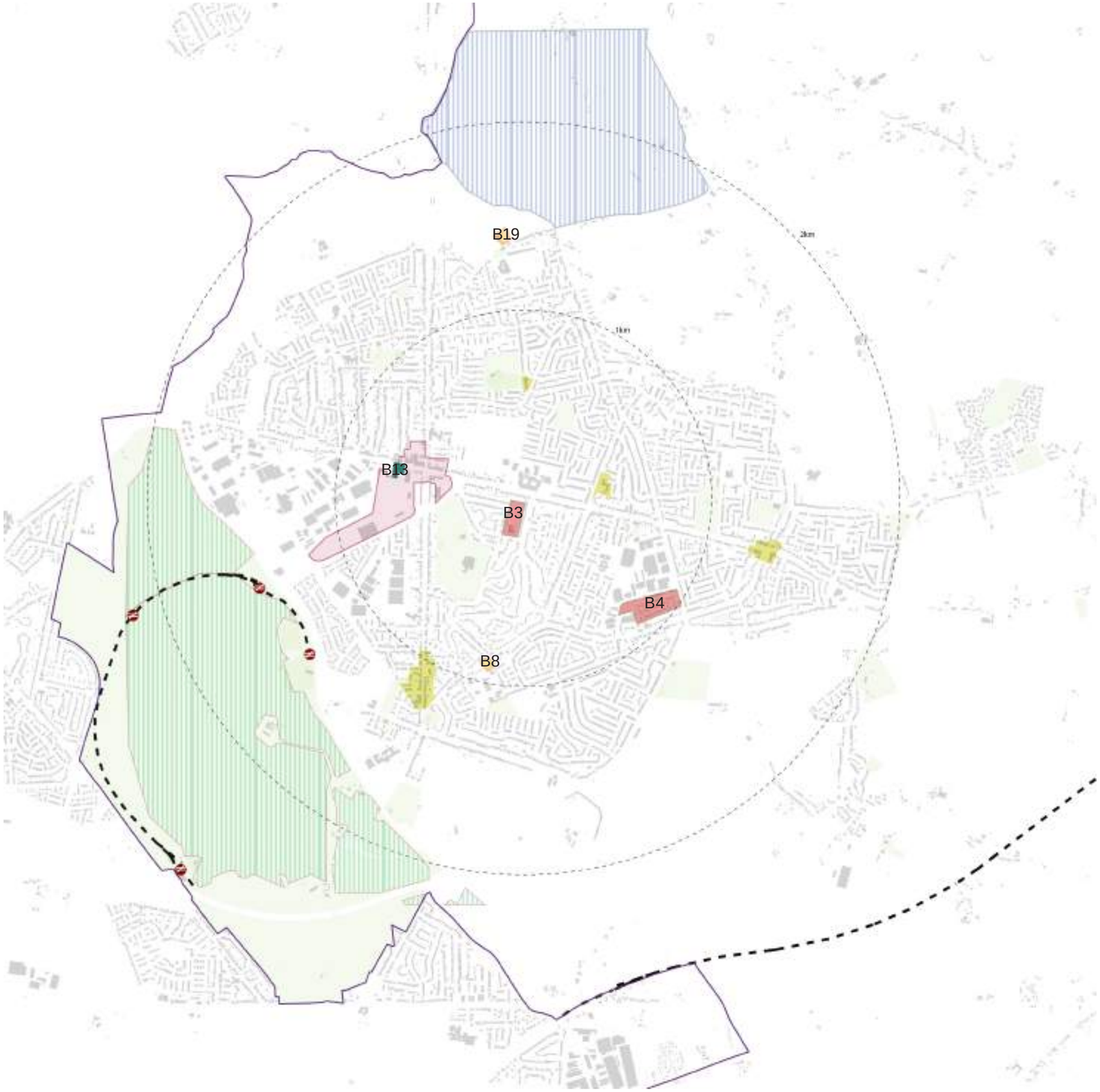
Overall, Burntwood offers a range of community facilities and amenities, ensuring that its residents have easy access to education, recreation, and employment opportunities.

Burntwood Local Plan Strategic & Saved Allocations

- Lichfield district boundary
- Neighbourhood shopping centres
- Non-strategic housing allocation saved policy sites
- Non-strategic housing allocation saved policy site (under construction)
- Non-strategic housing with mixed use allocation saved policy site (under construction)
- Burntwood town centre boundary area
- Site of Special Scientific Interest
- Area of outstanding natural beauty
- Built form
- Railway line
- Railway station
- Green space / open space

In Burntwood, the Local Plan does not include any strategic housing allocations within or beyond the settlement area. However, there are several housing allocations, many of which have already been developed or are currently under construction, have been granted planning permission, or are allocated for development. The remaining sites in Burntwood allocated for small-scale housing development include Land at Maple Close/Sycamore Road and Land at Mount Road/New Road, which are currently under construction for 14 and 95 homes respectively, and the Cottage of Content Public House on Queen Street, which has been allocated for a capacity of approximately 10 units under allocation B8. Another allocation, B13, which is Bridge Cross Garage on Cannock Road, has been allocated for 14 units, but its planning permission has since expired.

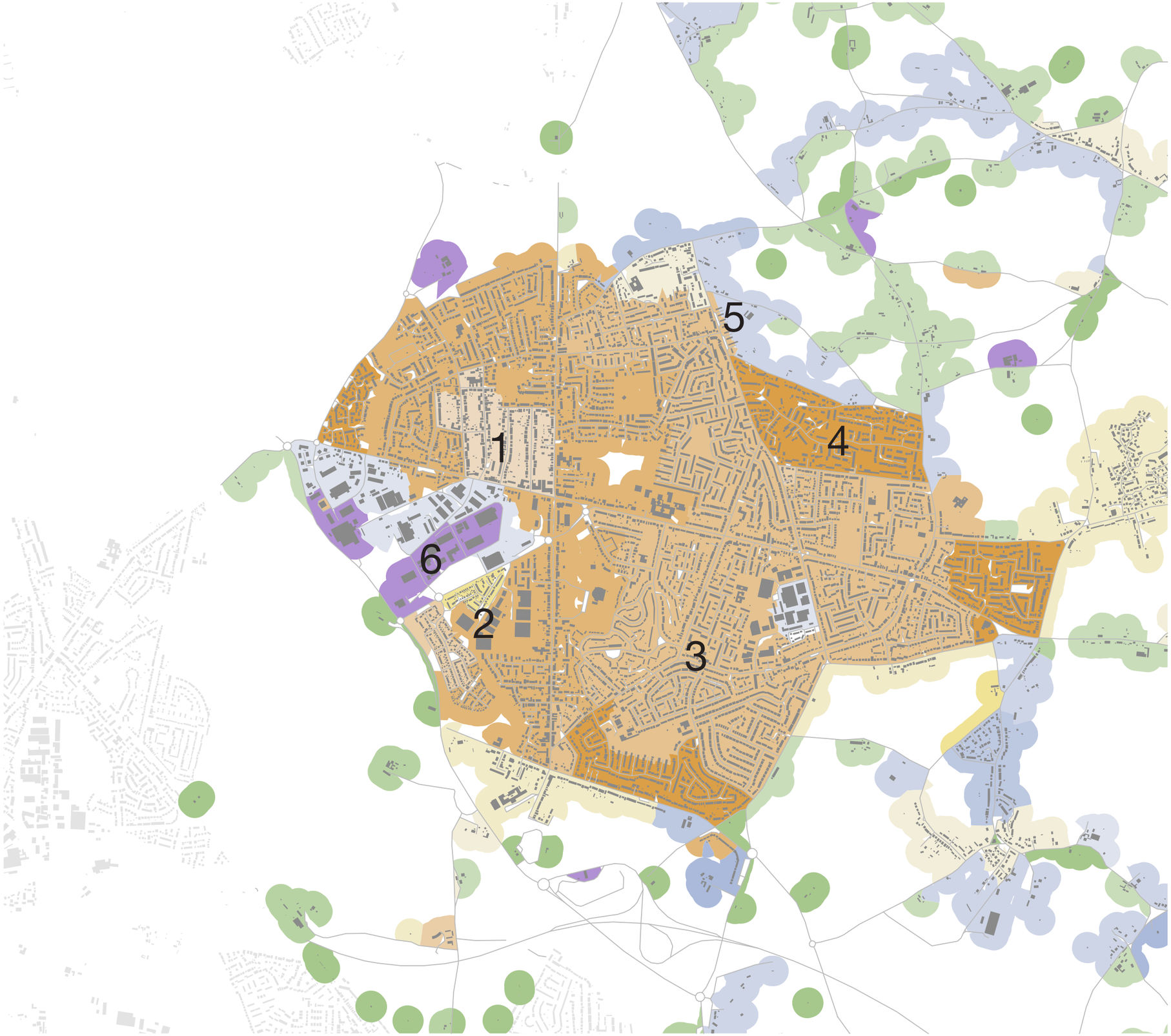
In addition to these housing allocations, there is also a notable site of natural significance in Burntwood. A Site of Special Scientific Interest (SSI) lies to the southwest of the town, covering Chasewater Country Park. An area of outstanding natural beauty is also located to the north of Burntwood.



Burntwood
Area Types Plan

Area Types

	Area Type 1	Suburban
	Area Type 2	
	Area Type 3	
	Area Type 4	
	Area Type 5	
	Area Type 6	
	Area Type 7	Fringe / Edge
	Area Type 8	



This plan outlines the different area types in Burntwood, which have been determined using an algorithm that analyzes the urban landscape based on factors such as building distances, street layout, massing, and plot ratios.

The area types plan reveals that Burntwood does not have an urban center and is predominantly made up of various suburban areas with densities ranging from 30-50 dwellings per hectare. The housing in these areas is mainly two stories and consists of different typologies such as terraces, semi-detached, and detached houses.

The old Victorian terraces found along the streets of Chasetown and its connecting streets (image 1) are characterized by their short setbacks from the street, low boundary brick walls, off-white render, pitched roofs, and chimneys. In contrast, other suburban areas in the settlement (images 2-4) have housing that is set back further from the street, with front gardens/yards and private driveways, though do express a similar set of architectural materials.

There are also pockets and stretches of fringe/rural edge type areas along the settlement's edge, where occasional farmhouses (image 5) and sheds are present. Densities in these areas tend to be much lower than in the suburban areas, ranging from 10-20 dwellings per hectare.

Finally, an industrial/workplace area type dominates much of the western area of the settlement, reflecting the Burntwood business park (image 6) located to the west of the settlement.

Working with the community to refine and define these area types will serve as a useful guide for development and planning decisions in the town. The area types provide a coding framework to better understand the unique characteristics of different areas within Burntwood.


1


4


2


5


3


6

03 Village Settlements

3. About Alrewas

Alrewas is a village situated in Alrewas civil parish, in the northeast part of Lichfield district, approximately 8km from Lichfield, with a population of around 2,850 people as of 2011.

The village is traversed by the Trent and Mersey Canal which flows in a northeastern direction and connects to the River Trent. Alrewas has a number of community facilities such as All Saints primary school, a village hall, two churches, a cricket club, and several eateries. Main Street is the main local street that runs through the village and is situated between the primary roads A513 and A38.

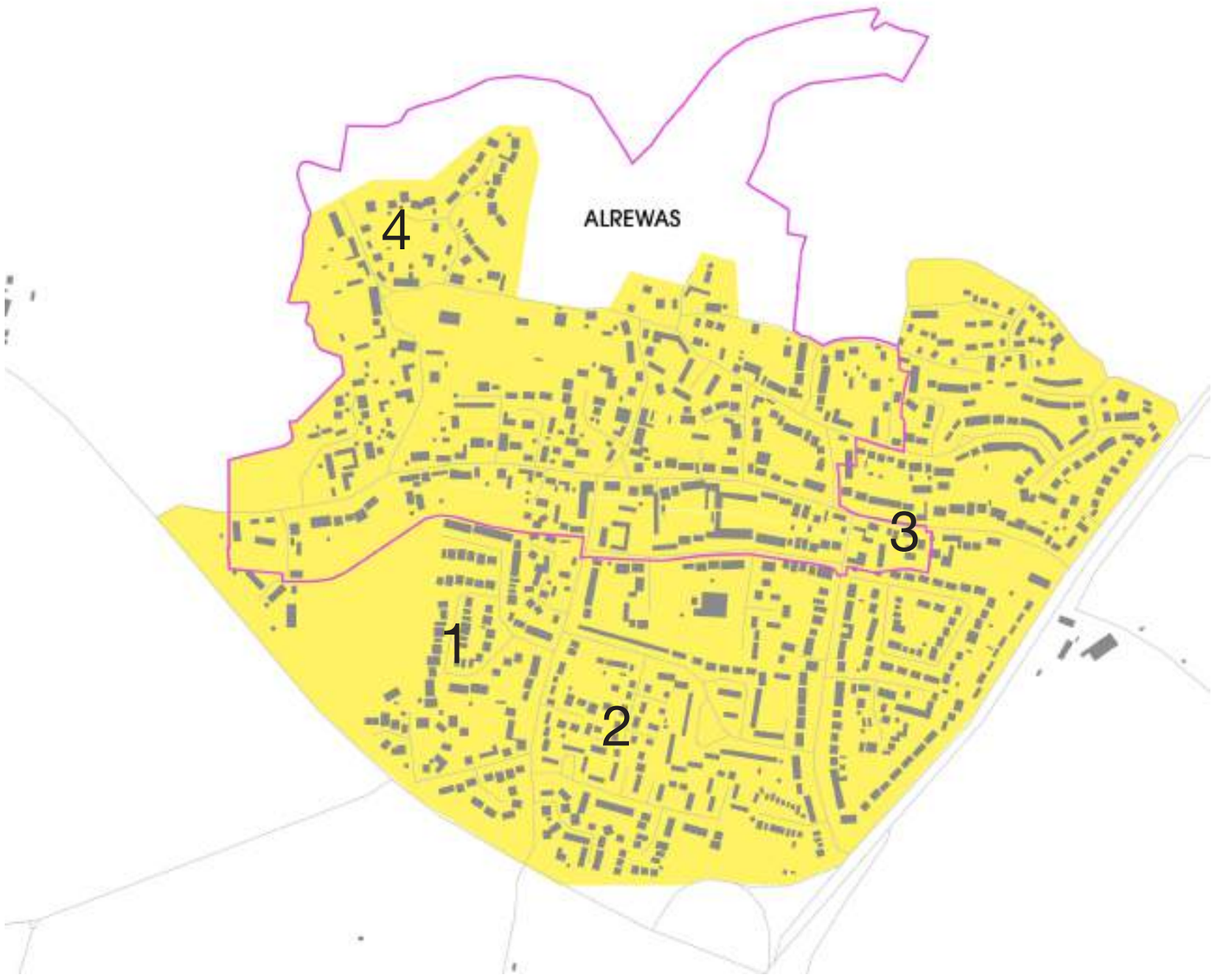
There is a bus route that runs along Main Street, Fox Lane, and Wellfield Road, providing transportation services to Lichfield and Burton Upon Trent. Alrewas has five housing allocation sites from the adopted Local plan, three of which have been completed, one is under construction, and the remaining site is allocated for six homes at The New Lodge, Kings Bromley Road (A4).

- Lichfield district boundary
- Settlement boundary
- Proposed strategic housing allocation (no planning permission to date)
- Housing allocation (planning approved / under construction)
- Built form
- School
- Place of worship
- Health facility / hospital
- Primary road
- Secondary road
- Local road
- Railway station
- Railway line
- Bus stop
- Green space
- Waterbody
- Grade I listed building
- Grade II* listed building
- Grade II listed building
- Conservation area

3.Alrewas
Area Types Plan

The plan generates area types by utilising an algorithm that takes into account both the shape and form of the urban landscape, as well as the distances between buildings and streets.

The village is a mix of surburban residential area types as shown in images 1-4. Refining and defining these area types further with the community will help to guide development and planning decisions in the village, as they will provide a coding framework for understanding the different types of areas within the village and the characteristics that make them unique.



4.About Armitage and Handsacre

Armitage and Handsacre are a pair of villages situated in the civil parish area of Armitage with Handsacre, located approximately 6km to the northwest of the city of Lichfield in the district's northwestern part.

Together, they have a population of around 5350. A railway line runs through the urban area, forming the northern boundary of Armitage and the southern boundary of Handsacre. However, there is no railway station in the vicinity. Additionally, a tributary of the River Trent flows west to east along the settlement's northern edge.

The main routes into Armitage with Handsacre are the A513, which connects the area to the A51 towards the west and the A515 towards the north. New Road also passes beneath the railway and joins Lichfield Road (B5014), a secondary road that runs south out of Armitage. There is a regular bus service along New Road that operates every half hour between Lichfield City Centre and Stafford Town Centre, passing through both Armitage and Handsacre.

Each village area has two primary schools, and there are several cafes, pubs, shops, a post office, and a pharmacy located along New Road. An employment area is present in the settlement's northwestern region.

Armitage and Handsacre have a total of eight listed buildings, including the Church of St. John the Baptist, the Manor House, and several historic farmhouses. These buildings have been recognised for their historic architecture.

The local plan allocation site AH1, located to the southeast of the village area adjacent to Hayes Meadow School, is designated for 199 homes and is currently under construction. The land south of Armitage with Handsacre is designated as Green Belt.

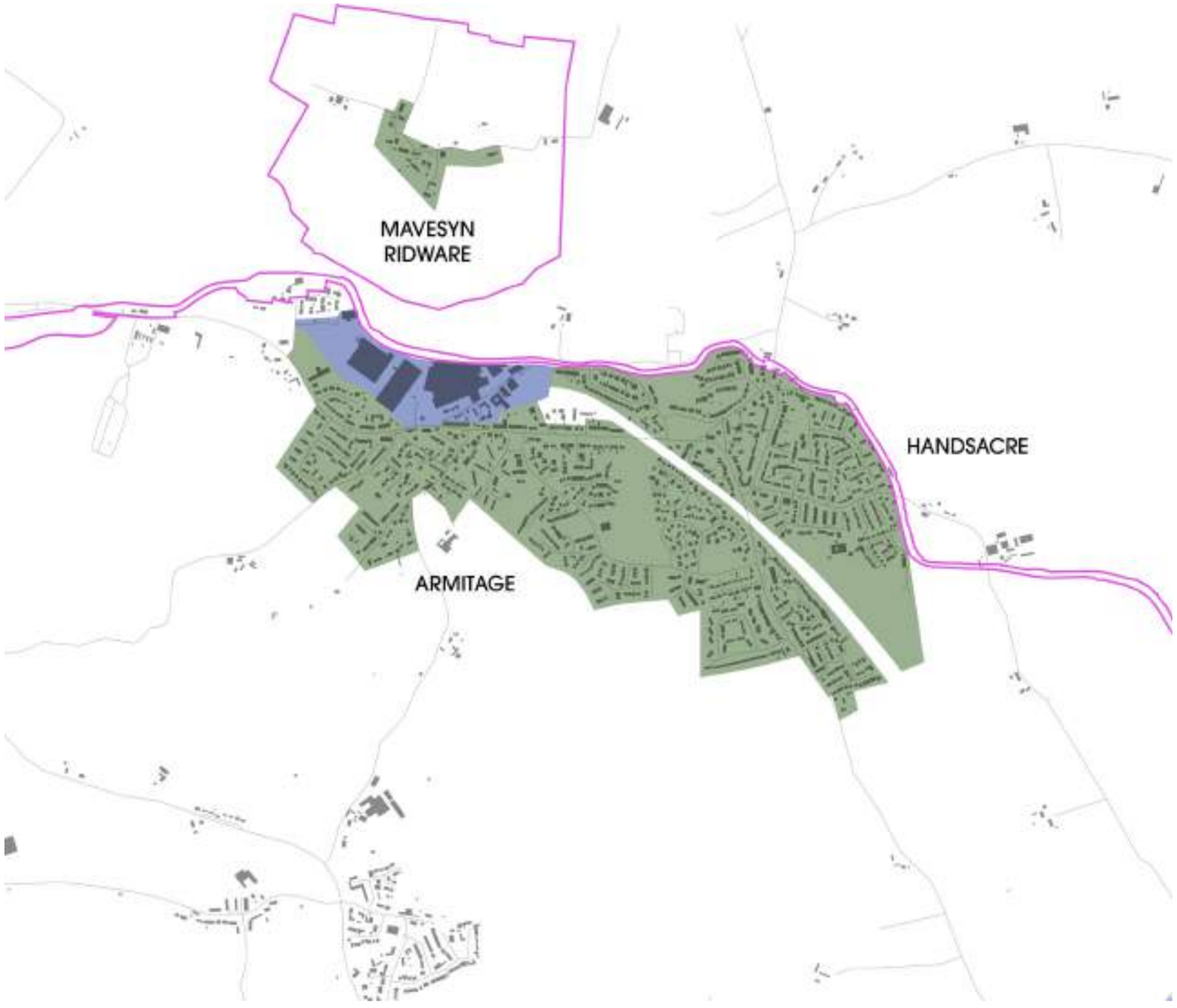
4.Armitage with Handsacre Area Types Plan

By considering the shape and form of the urban landscape, as well as the distances between buildings and streets, the plan's area types are generated through the use of an algorithm.

The area types plan for Armitage with Handsacre reveals that the majority of the settlement consists of suburban areas, which are typified by significant distances between properties that face the road. Dwelling in these areas are typically between 1-2 storeys in height.

Notably, the settlement lacks any areas that exhibit a town centre type. Furthermore, certain areas located at the outskirts of the primary urban area showcase a combination of fringe/rural edge types with homes accessed via small country lanes.

To assist in guiding development and planning decisions within the village, it would be beneficial to collaborate with the community to further refine and specify these area types. Doing so would create a coding framework for comprehending the distinct types of areas in the village and their particular features.



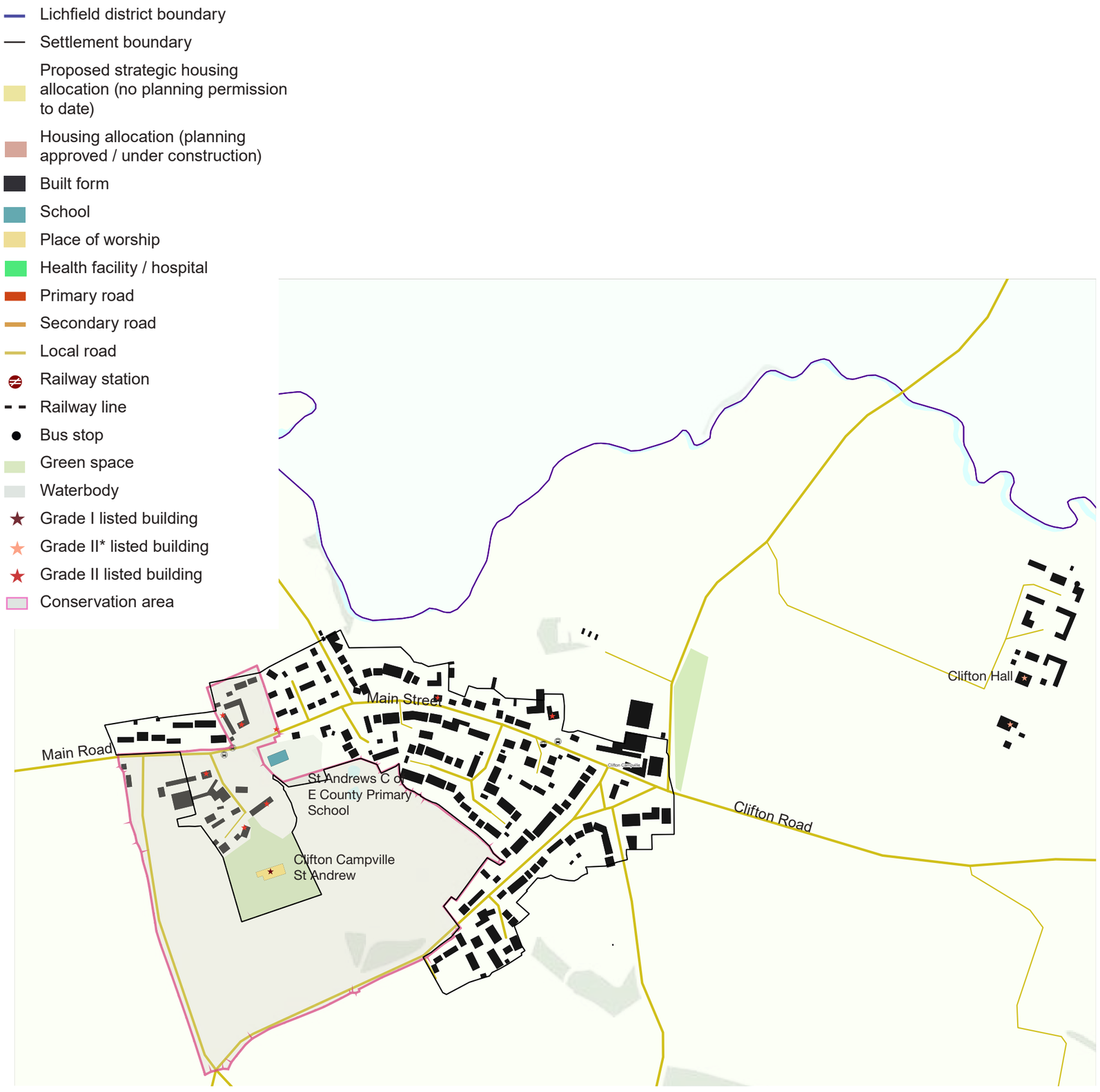
5. About Clifton Campville

Clifton Campville, a small village located 16km east of the City of Lichfield, is situated in the civil parish area of Clifton Campville and has a population of 912 according to the 2011 census. The village can be accessed through the local road, Main Street, and currently has no public transport services that connect it to other settlements except for the R2 school bus service that runs between the settlement and Tamworth Rawlett School. St Andrews C of E County Primary School is the village's school.

The village of Clifton Campville boasts several listed buildings, many of which are within the village area. These include the landmark Grade I listed Church of St. Andrew and Grade II listed buildings such as Manor Farm, The Old Rectory, The Old Post Office, The Green Man village pub, and Hawthorne Cottage. Additionally, two Grade II* listed buildings, Clifton Hall and the adjoining former coach house and stable block, can be found just west outside of the main village settlement area.

Furthermore, the village area falls under the River Mease Special Area of Conservation due to the significance of the species and habitats it supports. In 2009, the Clifton Campville Conservation Area was designated to cover a section of the village settlement area, including the Grade I church and grounds, as well as several of the Grade II listed buildings. The conservation and management plan for the settlement emphasizes the need to safeguard the views across the open countryside to the south and west from any inappropriate development.

There are currently no existing or proposed allocations within this settlement area.



5. Clifton Campville Area Types Plan

An algorithm is utilised to create the area types in the plan, which takes into account both the shape and form of the urban landscape and the distances between buildings and streets.

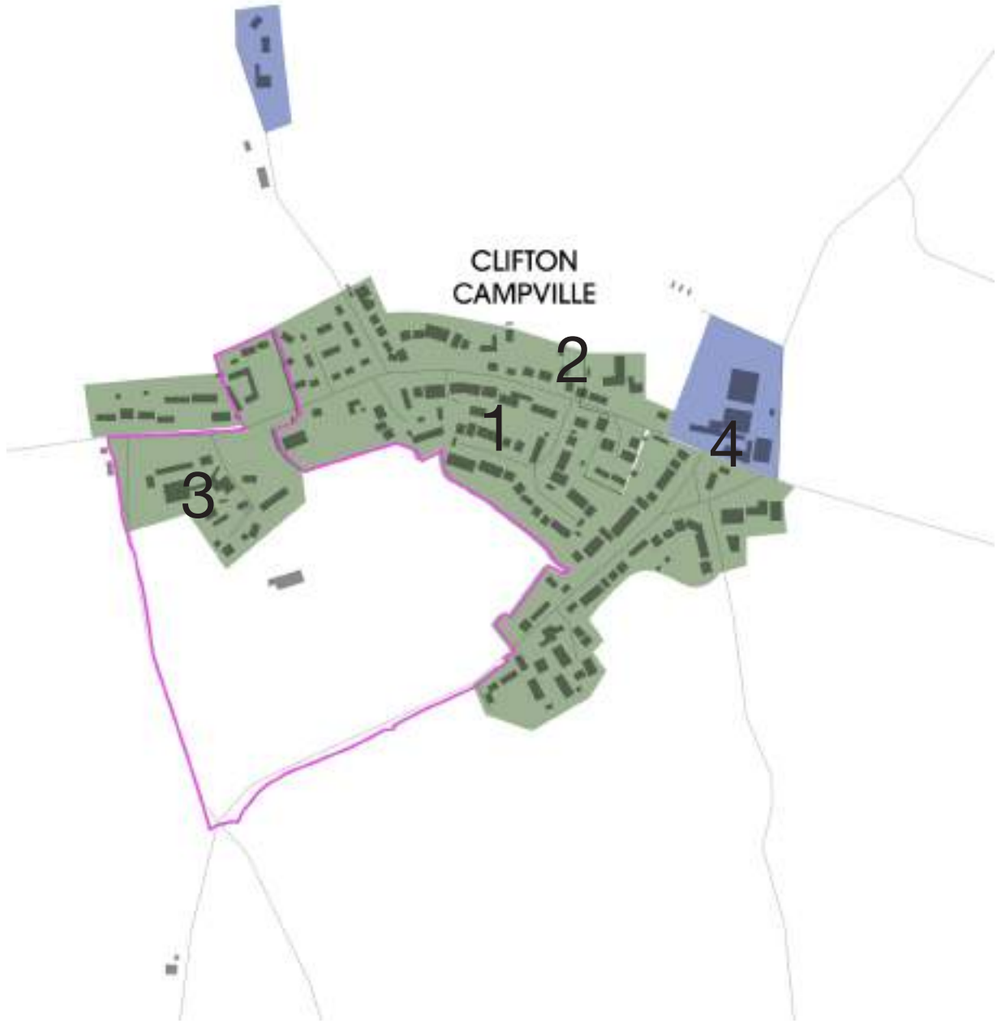
Clifton Campville has a predominantly rural village feel, though with some areas featuring post-war housing and newer developments made of red brick and red clay tile roofs this gives some part of the village a more suburban village character.

The village is also known for its several large manor houses, such as Clifton Hall, which was built in the 16th century and has a Grade II* listed status. These manor houses (image 2) are typically constructed from brick or stone and boast large gardens and grounds that are accessed via small country lanes.

Main Street is split across different area types, with some homes featuring front gardens set back from the roadside while others are old cottages (image 3) located against the edge of the road, alongside farmhouse and outhouse buildings (image 4).

Overall, the properties in Clifton Campville are diverse, ranging from traditional to modern homes, and the village is surrounded by fields and greenery.

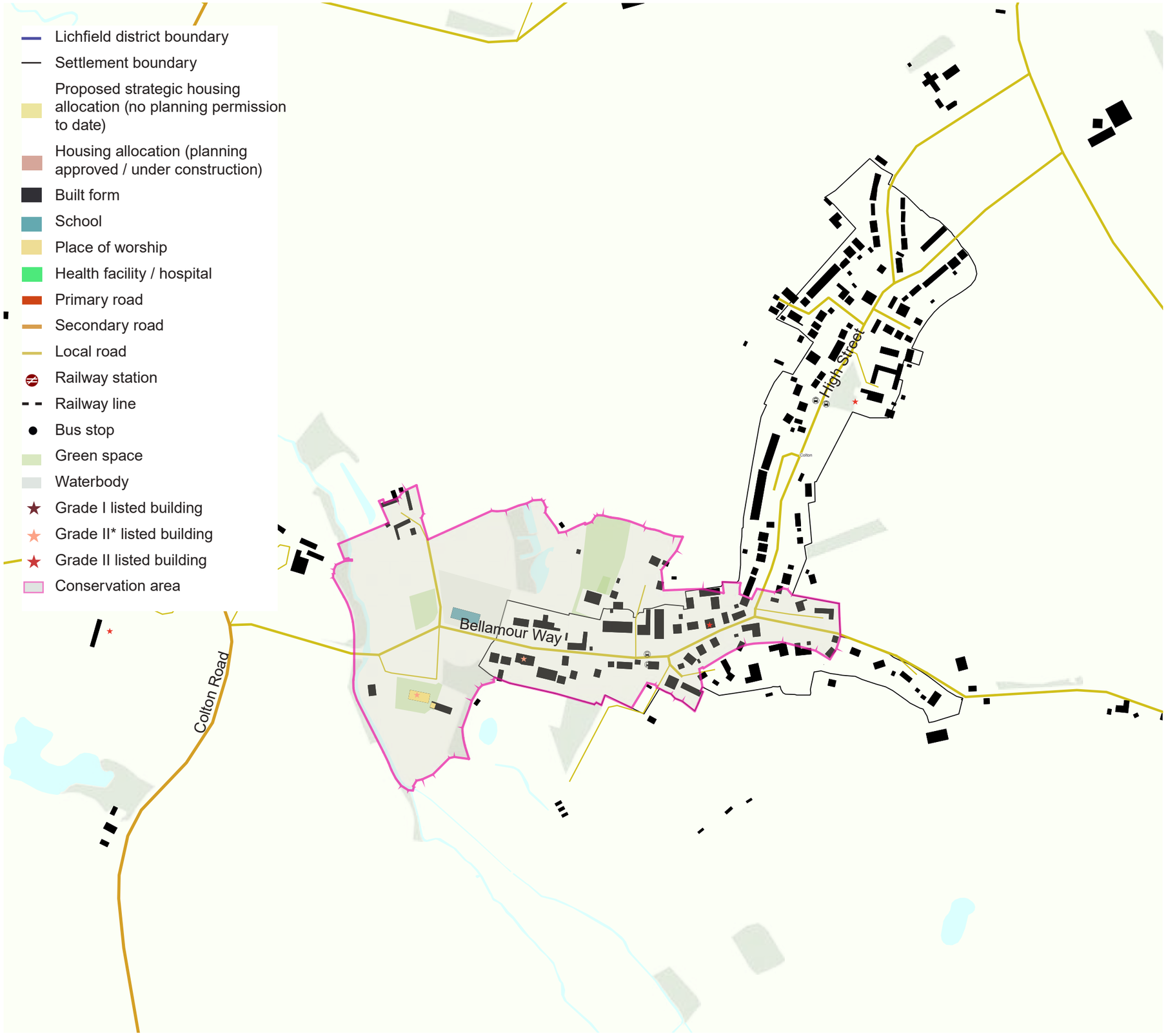
Collaborating with the community to refine and specify these area types would be useful in guiding development and planning decisions within the village, as it would provide a coding framework for understanding the unique characteristics of each area type.



6. About Colton

Colton is a small village and civil parish with a population of 671 according to the 2011 census. It is located just outside the town of Rugeley on Colton Road (B5013), near the northern boundary of the district area. Bellamour Way is the main access road that zigzags through the village, connecting it to Colton Road (B5013). Unfortunately, there are no public transport services available to connect Colton to other settlements.

The village has several community facilities, including St Mary's C of E School, Colton Village Hall, and the Greyhound Inn Colton pub. Colton has 13 listed buildings, with two being Grade II* listed and the others Grade II listed. The western area of Colton is protected by an existing conservation area that includes the Grade II* listed Colton St Mary the Virgin church and Colton House. There are no existing or proposed allocations within the settlement area.



6. Colton
Area Types Plan

By utilising an algorithm that considers the shape and form of the urban landscape and the distances between buildings and streets, the plan's area types are created.

Colton is a small village that exudes a traditional rural charm, nestled amidst verdant farmland and countryside. Most of the homes in the village are constructed from brick and feature classic architectural styles, sporting pitched roofs and chimneys, and varying between one and two stories in height.

In one particular area, Little Hay House (image 1) stands out as a modern yet traditional design, boasting red brick walls and a pitched roof adorned with dormer windows, surrounded by lush gardens and greenery.

Meanwhile, certain properties on Bellamour Way (image 2) are situated right up against the street with no pavements, creating a unique character in the village.

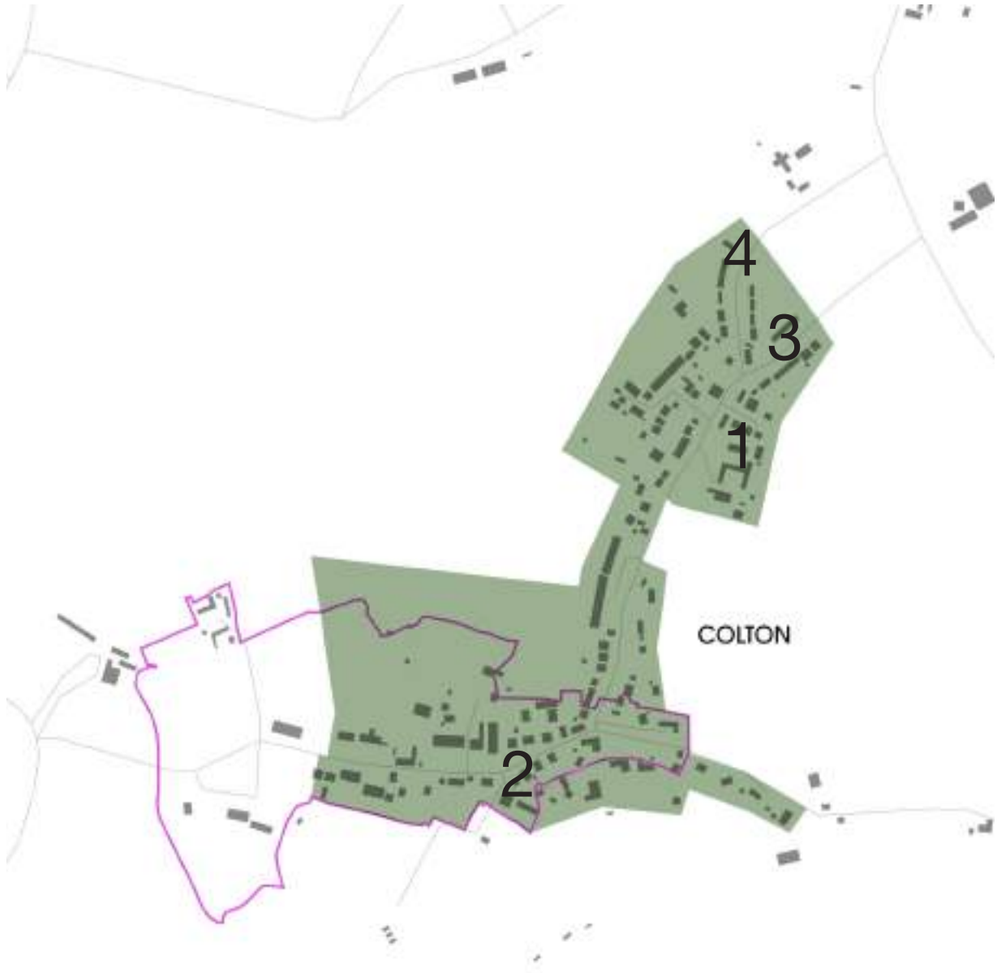
Other parts of the village showcase post-war semi-detached houses (image 3) and 1.5-storey bungalows with integral garages.

At the periphery of the settlement, individual houses (image 4) are built along small private access lanes.

Working alongside the community to refine and specify these distinct area types could prove beneficial in guiding development and planning decisions within the village, as it would establish a coding framework for recognizing the special features of each area type.

Area Types

	Area Type 1	Suburban
	Area Type 2	
	Area Type 3	
	Area Type 4	Fringe / Edge
	Area Type 5	

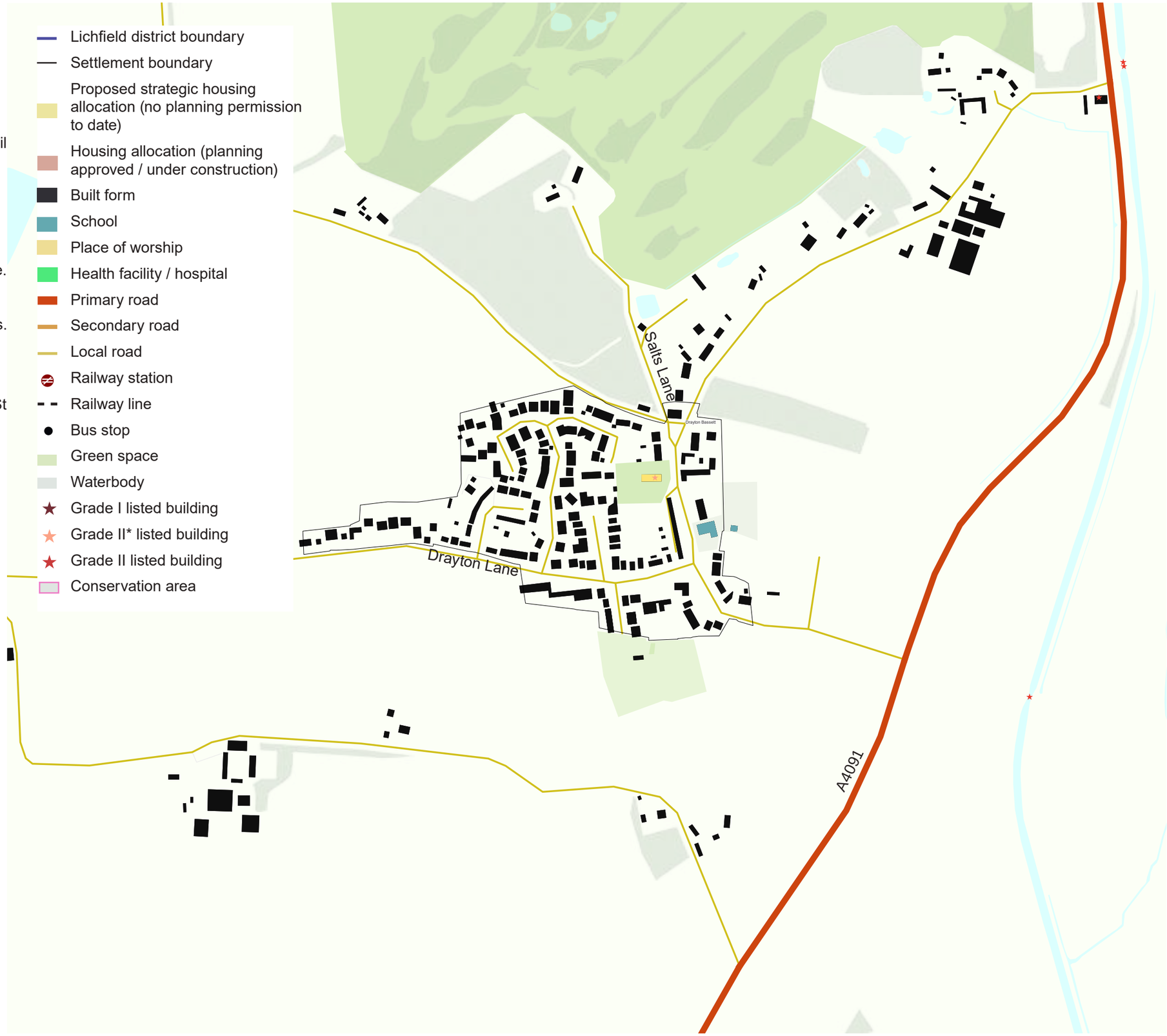


7. About Drayton Bassett

Drayton Bassett is a village and civil parish situated in the southeastern part of Lichfield district, with a population of 1,037 (2011). The main roads in the village are Drayton Lane and Salts Lane, the latter of which connects to the A4091 just to the west of the village. Unfortunately, there are no public transport services that link Drayton Bassett to other nearby settlements.

An area of eastern Drayton Bassett has been designated a conservation area, which encompasses the Grade II* listed St Peter's Church and Manor Primary School, both of which date back to the 15th century.

The village has no existing or planned development allocations, and the entire settlement area is surrounded and safeguarded by Green Belt land.



7. Drayton Bassett Area Types Plan

The plan's area types are created by utilising an algorithm that considers both the shape and form of the urban landscape and the distances between buildings and streets.

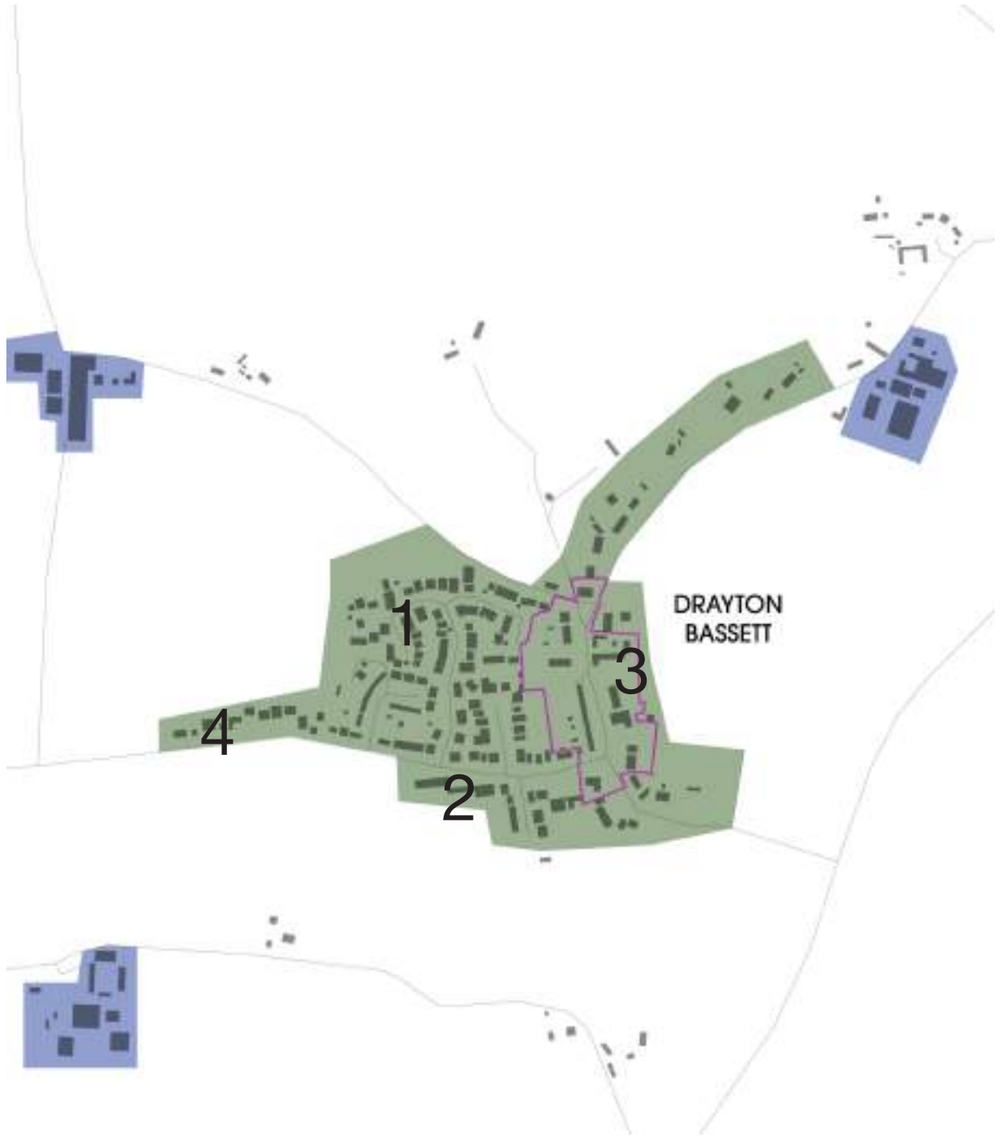
Drayton Bassett is a small village that combines elements of suburban and traditional village life. The suburban parts of the village (images 1 & 2) are characterized by modern homes situated behind private drives and front gardens, with pitched roofs and a density of around 30 dwellings per hectare.

Meanwhile, the historic centre of the village features buildings with varying set backs from the road, and homes arranged around a central village square (image 3), giving it a more traditional feel. Finally, there are lower density homes (10-20dph) located along country lanes, with hedges marking the boundaries of the front plots (image 4).

Collaborating with the community to refine and specify these area types would be useful in guiding development and planning decisions within the village, as it would provide a coding framework for understanding the unique characteristics of each area type.

Area Types

	Area Type 1	Suburban
	Area Type 2	
	Area Type 3	
	Area Type 4	Fringe / Edge
	Area Type 5	

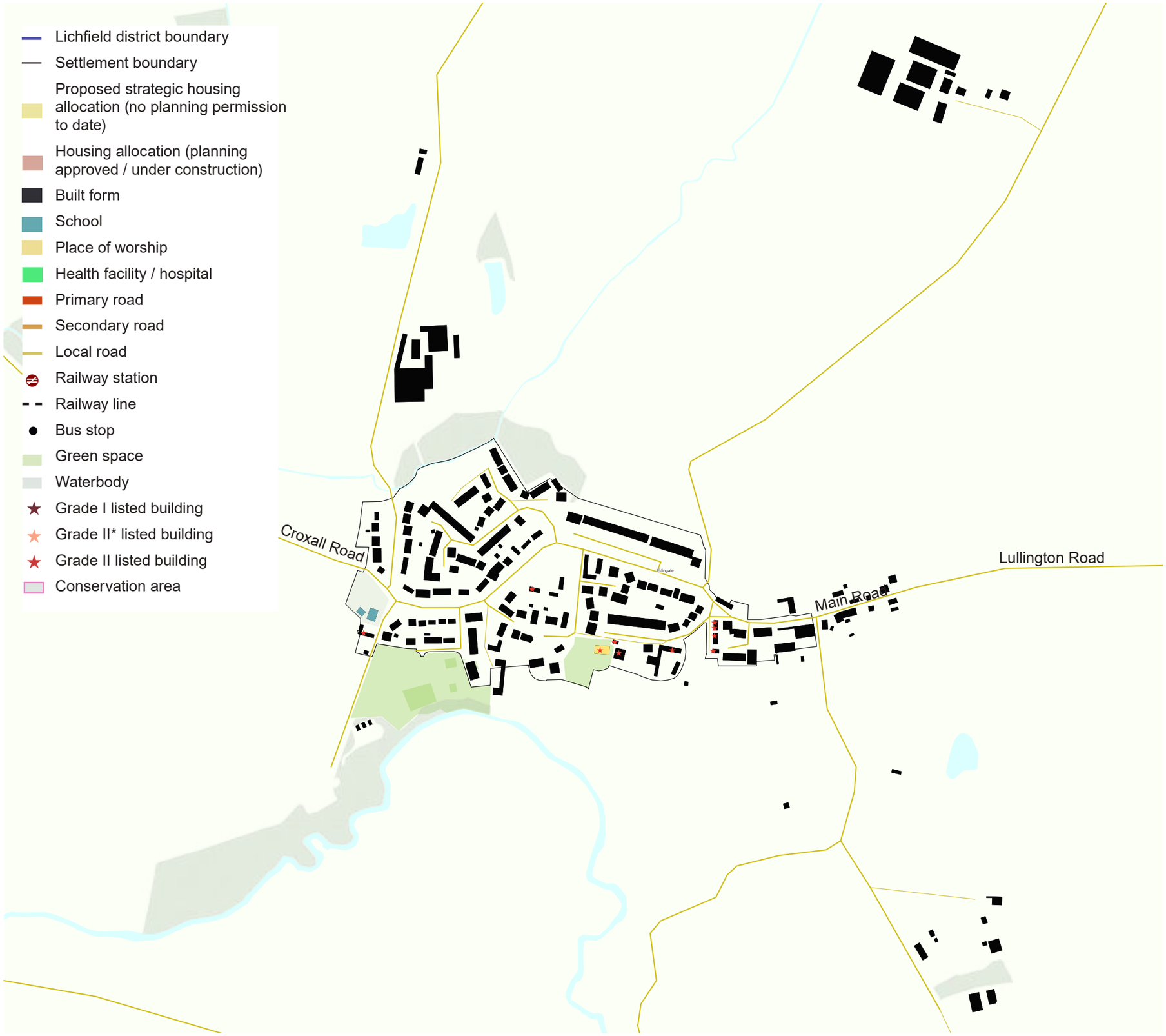


8. About Edingale

Edingale is a civil parish and village situated in the eastern region of Lichfield district with a population of 632 people (2011). The settlement is positioned 8km east of Lichfield city and 11km north of Tamworth. The village's primary street is Croxall Road, which transforms into Main Road and Lullington Road at the east end of the area. Unfortunately, there are no public transport services available to link Edingale to other settlements.

Although the village has some community amenities, such as Mary Howard C of E Primary school, Edingale Holy Trinity Church, a grade II listed church, and a village hall, it lacks other facilities, such as local grocery stores and supermarkets.

Several houses of considerable heritage value in the village have been given grade II listings. The entire settlement area of the village falls within a National Forest area, and there are no current or proposed allocations for development within the area.



8. Edingale
Area Types Plan

The plan's area types are produced by employing an algorithm that considers the shape and layout of the urban landscape, in addition to the distances between buildings and streets.

Edingale is a village that blends modern suburban areas with its historical urban centre. The village comprises different sections, some of which are home to contemporary red brick houses with brown tiled roofs (image 1). These areas have a suburban feel with an average density of 30-40 dwellings per hectare. The houses come with front gardens and garage parking, giving them a modern touch.

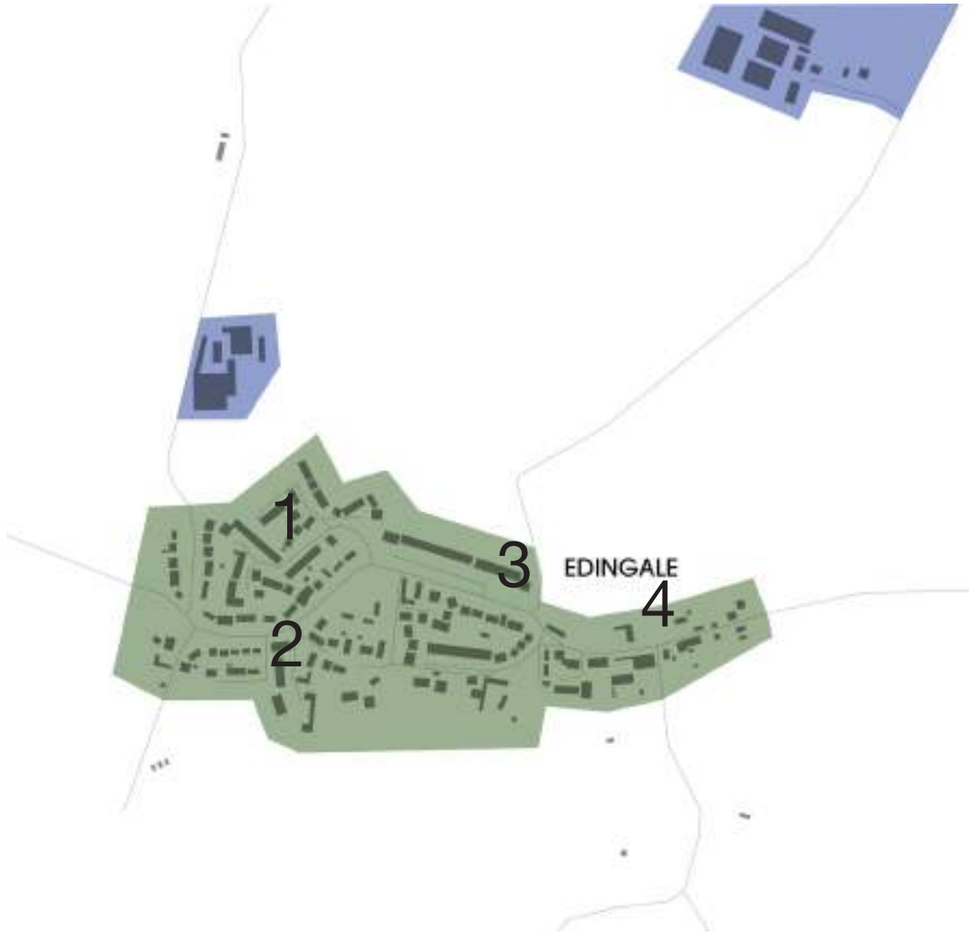
In other parts of the village, one can find housing that reflects the post-war 1950s and 60s era. These areas have 1-2 storey houses and bungalows with pitched roofs (image 2 & 3). Towards the urban fringe of the village, there is more of an variation in the urban grain, with brick cottages with short set backs against the road on one side, and other cottages set further back against the road with large front gardens (image 4).

The mix of architectural styles gives the village a unique character.

Collaborating with the community to refine and specify these area types would be useful in guiding development and planning decisions within the village, as it would provide a coding framework for understanding the unique characteristics of each area type.

Area Types

	Area Type 1	Suburban
	Area Type 2	
	Area Type 3	
	Area Type 4	Fringe / Edge
	Area Type 5	



9. Elford

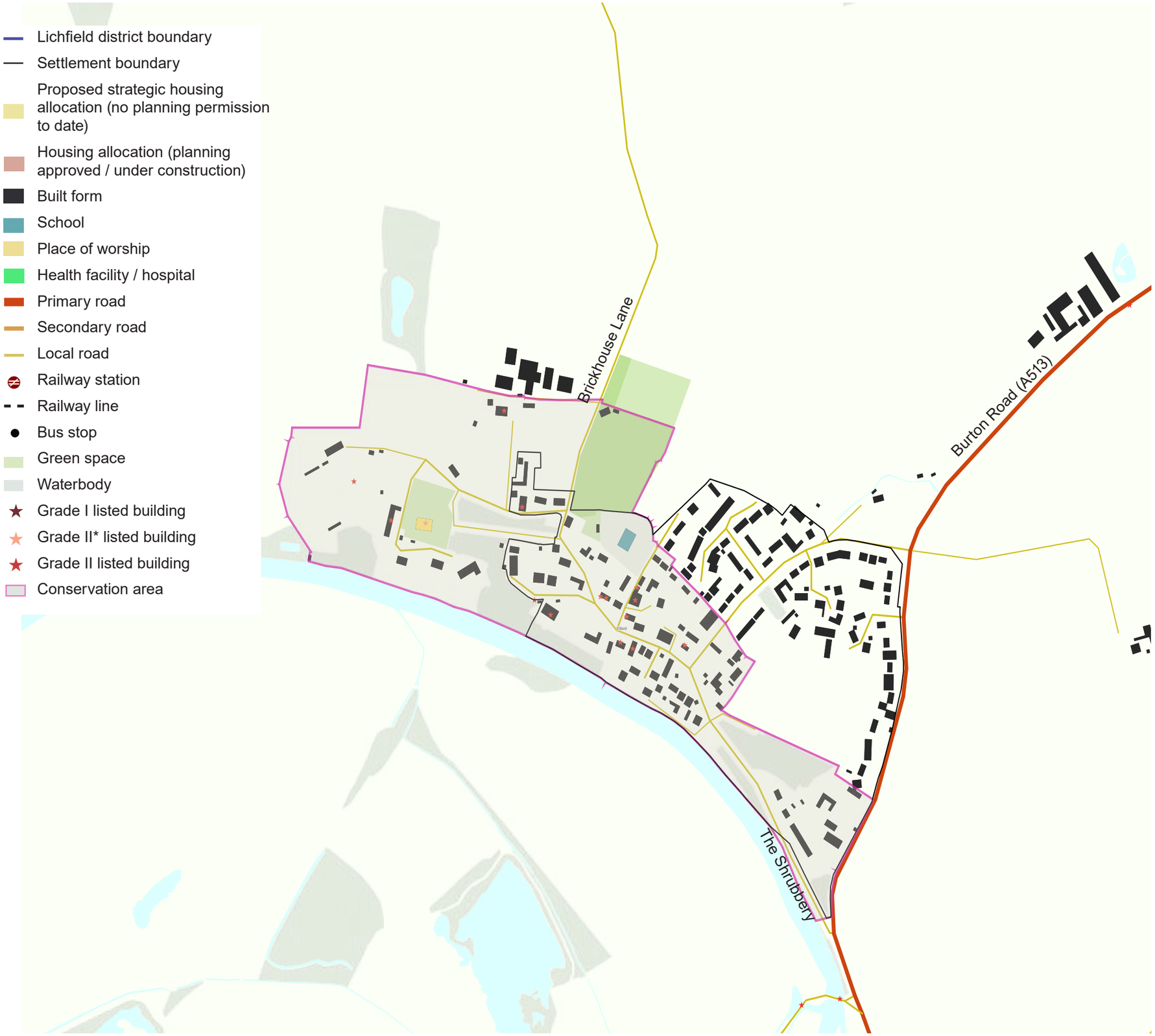
Elford is a civil parish and village situated in Lichfield District, with a population of 632 people according to the 2011 census. It is located on the eastern bank of the River Tame, approximately 8km east of Lichfield and 8km north of Tamworth. The surrounding area is primarily rural, with a mix of small towns and villages.

Access to Elford is via Burton Road (A513), which connects to a network of local roads in the village area. The village boasts several community facilities, including Howard Primary School, St. Peter's Church, Elford Village Hall, a bakery, a pub, and a farmer's market.

Elford's parish area is covered by a neighborhood plan that forms part of the development plan for the district and was adopted in January 2019. The village lies within the Trent Valley Washlands character area, which is typified by linear river and canal features within the vicinity. The River Tame, which dominates the landscape within the Parish area and forms a natural boundary to the south of Elford Village, is a key feature of the character area.

The village is roughly divided into two sections: a floodplain area to the west, adjacent to the River Tame, and low-lying rolling farmland to the east. Elford has a conservation area that covers a large area of the village, and there are ongoing discussions to extend it to include the remaining historic buildings and open spaces in the village area.

There are no existing or proposed allocations for development within the settlement area at present.



8. Elford
Area Types Plan

The area types featured in the plan have been generated by an algorithm that takes into account the shape and form of the urban landscape, as well as the distances between buildings and streets.

Elford features a mix of suburban and rural village area types, including lower density village and rural fringe areas. The suburban village areas are distinguished by properties set back from the street, front gardens and 1-2 storey semi-detached properties. In contrast, the village fringe areas (as depicted in Image 2) comprise of housing with a lower density and less formal relationships to the building line, featuring large plots and detached housing. Meanwhile, the rural edge areas (as depicted in Image 3) consist of long private access lanes leading to large plots and properties, with some farm buildings located on the edge of the settlement (as depicted in Image 4).

Collaborating with the community to refine and specify these area types would be highly beneficial in guiding future development and planning decisions within the village. This would provide a useful coding framework for understanding and preserving the unique characteristics of each area type, while ensuring that any new developments are in keeping with the village's overall aesthetic and historic charm.

Area Types

	Area Type 1	Suburban
	Area Type 2	
	Area Type 3	
	Area Type 4	Fringe / Edge
	Area Type 5	

10. About Fazeley, Mile Oak & Bonehill

Fazeley is a civil parish and industrial town in Lichfield District, located approximately 11km southeast of Lichfield and 2km south of Tamworth, with a population of around 5,000 people as of 2011. The civil parish area includes the Mile Oak neighborhood and the hamlet of Bonehill.

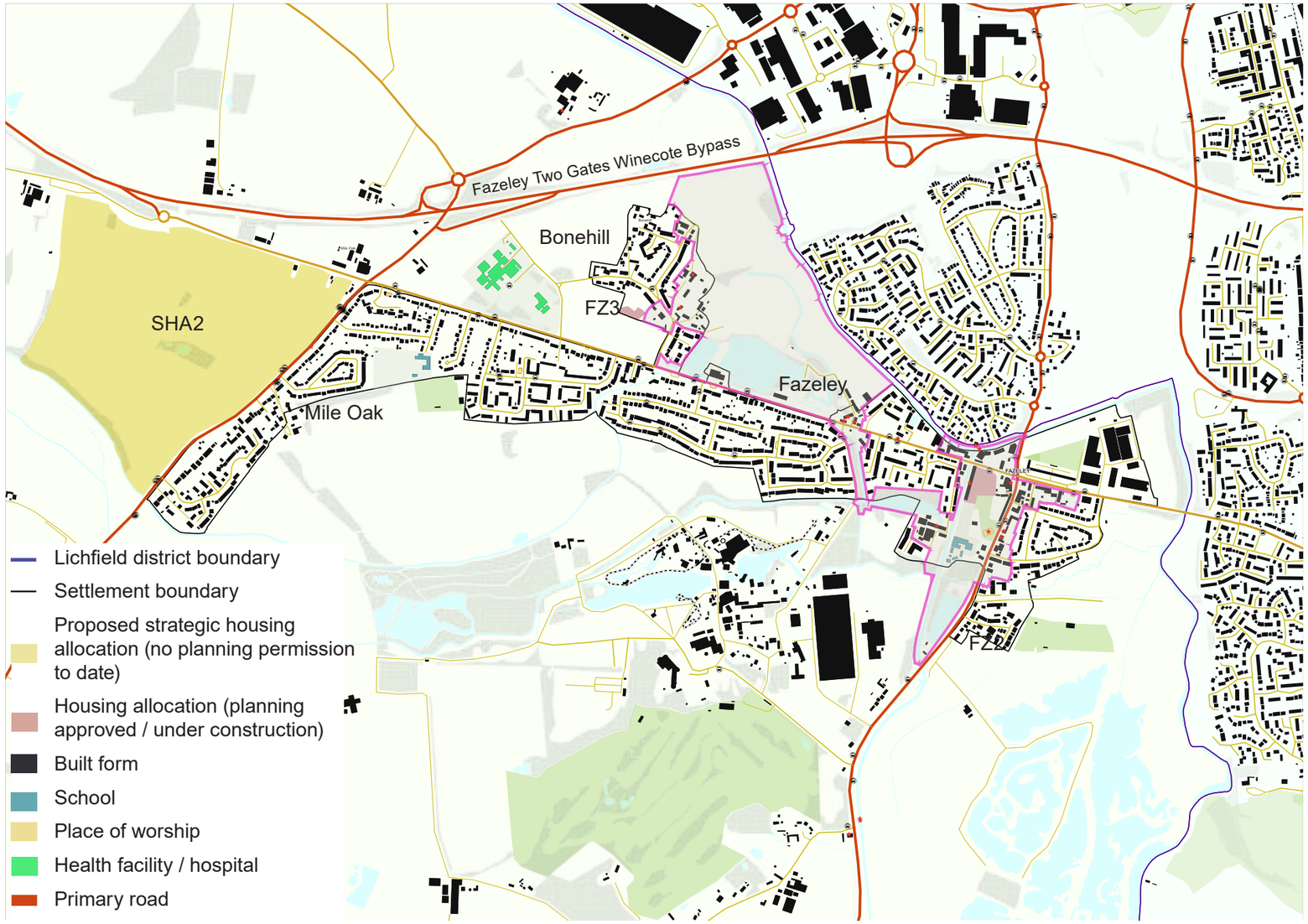
Fazeley is situated on the historic Roman Road of Watling Street, previously designated as A5, which was detrunked in the 1990s, leading to a significant decrease in through traffic. The new Fazeley Two Gates Winecote Bypass runs to the north of Bonehill. A bus route runs along Watling Street, providing services every 20 minutes between Birmingham and Tamworth.

At the heart of Fazeley lies the road junction with Lichfield Street and Atherstone Street. The River Tame runs to the east of Fazeley, and the Birmingham and Fazeley Canal passes through the town towards the River Tame and the Coventry Canal, just northeast of the town.

Fazeley boasts various community facilities, including two primary schools, Millfield County Primary School and Longwood Primary School in Mile Oak, Sir Robert Peel Community Hospital, several restaurants, cafes, local supermarkets, and public houses. Just south of Fazeley is the Drayton Manor Resort theme park.

Fazeley & Bonehill Conservation Area spans 16.3 hectares and preserves the town's industrial character. It includes some of the old terraced housing, mills, factories, a church, a chapel, public houses, a school, and detached Georgian houses, some of which are Grade II listed. The area also covers several waterways, pools, and structures that represent a crucial part of Fazeley's industrial heritage, highlighting one of the most significant water power systems dating back to the earlier part of the Industrial Revolution.

As part of the Local Plan review, there is a proposed strategic allocation SHA2 located southwest of Mile Oak junction, with capacity for up to 800 new homes. Additionally, two sites are adopted in the existing Local Plan as part of policy FZ1: FZ2- Tolson Mill, Lichfield Street, which is currently under construction for up to 102 homes, and FZ3, Land at 14 The Green, Bonehill, allocated for seven new homes.



10. Fazeley, Mile Oak & Bonehill Area Types Plan

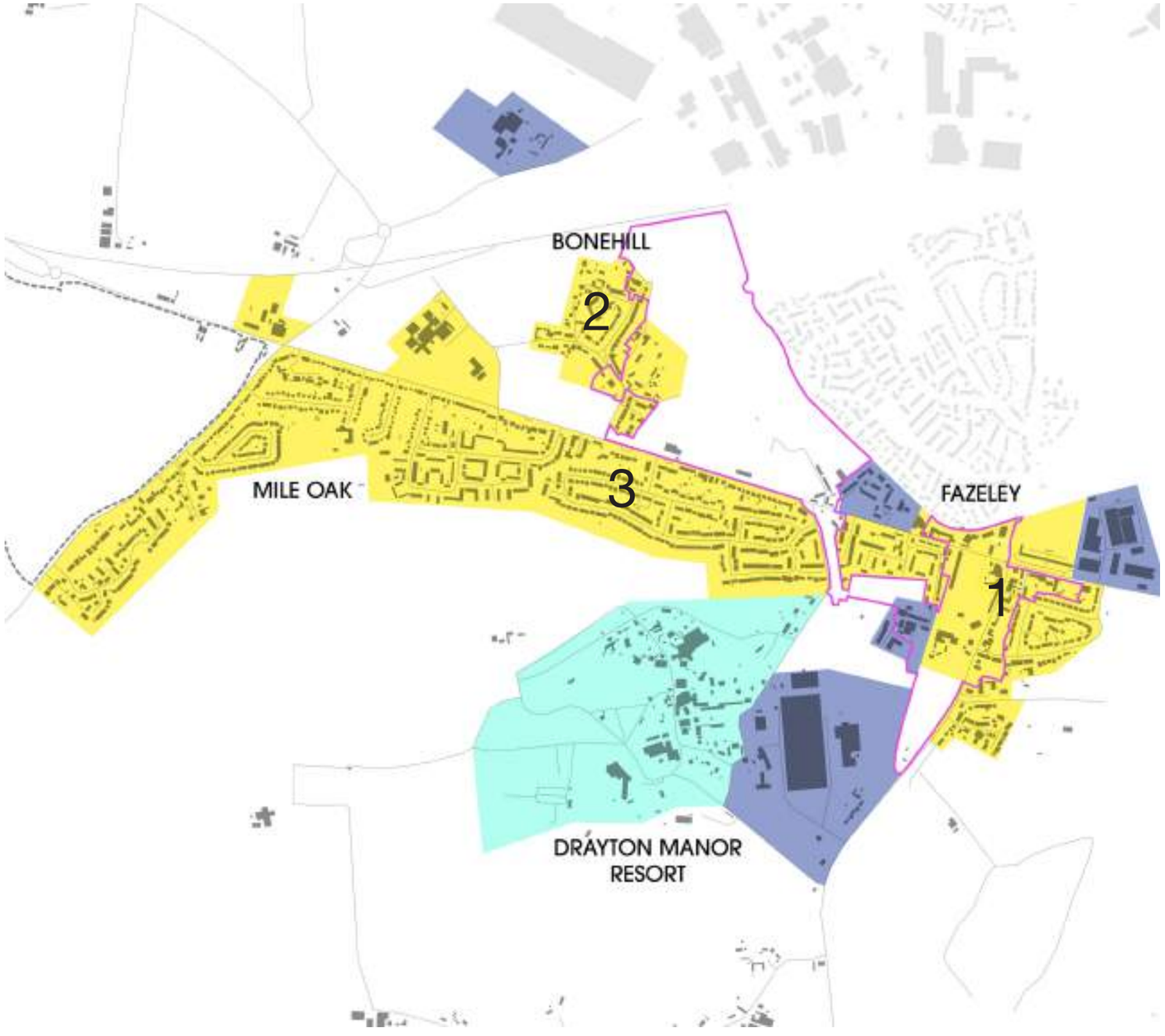
The area types featured in the plan have been generated by an algorithm that takes into account the shape and form of the urban landscape, as well as the distances between buildings and streets.

Fazeley boasts a diverse range of housing options, including detached and semi-detached houses, terraced houses, and flats/ apartments. Many of the older properties in Fazeley date back to the Victorian era and exhibit traditional architectural styles, such as red brick and slate roofs (as depicted in Image 1). These buildings generally have a suburban character and vary in height between 2-3 storeys, with densities of around 70 dwellings per hectare.

Other streets within Fazeley are characterised by semi-detached properties that are set back from the street, featuring front gardens and reflecting a suburban density of around 30-40 dwellings per hectare (as depicted in Images 2 and 3).

Overall, Fazeley's housing options are varied and reflect the town's diverse character. From traditional Victorian homes to modern apartments and flats, Fazeley offers a range of affordable housing options for residents to choose from.

Working together with the local community to further refine and define these area types could greatly aid in directing future development and planning decisions within the town. This approach would offer a helpful coding framework for identifying and maintaining the unique features of each area type, thereby safeguarding the town's distinct aesthetic and industrial heritage appeal.



11. About Fradley

Fradley is a village located in the parish of Fradley and Streethay, situated in Lichfield district. As of 2011, the parish has a population of 3,753. The village is positioned approximately 5km northeast of Lichfield and 1.5km southwest of Alrewas.

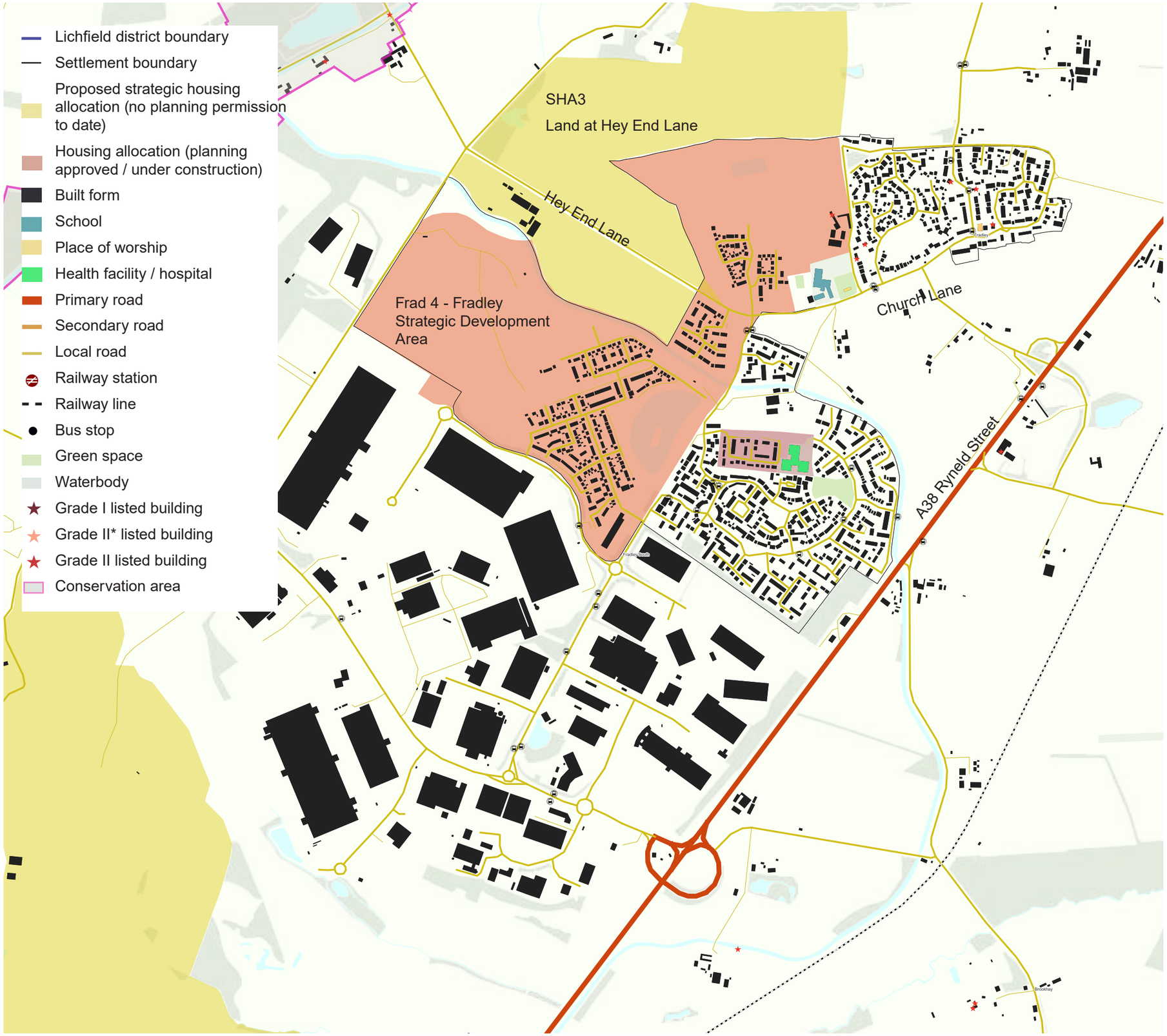
Fradley is conveniently close to the A38 and Ryknild Street, with regular bus services running along Church Lane to Lichfield and Burton upon Trent.

The village is composed of two distinct areas: the older Fradley Village and the newer Fradley South area, which forms part of the Fradley Strategic Development Area allocation (Frad 3), and has been undergoing development since the early 2000s.

Fradley boasts several local amenities, including a village hall, community hall, St. Stephen's Church situated on the corner of Church Lane and Old Hall Lane, a small post office/newsagent, restaurants, a convenience store, cafe, and gym, all located in the older village area. The newer Fradley South area mainly consists of residential properties and a nursing home.

South of Fradley is Fradley Park, a significant industrial manufacturing and logistics park featuring several medium to large industrial units.

A strategic site allocation has been proposed for SHA 3 Land at Hay End Lane, which already has outline permission for 183 residential units and C2 uses. A planning application is currently being determined for the site, which could include up to 500 homes.



11. Fradley Area Types Plan

To generate the area types in the plan, an algorithm is utilised that takes into account the shape and layout of the urban landscape, as well as the distances between buildings and streets.

The suburban residential character of Fradley is reflected in the many modern and contemporary properties, with an average density of 30 dwellings per hectare (image 1 & 2). There has been recent development on the outskirts of the village, with new housing estates being constructed in the southwest area, similar in average density to the original village (image 3) and properties characterized by red brick walls and grey clay roof tiles. To the south of the new village area lies a large manufacturing and logistics park (image 4), characterized by medium to large scale sheds and wide industrial access roads.

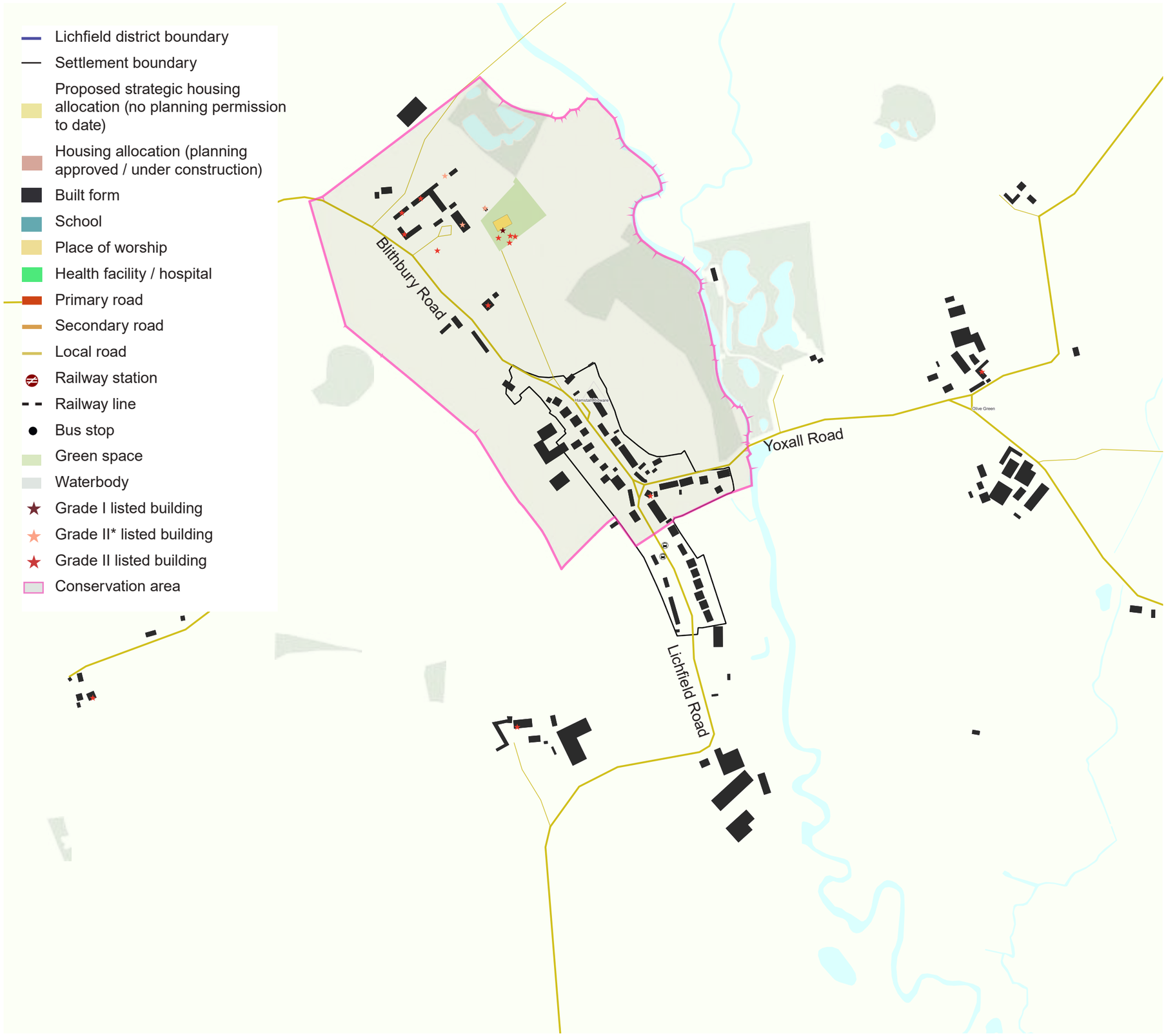
Collaborating with the local community to further refine and define these area types would greatly aid in directing future development and planning decisions within the village. This approach would offer a helpful coding framework for identifying and maintaining and creating unique features of each area type in Fradley.

12. About Hamstall Ridware

Hamstall Ridware is a small agricultural village and civil parish located in the Trent Valley within Lichfield district. The village is situated 12.8km north of Lichfield and 6km east of Rugeley, with the river Blythe flowing to the east of the settlement area. The village is connected by two main roads, Blithbury Road (which turns into Lichfield Road) and Yoxall Road, however, there are no public transportation services such as buses or trains that run through the area.

Half of the settlement area is designated as the Hamstall Ridware conservation area, which encompasses a cluster of listed buildings, including the Grade I listed St Michael's Church, as well as several Grade II* and Grade II buildings.

There are currently no development allocations within Hamstall Ridware or the surrounding areas according to the Local Plan.



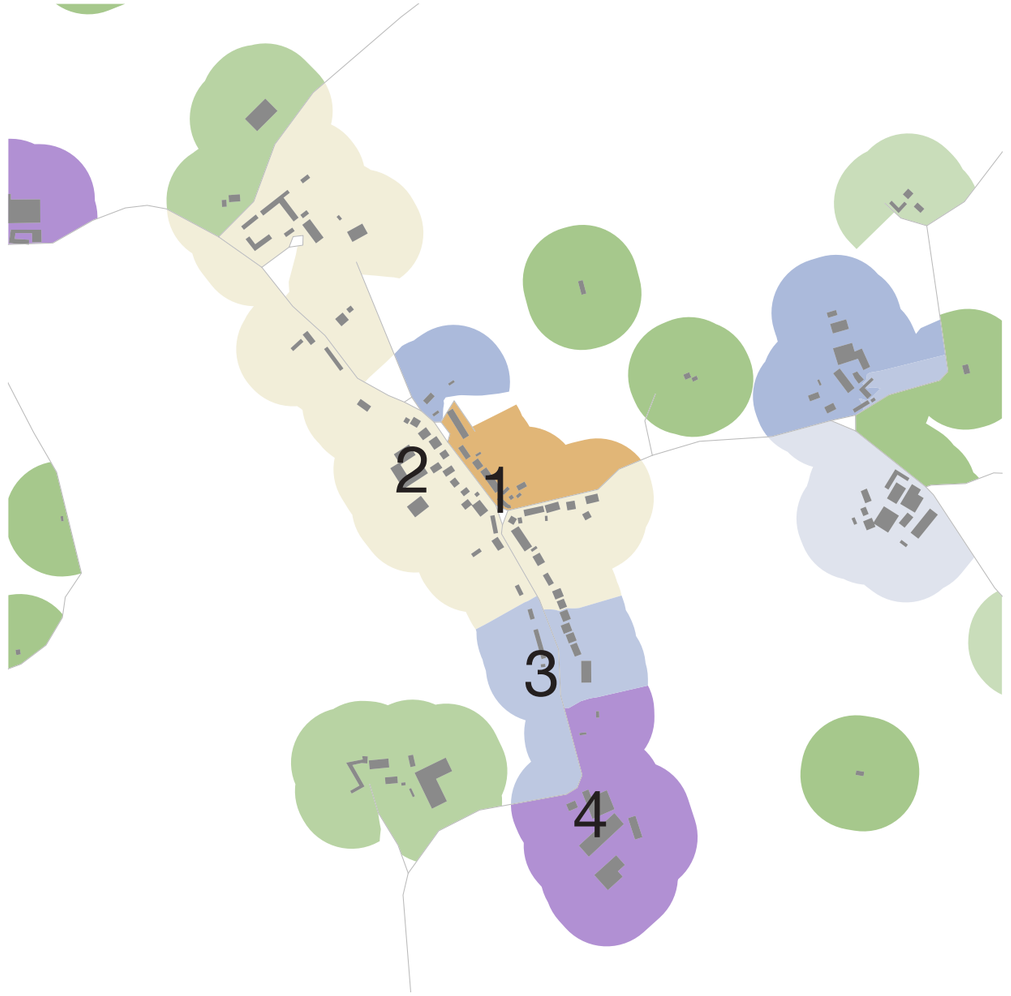
12. Hamstall Ridware Area Types Plan

The area types featured in the plan have been generated by an algorithm that takes into account the shape and form of the urban landscape, as well as the distances between buildings and streets.
In the case of Hamstall Ridware, the village area displays a typical village character, with variations of suburban village and village fringe edge area types, as shown in the adjacent images (1-4).

Working together with the local community to further refine and specify these area types would greatly aid in directing future development and planning decisions within the village. This collaborative approach would offer a useful coding framework for identifying and preserving the unique features of each area type, while also fostering the creation of new ones that enhance the village's overall aesthetic and charm.

Area Types

Area Type 1	Suburban
Area Type 2	
Area Type 3	
Area Type 4	Fringe / Edge
Area Type 5	
Area Type 6	



13. About Harlaston

Harlaston is a small village situated in the civil parish of Harlaston in the eastern area of Lichfield district, approximately 8km north of Tamworth and 9km east of Lichfield. The village is located on the River Mease and partly falls under the River Mease SAC catchment area, while the National Forest lies just to the south of the village. According to the 2011 census, the village has a population of around 394 people.

The main roads that pass through Harlaston are Haunton Road from the east, Farley Lane from the north, and Harlaston from the south. Unfortunately, the village does not have any public transportation services and only a few local community facilities, including the White Lion public house, St Matthews Church, and Harlaston Village Hall. Additionally, there are no educational facilities in the village.

The village is also designated as a conservation area and boasts a number of historic buildings, including the Grade II* listed church of St Matthews and the Grade II listed Manor House, which dates back to 1540, as well as several other houses, mileposts, and a telephone box.

A recent development has taken place in the south-eastern area of the village, which was a Local Plan allocation site for the former Fish Pits Farm. However, there are no further proposed development allocations for Harlaston in the Local Plan.

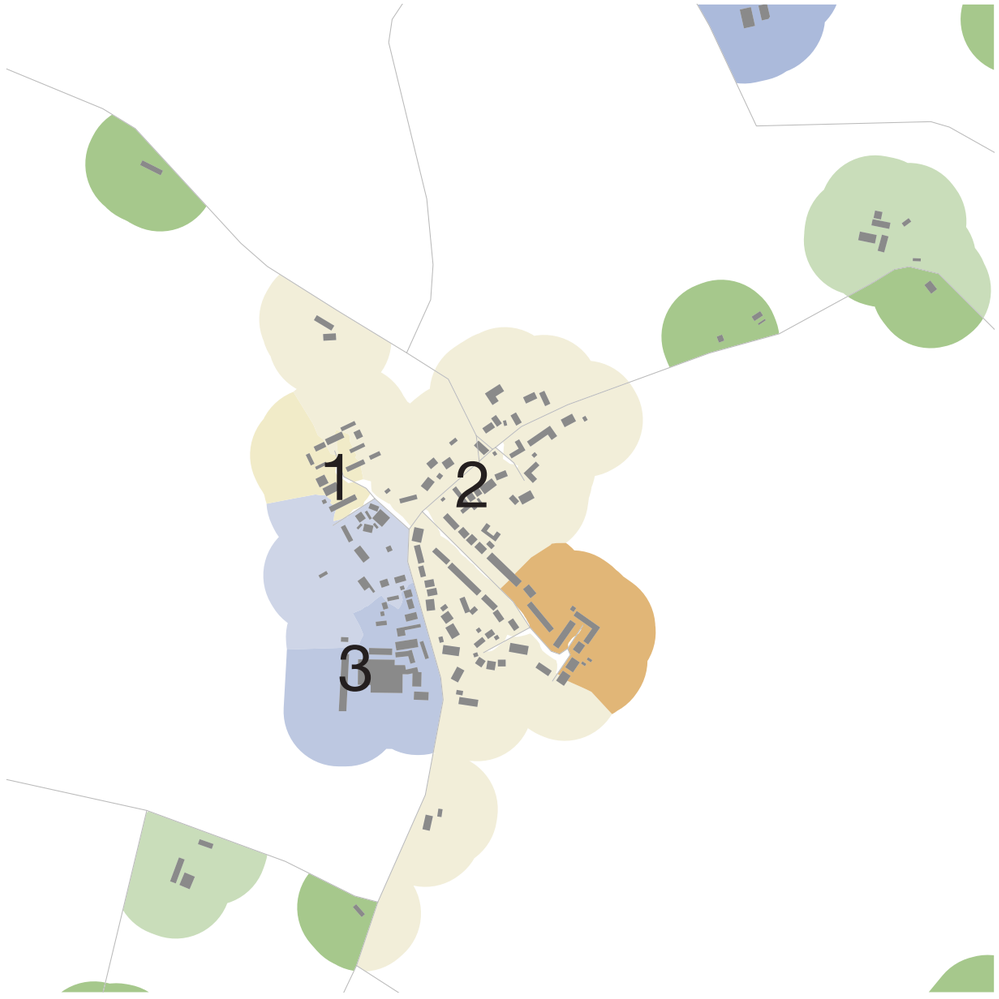
13. Harlaston Area Types Plan

The plan's area types are generated through an algorithm that considers the shape and form of the urban landscape, along with distances between buildings and streets. In Harlaston, the village area has a typical village character, including variations of suburban village and village fringe edge area types, as illustrated in adjacent images (1-3).

Collaborating with the local community to refine and specify these area types could aid in directing future development and planning decisions within the village. Such an approach would provide a coding framework for identifying and preserving the unique features of each area type, while also facilitating the creation of new ones that enhance the village's overall aesthetic character.

Area Types

Area Type 1	Suburban
Area Type 2	
Area Type 3	
Area Type 4	Fringe / Edge
Area Type 5	



14. Hill Ridware

Hill Ridware is a small village situated in the civil parish of Mavesyn Ridware in the Lichfield district area, with a population of around 857 (2011). The village is located on the B5104, Uttoxeter Road north of Armitage and is situated across the River Trent. Hill Ridware offers a limited number of facilities, including the Chadwick Arms public house, Henry Chadwick Primary School, and Hill Ridware Village Hall. Unfortunately, there is no public transport available in the area, except for a school bus that provides services to schools in Lichfield.

Within the Hill Ridware settlement area, there are six listed buildings. Of these buildings, Ridware Hall is the most noteworthy, which is a Grade II listed late 18th-century building located on Wade Lane on the western side of the village. Another important building in the area is the Old Rectory, a Grade II* listed structure situated along Uttoxeter Road.

The village features two completed housing developments, which were previously Local Plan allocations. One of these developments is located on School Lane, while the other, larger development is off Uttoxeter Road. At present, there are no further allocation sites proposed in the Local Plan for Hill Ridware.

14. Hill Ridware Area Types Plan

The plan's area types are generated through an algorithm that considers the shape and form of the urban landscape, along with distances between buildings and streets. In Hill Ridware, the village area has a typical village character, including variations of suburban village and village fringe edge area types, as illustrated in adjacent images (1-4).

Collaborating with the local community to refine and specify these area types could aid in directing future development and planning decisions within the village. Such an approach would provide a coding framework for identifying and preserving the unique features of each area type, while also facilitating the creation of new ones that enhance the village's overall aesthetic character.

Area Types

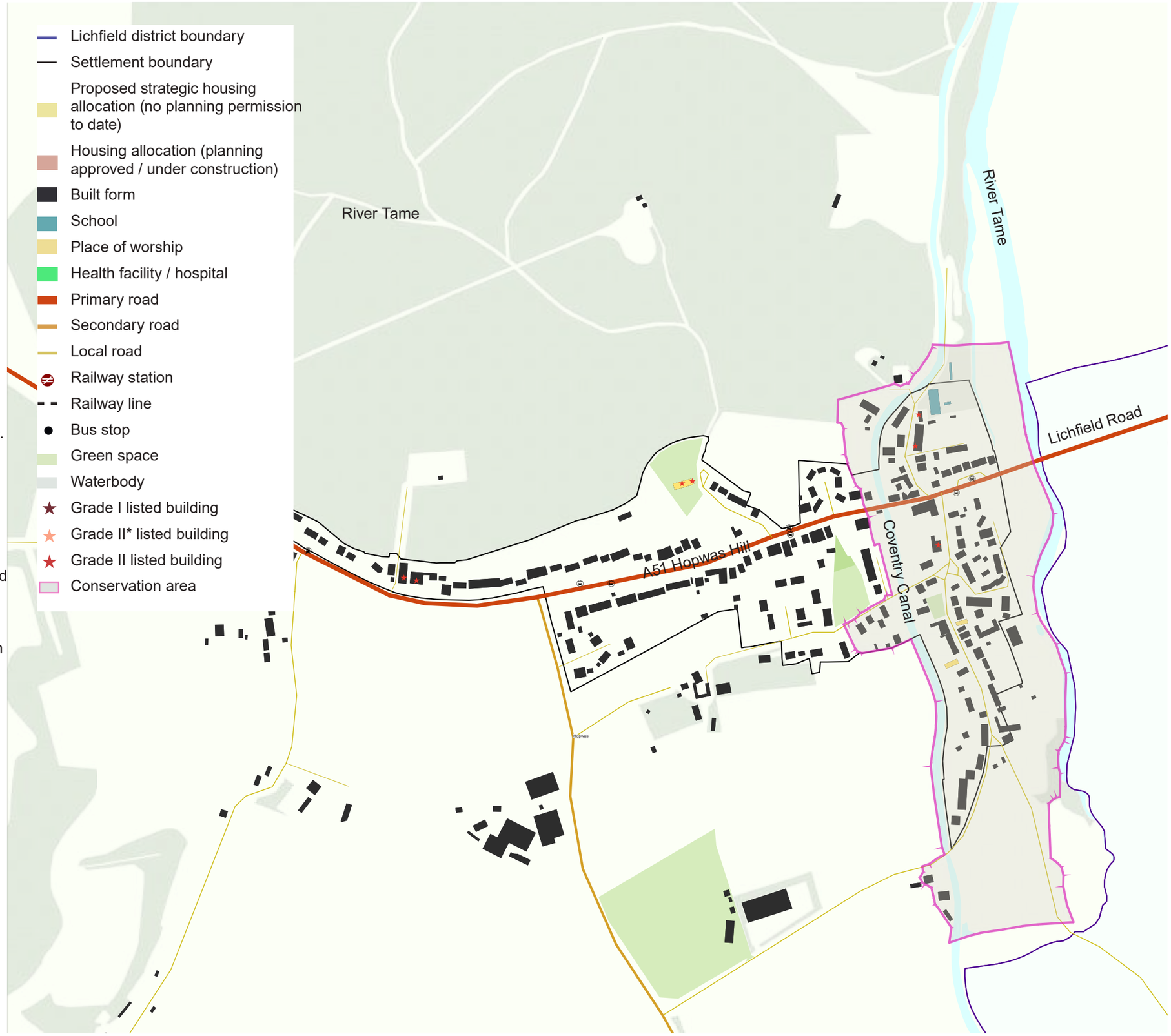
Area Type 1	Suburban
Area Type 2	
Area Type 3	
Area Type 4	Fringe / Edge
Area Type 5	

15. About Hopwas

Hopwas is a village located in the parish of Wigginton and Hopwas, situated on the eastern edge of the Lichfield district area and approximately 7.5km southeast of Lichfield city. The village is bordered to the north by Hopwas Hays Wood, a 385-acre ancient woodland, and the River Tame to the east. The Coventry Canal flows through the settlement in a north-south direction, with the A51 Hopwas Hill road crossing over both the canal and the river. A bus service runs every half hour along the A51 between Lichfield City Centre and Tamworth Town Centre.

Hopwas boasts several Grade II listed buildings, including cottages, a school house, the Parish Church of St Chad, and two historic public houses - the Red Lion and the Tame Otter.

The village settlement is surrounded by a Green Belt designation, with the western area covered by the Hopwas Conservation area. There are currently no planned Local Plan site allocations for Hopwas.



14. Hopwas
Area Types Plan

The area types in the plan are generated by an algorithm that takes into account the shape and form of the urban landscape, as well as the distances between buildings and streets. In Hopwas, the village area has a typical village character, with variations of suburban village and village fringe edge area types, as illustrated in adjacent images (1-4).

Collaborating with the local community to refine and specify these area types could greatly aid in directing future development and planning decisions within the village. This collaborative approach would provide a coding framework for identifying and preserving the unique features of each area type, while also facilitating the creation of new ones that enhance the village's overall aesthetic character.

Area Types

Area Type 1	Suburban
Area Type 2	
Area Type 3	
Area Type 4	Fringe / Edge
Area Type 5	
Area Type 6	

16. About Kings Bromley

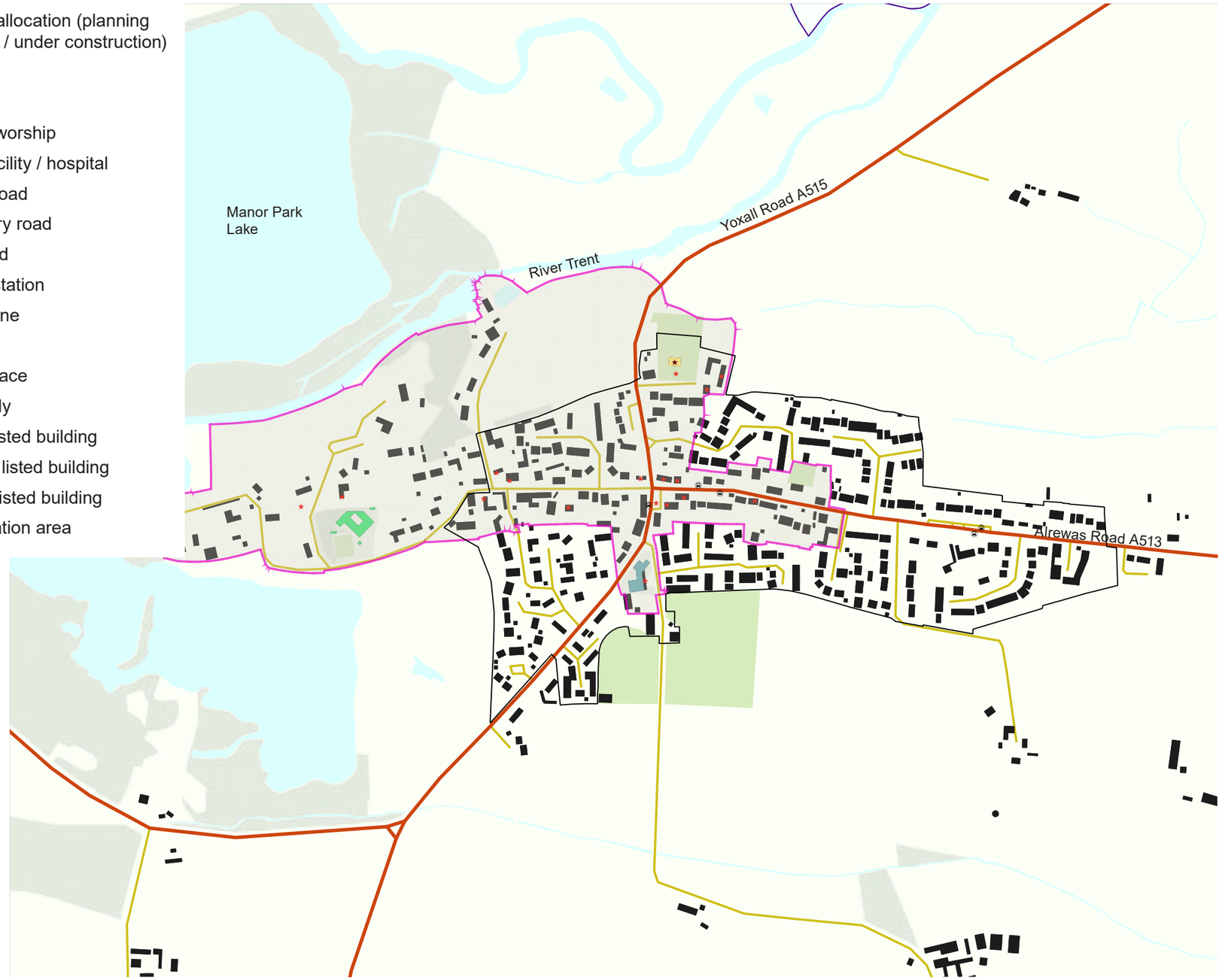
Kings Bromley is a village located in the southeastern area of the Lichfield district and falls under the civil parish of Kings Bromley. As of 2011, the village has a population of approximately 1,163 residents.

The village is situated at the junction of the A515 and A513 roads, with Manor Park Lake located just west of the settlement and the River Trent to the north. An hourly bus service runs through Kings Bromley along the A513, connecting Lichfield City Centre and Burton upon Trent.

Kings Bromley is equipped with several community facilities, such as the Royal Oak public house, Kings Bromley Village Hall, All Saints Kings Bromley, Co-op convenience store, and a few clothing shops, as well as the Richard Crosse C of E Primary School.

The Kings Bromley conservation area covers the western area of the village and includes various Grade II listed buildings, as well as the Grade I listed All Saints Church that dates back to the 14th century. Additionally, a few Grade II listed cottages from the 17th and 18th centuries are present in the area. Currently, there are no proposed Local Plan site allocations for the village.

- Lichfield district boundary
- Settlement boundary
- Proposed strategic housing allocation (no planning permission to date)
- Housing allocation (planning approved / under construction)
- Built form
- School
- Place of worship
- Health facility / hospital
- Primary road
- Secondary road
- Local road
- Railway station
- Railway line
- Bus stop
- Green space
- Waterbody
- Grade I listed building
- Grade II* listed building
- Grade II listed building
- Conservation area



16. Kings Bromley Area Types Plan

The area types in the plan are generated by an algorithm that takes into account the shape and form of the urban landscape, as well as the distances between buildings and streets. In Kings Bromley, the village area has a typical village character, with variations of suburban village and village fringe edge area types, as illustrated in adjacent images (1-4).

Collaborating with the local community to refine and specify these area types could greatly aid in directing future development and planning decisions within the village. This collaborative approach would provide a coding framework for identifying and preserving the unique features of each area type, while also facilitating the creation of new ones that enhance the village's overall aesthetic character.

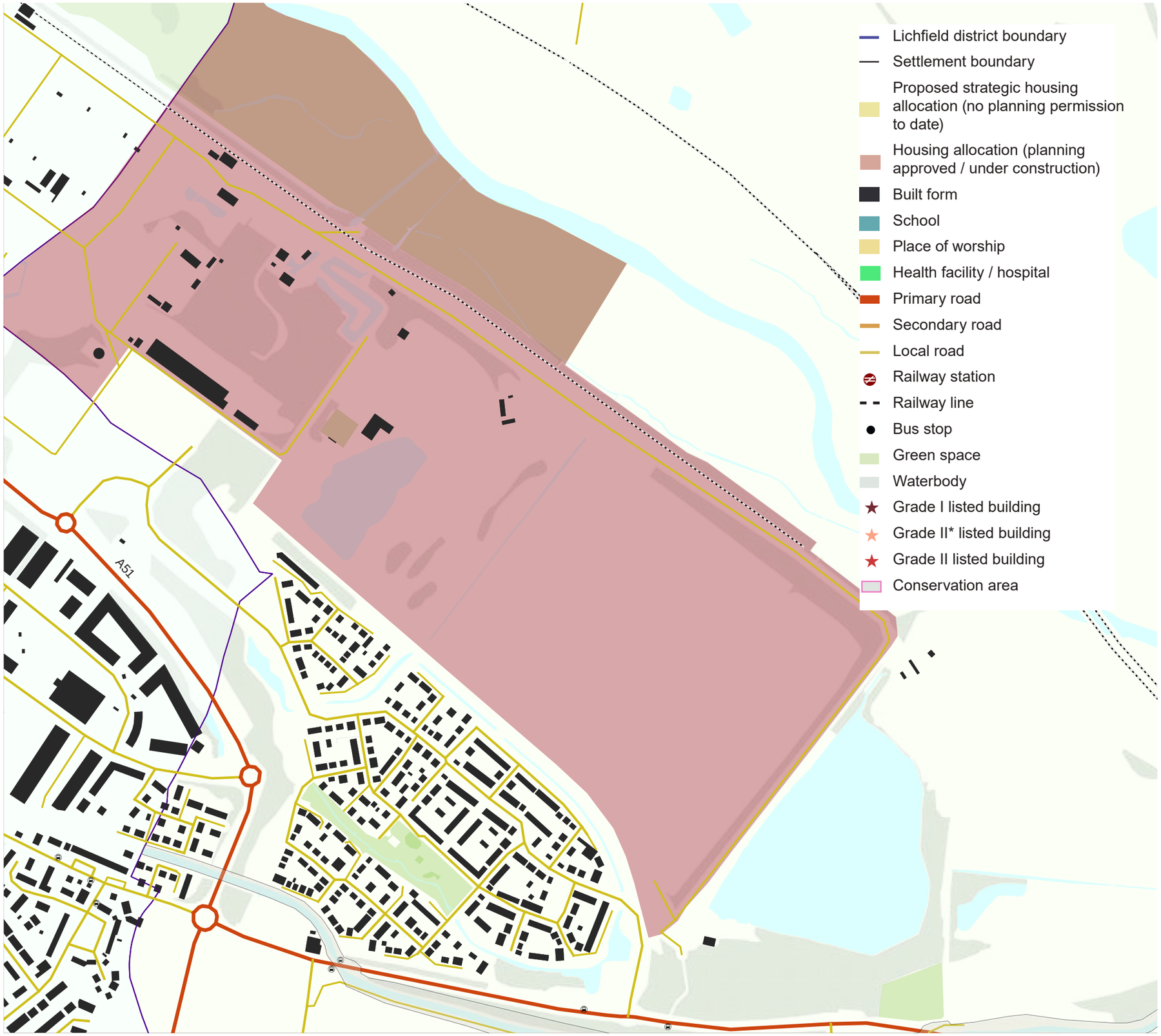
Area Types

Area Type 1	Suburban
Area Type 2	
Area Type 3	
Area Type 4	Fringe / Edge
Area Type 5	

17. About East of Rugeley

Rugeley is a market town situated in the civil parish area of Rugeley and is predominantly located within the Cannock Chase district area. However, the eastern part of Rugeley falls within the northwestern area of the Lichfield district and is separated from the main settlement area by the A51, which runs along the district boundary.

The eastern area of Rugeley is distinguished by an existing contemporary housing estate, a substantial business and manufacturing park, and a former coal-fired power station. ENGIE, the owner of the power station site, has proposed plans and secured joint outline planning permission from Cannock Chase District Council for the western part of the site and Lichfield District Council for the eastern part of the site. The proposal seeks to transform the entire site into a mixed-use development comprising 2,300 new low carbon homes, 1.2 hectares of mixed-use buildings, 5 hectares of employment land, a primary school, open space including a new riverside park, and critical infrastructure.



17. East of Rugeley Area Types Plan

The plan's area types are generated using an algorithm that considers the shape and form of the urban landscape, as well as the distances between buildings and streets. The settlement area to the east of Rugeley is predominantly characterised by typical new suburban housing developments, as depicted in images 1 and 2.

Collaborating with the local community to refine and specify these area types would be instrumental in directing future development and planning decisions within the area. This collaborative approach would provide a coding framework for identifying and preserving the unique features of each area type while also facilitating the creation of new ones that enhance the neighborhood's overall aesthetic character.

Area Types

Area Type 1	Suburban
Area Type 2	
Area Type 3	
Area Type 4	Fringe / Edge
Area Type 5	

18. About Little Aston

Little Aston is a village situated in the Lichfield district, located 8km south of Lichfield city. Once a separate settlement, it has merged over time with the neighboring town of Sutton Coldfield. As of 2011, the population of Little Aston was approximately 2,920 people. To the south of the village lies Sutton Park, an expansive open space spanning 970 hectares consisting of wild grasslands, forests, and lakes.

Access to Little Aston is primarily through Rosemary Hill Road, which then connects to Walsall Road for further settlement access. The area has a suburban character, with a significant portion of the settlement covered by the Little Aston conservation area. The conservation area is known for its large plots and detached properties that are accessible via private streets. Notably, there are no Local Plan designations in Little Aston, and the northwestern edge of the settlement falls under the Green Belt designation.

Brick, clay tiles, and painted timber windows and doors are the primary architectural materials observed in the area.

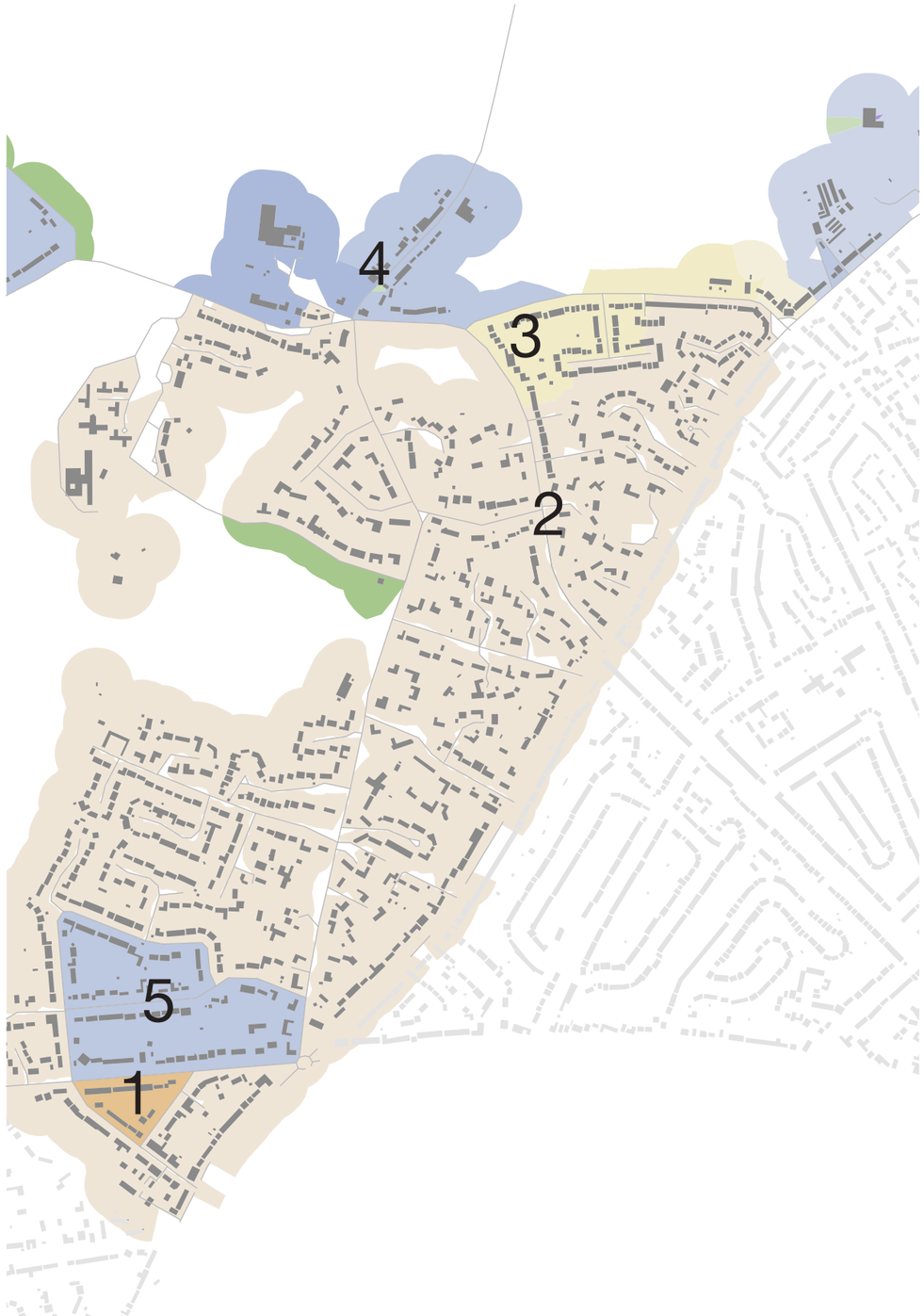
18. Little Aston Area Types Plan

The area types outlined in the plan are generated by an algorithm that takes into account the shape and form of the urban landscape, along with the distances between buildings and streets. Little Aston's settlement area is primarily characterised by an affluent suburban residential neighbourhood, as illustrated in images 1-5.

Working together with the local community to refine and specify these area types would be crucial in directing future development and planning decisions within the neighbourhood. This collaborative approach would establish a coding framework for identifying and preserving the distinctive features of each area type, while also encouraging the creation of new ones that enhance the neighbourhood's overall aesthetic character.

Area Types

	Area Type 1	Suburban
	Area Type 2	
	Area Type 3	
	Area Type 4	Fringe / Edge
	Area Type 5	



19. About Longdon

Longdon is a village located in the district of Lichfield It is situated about c.9.5km northeast of the city of Lichfield, and around 11.2km southwest of the town of Burton upon Trent. The village is also situated on the edge of Cannock Chase, a large area of heathland and forest that is popular for recreational activities.

The western boundary of the settlement is formed by the primary A51 road, which also serves as the main access route to the area. From the A51, a small network of local roads connects to the village, providing local access to the settlement. Unfortunately there are no public transport services that run through Longdon.

Longdon is a historic village, with a long history dating back to at least the 11th century. The village is home to several historic buildings, including St. James Church, which dates back to the 12th century and is one of the oldest buildings in the area. Other historic buildings in the village include Longdon Hall, which was built in the early 18th century, and several other old houses and cottages.

In terms of amenities, Longdon has The Swan with Two Necks public house, The Longdon Club social club house, St James C of E Primary Academy, Longdon Hall School (which sits within the Longdon Hall conservation area) and the Grade I listed St. James The Great Church. Overall, Longdon is a small but charming village with a rich history and distinct architecture.

19. Longdon Area Types Plan

The plan's area types are produced using an algorithm that considers the shape and form of the urban landscape, as well as the distances between buildings and streets. Longdon's settlement area is mainly characterised by a typical village area type with suburban village and village fringe area types as depicted in images 1-4.

Collaborating with the local community to refine and specify these area types would be essential in guiding future development and planning decisions within the village area. This collaborative approach would establish a coding framework for identifying and preserving the unique features of each area type, while also encouraging the creation of new ones that enhance the village's overall aesthetic character.

Area Types

Area Type 1	Suburban
Area Type 2	
Area Type 3	
Area Type 4	Fringe / Edge

20. About Shenstone

Shenstone is a village in the civil parish area of Shenstone and is approximately 5km south of the city of Lichfield.

The primary highways of Shenstone are the A5127/Birmingham Road running along the eastern boundary of the village, and Main Street which cuts through the village. Most of the villages' facilities and services are located along these routes or nearby roads, including several pubs/restaurants, several small businesses, a library, and a small supermarket. There is a dental centre and pharmacy along Main St and a primary school, Greysbrook County Primary School, located on Barnes Rd. A village hall is located just off the A5127 at the North of the Settlement, close to Shenstone playing fields. The village also has an adult day care centre and a residential home.

The central part of Shenstone is covered by the conservation area, and within this there are several listed heritage assets including the Shenstone War Memorial (grade II listed) and the Church of St John (grade II listed).

Shenstone has a train station at the west of the village with twice hourly services towards the Lichfield Trent Valley and Bromsgrove. There is a bus stop along Main St with services towards Lichfield City Centre, Stonnall and Aldridge. There are several bus stops along the A5127 providing links to Birmingham and Little Aston.

There is an existing employment area in Shenstone, to the west of the settlement, which has a combination of uses including storage distribution, trading estates and light industrial uses. There is also a non-strategic housing allocation neighbouring this which could provide up to 59 homes.

20. Shenstone Area Types Plan

An algorithm is used to generate the area types in the plan, taking into account the shape and layout of the urban landscape, as well as the distances between buildings and streets.

The settlement area of Shenstone is primarily characterised by a typical suburban village as shown in images 1-4. There are also larger business units located on the western edge of the settlement (image 5), which have a different building style compared to the rest of the village settlement area.

To guide future development and planning decisions within the village area, it would be crucial to collaborate with the local community in refining and specifying these area types. This collaborative approach would establish a coding framework for identifying and preserving the unique features of each area type, while also encouraging the creation of new ones that enhance the overall aesthetic character of the village.

Area Types

Area Type 1	Suburban
Area Type 2	
Area Type 3	
Area Type 4	
Area Type 5	
Area Type 6	Fringe / Edge
Area Type 7	

21. About Stonnall

Stonnall is a village approximately 7km southwest of Lichfield.

Main Street runs through the village and most of the villages' facilities are located along this highway. This includes several pubs, takeaways, convenience stores and a hairdresser. Stonnall Community Centre is off Main St at the northern end of the settlement as is St Peter's Church of England Primary School. There are several bus stops on Main St with services leading to Lichfield city centre.

There are three listed heritage assets off Main Street at the south of the settlement within the settlement boundary.

There are no allocations in Stonnall.

21. Stonnall Area Types Plan

Taking into account the shape and layout of the urban landscape, as well as the distances between buildings and streets, an algorithm is utilised to generate the area types in the plan.

The settlement area of Stonnall is predominantly characterized by a typical suburban village, as evidenced in images 1-2.

To steer future development and planning decisions within the village area, it is crucial to collaborate with the local community in refining and specifying these area types. Through this collaborative approach, a coding framework can be established to recognise and conserve the unique features of each area type, while also encouraging the creation of new ones that enhance the village's overall aesthetic character.

Area Types

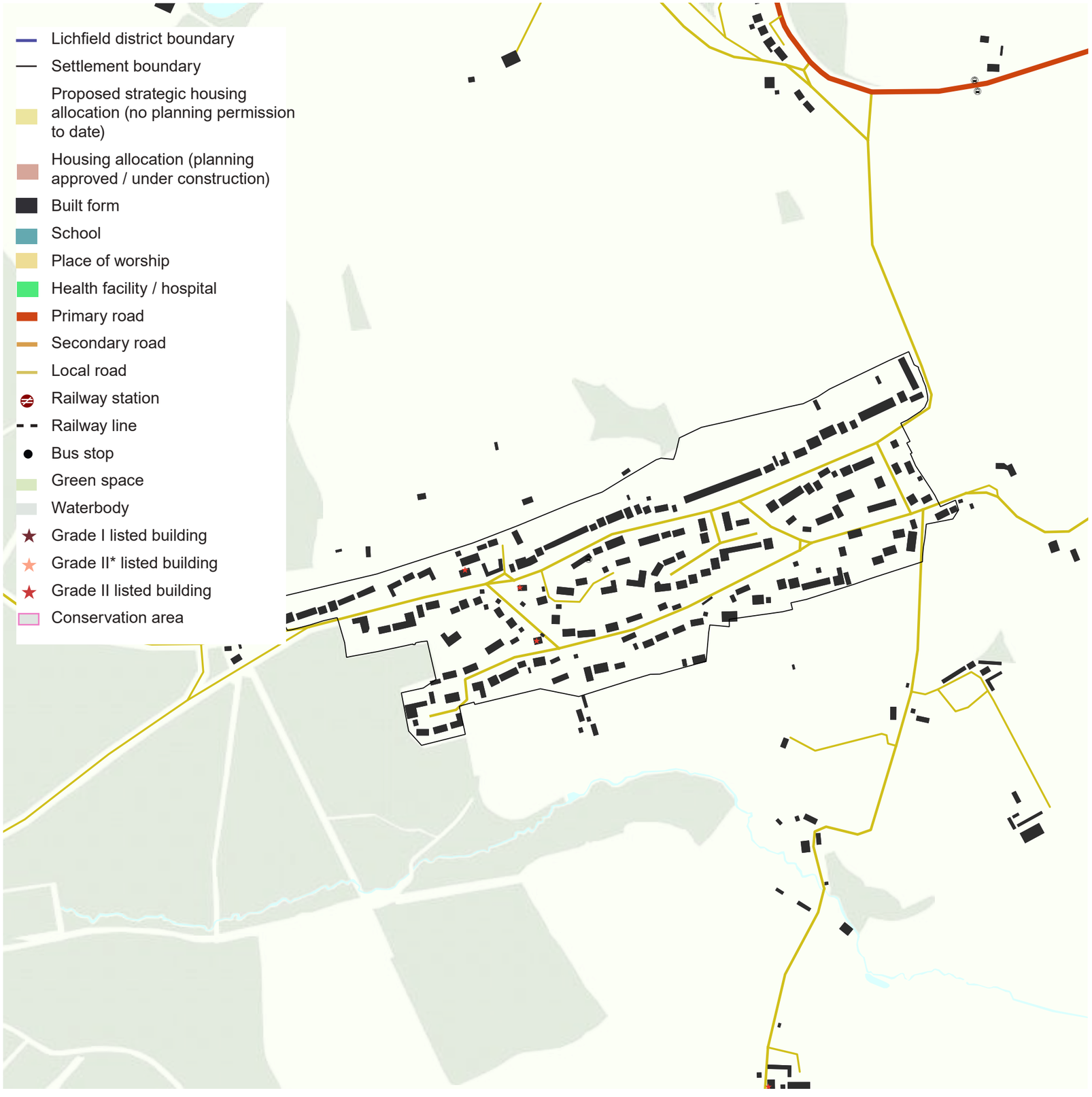
Area Type 1	Suburban
Area Type 2	
Area Type 3	
Area Type 4	Fringe / Edge
Area Type 5	

22. About Upper Longdon

Upper Longdon is a village within the civil parish of Longdon, around 7km north west of Lichfield. The main road running through the village is Upper Way, which is home to a pub, the Chetwynd Arms, but there are no other facilities in the village. There are no public transport services connecting Upper Longdon to other settlements.

Most of the village lies within the Cannock Chase Area of Outstanding Beauty.

The village is surrounded by greenbelt land on all sides. There are no allocations within or close to the settlement.



22. Upper Longdon Area Types Plan

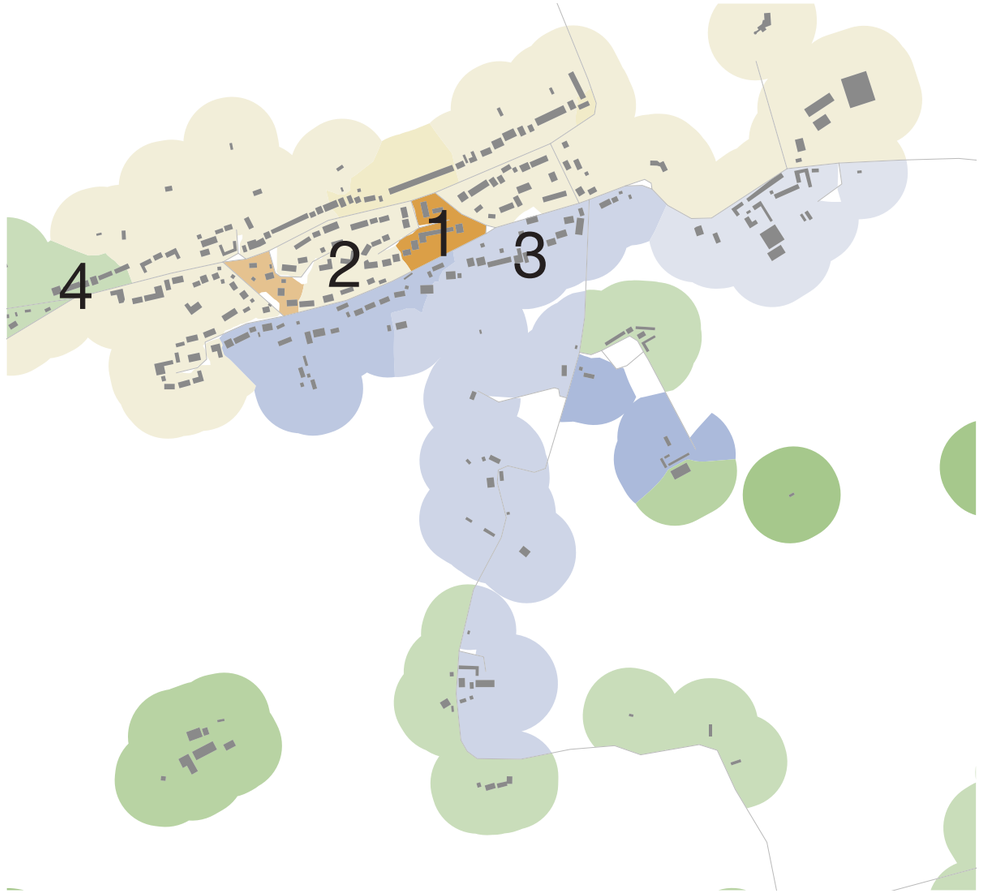
To generate the area types in the plan, an algorithm is utilized that takes into account the shape and layout of the urban landscape, as well as the distances between buildings and streets.

The settlement area of Upper Longdon is primarily characterised by a hilly suburban village, with different parts of the village arranged along a sloping land (as depicted in images 1 & 2), alongside village fringe areas. In these fringe areas, properties are accessed off small country lanes, as evidenced in images 3-4.

To guide future development and planning decisions within the village area, collaborating with the local community to refine and specify these area types is crucial. This collaborative approach would establish a coding framework to identify and preserve the unique features of each area type while also encouraging the creation of new ones that enhance the village's overall aesthetic character.

Area Types

Area Type 1	Suburban
Area Type 2	
Area Type 3	
Area Type 4	Fringe / Edge
Area Type 5	



23. About Whittington

Whittington is a village and civil parish situated approximately 3km east of Lichfield. In 2011 it has a population of 2603 people.

Main Street is the significant highway running through Whittington, where most of the village's facilities are located. This includes a small supermarket (Co-op), newsagents, takeaway, pharmacy, estate agency, hairdresser, and a couple of pubs. Just off the Main Street, on Langton Crescent, there is a village hall. Off Church Street, in the west of the settlement, there is a community centre, the Thomas Spencer Hall, and a place of worship, St Giles Church. A nursery school, Elswick House, is located off Fisherwick Rd in the south of the settlement. Whittington Primary School is located just south of the settlement boundary. St Giles Hospice also sits just outside of the settlement boundary to the south.

There are bus stops located particularly in the south and east of the settlement (on Main St, Church St, and Back Lane), with routes to Lichfield city centre or Tamworth market town.

The southern part of the village is within the conservation area and there are several listed heritage assets within this.

Whittington is surrounded by Greenbelt land on all sides. There is a proposed strategic housing allocation at the west of the settlement which could provide up to 80 homes. There are also two non-strategic housing allocations, including the former youth centre on Main St at the south of the village which has been transformed into housing. The other non-strategic housing allocation is the land at Chapel Lane and Blacksmith Lane, which has the potential to provide up to 10 houses.

23. Whittington Area Types Plan

Taking into account the shape and layout of the urban landscape, as well as the distances between buildings and streets, an algorithm is utilized to generate the area types in the plan.

The settlement area of Whittington is predominantly characterised by a typical suburban village, with areas of an average density of around 30 dwellings per hectare and other with lower village fringe densities of around 10-20 dwellings per hecatre as shown in images 1-3.

To steer future development and planning decisions within the village area, it is crucial to collaborate with the local community in refining and specifying these area types. Through this collaborative approach, a coding framework can be established to recognise and conserve the unique features of each area type, while also encouraging the creation of new ones that enhance the village's overall aesthetic character.

Area Types

Area Type 1	Suburban
Area Type 2	
Area Type 3	Fringe / Edge
Area Type 4	

24. About Wigginton & The North of Tamworth

Wigginton is a village and former civil parish, now in the parish of Wigginton and Hopwas, situated in the south east of Lichfield district. The market town of Tamworth is approximately 2km south of Wigginton.

Main Road runs through the centre of Wigginton and leads to Harlaston to the north and Tamworth to the south. There is one bus stop in the village, located off Main Road, just north of Syerscote Lane.

Wigginton has one primary school, St Leonard's Church of England (A) Primary School, and a place of worship, St Leonard's Church and Vicarage. There is a pub/restaurant on Main Road, The Old Crown. Aside from this there is a lack of other facilities such as a shop/ supermarket.

Most of the village is within the conservation area (particularly the northern and central part of the village). St Leonard's Church is grade II listed as is 104 Main Road.

There is one significant non-strategic housing allocation (saved policy) to the east of Wigginton, referred to as the North of Tamworth. This is currently under construction and should provide up to 1000 homes along with a primary school, a local centre, public open space and associated infrastructure.

24. Wigginton & The North of Tamworth Area Types Plan

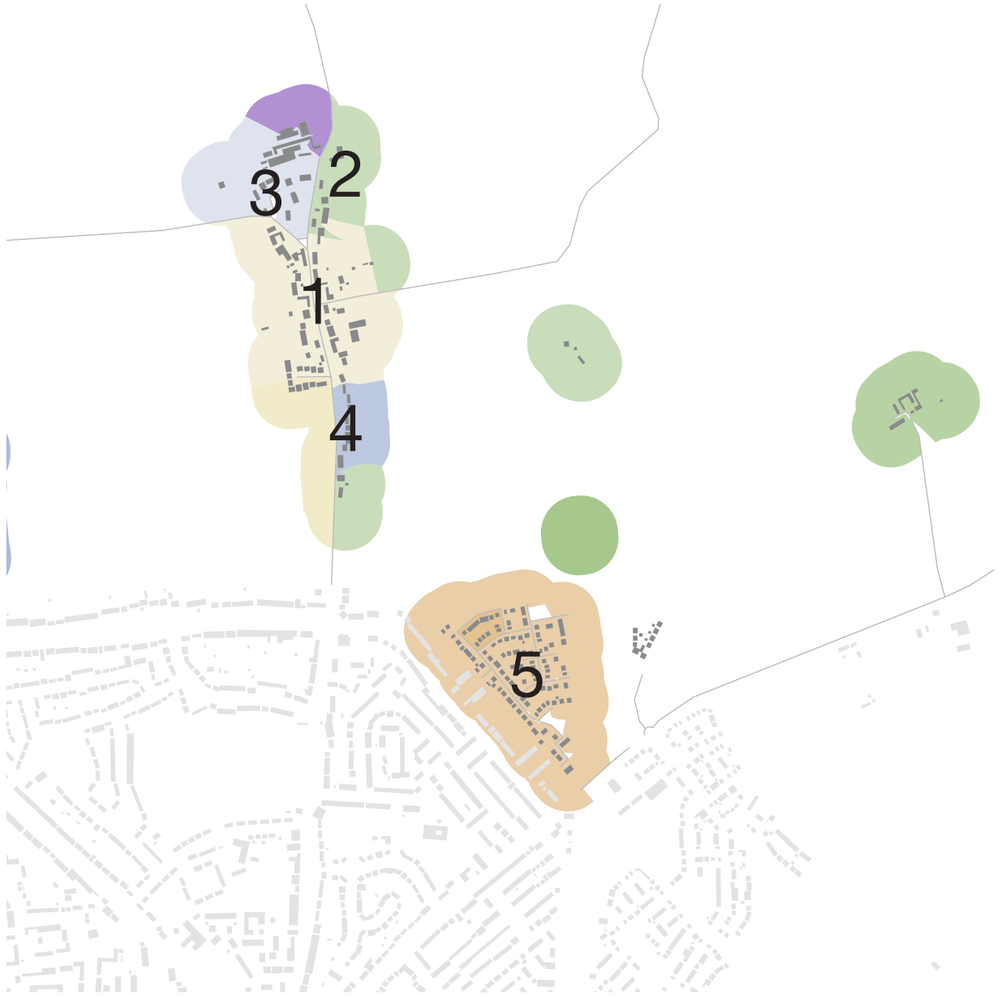
By taking into account the shape and layout of the urban landscape, as well as the distances between buildings and streets, an algorithm generates the area types in the plan.

The settlement area of Wigginton is primarily characterised by a typical village area type, with an average density of around 20-30 dwellings per hectare on the main village street (images 1 & 2) and other village fringe areas with residential densities of around 10-20 dwellings per hectare, as evidenced in images 3-4. The North of Tamworth area is characterised by new residential suburban development.

To guide future development and planning decisions within the village area, working with the local community to refine and specify these area types is crucial. Through this collaborative approach, a coding framework can be established to identify and preserve the unique features of each area type while also encouraging the creation of new ones that enhance the village's overall aesthetic character.

Area Types

Area Type 1	Suburban
Area Type 2	
Area Type 3	
Area Type 4	Fringe / Edge
Area Type 5	



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Appendix
2. area types study

Approach

This chapter contains a summary of each of the Area Types described in Part 1 of this report. For each of these we have analysed the existing character and suggested a high-level vision. This will lead to the development of the detailed coding for each Area Type.

The characterisation of each of the Area Types is based on a twofold approach: taking into account the current character of the place as well as the expectations of the local authority and the community regarding future development.

To gather community input into the formation of the Area Types, the following engagement exercises have been undertaken:

- A community survey was conducted using a series worksheets. These involved the assessment and measurement of key physical characteristics and dimensions, pertaining to a typical street sample within the respondent's chosen area. Based on a 30-metre stretch of street, the survey provides insights into various aspects such as street linkages, movement and parking patterns, density, built form, architectural features, and more. We received 11 completed surveys from the public, covering sample streets in our proposed Lichfield City Centre, Suburban, Outer Suburban, and Village area types. For the remaining area types, map-based analysis was used to undertake the survey by the project team.
- A community visioning workshop was conducted, to discuss and develop the apporach to the main Area Types used in the District.
- A series of meetings with various departments of the local council, to gain a deeper understanding of the aspects valued by the community and identify areas they would like to see changed.

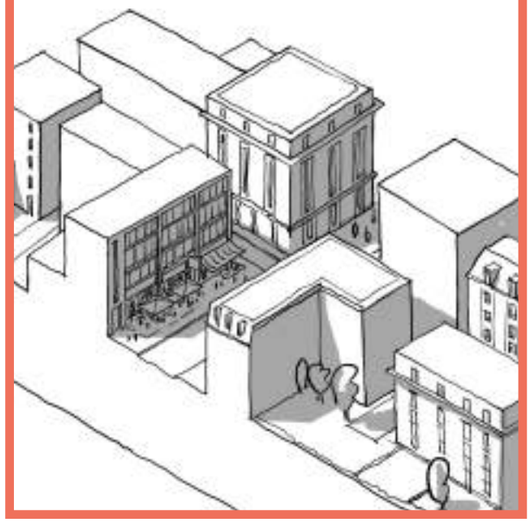
The 'area types matrix' presents the results of this current characterisation analysis, and will form the basis of generating appropriate coding to inform the future scenario for development proposals to follow.

Area Types

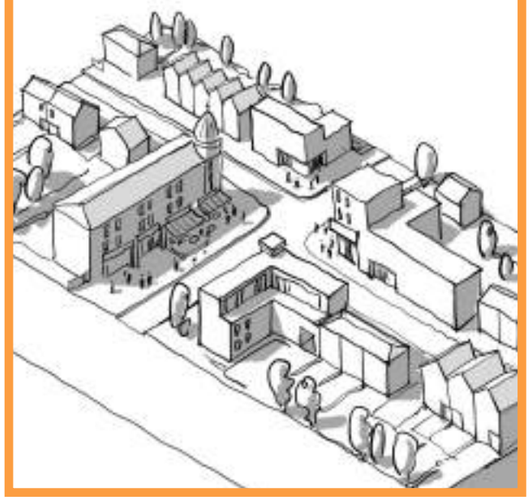
The whole of Lichfield district is divided into a series of Area Types, including:

- City Centre
- Cathedral Precinct
- Suburban
- Village
- Rural
- Employment

CC City Centre

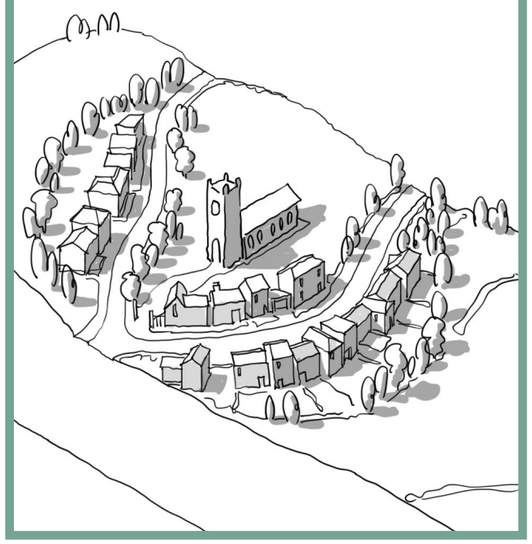


CP Cathedral Precinct & City Centre Fringe

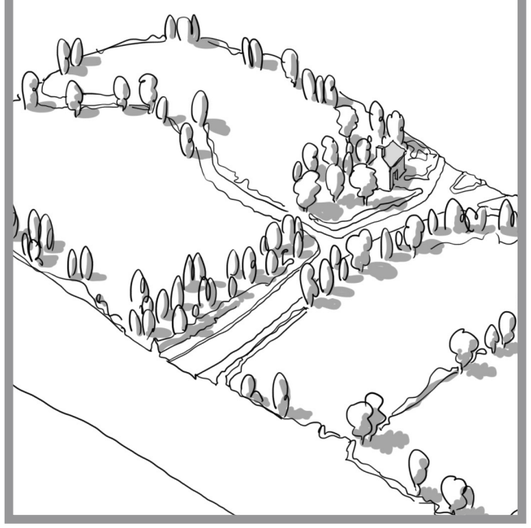


SU Suburban

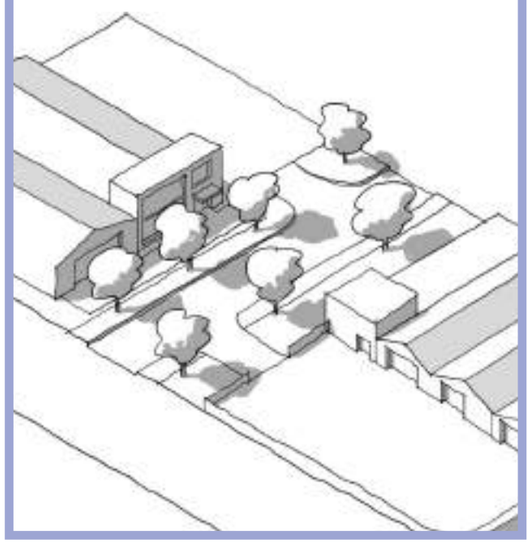
VA Village



RA Rural



EA Employment



CC: City Centre Area Type

This area type refers to the historic core of Lichfield representing the area covered by the medieval city outside the cathedral precinct. Existing character of this area type is illustrated on this page.

Existing Character

The city centre is largely occupied by retailing, leisure, office and administrative uses. It is a lively shopping centre with both the modern Three Spires shopping centre and traditional shopping streets including Market Square, Bird Street, Bore Street, Conduit Street and Tamworth Street. There is a good range of independent retailers, restaurants and businesses with the food and drink offer largely focused around Bird Street which is mostly pedestrianised.

The principal streets are lined with shops and other public uses and form a rough grid with interconnecting alleyways also with retail uses.

The built form is compact, featuring continuous building lines without set backs and buildings joined to each other via party walls, with occasional narrow alleys to provide access to the rear of the plots. The quality of some of these routes is mixed, with varying surface treatment and approaches of built form framing these streets. The building heights are varied, ranging from 2-4 storeys.

There is a fine grain of buildings with narrow plots and a large variety of architectural styles and materials ranging from medieval half timbered structures through to Georgian and Victorian structures with many being refurbished, updated and changed throughout their history.

Area Type Vision

There are many positive characteristics of the Lichfield City Centre Area Type as identified below:

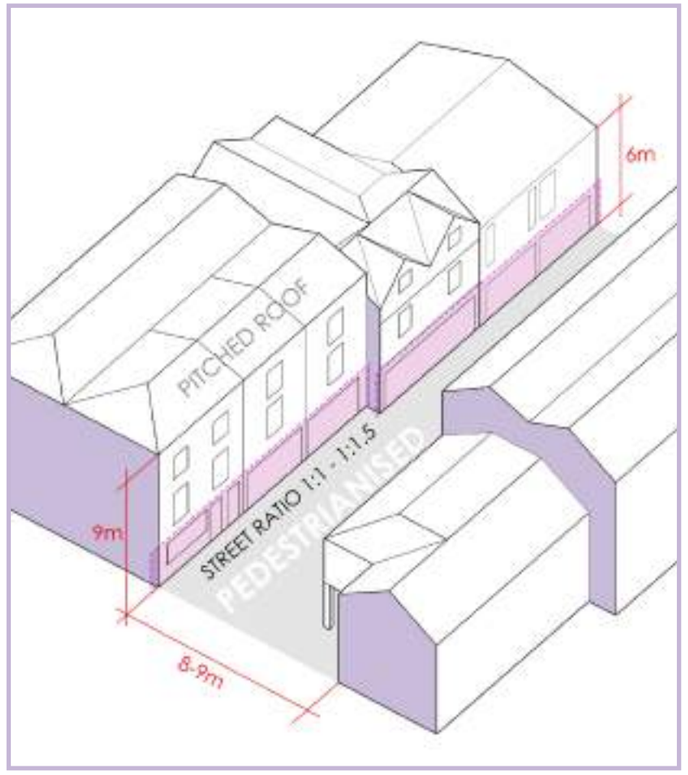
- Good access to public transport both buses and rail and a walkable environment;
- A permeable network of streets, combining two-way traffic, one-way traffic, and pedestrianised high street;
- A good mix of uses with retail services;
- There are some on-street café and outdoor restaurant seating, which generate attractive atmosphere;
- The built form of this area has a strong and consistent character with 2-3 storeys tightly packed buildings that follow a continues back of pavement building line.
- There are variety of building styles and materials and many original architectural features.
- The townscape is punctuated by several ‘landmarks’, which provide focal points and guide the visitor around the city, including St Mary’s Church.

However there are also a number of negatives including:

- Lack of pedestrian crossings especially at the Birmingham road and St Johns road;
- Cycle paths and routes into the city centre are also limited;
- Lack of community, leisure, cultural and event spaces

We have therefore developed the following vision for Lichfield City Centre Area Type:

To create a high quality heart for Lichfield city with thriving streets of mixed uses, improved accessibility and experience of arriving, and enhanced natural, built and historic environment of Lichfield.



Max Height

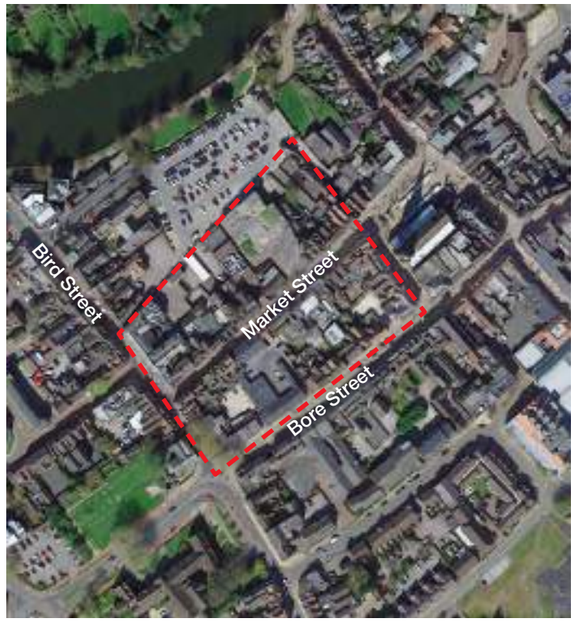
12m

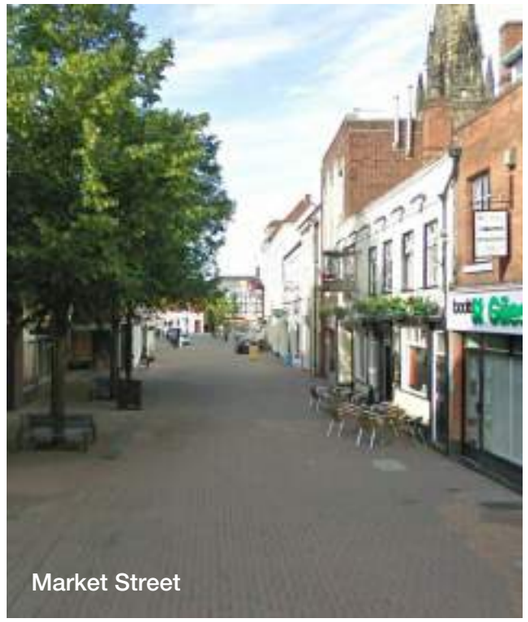
Density Index
dwellings per hectare

varies
(dph)

We took Market Steet as a sample street within Lichfield City Centre area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Lichfield City Centre Area Type Sample Street - Market Street	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Permeable street links to either end but cars aren't allowed through
	Traffic in relation to the street	Streets are pedestrianised
	Street Enclosure	Approx. 1:1.3
	Street Parking	No parking is allowed
	Private Parking	Cars parked in parking courts
Nature	Street Trees	Yes - Trees allocated occasionally
	Bin Storage	In communal bin store
Built Form	Block Type	Continuous terrace block attached with others, rear extensions are prominent and rear courtyard appears to be dominated by retail shops.
	Net Density	N/A
	Building Height	2 to 3 storeys
	Building Setbacks	0
	Back to Back Distances	0
	Building line compliance	Everything lining up with a regular building line
	Gaps between buildings	0
	Active Frontage Proportion	94%
Building Identity	Building design	Several historic buildings feature black and white revival architecture character.
	Roof types	Varied roof line including pitched-roof, hipped roof, roof with chimneys, and flat roof.
	Window types	Ground floor occupied by retail uses with floor-to-ceiling large window. Upper floor framed with white bays window.
	Existing Materials	Majority are built with brick in reddish brown colour and some are painted in off-white.




Market Street

Market Street

CP: Cathedral Precinct Area Type

This area type refers to the historic area around the Lichfield Cathedral which is covered in the Lichfield City Conservation Area. Given the diverse nature of the buildings in this area, we selected a a block in The Close to exemplify their range and characteristics.

Existing Character

This area type has a very different character to the Lichfield City Centre area type, with staggered blocks of buildings along Beacon Street and St John Street and random, lower density development in the Gaia Lane, Stowe and Friary areas.

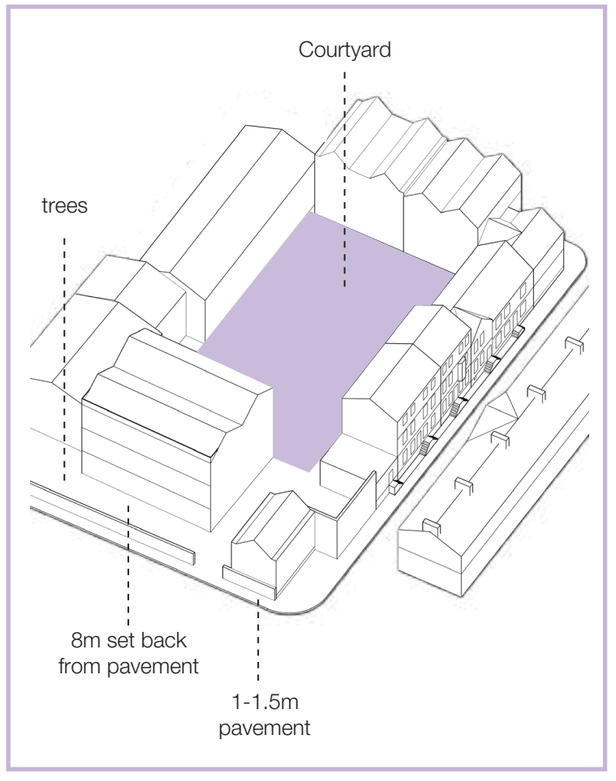
Buildings in this area type are larger compared to buildings in Lichfield City Centre area. The building uses are mixed, including museums such as Erasmus Darwin House, flat complexes such as Vicars' Hall, offices, the cathedral school, and private houses. These buildings stand in their own grounds, with 1.8m - 7m set backs from the pavement, and with mature tree coverage. The large townhouses generally date from the Georgian period and are two or three storeys high with red brick or stuccoed facades, timber sash windows and tiled roofs.

The prominent landmark in this area is Lichfield Cathedral with its three spires, which forms the vistas along street, and reinforces a traditional image of the historic centre.

Area Type Vision

The historic layout of property boundaries and thoroughfares, the mix of uses, the use of materials, vistas along streets, the spaces between buildings, the presence of trees and soft landscape are all important factors that contribute to the special architectural and historic interest of this area type. It is encouraged to protect and enhance the specific character of this area.

The figure-ground plan shows the footprint difference between this area type and surrounding areas



Max Height

12m

(the central spire of Lichfield Cathedral is 77m high)

Density Index

dwellings per hectare

varies

(dph)

We took Gaia Lane as a sample street within Lichfield Cathedral Precinct & City Centre Fringe area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Lichfield Cathedral Precinct & City Centre Fringe Sample Street - Gaia Lane	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Streets link at either end of streets
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.5
	Street Parking	Cars parked on the existing street parking bays
	Private Parking	Cars parked at the parking courts
Nature	Street Trees	No evidence showing street trees exist
	Bin Storage	In communal parking court or on the side of the properties
Built Form	Block Type	Informal block type
	Density	20 dph
	Building Height	2-storey
	Building Setbacks	Varied; building setbacks ranging from 1.8m-7m.
	Rear Garden Depth	10m-20m
	Back to Back Distances	18m-30m
	Building line compliance	Properties following an irregular building line
	Gaps between buildings	2.5m-7m
	Active Frontage Proportion	0%- no active frontage
Building Identity	Building design	The area consist of varied building type including detached houses with back gardens, semi-detached houses, mews and maisonette.
	Roof types	Hipped roof with chimneys
	Window types	Bays windows
	Existing Materials	Brown bricks; few of their walls are painted off-white.

SU-A: Inner Suburban Area Type

This area type refers to the common spread of neighbourhoods surrounding a town or city centre. They are either part of a settlement, such as Lichfield or Burntwood, or exist as a separate suburban types within villages, including Alrewas, Fazeley, Mile Oak & Bonehill, Fradley, East of Rugeley, and North of Tamworth.

Existing Character

This area type is predominantly comprised of 2-storey semi-detached houses, with a density ranging from 30 to 45 dwellings per hectare. The architectural layout of the buildings follows a straight line pattern, forming an informal block layout that aligns with the road structure. Notably, informal on-street parking is prevalent in this area, although cars are also commonly found parked in the front yards of the houses. The buildings in this area showcase a contemporary architectural style, featuring brick exteriors and vertical windows.

Area Type Vision

After assessing a typical plot located within this area type as shown on the page opposite, there are some strong and positive characteristics identified:

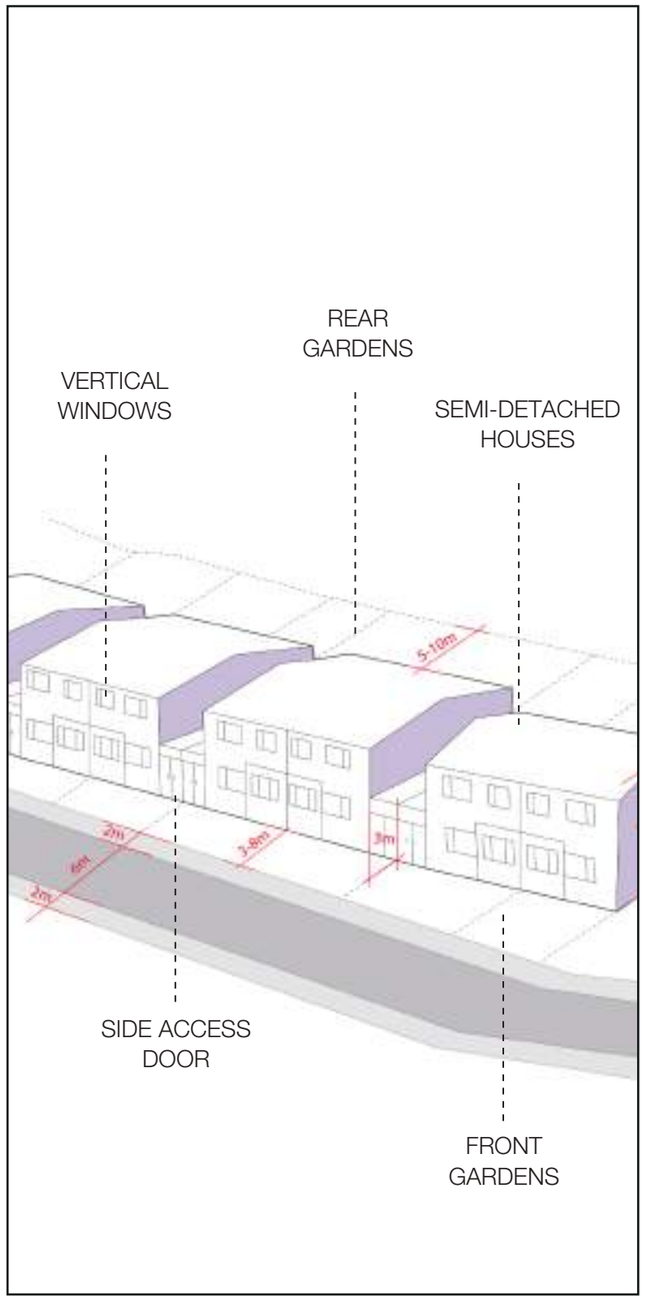
- Consistency of building lines
- Proximity to schools, pubs and local restaurants within 15-min walking distances
- Close to green spaces

However, there are also a number of negatives including:

- Inconsistency of building styles
- Higher density of houses means smaller size of dwellings and less diverse house types
- Proximity to some industrial small clusters

We have therefore developed the following vision for the Village Area Type designed to build on these strengths and address the weaknesses:

To create a cohesive community with a diverse range of house types that can accommodate a wide range of residents, and provide amenities for all.



Max. Eaves Height

9m

Density Index

dwellings per hectare

35-45

(dph)

We took Grange Road in Chasetown from Burntwood as a sample street within Suburban area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Suburban Area Type **Sample Street - Grange Road, Chasetown, Burntwood**	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Streets link at either end of streets
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.5 - 1:1.6
	Street Parking	No allocated on-street parking
	Private Parking	Cars are parked in front gardens
Nature	Street Trees	No evidence showing street trees exist
	Bin Storage	In front gardens
Built Form	Block Type	Informal block arrangement dominated by back-to-back residential houses.
	Density	42dph
	Building Height	2-storey
	Building Setbacks	5m-10m
	Rear Garden Depth	9m-10m
	Back to Back Distances	30m
	Building line compliance	Everything lining up with a straight building line
	Gaps between buildings	1.5m-2m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Predominantly semi-detached houses with front and rear gardens; Occasional recessed and protruding porches.
	Roof types	Hipped roofs with chimneys parallel to the street
	Window types	Vertical windows
	Existing Materials	Bricks and rendered.

SU-B: Outer Suburban Area Type

This area type refers to a lower density residential area situated beyond the immediate suburbs, known for their quieter atmosphere, more green spaces, and a greater emphasis on residential living. In the district, Outer Suburban areas exist in Lichfield, Burntwood, and some village settlements such as Alrewas, Drayton Bassett, Elford, Fazeley, Mile Oak & Bonehill, Shenstone, Stonnall, and Upper London. Existing character of this area type is illustrated on this page.

Existing Character

This area type is typically characterised by low to medium population density (around 20-35 dwellings per hectare), single-family homes, larger plots of land, and a more spread-out layout compared to the denser suburban area. The houses are organised along the main road, and the street connects to only one end. As a result, blocks appeared in a cul-de-sac layout, primarily consisting of residential housing. The architectural style in this area is contemporary, characterised by brick exteriors and bay windows, complemented by roofs parallel to streets.

Area Type Vision

After assessing a typical plot located within this area type as shown on the page opposite, there are some strong and positive characters of this area been identified:

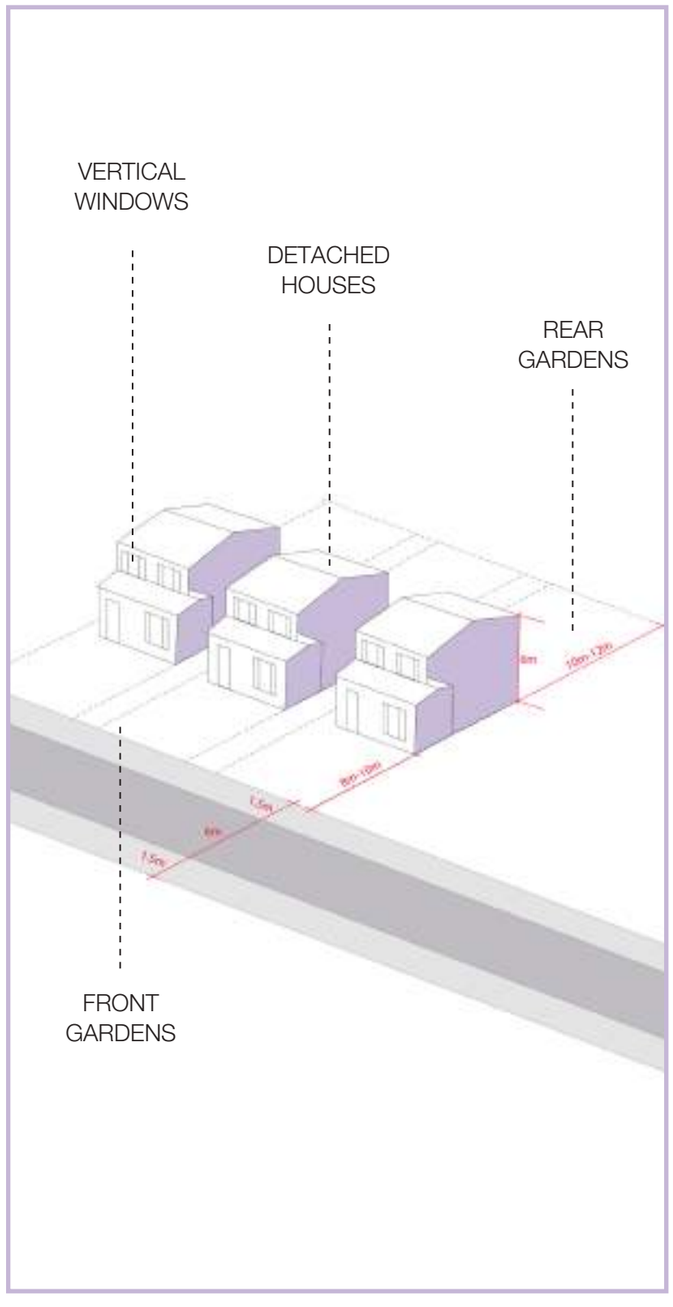
- Consistency of building style
- Existence of public transportation network to the town centre and other areas

However, there are also a number of negatives including:

- Heavily trafficked roads as a physical barrier to pedestrian movement between streets
- Absence of diverse uses, neglecting economic activities

We have therefore developed the following vision for the Outer Suburban Area Type designed to build on these strengths and address the weaknesses:

To cultivate a vibrant and inclusive community that celebrates the distinctiveness of its space and provides a multitude of opportunities for all.



Max. Eaves Height

9m

Density Index

dwellings per hectare

25-35

(dph)

We took Metcalf Close from Burntwood as a sample street within Outer Suburban area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Outer Suburban Area Type **Sample Street - Metcalf Close, Burntwood**	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Cul-de-sacs; Streets link to one-end
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.5
	Street Parking	No evidence showing street parking exist
	Private Parking	Cars are parked in front gardens
Nature	Street Trees	No evidence showing street trees exist
	Bin Storage	In front gardens/In private bin stores
Built Form	Block Type	Informal block arrangement dominated by back-to-back residential houses.
	Density	21dph
	Building Height	2-storey
	Building Setbacks	8m-10m
	Rear Garden Depth	10m-12m
	Back to Back Distances	18m; some of the rear gardens facing open green space
	Building line compliance	Buildings following an irregular building line
	Gaps between buildings	2.5m-4m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Detached houses with front and rear gardens; Front gardens with aesthetic treatment such as plantation along building boundary and tile paving; Recessed and protruding porches
	Roof types	Slated roofs parallel to the street
	Window types	Sash, vertical and bays windows
	Existing Materials	Bricks

SU-V: Village Suburban Area Type

This area type refers to a lower density residential area situated beyond the villages known for organic greenery, more private green spaces, and a greater emphasis on residential living. In the district, Village Suburban areas exist in Lichfield, Burntwood, and some village settlements such as Alrewas, Armitage, Elford, Shenstone, Stonnall, and Whittington. Existing character of this area type is illustrated on this page.

Existing Character

This area type is typically characterised by low to medium population density (around 20-35 dwellings per hectare), single-family homes, larger plots of land with mostly detached houses, and a more organic fabric compared to Outer Suburban. Houses are organised along the main road, and the street connects to only one end. As a result, blocks appeared in a cul-de-sac layout, primarily consisting of residential housing. The architectural style in this area is contemporary, characterised by brick exteriors and bay windows, complemented by variations of roof types.

Area Type Vision

After assessing a typical plot located within this area type as shown on the page opposite, there are some strong and positive characters of this area been identified:

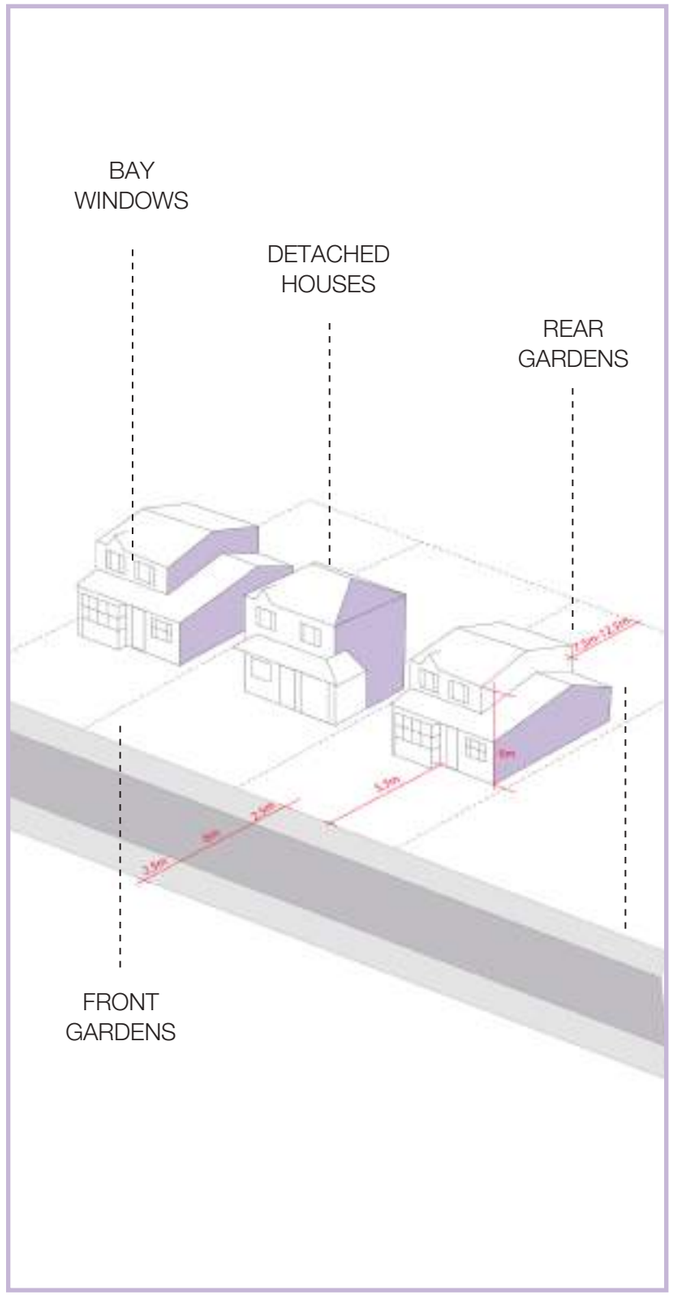
- A balance between public and private green space
- Higher privacy with less traffic options within a lower density neighbourhood

However, there are also a number of negatives including:

- Single-accessed route from the primary road
- Absence of diverse uses, neglecting economic activities

We have therefore developed the following vision for the Outer Suburban Area Type designed to build on these strengths and address the weaknesses:

To maintain the current condition with a better access to public transportation network and economic activities.



Max. Eaves Height

6m

Density Index

dwellings per hectare

25-35

(dph)

We took Metcalf Close from Burntwood as a sample street within Outer Suburban area type. The existing character of this sample street has been analysed using the area type matrix as below.

Village Suburban Area Type **Sample Street - Winchester Close, Armitage**		
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Cul-de-sacs; Streets link to one-end.
	Traffic in relation to the street	One-way traffic
	Street Enclosure	Approx. 1:1.25
	Street Parking	No allocated on-street parking
	Private Parking	Cars are parked in front gardens
Nature	Street Trees	No evidence showing street trees exist
	Bin Storage	In front gardens or on the kerb
Built Form	Block Type	Informal block arrangement dominated by back-to-back residential houses.
	Density	34dph
	Building Height	2-storey
	Building Setbacks	6m-15m
	Rear Garden Depth	10m-11m
	Back to Back Distances	18m-25m
	Building line compliance	Building stepping forward and backwards of a building line
	Gaps between buildings	2.5m-5m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Predominantly semi-detached houses with front and rear gardens; with extended canopy on front doors; Front gardens with aesthetic treatment such as plantation along building boundary.
	Roof types	Hipped roof
	Window types	Vertical windows
	Existing Materials	Bricks in yellowish-brown colour and slated roof

VA-V: Villages Area Type

The village area type refers to small settlements in a rural setting. This area type features in Alrewas, Armitage with Handsacre, Clifton Campville, Colton, Drayton Bassett, Edingale, Elford, Hamstall Ridware, Harlaston, Hill Ridware, Hopwas, Kings Bromley, Longdon, Shenstone, Whittington, and Wigginton. Existing character of this area type is illustrated on this page.

Existing Character

In this area type, it is common to find houses with both front and rear gardens, connected by streets that terminate at one end. These buildings were initially constructed along the main traffic road and gradually expanded outwards. Furthermore, front gardens in this area have well-maintained landscaping and paving treatment, indicating a conscious effort to preserve the appearance of the surroundings.

The predominant housing typology within this area type consists of detached houses and bungalows. These houses exhibit a diverse range of architectural styles, primarily characterised by brick construction with recessed and protruding porches, contributing to the distinct character of the area. Additionally, it is noted that some of the houses feature fenced boundaries, which provide a clear visual demarcation from their neighbouring properties, further enhancing the unique identity of each dwelling.

Area Type Vision

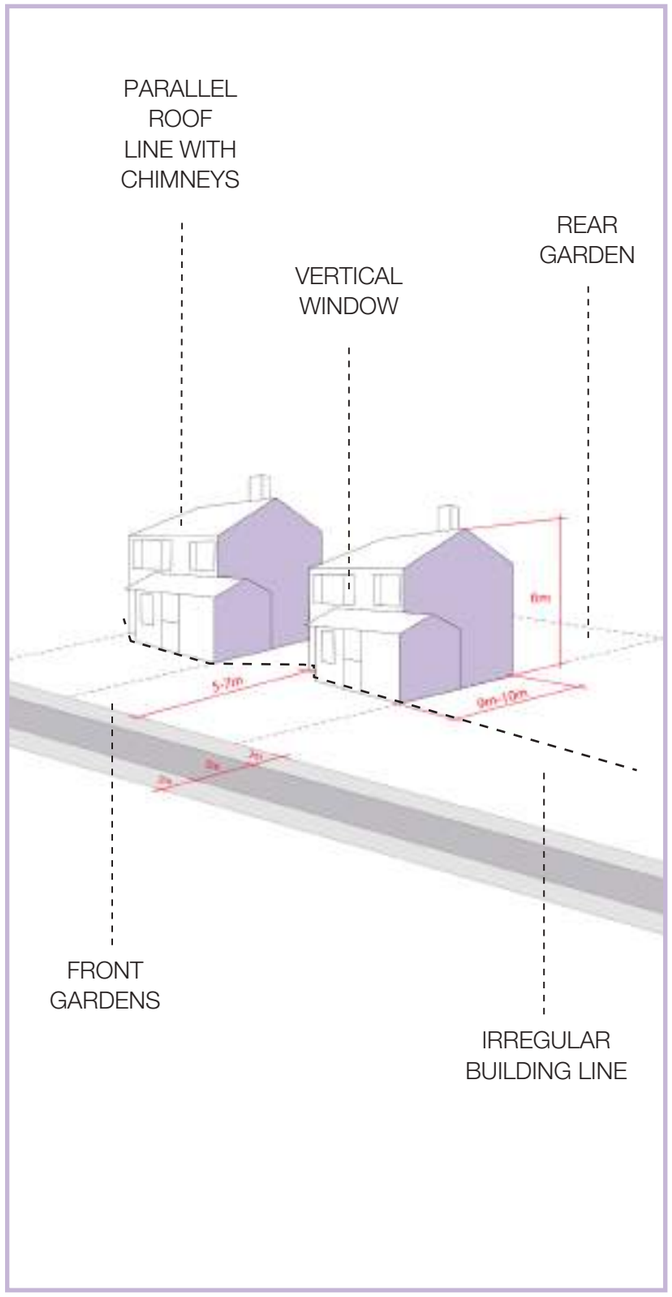
After assessing a typical plot located within this area type as shown on the page opposite, there are some positive characteristics identified:

- Evidence of well-maintained private and public entity such as aesthetic treatment to front garden and paving treatment.
- Historic character

However, there are also a number of negatives including:

- Continuous major traffic road becomes physical barrier to pedestrian movement
- Less provision of public services and amenities

To envision well-maintained assets that contribute to the overall aesthetic appeal of the area while enhancing pedestrian linkages to strengthen the resilience of the community.



Max. Eaves Height

6m

Density Index
dwellings per hectare

10-25
(dph)

The Hill Ridware area has been selected for analysis in order to understand the characteristics of the Villages area type. We took Oaklands Close as a sample street. The existing character of this sample street has been analysed using the area type matrix as below.

Village Area Type **Sample Street - Oaklands Close, Hill Ridware**		
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Streets link at either end of streets
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.5
	Street Parking	No allocated on-street parking space
	Private Parking	Cars are parked in front of the house
Nature	Street Trees	No evidence showing street trees exist
	Bin Storage	No evidence showing bin storage exist
Built Form	Block Type	Informal residential block
	Density	18dph
	Building Height	2-storey
	Building Setbacks	7m-10m
	Rear Garden Depth	6m-9m
	Back to Back Distances	20m
	Building line compliance	Buildings following an irregular building line
	Gaps between buildings	0-1.8m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Detached houses with front and rear gardens; Associated with garages; Occasional recessed or protruding porches. Bungalows spotted along the major traffic road.
	Roof types	Parallel slated roof line with chimneys
	Window types	Dormer, bays and vertical windows
	Existing Materials	Predominantly constructed in bricks and sometimes with off-white painted wall

SU-N: Neighbourhood Suburban Area Type

This area type relates to a specific section within the Chase Terrace area of Burntwood, situated in close proximity to Burntwood Town Centre. Existing character of this area type is illustrated on this page.

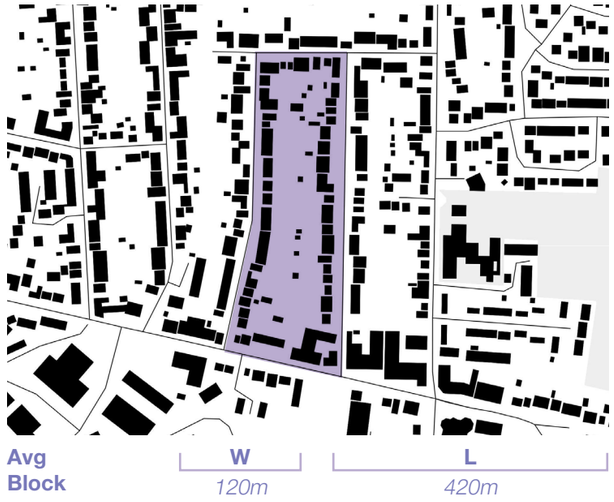
Existing Character

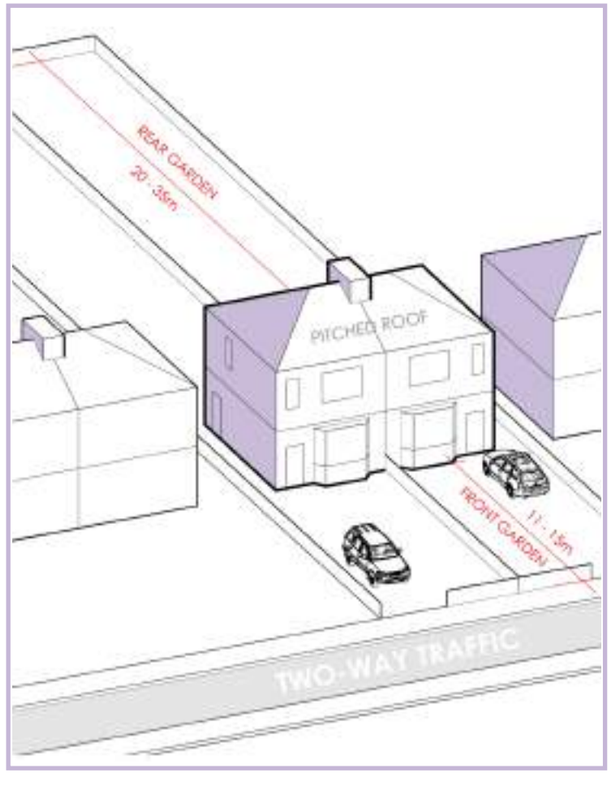
This area type exhibits a notable contrast to the Burntwood Suburban areas. The streets within this area are lined with Victorian terraced houses, which can be found along Chase Terrace itself, as well as its connecting streets such as Water Street, New Street, Princess Street, and Ironstone Road. These streets predominantly feature residential properties.

The architectural style within this area type is characterised by continuous two-storey terrace blocks, each accompanied by spacious back gardens ranging from 20 to 35 metres in size. The presence of private parking spaces is typically allocated within the front gardens of these properties, while occasionally, parking facilities may also be found in front garages. The buildings themselves exhibit a visual composition of red brick facades complemented by off-white painted side walls. The pitched roofs, adorned with chimneys, further contribute to the architectural aesthetics of the area.

Area Type Vision

Understanding and appreciating the unique character and architectural features of this area type is essential for guiding any future development or preservation initiatives within the Burntwood Urban Neighbourhood. By recognising these distinct elements, we can ensure that any proposed changes or enhancements are aligned with the existing fabric and historical context of this particular area, ultimately fostering a sense of harmony and continuity within the wider built environment.





Max. Eaves Height

9m

Density Index
dwellings per hectare

varies
(dph)

We took Cross Street as a sample street within Burntwood Urban Neighbourhood area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Burntwood Neighbourhood Suburban Sample Street - Cross Street, Chase Terrace	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Street links to other street at either end
	Traffic in relation to the street	One-way traffic
	Street Enclosure	Approx. 1:4
	Street Parking	Absence of on-street parking bays, yet cars occurs to be parked half on the kerb on both sides of the street.
	Private Parking	Private parking are generally allocated in front gardens
Nature	Street Trees	No evidence showing street trees exist
	Bin Storage	Located in front gardens
Built Form	Block Type	Continuous terrace block with back garden and front yard, dominated by residential uses.
	Density	21dph
	Building Height	2-storey
	Building Setbacks	2-8m
	Rear Garden Depth	20-35m
	Back to Back Distances	45-50m
	Building line compliance	Buildings stepping forward and backwards of a building line
	Gaps between buildings	1.8m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Detached housing with party wall on one side; Occasional recessed or protruding porches.
	Roof types	Pitched roof with chimneys
	Window types	Vertical and bay windows
	Existing Materials	Red/Brown brick; Off-white painted walls.

VA-A: Little Aston Area Type

This Area Type specifically pertains to the residential settlement area in Little Aston, excluding the industrial area. Existing character of this area type is illustrated on this page.

Existing Character

The buildings within the Little Aston Conservation Area possess a distinct block character that sets them apart from the surrounding suburban area. Predominantly comprised of detached houses, these structures are situated on sizable plots of land, accompanied by extensive front and rear gardens. Each house displays a sense of privacy, safeguarded by well-constructed fences or lush plantations along the building boundaries. In certain cases, access to these houses is facilitated through private streets. The facades of the buildings exhibit variations, with some showcasing a revival architectural style. These structures consist of primary architectural materials such as intricately patterned bricks, clay tiles, as well as painted timber windows and doors. Such architectural elements are prominently observed throughout this remarkable area.

Area Type Vision

After assessing a typical plot located within this area type as shown on the page opposite, there are some strong and positive characters of this area been identified:

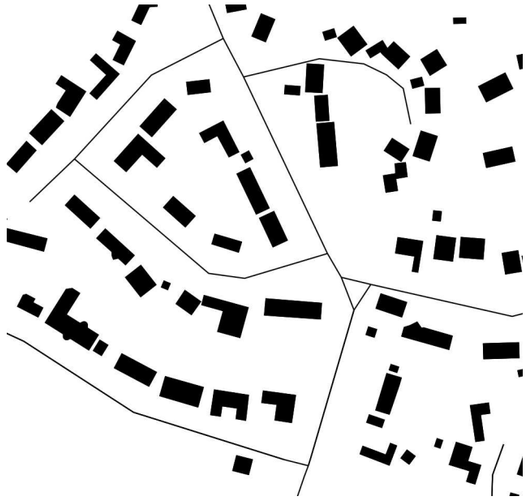
- Unique architectural style and building materials
- Residential houses with high level of privacy
- Rich vegetation and trees

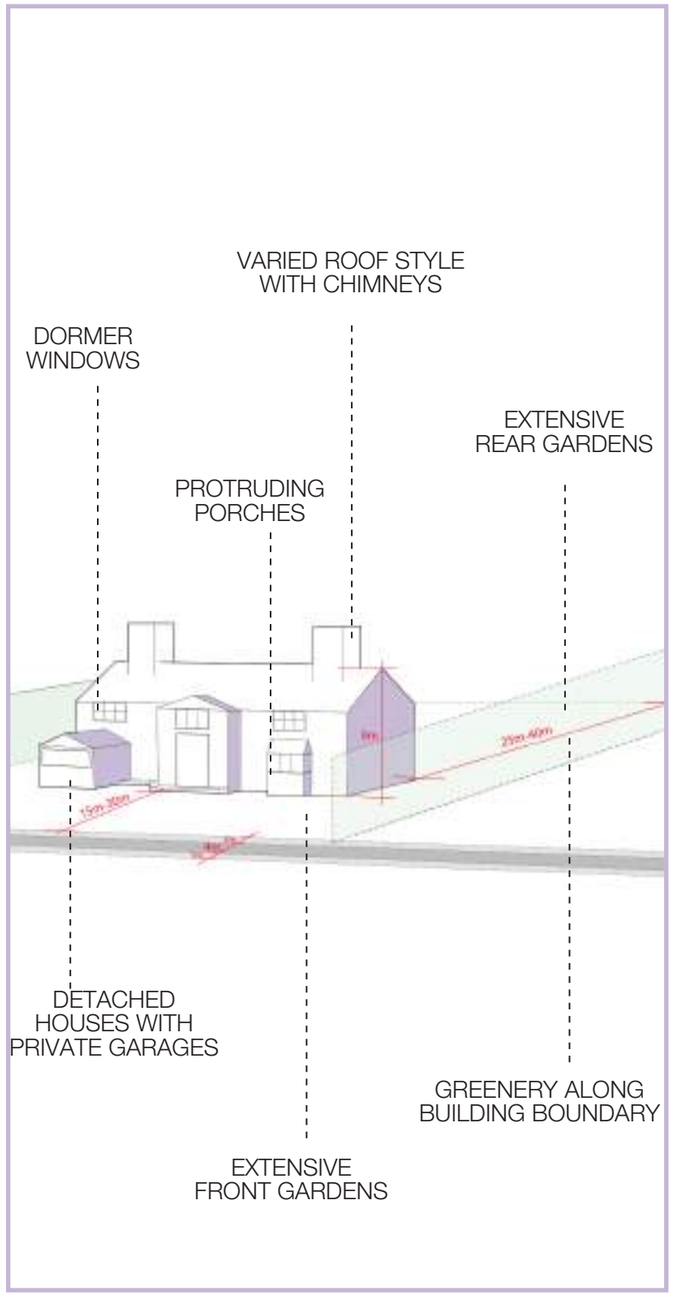
However, there are also a number of negatives including:

- Obvious typological difference between the conservation area and the neighbouring area
- Buildings fall within Conservation Area are restricted

We have therefore developed the following vision for the Little Aston Area Type designed to build on these strengths and address the weaknesses:

To maintain the quality of the existing residential community and strengthen links with its surroundings.





Max. Eaves Height

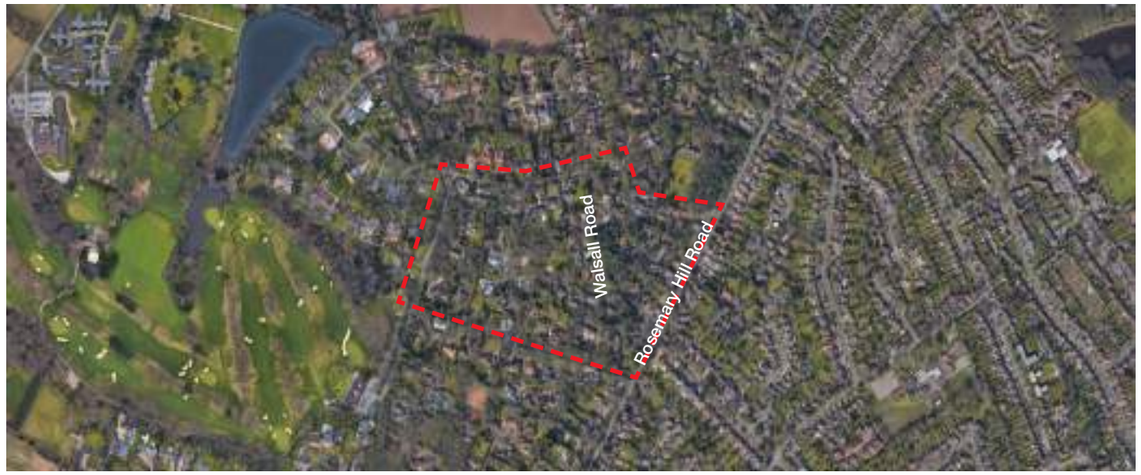
9m

Density Index
dwellings per hectare

5-10
(dph)

We took Walsall Road as a sample area for Little Aston area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Little Aston Area Type **Sample Street - Walsall Road**	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Cul-de-sacs; Streets link to one-end.
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.6
	Street Parking	No evidence showing street parking exists
	Private Parking	Cars are parked in front gardens
Nature	Street Trees	Street trees exist regularly
	Bin Storage	No evidence showing any bins exist.
Built Form	Block Type	Informal block arrangement dominated by residential houses
	Density	4.5 dph
	Building Height	2 to 3 storeys
	Building Setbacks	15m-35m
	Rear Garden Depth	25m-40m
	Back to Back Distances	35m-50m
	Building line compliance	Properties following an irregular building line
	Gaps between buildings	3.5m-15m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Detached houses with front and rear gardens; Each house appears with high level of privacy protected with well-gated fences or plantation along building boundaries; Facades vary between buildings, with some of them feature revival architectural character. Occasional recessed or protruding porches.
	Roof types	Internal gutters
	Window types	Dormer, sash and bays windows
	Existing Materials	Bricks and rendered



VA-B: Upper Longdon Area Type

This Area Type specifically pertains to the residential settlement area in Upper Longdon. Existing character of this area type is illustrated on this page.

Existing Character

The settlement of Upper Longdon is primarily characterised by a hilly suburban village. It consists of residential blocks that cover the entire main area, interconnected by the spine of Upper Way. The area is a combination of two major types of buildings, one is two-storey detached houses, while the other is one-storey bungalows, both accompanied by front and rear gardens. The architectural style differs between the two types of buildings, the detached houses predominantly feature slated roofs parallel to gables, whilst the bungalows have slated hipped roofs. They are predominantly constructed with bricks and off-wall painted wall, also have bays windows with brown or white frames.

Due to the variation in building styles, some structures are situated immediate by the street without setbacks, while others own larger front gardens. As a results, here is a lack of alignment along the building line within the area.

Area Type Vision

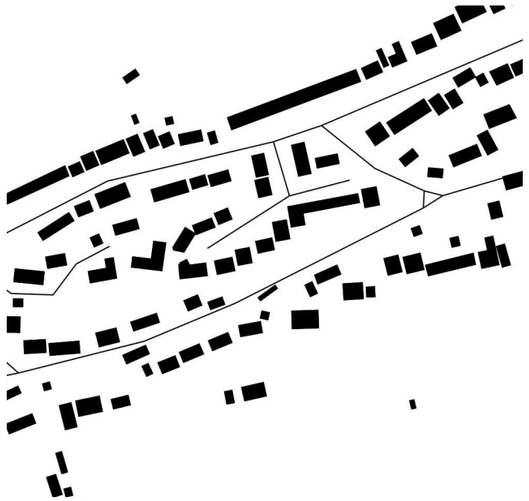
Several opportunities have been identified within this area:

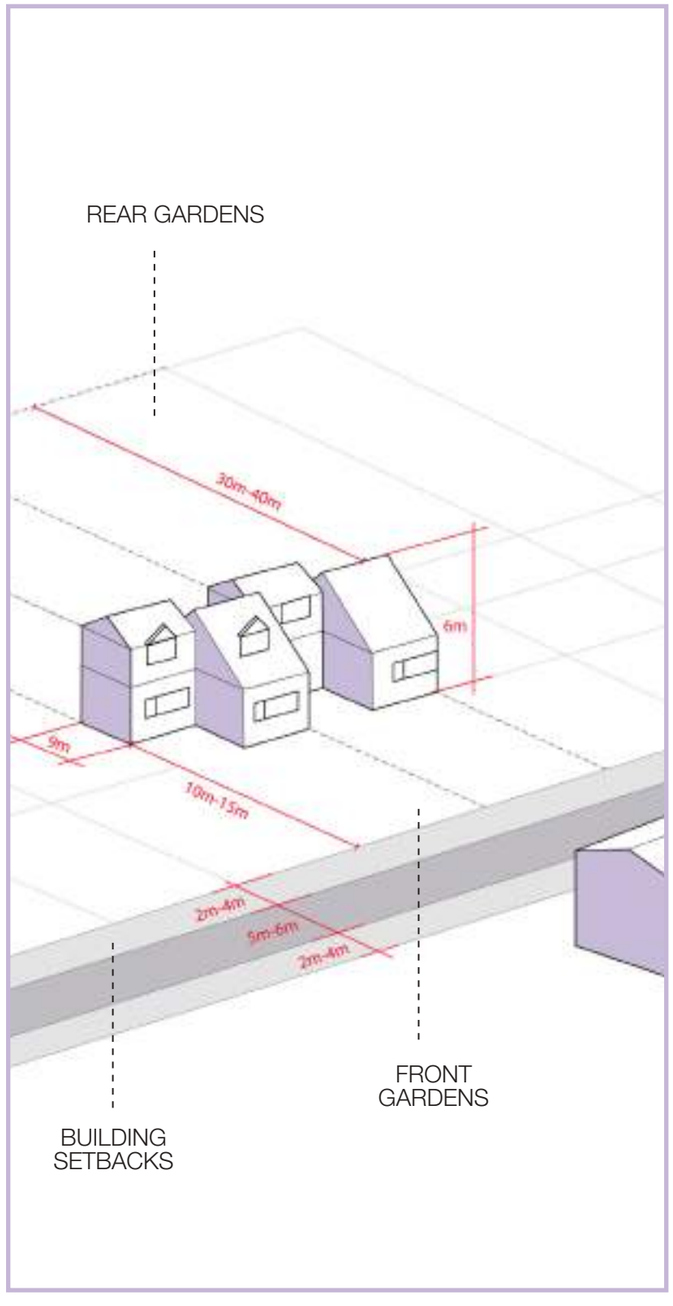
- Existence of landscape treatment and street trees along the road
- Variation of house types reflects the ability to cater different housing needs
- Variety of building styles and materials

There are also certain threats associated with this area:

- Lack of direct or permeable routes from the north to the south of area
- Unsymmetrical built form
- Monotony of residential uses
- Short distance between street and setbacks affects the privacy of housing
- Absence of civic service such as public transport and community facilities

To improve public services and facilities to support and strengthen the community life of the neighbourhood.





Max. Eaves Height

6m

Density Index
dwellings per hectare

10-15
(dph)

We took Upper Way as a sample area for Upper Longdon area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Upper Longdon Area Type **Sample Street - Upper Way**	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Cul-de-sacs; Streets link to one-end
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.6
	Street Parking	No evidence showing street parking exists
	Private Parking	Cars are parked in front gardens
Nature	Street Trees	Street trees exist regularly
	Bin Storage	Located in front gardens
Built Form	Block Type	Informal block arrangement dominated by residential houses
	Density	9 dph
	Building Height	1 to 2 storeys
	Building Setbacks	12m-20m
	Rear Garden Depth	15m-70m
	Back to Back Distances	35m-40m
	Building line compliance	Buildings stepping forward and backwards of a building line
	Gaps between buildings	Varied from 1.5m to 3.5m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Detached houses with front and rear gardens; Bungalows with front and rear gardens; Landscape treatment along building boundaries
	Roof types	Detached houses with slated roofs parallel to gables; Bungalows with slated hipped-roofs
	Window types	Vertical window with brown or white frame, sash windows and bays windows
	Existing Materials	Bricks and off-white rendered wall

RA: Rural Area Type

This area type covers the open land between settlements. Typically, these rural areas have a low population density and some small settlements. It includes Green Belt, parkland, agriculture areas, etc. Existing character of this area type is illustrated on this page.

Existing Character

This area type is characterised by its abundance of low-density detached houses nestled amidst greenery. The houses in this rural setting exhibit a diverse range of appearances and construction styles, ranging from cottage houses to brick structures. One common feature among these houses is their possession of larger plots of land and extensive front gardens. This allocated amount of space allows for greater flexibility in the use of the properties and often results in a more organic arrangement, as opposed to a rigid building line. The rural nature of the area also means that there is generally less emphasis on strict infrastructure maintenance, streets in this area type may results lackage of setbacks or regulated treatments.

Area Type Vision

After assessing a typical plot located within this area type as shown on the page opposite, there are some strong and positive characters of this area been identified:

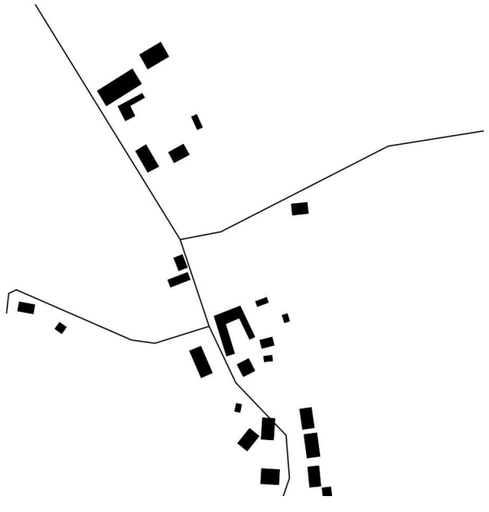
- Larger plot spaces for each dwelling.
- Variety of building styles and materials make buildings identical within this type of low-density areas.
- Proximity to the nature and biodiversity.

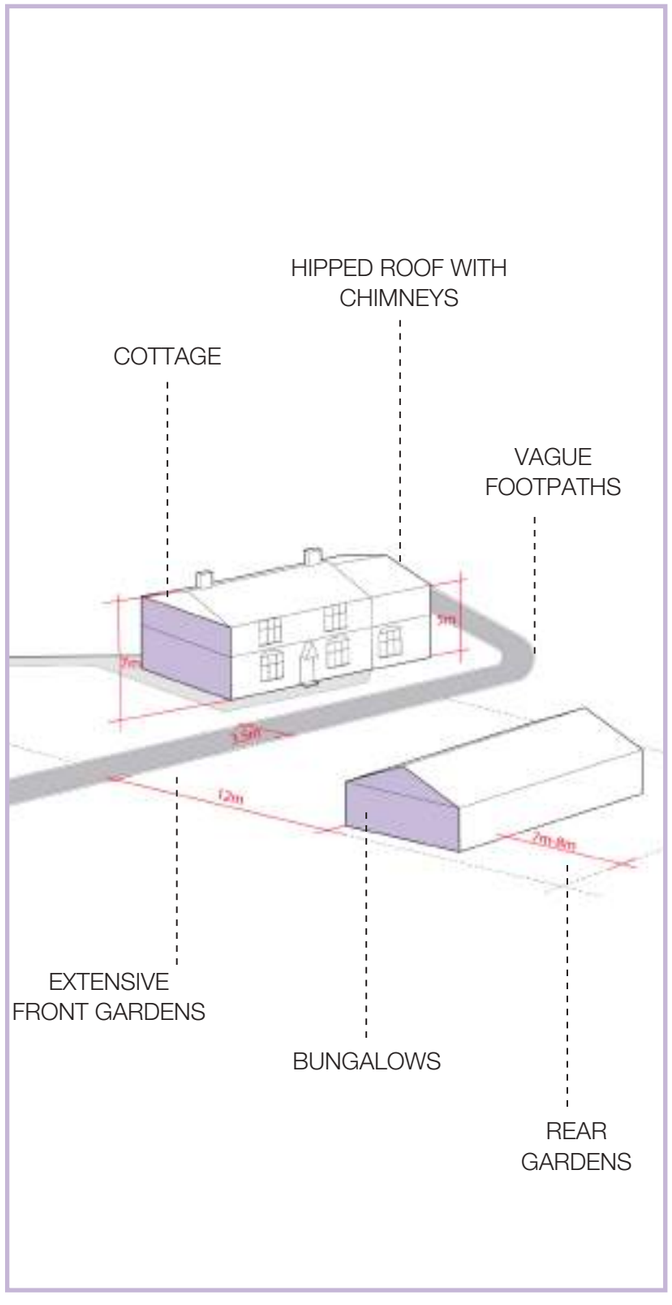
However, there are also a number of negatives including:

- Level of accessibility to the area
- Lack of public facilities and amenities to support the locals

We have therefore developed the following vision for the Rural Area Type designed to build on these strengths and address the weaknesses:

To maintain the openness of the landscape and embraces the natural surroundings while improving public infrastructure to facilitate connections and amenities for adjacent residential communities.





Max. Eaves Height

6m

Density Index
dwellings per hectare

0-15
(dph)

Nethertown is a typical rural area in Lichfield, as a sample area, to understand the characteristics of the Rural area type. The existing character of this sample area has been analysed using the area type matrix as below.

Rural Area Type **Sample area - Nethertown**		
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Street links at one end (cul-de-sac)
	Traffic in relation to the street	One-way traffic
	Street Enclosure	Approx. 1:2
	Street Parking	Absence of on-street parking bays;
	Private Parking	Cars are parked in front gardens
Nature	Street Trees	Existing trees along the road assume to be privately-owned
	Bin Storage	No evidence showing bins exist
Built Form	Block Type	Detached house with front and back garden.
	Density	10 dph
	Building Height	Varied from 1-storey to 2-storey
	Building Setbacks	Varied from 12m - vague footpaths with extensive front gardens
	Rear Garden Depth	7.5m
	Back to Back Distances	N/L; extensive green space at the back of the properties
	Building line compliance	Buildings following an irregular building line
	Gaps between buildings	3m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Cottage house; Front garden with aesthetic treatment; Mixed of plantation with treatment appears along the building line; Occasional recessed or protruding porches.
	Roof types	Slated hipped roof;
	Window types	Bay windows;
	Existing Materials	Red/Brown brick; Off-white rendered wall

EA: Employment Area Type

This Area Type indicates industrial and commercial areas and business parks. Existing character of this area type is illustrated on this page.

Existing Character

Industrial centres can prioritise the maintenance of high security measures, ensuring privacy and protection. As a result, layouts of the estates follow a block distribution pattern, with streets terminating at each block and large plot sizes. The spaciousness of each block allows for ample surface parking, accommodating both cars and trucks visiting the premises. Typically, warehouse structures are constructed using aluminium, a commonly used material in the industry.

Area Type Vision

After assessing a typical plot located within this area type as shown on the page opposite, there are some strong and positive characters of this area been identified:

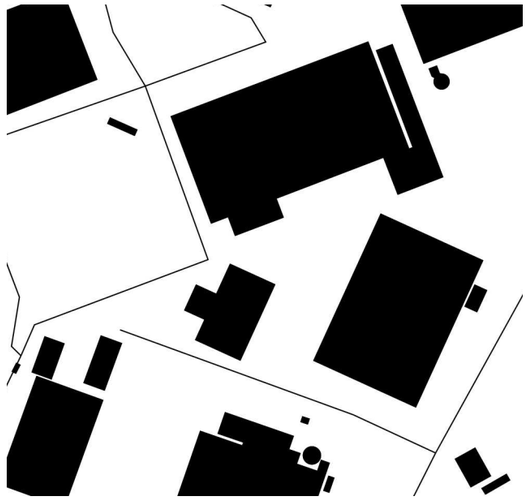
- Cluster of industry strengthen the resilience of the area
- High level of safety measures in the area

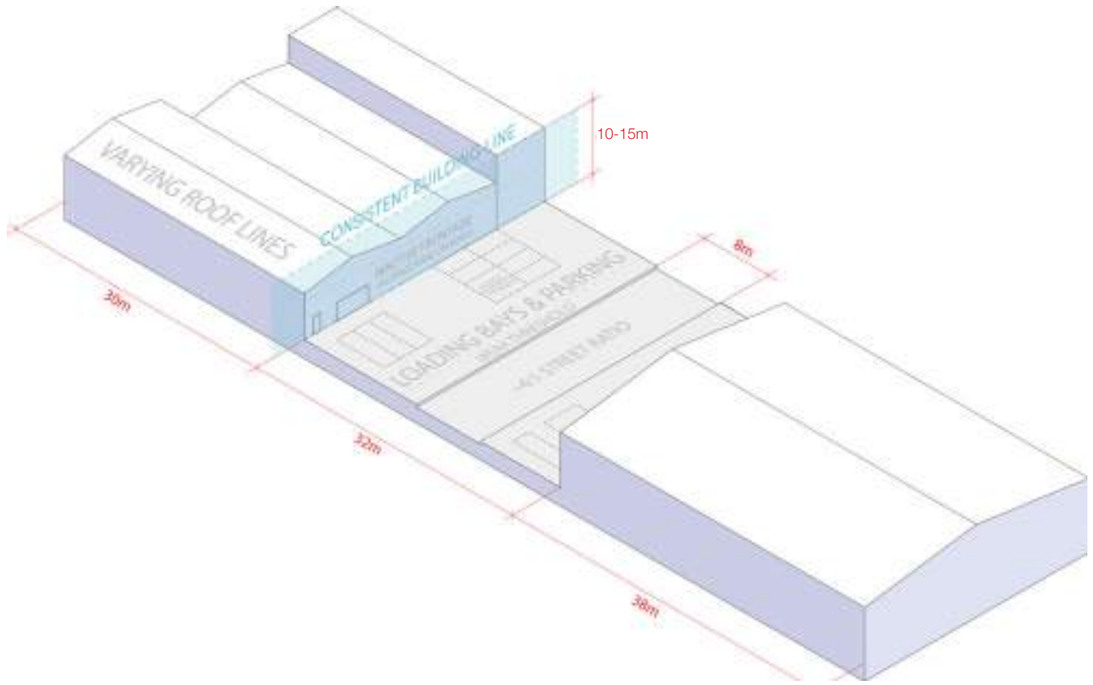
However, there are also a number of negatives including:

- Aggregation of single use premises has less flexibility to change
- Lack of walkability
- Morphologically and physically isolated

We have therefore developed the following vision for the Industrial Area Type designed to build on these strengths and address the weaknesses:

To foster a dynamic and sustainable environment that nurtures an inclusive business ecosystem, drives economic growth, generates quality job opportunities, and enriches the local community.





Max Height

15m

Density Index

NA

We took Fradley Park as a sample area for Industrial area type. The existing character of this sample area has been analysed using the area type matrix as below.

	Industrial Area Type **Sample Area - Fradley Park, Fradley**	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Cul-de-sacs; Streets link to one-end.
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.5 - 1:3
	Street Parking	Cars are parked at gated surface parking spaces
	Private Parking	Cars are parked at gated surface parking spaces
Nature	Street Trees	Street trees exist regularly
	Bin Storage	No evidence showing bins exist
Built Form	Block Type	Blocks are arranged in Cul-de-sacs layout, dominated by industrial warehouses.
	Density	Approx. 0.25unit per hectare
	Building Height	1-storey; 10m
	Building Setbacks	varied
	Rear Garden Depth	varied
	Back to Back Distances	varied
	Building line compliance	Everything following an irregular building line
	Gaps between buildings	varied
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Big box of warehouses; Flat and chunky up to 10-metre per floor; Associated with gated surface parking space; Large open space for containers and storage
	Roof types	Flat roof
	Window types	Vertical window
	Existing Materials	Aluminium

Appendix

3. ENGAGEMENT SUMMARY REPORT

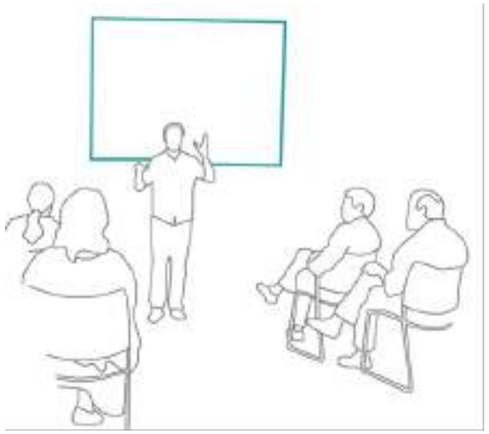
Introduction

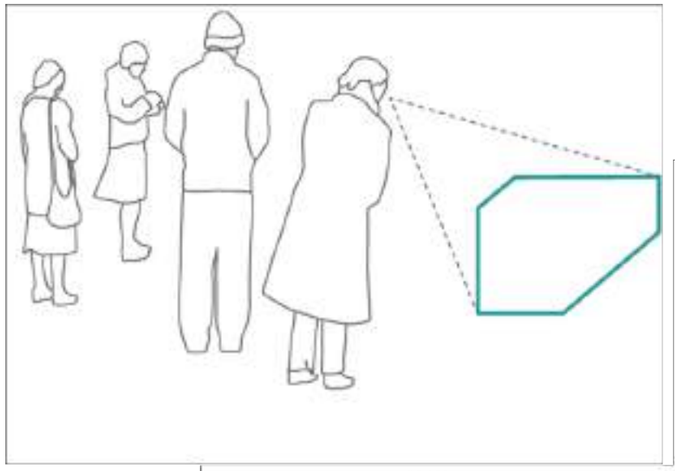
BDP have undertaken several rounds of consultations with stakeholders at all levels. This initially began in Spring 2023 with community workshops in person.

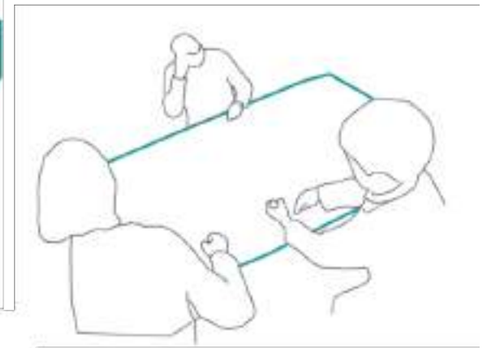
After this, several rounds of engagement followed in order to begin to establish the Area Types, eventually confirming the Design Code would be split into six Area Types.

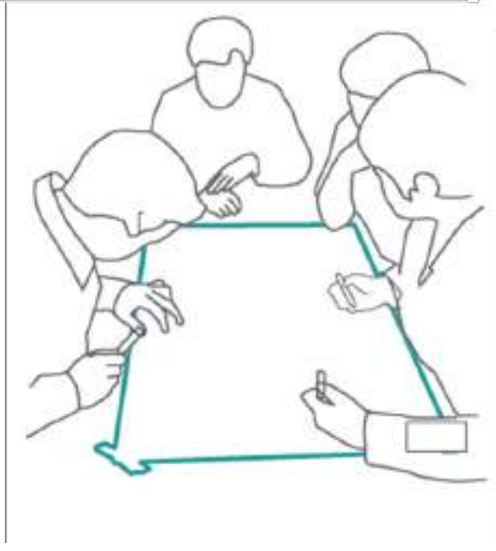
The next round occured in Autumn 2023 and enabled BDP to share the Draft Design Code with all stakeholders and make the neccesary amendments. The document was then taken to formal cabinet approval in early 2024.

BDP acknowledged that engaging with public was crucial at all stages , so that people could input into the Design Code and those who are most aware of their local area were given a chance to input.









1. Community Workshop March 2023

Summary

Lichfield City Council and BDP delivered three engagement workshops across Lichfield for the purpose of introducing community members to the design code, what it will do, and offer an opportunity for the community to share their thoughts and opinions on development design in their local area.

The first workshop was held at Alrewas Royal British Legion on the 7th of March at 1pm-3:30pm with around 20 attendees. Common aspirations that residents held for the design code included an increase in green infrastructure, increased accessibility and connectivity for non-car users (cycling and walking) and for new development to be in-keeping with existing development and the local character. Some challenges that the residents saw for the design code included the issue of traffic volume and speed on country/residential roads, lack of connections to towns/cities outside of Lichfield (for example, Tamworth), air quality on the A38, lack of infrastructure to support new development and a loss of community facilities.

The second engagement event was held at Lichfield Guildhall from 5pm-8pm on the same day with around 45 attendees. Good characteristics that residents felt should be reflected in the design code included the pedestrian access into Lichfield centre, green spaces, heritage buildings, strong local character, and retail provision on the ground floor of buildings. Some issues that the residents felt the design code should address included making the city centre more cycle-friendly by including more cycle lanes and parking, setting a minimum width for roads to avoid narrow roads, and including sustainable features within new developments such as solar panels, heat pumps and EV charging points. Furthermore, the conversion of front gardens to drives for parking, inappropriate signage, generic building styles and the separation of tenures on new housing development, were all raised as issues in Lichfield.

The final workshop was held the next morning, on the 8th of March from 9:30am to 12pm, at Burntwood Leisure Centre with around 12 attendees. Around half of the attendees were local to Burntwood whilst others were from villages around the district. Good characteristics that the residents felt should be reflected in the design code included mixed-use developments (i.e., residential with retail units on the ground floor), multi-generational housing, community services and spaces such as allotments, green spaces, and public footpaths. It was also raised that the neighbourhood plans include many features that should be reflected in the design code. Some issues that the residents felt the design code should seek to address included a dominance of cars and the associated lack of provision of cycle lanes and safe routes for pedestrians, dangerous roads and junctions and concerns over the volume of traffic. Other concerns centred on the design and layout of new build housing, including issues of being 'packed in', having small gardens, and the same designs. Furthermore, there was a suggestion that the design code should seek to maintain the identity of the five areas of Burntwood.

Participant Responses

Lichfield City Centre Workshop

Themes	Good characteristics to reflect in the design code	Issues you think the design code should address
Movement features	• Proximity to railway station • Ease of access to city centre • Close to small shopping centre (Boley Park) • City centre pedestrian access in town – feel safe with pushchair and children • Free parking in the evening • Parking underneath building • Well integrated and well designed car parking provision • Snickets • Footpaths connecting local streets and providing pedestrian route to centre	• Infrastructure must be included • Increased width for parking cars • New development housing with 2 car parking spaces but not side by side, clog the streets • Emergency services access restrictions • Better public transport, affordable, regular • In order to get into the city can there be better cycle lanes / cycle parking / scooter hire • Ensure parking taken into account per property • Pedestrianisation • Making the city more cycling friendly • Cars parked on roads where a rear garage is provided • Fair parking for properties • Where small width roads are with cars – emergency services struggle to manoeuvre • Minimum width roads • Car charging points • Traffic flow • Pedestrianisation (respecting safety and blue badge holders)
Nature features	• Close to water (public space) • Greenery • Open space • Public footpaths • Clean environment • A clear hierarchy of play spaces • Green spaces • Whittington Village Green • Keep green spaces • Lots of green outdoor spaces • Gardens and trees	• Green spaces • More street trees with small areas for resting or where cafes can have outside areas • House frontages all converting front gardens to parking
Built Form features	• Variety of housing / character	• Mixture of styles to reflect different age groups

	• View from City Station to Cathedral – buildings don't obscure • Small centre • Build more flats, tower blocks, fewer houses • Lifetime homes standards • Hidden, integrated, refuse bin storage • Respect local existing architecture • Paris-style tall buildings in city centre • Increase density in city centre, build above shops • The cul-de-sac design of Boley Park is excellent (take a look) • More flats and apartments for young and older people • Lower heights, no blocks • Lower density • Few high rise	• Lower density on outskirts – not overcrowded estates • Mix of affordable and larger houses • Space around dwellings • Energy – increased capacity for heat pumps and electric charging • Housing density / spatial allowances / flexibility • Housing choice in rural areas • Size of garages and driveways • Building material and types • Homes fitter for purpose – bedrooms larger than a bed! • Small housing developments as infill – could be modern design of courtyard type area – high quality materials used • Build flats to generous proportions to encourage downsizing – with lifts - no more than 3 storeys high. • Adoption of building estates • Less driveway – turning rule using too much green space • Solar panels on all new houses at least • Sustainability
Identity features	• History and historic buildings • Sense of community • Period buildings and character • Strong local character, distinctiveness • Variation of design • Rethinking the character of the city • The "higgle de piggle de" nature of buildings • No generic buildings from large companies – must reflect local character • Talk about homes not houses • Protect unique character of the city • Sympathetic to the history	• Better building materials • New developments must be solar friendly – solar tiles, electric car charging points included • Design of buildings – not in-keeping with assets like the cathedral, ugly • Inappropriate signage of shops and other buildings • Design standards – some good design but depends on who is developing • Developer design competitions • Less generic building design – all towns starting to look the same • Delineation between modern and old styles – needs to be more mixed • Modern frontages out of keeping • Integration of tenures, not separate • Respect neighbourhood plan • Developments of high quality including highly affordable homes • Shop front designs should reflect design code
Public Space features	• Off-street parking • Sitting areas outside on streets outside cafes	• Open policy on Section 106 control / local decision on where money is spent • Community infrastructure • Public realm
	• Community spaces e.g., allotments	• Recreational spaces need emphasis
Use features	• Cathedral close • Small local shops and markets – support them to stay • Mixed mode development - businesses/shops on ground floor, flats above • Re-use shops, compulsory purchase is necessary	• Shops and derelict buildings • Resolve Birmingham Road site, which has been derelict for nearly 20 years • Use of flats above shops • Ensure potential for living accommodation considered above industrial / shops • Drainage, water, electric, gas etc • More retail in housing developments • Health needs of aging people – e.g. building homes next to primary schools – sharing facilities, dining, • Access to police support • Secondary schools required • Mixed use buildings (commercial and residential) • Leisure centre should be in city centre – dependent on driving to Stychbrook – where is the knowledge about health for all

Burntwood Workshop

Themes	**Good characteristics to reflect in the design code**	**Issues you think the design code should address**
Movement features	• Traffic free centre • Retain public footpaths • Walking to school made easy • Open pathways (not ginnels) • Cycling • E-mobility access • Walking paths	• Secure cycle parking – lack of • Cycle lanes needed • Lack of cycle paths or easy pedestrian access – too focussed on cars • Parking • Dangerous roads made less dangerous • Main junction in Stonnall village is dangerous and needs redesign (Chester Road A452) • Parking on pavements • Speed humps damage vehicles and does little to slow traffic in village • Stonnall main public house has no off street parking causing traffic issues • Volume of traffic and speed • Main Street in village used predominantly by non villagers – how to persuade them not to (Stonnall) • Remove parking on narrow local village roads • Buses generally

		• Dedicated cycle lanes on main streets • Bus stop walking distances • Safe cycle and pedestrian routes. • Gentreshaw common – nice walking path
Nature features	• Open green spaces • Space for allotments • Open areas and water access • Play parks • No light pollution • Redwood trees, planting more trees	• Suburban biodiversity – hedges, trees, water, verges •
Built Form features	• Not to extend boundaries of village without consent of residents • Good characteristics reflected in the neighbourhood plan for Burntwood •	• New houses with tiny gardens and packed in • Character of houses • Different designs of new builds • Net zero buildings
Identity features	• Maintain history of village • Retain character • Community feel	• Reflect and maintain the identity of the 5 villages in area types
Public Space features	• Quiet at night • Community areas (know your neighbours) • Social seating area	• Crime / vehicle theft
Use features	• Local services: schools, shops, community centre, pubs • Mixed developments / flats above (Sankeys Corner) • Town shopping centre • Multi-generational housing • Local community energy – cheaper than grid	• Infrastructure of services not keeping up with housing developments • More places at local schools • School access • Ensure the right uses are in the right area types e.g. resi in resi type • Consider equine uses and agriculture an provide access to these • Locally produced low cost energy & heating • Fuel poverty

Alrewas Workshop

Themes	Aspirations for the design code	Challenges for the design code
Movement features	• Wider roads • Increase accessibility for non-car users • Self-drive cars policy – e.g. parking for car pooling • Accommodating non-car users on roads in a safe and joined up way • Connectivity • Cycle routes • EV parking • Parking rules	• Upgrade lanes not just A38 • Traffic volume and speed on country lanes • Car parking • Some area types need car planning • Some area types need to be car free • Conflict between motorised transport users (cars) and non-motorised (cycle / scooter) • Accessibility for all users including delivery drivers and emergency services • HS2 – Fradley, Armitage, Whittington • Transport facilities for residents • Bus service links to other settlements
Nature features	• Bigger gardens • Consider the environment • Always an increase in street trees • Retain as much green space as possible	• Drainage and increased water table • Air quality – A38 • Consider wildlife corridors • Planning for street trees • How to preserve nature?
Built Form features	• Avoid 3 storey • Social housing integrated with other housing • Building regs – good standard • Street widths	• Not enough infrastructure for new housing • District-wide • How to stop development value-engineered
Identity features	• New development in keeping with existing vernacular • Integrating old and new • Creating a legacy / future proofing • Maintain quality of design of development • Bring in local character	• Lichfield is so diverse – historic character, rural • Fragmented developments making uniformed developments challenges • Cohesion in design / infrastructure • Reinforce design features • Character vs housing mix
Public Space features	• Coordinated infrastructure access – stop digging up roads for pipes and cables	• Border linkages – with B'ham, Tamworth etc., bus routes, schools etc •
Use features	• Self-sufficient areas	• Health provision (doctors) • Aging population • Maintenance and management – resident group • Community losing community facilities

2. Officer Technical Meeting Responses

Summary

After the formalisation of the Baseline Report, BDP began a series of engagements with Lichfield District Council (LDC) and Staffordshire County Council (LDC) Officers from a variety of teams. The purpose of the engagement was to gain a first-hand understanding of what issues were faced by Officer's and how they wanted these to be addressed. By discussing these topics with key stakeholders, BDP was able to refine the topics within the Code, seek to address key issues and understand the challenges of the District.

The following teams were engaged:

- SCC Highways
- LDC Parking
- LDC Waste and Resources
- LDC Parks and Open Space
- LDC Development Management
- LDC Planning Policy
- LDC Ecology & Conservation

After the initial engagement meetings, further catchup sessions, workshops and clarifications were shared to help shape the development of the Code.

A table of the responses received and how they were actioned has been provided.

Feedback from Officers

Team	Officer	Date and Meeting Title	Point Raised	Related to the Code?	Potential Actions	How resolved (to be filled in in future)
SCC Highways	Mark Evans - Highways	23/03/23 - Movement and Transport	Poor use of materials in the public realm - to the detriment of the visual quality of the area	Yes - Streets	Include materiality and design of new road in the Code	
SCC Highways	Mark Evans	23/03/23 - Movement and Transport	Much of the Street Design in the County is controlled by an outdated piece of policy - SCC Residential Design Guide for Highways (2000). This relies on a rule-based system for the size of adopted highways	Yes - Streets	Review the SCC policy and agree with SCC for street sizing in the code to overule the outdated policy and follow Manual for Streets	
SCC Highways	Mark Evans	23/03/23 - Movement and Transport	Wants to address the inclusion of street trees in the design of new roads and how they incorporate with various other street furniture (lights mainly) - They also have a draft policy about street trees that could be sent to us for review and see how it could fit into the code	Yes - Streets/Landscape	Review SCC street trees emerging policy and consider on-plot / street tree policy	
SCC Highways	Mark Evans	23/03/23 - Movement and Transport	Noted about the size of highway in relation to refuse vehicles - Also would like to future proof the road network to fit larger vehicles	Yes - Streets		
LDC Parking	Nathan Fox	23/03/23 - Movement and Transport	Wanting to encorporate EV Parking capability to part of the code	Yes	Look into the viability of including EV parking provision in new development - SCC have an officer dedicated to this (Mark)	
LDC Waste and Resources and SCC Highways	Mark Fox and Nigel Harris	21/03/23 - Resources and Waste	Refuge Vehicles struggling to fit down the small streets of new developments - reduces productivity and leads to rubbish build up where it is unaccessible	Yes - Streets		
LDC Waste and Resources	Nigel Harris	21/03/23 - Resources and Waste	Parking issues within new developments / overparking mean that the refuse vehicles have little space to navigate the streets	Yes - Streets and parking		
LDC Waste and Resources	Nigel Harris	21/03/23 - Resources and Waste	Smaller trucks may have to be bought in to deal with the smaller streets - less productivity and more cost	No		
LDC Waste and Resources	Nigel Harris	21/03/23 - Resources and Waste	Waste refuse points on larger developments are a big issue - the shared space provided in developments is often too small and not fit for purpose. This coupled with lack of maintainence means LDC will not pick up from these places	Yes - refuse storage	Bin storage on new development should be maximised and layout designed appropriately to minimise impacts	
LDC Waste and Resources	Nigel Harris	21/03/23 - Resources and Waste	With the push to recycle the Government are going to require households to have up to 6 bins - these need to be accounted for / future proofed in the design of new development	Yes - refuse storage		
LDC Waste and Resources	Nigel Harris	21/03/23 - Resources and Waste	Potential to incorporate a shute design for larger development so it can be seperated before it gets to the bin area - suggested the use of basement (iceburg) storage for flats	Maybe - refuse storage	Would be a good idea to push but if they policy is not supportive of it, it'll be difficult to have in a code	
LDC Waste and Resources	Nigel Harris	21/03/23 - Resources and Waste	Lichfield City Centre is very hard to collect from due to the street layout and lack of binstore - leads to rubbish within the public realm and awkward to pick up from	Yes - refuse storage	New design in the city centre should be aware of this issue	
LDC Parks and Open Spaces	Lynn Hammant - Parks Manager	21/03/23 - Parks and Open Space	Encourage focus on the environmental issues - trees, green space, flooding. Council has a drive on reducing carbon impact.			
LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	The council has started to require a % tree canopy cover for major developments but could be firmed up within the design guide	Yes - Nature and Open Space	There are canopy cover baselines for each ward so could look at canopy cover requirements going forward. If there is a baseline, look at identifying areas of deficiency, within the SPD	
LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	Street trees & greenery - The Design Code could set clear rules for new development for street trees and types of planting. The community want to see more trees, more public greenery, more innovative use of green spaces which could be included design guide. The Code should amplify and update the Trees, Landscaping and Development SPD. The Council have stopped adopting public open spaces due to limited resources, so developers keep control and set up a management company to look after them.	Yes - Nature and Open Space	Review the Trees, Landscaping and Development SPD	
LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	Street trees and land ownership - encouraging new street trees to be planted in land that is not conveyed to private ownership. They form part of the street scene and should avoiding putting them in private front gardens to stop removal of trees.	Yes - Nature and Open Space		
LDC Parks and Open Spaces	Lynn Hammant - Parks Manager	21/03/23 - Parks and Open Space	Guidance on hard landscaping - Block paving is better for the environment in terms of flood water drainage but issues can arise with weeds and management which could encourage use of chemicals so getting the right balance, from an environment perspective is important	Yes - Landscaping		
LDC Parks and Open Spaces	Neil Young - Ecology Officer	21/03/23 - Parks and Open Space	From ecology point of view there should always be a net gain to biodiversity and wildlife. For any development, try to ensure that there in something big and small that can help with a positive impact	Yes - Ecology	Code to advise that biodiversity must be designed in from the start. And give examples of how?	
LDC Parks and Open Spaces	Lynn Hammant - Parks Manager	21/03/23 - Parks and Open Space	Ensuring enough bins and benches in parks. Drag distances for bins - ensure well located so vehicles are not close to children playspace	Yes - Green Space		
LDC Parks and Open Spaces	Lynn Hammant - Parks Manager	21/03/23 - Parks and Open Space	The Council do send design suggestions to developers, which could be captured in the design code. Fences should be positioned in hardstanding rather than grass; Hegdes within boudnary of properties; using speed restrictors for highways is awkward and makes it difficult to manoeuvre	Yes - Landscaping		

LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	The Local plan sets a planning policy quantum for green space	Yes - Green Space	Review policy quantum to explore whether this is sufficient and whether the design code could add any additional guidance around how to meet the quantum.	
LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	There is an existing Landscaping SPD (2016) It currently outlines technicalities of planting schemes and what they expect in landscape and landscape details. The Landscape SPD is very comprehensive, but little areas to be updated	Yes - Landscaping	Review Landscaping SPD and assess opportunities where the code can fill in gaps or update policy	
LDC Parks and Open Spaces	Lynn Hammant - Parks Manager	21/03/23 - Parks and Open Space	City holds lots of events. Use of bollards/HVM in city centre for public protection; Something to take into consideration with regards to upcoming Martin's Law, counter-terrorism measures (following Parliamentary process). Will this affect village centres too where events are held?	Yes - Landscaping	The code could look at types of roadblocks i.e. coding for pop up bollards in city centre area type for events and how this affects the streetscape.	
LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	Council's experience of Darwin Park is that parklands are nice and there are some impressive features but wouldn't hold it up as an exemplar development as it took a long time to get it to that stage. There are still huge management issues, 50% of the trees failed. Fundamental design issues - eg where the planting is in relation to dwellings.	Yes - Landscaping		
LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	Successful developments look at design and ongoing management. The council's experience of volume house builders has been that they lack attention to maintenance of open spaces and are so they are in general, poorly maintained. Lots of trees, if not protected by TPO, are taken out within 3-4 years – so making sure developers look at designating parcels of land that are not conveyed but covered by the management company. Development control are constantly trying to enforce better standards where schemes are failing.	Yes - Landscaping		
			There are issues with highways not wanting to adopt street trees – this needs to be addressed with them and considered in the design code.			
LDC Parks and Open Spaces	Lynn Hammant - Parks Manager	21/03/23 - Parks and Open Space	LDC uses the Fields and Trust Guidance for play equipment. Entrance and exit for playspaces. Creating spaces for shade. Drought tolerant species.	Yes - Landscaping	Examine how new playspaces can be designed effectively in the code for new developments - try an incorporate vareity into design and offer better experiences	
			Good to have clear metrics and numeric standards. Would be good for it to act as a toolbox for creating a positive environment but needs to find the right balance in what is good, modern design from the council perspective and what members perspectives are. i.e., there have been arguments with members about them wanting chimneys, but they are no longer relevant in modern building standards – so design code needs codes that embrace modern standards but respect historic character.		Design code will need to fix thresholds for design quality with a clear message of what is fixed and what is flexible.	
LDC Development Management	Kerry Challenor - Planning Officer	22/03/23 - DM Officers Meeting	Code should aim to cover parking layout for resi development as Parking SPD is missing a page on the parking layout. The concern is not just the quantum but the parking layout. Coding can help to reduce dominance of street parking. Address parking sizes. Address parking in relation to where doors are located to address accessibility into homes.	Yes - Parking		
			Hardstanding - developers of large and medium sites have been creating developments that look like a sea of concrete with access roads, parking spaces that are bad, roads that look like triple roads.			
LDC Development Management	Richard Sunter - Householder Applications	22/03/23 - DM Officers Meeting	Concern that the code has the potential to add more case officer burden when writing reports due to the consideration of many documents. Don't repeat policies - concerns that there are multiple policies with many repeating at national, Local and neighbourhood levels + conservation area management plans. This makes it hard for planners in the council to write reports. Existing policies quite vague eg Must reflect local vernacular, Code should be clearer.	Yes	Need to consider how the code may supersede or sit alongside other previous documents. The yes/no nature of the Code may make it easy to assess development. Topic paper on LDC policy framework to be progressed	
LDC Development Management	Richard Sunter - Householder Applications	22/03/23 - DM Officers Meeting	Resources – energy hierarchy, efficiency, embodied carbon – assume these are the remit of Building Control and not planning/ the Design Code. Should not have policies that increase burden of determining appls where other regulatory processes can assess.	Yes - energy	Suggest a topic session on energy to consider LDC policy framework as a whole on net zero carbon and resource saving. Code content can then be determined.	
LDC Development Management	Sarah Atherton - Major projects	22/03/23 - DM Officers Meeting	Good if the DC can refer back to nationally prescribed space standards. Have had developers try to get round them eg by adding a conservatory.	Space standards are already set nationally so not necessary in final code, but can signpost to them		
LDC Development Management	Sarah Atherton - Major projects	22/03/23 - DM Officers Meeting	Need to ensure the details of cycle and bin storage are included. Volume housebuilders are not including discrete bin storage.	Yes - refuse and storage	Look at best practice examples of this to include in DC	
LDC Development Management	Sarah Atherton - Major projects	22/03/23 - DM Officers Meeting	Needs to strike a balance between heritage conservation and sustainable design in Lichfield. Members preferences importance - eg they like chimneys.	Potentially	Things like chimneys can be contentious issues in Lichfield and we need to try to identify these so they do not create issues further down the line	

LDC Development Management	Jack Twomey - Environmental Health	22/03/23 - DM Officers Meeting	Bin locations/stores for flats tend to be a nightmare	Yes - refuse storage	This point has been raised by many and should be included in code	
LDC Development Management	Jack Twomey - Environmental Health	22/03/23 - DM Officers Meeting	Problems with MUGAs close to properties – floodlighting for late night use affects amenity, if to be booked by teams. Minimum distance from housing is needed (currently not specified	Yes - Landscaping and Lighting	Could be added when thinking about outdoor amenity space and lighting and safety	
LDC Development Management	Jack Twomey - Environmental Health	22/03/23 - DM Officers Meeting	Energy efficiency and how designed into the properties - will this be covered.	Yes - Sustainability		
LDC Development Management	Sarah Atherton - Major projects	22/03/23 - DM Officers Meeting	We have problems enforcing BREEAM for non-resi. We set this as a requirement for development over a certain size, but don't have any way of monitoring, expertise in assessing.			
LDC Development Management		22/03/23 - DM Officers Meeting	SuDs design manual to advise on with areas of flood risk.			
LDC Development Management		22/03/23 - DM Officers Meeting	Daylight sunlight - Officers review the reports themselves. We should review the numerical distances at the back of the Sustainable Design SPD (45 degree rule etc).	Yes - Design	Review Sustainable Design SPD on 45 degree rule etc, determined what could be same or updated in the Code	
LDC Development Management		22/03/23 - DM Officers Meeting	Secure by Design - some of the documents relates to planning whereas other is about niche, specific, issues	Yes - Design	Pull out planning related features and see if they can be applicable to the Code	
LDC Development Management	Richard Sunter - Householder Applications	22/03/23 - DM Officers Meeting	Council noted that fire services sometimes don't accept home zones and there are concerns around the number of dwellings served off private access roads. There is a general rule that there should be no more than five on them, and it would be useful to cut down on private drives as a whole as they are not up to highway specification.	Potentially		
LDC Development Management		22/03/23 - DM Officers Meeting	BNG. Code needs to align with work by others, should be in accordance with other strategies. Kristie Charlesworth, the district council ecologist is developing biodiversity, street trees guidance – design code needs to tie into this.		Code could indicate how to accommodate BNG? To review/engage again with KC	
LDC Development Management	Kerry Challenor - Planning Officer	22/03/23 - DM Officers Meeting	Cycle parking often an afterthought. South of Lichfield there is a cycle network, so new development should be required to connect in.	Yes - movement		
LDC Development Management		22/03/23 - DM Officers Meeting	Wheelchair & accessible design in public spaces, with pads next to benches and distances to encourage sitting in a group.			
LDC Planning Policy an Development	John Smith	22/03/23 - Policy and Development Officers Meeting	Great that the Birmingham Road site offers a live site for the Design Code to assist with. Resident consultation ended in early Feb, so lots of feedback to share. Will be a 2 phased approach, developing an opp/cons plan. Design Code for this site will be important	Potentially		
LDC Planning Policy	Patrick Jervis	22/03/23 - Policy and Development Officers Meeting	The Code needs to relate to the emerging Local Plan, although will need to understand how that timetable is impacting on you and vice versa.	Yes	Continue to monitor the status of the emerging local plan and make sure the Code aligns with it	
LDC Planning Policy		22/03/23 - Policy and Development Officers Meeting	Strategic Sites should be included in the Code from the emerging LP, alongside any already adopted/saved. The plan to have these ready to add as an addendum for the Code which can then be formally added in once the new local plan is adopted	Yes	Patrick can provide us with info on the emerging allocations – David Clark providing.	
LDC Planning Policy an Development	Gemma Hill	22/03/23 - Policy and Development Officers Meeting	Would like the Code to make sure we are developing the most sustainable homes. Families, flexibility.			
BDP Planning	Fiona Sibley	22/03/23 - Policy and Development Officers Meeting	FS suggested a topic session on energy and sustainability as this is an area where the DC needs to work alongside wider policy context, and building regs regime. Think about different policy tools the LPA needs to use/have in place, and what the DC can do.	Yes	Arrange topic session - liase with Gemma	
LDC Planning Policy an Development	Patrick Jervis	22/03/23 - Policy and Development Officers Meeting	Property values are relatively high in Lichfield, so officers can usually negotiate on quality, so should be able to adopt a stringent code. They tend to resist the negotiation.	Yes		
BDP Planning	Fiona Sibley	22/03/23 - Policy and Development Officers Meeting	Will be engaging via Gemma with the RPs. Main ones, Bromford and Orbit, do dabble as developers as well as stock management.	Yes		
LDC Planning Policy	Patrick Jervis	22/03/23 - Policy and Development Officers Meeting	Height and massing – if you are in city centre, that is sensitive. Clear parameters for that.	Yes		
LDC Planning Policy	Patrick Jervis	22/03/23 - Policy and Development Officers Meeting	Parking standards – public view tends to be too many houses, not enough parking. The DC could supersede existing SPD. Fire regs making underground parking difficult.	Yes		
LDC Planning Policy	Patrick Jervis	22/03/23 - Policy and Development Officers Meeting	Public realm design. Stipulate how these are designed and has functionality. Landscape SPD sets some metrics but could be more focus on how thses should be designed.	Yes		

3. Community Fieldwork Survey

Summary

As well as the engagement with Officers, BDP also undertook engagement with the public to establish which issues the public most wanted to see addressed.

In April 2023, BDP hosted a virtual event to introduce the concept of the Design Code to members of the public. The Webinar event was attended by around 25 people and was an opportunity to explain the rationale behind the Community Survey and the go over any questions that people had. This event was recorded and made available to view again through a BDP specific landing page.

After the briefing session, the online survey was launched via Survey Monkey. The survey aimed to get responses from the public on a variety of key considerations for the Code. The Survey involved people surveying a selected street, inputting the information into the questions so that BDP could begin to process the urban typologies of the areas.

In total, this survey was undertaken in full by fourteen respondents.

Survey Questions

Lichfield District Design Code

Lichfield District Design Code Community Area Survey

Welcome

Welcome to the Lichfield Design Code survey. By filling out this survey, you will help us understand the distinct features of various locations in Lichfield District. You can also use this survey to tell us what you think are the key concerns locally that you would like the Design Code to address.

Here is what is involved in the community survey:

Step 1: Read through this survey. (you may want to print a hard copy)

Step 2: Select a sample street to undertake your survey - we suggest you pick a section of a street you know fairly well, and that you either like or dislike so you can consider the reasons why.

Step 3: Make a visit to your sample street, either yourself or in a group, to observe its features, focusing on the survey questions. Take photos of your sample street, we suggest taking a set of photos which can help you with step 4.

Step 4: Answer survey questions. Come back to this survey page to answer the questions. Answer as many of the questions as you can. It is fine to skip questions.

You will also find Google Earth useful to create measurements for some of the questions, so have this open on your browser.

Click here for a link to Google Earth.

The survey may take about an hour to fill in, plus time to make a visit to observe your street.

* 1. **Your consent:** By answering the survey questions, you will assist us in creating a set of area types for the district that consider the local context.

Are you happy to give your consent to Lichfield District Council and their consultants at BDP to collect and utilise your survey responses for the purpose of informing the development of the Lichfield Design Code?

You will need to tick the box below and click next to start the survey.

☐ **Please tick to accept and consent to the above and click next to start the survey.**

Lichfield District Design Code

Lichfield District Design Code Community Area Survey
A bit about yourself

2. **About you:** Are you filling this survey out as an individual or as part of a community group / local organisation?

◯ Individual

◯ Community group / local organisation

3. **Your name:** What is your name or name of your community group / local organisation?

4. **Your contact information:**
(please ensure you add a contact email address to update you on the prize draw to win a high street voucher worth up to £100.)

Postal Code

Email Address

5. Your age: We want to make sure we are reaching a range of ages in the coding process, what age category do you fall under?

◯ Under 18 ◯ 18-24 ◯ 25-34 ◯ 35-44 ◯ 45-54 ◯ 55-64 ◯ 65+

Lichfield District Design Code

Lichfield District Design Code Community Area Survey

6. The National Design Guide and the National Model Design Code identify 10 characteristics of well designed places as shown in the image below.

Please rank the following characteristics in order of importance , where 1 is the most important and 10 is the least important to you.

- Context: This relates to the extent that development fits into its surroundings
- Identity: This relates to the design of new buildings
- Built Form: This concerns the height, position and density of buildings
- Movement: This relates to how easy it is to move around on food, cycle and by public transport as well as how cars and parking are accommodated
- Nature: This relates to the way in which development encourages wildlife and planting
- Public Spaces: This relates to the design of streets and other public spaces
- Uses: This relates to the availability do shops facilities and other uses
- Homes & Buildings: This relates to the internal design of homes and buildings
- Resources: This relates to energy efficiency and other environmental measures
- Lifespan: This relates to the way in which new areas are managed

7. What are the key concerns and issues locally that you would like the Lichfield District Design Code to address?

8. **Sample street location:** Once you have chosen and visited your sample street (see first page of this survey for instructions on this), please add its location details below in the boxes :

Street Name

Neighbourhood (if applicable)

City/Town/Village

Postal Code

9. **Street photos:** Do you have any photos of the street you wish to share? (optional upload)

Choose File Choose File No file chosen

10. **Overall character:** Thinking about the ten characteristics of well-designed places set out above, out of 10 stars, how would you rate the character and design of this street?

(feel free to skip and return to questions 9-11 at the end of the survey)

11. Again, thinking about the ten characteristics of well-designed places, what characteristics do you think are successful on your sample street?

12. Again, thinking about the ten characteristics of well-designed places, what characteristics do you think are unsuccessful on your sample street?

Lichfield District Design Code

Lichfield District Design Code Community Area Survey

Movement & Streets

This section relates to the network of streets surrounding your sample street (the design of the street comes later). The way in which the street network is designed will influence the extent to which people walk and cycle, public transport and the impact that cars have.

13. **Streets:** Does your street link to other streets:
(Please tick one option)

☐ 

a) At either end (through street)

☐ 

b) At either end but cars aren't allowed through

☐ 

c) At one end (cul-de-sac)

14. **Streets:** When streets connect at either end they create a 'permeable' network of streets. This tends to reduce walking distances and make areas less car-dependent. By contrast cul-de-sacs remove through traffic but tend to lead to higher car use. Which do you prefer?

◯ Permeable street

◯ Cul-de-sacs

15. **Cars:**How do cars use the street?
(Please tick one option)

☐ 

a) The street has two-way traffic.

☐ 

b) The street has one-way traffic.

☐ 

c) The street is pedestrianised.

☐ 

d) The street is a shared space or a home zone.

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (a, b, c or d)

16. **Public parking:** The number of cars and where they are parked has a huge impact on the character of places.

Where do does public parking take place?
(Please tick one or more options)

☐ 

a) On street parking, on one side of the street.

☐ 

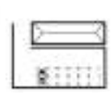
b) On street parking, on both sides of the street.

☐ 

c) In in-line parking bays.

☐ 

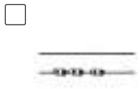
d) In chevron parking bays.

☐ 

e) In rear parking courts.

☐ 

f) No allocated on-street parking.

☐ 

g) Cars parked half on the kerb.

☐ 

g) Parking restrictions.

☐ h) Other restrictions.

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (a, b, c, d, e, f, g or h)

17. **Private parking:** Where is private parking allocated along the street? (Please tick one or more options)

☐ 

a) In front gardens.

☐ 

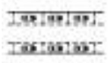
b) At the side of properties.

☐ 

c) Within properties (integral garages).

☐ 

d) In parking courts.

☐ 

e) On street parking bays.

☐ 

f) Unallocated on-street

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (a, b, c, d, or e)

18. **Cycle parking:** Where are cycles parked? (Please tick one or more options)

☐ 

a) In communal bike stores.

☐ 

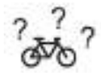
b) In bike racks on street.

☐ 

c) In bike stores in front gardens.

☐ 

d) Elsewhere within properties.

☐ 

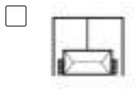
e) No obvious provision.

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (a, b, c, d, or e)

19. **Bin storage:** Now that most properties have multiple recycling bins they can have a major impact on the character of the street. Where are the bins kept? (Please tick one or more options)

☐ 

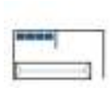
a) In front gardens

☐ 

b) In private bin stores

☐ 

c) To the side or rear of the property

☐ 

d) In communal bin stores

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (a, b, c or d)

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Nature & Open Space

20. **Green space proximity:** All places should be within easy reach of a variety of green spaces. There are a number of standards that set out how close each home should be to each type of open space - see p20 of the National Model Design Code Guidance Notes.
Roughly how close (in metres) is your sample street to the following space?

These distances only need to be approximate, and measured as the crow flies. It can be measured on maps or using the measure tool on Google Earth.

Public park:

Playing fields:

Nature reserve:

Children's play space:

21. **Play provision:** Play spaces and facilities should be within a walking distance from every home. What types of play area are within a walking distance of your sample street?

☐ 

A play area with a few fixed items of play.

☐ 

A play area with at least five pieces of equipment for slightly older children.

☐ 

A play area with at least eight pieces of equipment along with a Multi-use games area (MUGA) and/or a skate park/bike track.

☐ No play areas within walking distance.

☐ Other (please specify)

22. **Biodiversity:** We realise that this will be difficult to judge without a survey but from observation how would you rate the biodiversity of the street?

1 star being 'very little' and 5 being 'very rich.'

(Think about the number of trees, greenery both public and in gardens, green walls and roofs, water features, bird boxes etc...)

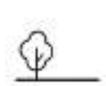
very little ☆ ☆ ☆ ☆ ☆ very rich

Would you change this? If yes, state how you would change it.

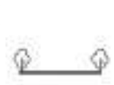
23. **Street trees:** The presence of street trees can play a huge role in the character of a street. Are street trees present?

☐ 

a) Yes, on both sides of the street

☐ 

b) Yes, on one side of the street

☐ 

c) Yes, occasional street trees

☐ d) No

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better?

24. **Street tree distances:** Are street trees arranged far apart or are they regular?

☐ 

a) Far apart

☐ 

b) Regular

☐ Would you change this? If yes, state how you would change it.

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Density and Urban Grain

25. **Housing density:** In this question we will walk you through measuring the housing density of your chosen street. (This question can be skipped)

Step 1. Access Google Earth: Click here for a link to Google Earth.

Step 2. Find your street: by typing in the post code of your street into the search bar that will take you to a birds-eye view of your street.

Step 3. Measure the area of your street and surrounding buildings: Choose the ruler tool and click on your map to draw a boundary around your sample street, the surrounding buildings and their gardens. The area should be measure to the rear of the back gardens on both sides of the street (see example). In the right hand box you should see the area of the bounded area. If this is not showing in hectares, click on the drop down menu to convert the area measurement into hectares.

Make a note of this number in hectares.

Step 4: Count the number of homes: Count the number of houses/apartments shown within the boundary area you have drawn. If there are terraces or apartments, you will need to count the individual houses and estimate the number of apartments in a building.

Make a note of this number of homes.

Step 5: Calculate the density: Take the total number houses/apartments (from step 4) and divide this by the total area in hectares (from step 4). This should give you the density of the area on your street as a number dwellings per hectare. Please put this number in below:

26. **Party wall:** How do buildings join each other?

☐ 

a) On both sides (like terraced housing)

☐ 

b) On one side (like semi-detached housing)

☐ 

c) On neither side (like detached housing)

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (choose a, b or c)

27. **Urban grain:** Some areas are made up of small buildings which makes a fine grain, others are dominated by a few large buildings creating a course grain.

What does the urban grain look like on your street?

☐ 

a) Fine

☐ 

b) Course

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (choose a or b)

28. **Blocks:** Most traditional development is organised as urban blocks. This is true from historic cities to interwar suburbs. The blocks are created by a network of connected streets and buildings then face onto these streets with their backs facing inwards.

Is your street part of an urban block? Which of the following most closely resembles the layout of the area Around your sample street?

☐ 

a) Perimeter Block

☐ 

b) Informal Block

☐ 

c) Terrace

☐ 

d) Mews

☐ 

e) Courtyard

☐ 

f) Cul-de-sac

29. **Building face:** Do the buildings on your sample street:

☐ 

a) Face onto the street?

☐ 

b) Have their back gardens facing onto the street?

☐ 

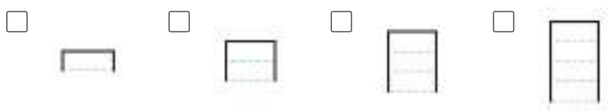
c) Have their side wall facing on the street?

☐ 

d) A combination of the above.

If a combination, what proportion (%) of houses face onto the street?

30. **Building storeys:** How many storeys are the buildings along your street? (You can check one or more options)



1 storey | 2 storey | 3 storey | 4 storey | 5 storey+

31. **Building heights:** Taking an average number of storeys along your street, estimate the average height of buildings along your street.
(This can be estimated by using 3m per storey in modern housing and 3.5m in Victorian housing or offices).

32. **Building line compliance:** Which of the following is closest to the situation on your sample street?

Everything lining up with a straight building line

Everything following an irregular building line

Buildings stepping forward and backwards of a building line

33. **Building set backs:** If the buildings on your street have front gardens what is the approximate distance from the pavement to the building line in metres?

You can use Google Earth to measure this.

34. **Gap between buildings:** If the buildings on your sample street are not joined together, what is the average gap between them in metres?

You can use Google Earth to measure this.

Lichfield District Design Code Community Area Survey

Identity & Resources

Regardless of the style of architecture there are a range of features that make buildings more attractive. Using the following check list look at your sample street and see which features are present and decide which you find attractive:

35. **Building Design:** Are the buildings all the same or is there a variety of designs?

- ☐ a) All the same
- ☐ b) Variety of designs
- ☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (choose a or b)

36. How would you rank the attractiveness of the area around your sample street?

Very unattractive	Unattractive	Average	Attractive	Very attractive
☆	☆	☆	☆	☆

Would you want this to change in your area? if yes, how?

37. **Entrances:** The ground floor and entrance to buildings plays an important role in how they appear from the street. Are the front doors clearly marked with porches or other features?

- ☐ Yes
- ☐ No
- ☐ Do you find this attractive? (yes/no)

38. **Floor level:** Is the front door level with the street or up (or down) a few steps?

- ◯ a) Level with the street
- ◯ b) A few steps up
- ◯ c) A few steps down
- ◯ Do you find this attractive? (yes/no)

39. **Ground floor:** Is the ground floor of the building different in terms of its design and materials?

- ☐ Yes
- ☐ No

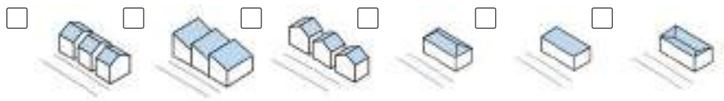
Do you find this attractive? (yes/no)

40. **Front boundary treatment:** What is the boundary treatment of the front gardens along your street sample?

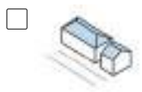
- ☐  a) Low wall
- ☐  b) Fence
- ☐  c) Railings
- ☐  d) Hedge
- ☐  e) Combination
- ☐ f) Other (please specify)

41. **Roofs:** The design of roofs is also important to the character of the street and the appearance of the buildings from a distance.

What sort of roofs do the buildings have along your street sample?



- ☐ a) Parallel to the street
- ☐ b) Sawtooth
- ☐ c) Parallel with gables
- ☐ d) Hipped roofs
- ☐ e) Flat roofs
- ☐ f) internal gutters



- ☐ g) Varied

☐ Are there any roof characteristics you prefer for this area?

45. **Electric Vehicle (EV) Charging points:** Area EV charging features well integrated into the streets and / or buildings?

- ◯ Yes – these features are present and are well integrated into the street / building
- ◯ Yes – these features are present and are not well integrated into the street / building
- ◯ No – no features are observed

42. **Windows:** A building's windows are sometimes called the 'eyes on the street' and their design is also important:

What type of windows do the buildings have along your street sample (tick all that apply):

- ☐ a) Sash windows
- ☐ b) Bay windows
- ☐ c) Shop windows
- ☐ d) Modern windows
- ☐ e) Vertical windows
- ☐ f) Horizontal windows
- ☐ g) Dormer windows

- ☐ h) Roof lights

Are there any window characteristics you prefer for this area?

43. **Existing Materials:** What are buildings made of along your sample street? Write every material you can see. Are there any materials that you would like/ not like to see in any future development?

Existing Materials:

Materials you like:

Materials you do not like:

44. **Energy Efficiency:** Can you see any solar PVs installed on any buildings along your sample street?

- ☐ Yes
- ☐ No

Lichfield District Design Code

Lichfield District Design Code Community Area Survey
Public Realm & Wider Context

46.

Public Space: The space between the buildings is taken up with the carriageway, cycle lanes, pavements, on-street parking, grass verges and front gardens.

Which elements in the street elements are present in your street section?

- ☐ a) Carriageway
- ☐ b) Cycle lanes
- ☐ c) On-street parking bays
- ☐ d) Grass verges
- ☐ e) Front gardens
- ☐ Is there anything you would change in the street build up on your street sample? If yes, specify in the box below:

47. **Safety:** Does the street feel supervised and overlooked e.g. by pedestrians, or from overlooking buildings?

- ◯ Yes
- ◯ No

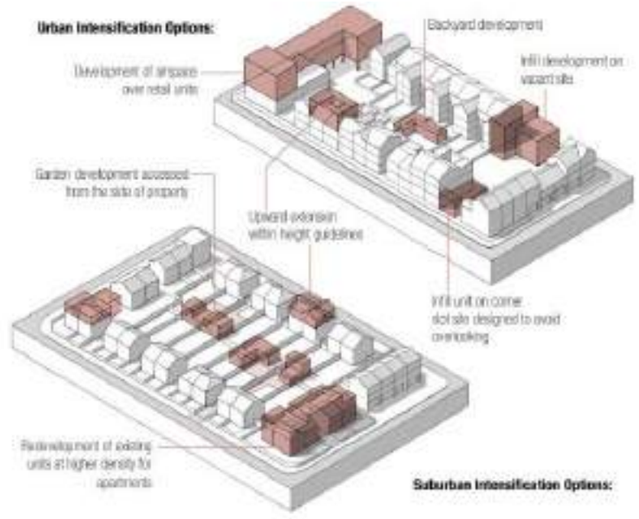
48. **Street lighting:** How good is the street lighting?

Not lit at all	Dimly-lit	Adequately lit	Well-lit	Very well-lit
★	★	★	★	★

49. **CCTV:** Are there CCTV cameras present along your street sample?

- ◯ Yes
- ◯ No

50. **Intensification:** This refers to additions and extensions to existing buildings on the street. Can you identify any of the following extension types in your sample street?



- ☐ a) Rear extension one storey
- ☐ b) Rear extension two storey
- ☐ c) Side extensions
- ☐ d) Attic conversions
- ☐ e) Upward extensions
- ☐ f) Infill development on vacant sites
- ☐ g) New houses built in gardens
- ☐ h) The demolition of houses to build houses or flats

51. **Uses:** Tick the following uses that are present along your sample street:

- ☐ a) Housing
- ☐ b) Housing above other ground floor uses
- ☐ c) Offices above other ground floor uses
- ☐ d) Cafe / Restaurant / Pub
- ☐ e) Office
- ☐ f) Community use facility (nursery / school /place of worship etc.)
- ☐ g) Heath facilities (GP / Dentist / Hospital etc.)
- ☐ h) Unknown

52. **Active Frontage:** An active frontage refers to the ground floor of properties where activity on the ground floor can be seen from the street. It includes shops, cafes, bars and can also include offices and community uses.

What proportion of the street has active frontages?

0% 100% ☐

53. **Local Facilities:** All homes are ideally within walking distance of a range of local facilities. Walking distance is normally defined as 5 minutes walk (400m) or 10 minutes (800m).

Which facilities are within a walking distance of your sample street?
(e.g local high street, local shop, pub, community centre, place of worship, cafe, GP surgery etc.)

5 minutes: ☐

10 minutes: ☐

Are there any missing? (add here) ☐

54. **This is the last question of the survey.** Are you content that you have made any changes to your answers throughout the survey? If you need to revisit any sections, e.g. questions 9-11 on the general character of your sample street, you can do this using the 'Back' button below.

- ◯ Yes - I have finished answering all the survey questions
- ◯ No - I want to go back and review some of the earlier questions

4. Architects and Agents Engagement

Summary

As part of the engagement process, BDP engaged with several of the local architects and agents that process planning applications of various scales. As well as obtaining information from them, BDP was able to update them on the requirements the Code will expect from applications once adopted as an SPD.

The engagement meeting took place in April 2023 and was followed up with various emails and clarifications. The engagement with these stakeholders was very useful as it helped to identify gaps and challenges in existing Policy which architects sort to see change within. Overall, this group welcomed the Design Code as it aims to provide more certainty to applicants when submitting proposals, as it removes some of the subjectiveness. There was some hesitation that a Design Code could restrict more innovative design interventions.

5. Lichfield District Council Public Consultation

Summary

After the finalisation of the Draft Design Code in November 2023, BDP liaised with LDC to run am informal engagement piece with all stakeholders on the full Draft Code. The purpose of this was to obtain feedback on the Code ahead of submission to Cabinet, aiming to reduce the amount of changes before adoption.

This engagement was ran by LDC and they took on comments for an 8-week period (including the Christmas Holidays). Upon reception of all comments, LDC determined which would need amending in the Code, working with BDP to finalise the document ahead of submission to Cabinet. This occured in March 2024.