Lichfield: Birmingham Road Site Design Code

Lichfield District Council

March 2024


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Contents

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CREATE streets

1

Introduction and Process

1 Introduction and Process

1.1 Purpose

A design code is a recipe for a place. It is a series of specifications for new developments, streets and buildings, which direct how they will look and feel.

This document is a toolkit that will enable the creation of sustainable and beautiful new development on Lichfield's Birmingham Road Site. It sets out a simple design methodology, the high-level principles and policies that guide development and provides a clear, visual design code for new streets, homes, commercial buildings, public realm, throughfares and parks on the site.

The designs set out in this code have been co-created with residents through extensive online and inperson engagement, ensuring that they have popular support and are appropriate for Lichfield, as well as being rooted in the character and heritage of the town.

1.2 How to use this code

The code is divided into different design themes, in line with the National Model Design Code (NMDC), with design parameters set out within.

There are two levels of design instruction to follow:

MUST — Mandatory design practices and parameters that must be adhered to. Any proposals that do not meet these requirements will not be approved.

SHOULD — Practices and parameters that should be adhered to whenever possible unless there are specific reasons for not doing so. Evidence will be required to demonstrate why the guidance cannot be adhered to and exceptions permitted on a case-by-case basis.

This language will be used throughout the document.

1.3 Engagement work underpins the code

This design code is built on extensive 'deep' and 'wide' engagement with the public on the Birmingham Road site and Lichfield more broadly. During this process we gathered 5,747 online comments, 300 engagements during in-person events, 12 stakeholder interviews and 56 comments from the 'drop-in' space located at the Lichfield District Council offices.

Our public engagement produced a clear trend and a strong mandate from residents on their architectural preferences for respecting Lichfield's distinct and high-quality existing built environment, using materials and features that 'rhyme with' its historic core.

"This is an attractive design code, in keeping with Lichfield that will link the train station to the city."

Lichfield Chamber of Trade and Commerce

"This is a highly positive approach, that will help create a diverse and rhythmic street frontage."

Alasdair Brooks, Chief Executive of Re-form Heritage and Lichfield resident

"This code is in sympathy with Lichfield using connected streets that are pro-pedestrian and pro-cycling."

Beacon Street Area Residents' Association


Have your say!


Have your say!
Find out more


CREATE streets

1.4 Community feedback on the code

Following completion of the code, engagement was carried out with stakeholders and Lichfield residents, seeking local views and attitudes towards the code.

Design code material was published on Lichfield District Council's 'Together We' website, alongside an e-book and graphic material, outlining the making of the code, showing how resident engagement had played an important role in determining the design requirements contained within the code.

This graphic material was also put up as posters in the council offices. Residents were given the chance to give feedback through written email responses and simple survey questions that gauge the attitudes.

These posters, alongside hard copies of the full code were then also exhibited at The Hub at St Mary's, on 18.11.23, where approximately 60-80 people visited the stand. The code was also exhibited the following day at Lichfield Christmas Fayre on 19.11.23, where approximately 100-150 people visited the stand.

In total, the survey material received 158 responses from 6 survey questions. The questions were chosen as being some of the most salient features in the code that people would be most likely to respond to, such as buildings, street furniture and layout:

1. Based on the material you have seen do you feel this vision for the site is: Highly appropriate; Somewhat appropriate; Not appropriate; Very inappropriate?
2. Do you think the building illustrations shown are appropriate examples for the Birmingham Road Site?
3. Do you think the design should put pedestrians first and have little traffic?
4. Do you like the code's requirement to have a walkable network of streets?
5. The design code requires that windows do not use plastic materials and use timber or metail materials instead. Do you think this is appropriate for the site?
6. The design code requires that street furniture is made from either metal, timber or stone. Do you think this is appropriate for the site?

Summary

Discussions with the public and survey responses revealed attitudes towards the code were very positive. To the question 'how appropriate is the code's vision for the site', 87 per cent of 16 respondents thought it 'highly appropriate'.

The house types received 80 per cent approval (from 25 respondents) as being 'highly appropriate' for the site. Likewise a desire to see street furniture follow Lichfield's heritage was shown with 77 per cent (of 26 respondents) agreeing it was 'highly appropriate' for the site.

These results are highly positive and highlight the broad and frequently enthusiastic agreement with the design approach of this code. It also affirmed the consistent themes raised in prior engagement work that produced clear preferences and aspirations from residents for the Birmingham Road Site.[1]

87%
of respondents say the design code is a 'highly appropriate' vision for the site

80%
of respondents say the house type illustrations shown are 'highly appropriate' for the site

100% of respondents (27) agreed with the code's requirement to use a walkable network of streets, and that it should put pedestrians first, with little traffic.

Public comments

"This is fantastic, this is what I dreamed of. I'm so pleased to see something happening."

"Sustainable living, quintessentially British, the genius loci of Lichfield."

"A positive approach to building something sensitive to the environment and local people."

"It looks very nice and it's in keeping with the city."

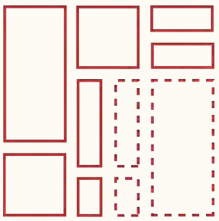
"As long as it looks like this it will be great."

1 See the supporting document *Engaging Lichfield: Birmingham Road Site masterplan key recommendations* for the full report on public design preferences.

1.5 Place principles for Birmingham Road

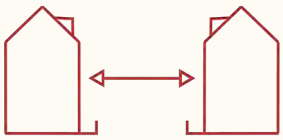
A Gateway to Lichfield

The key aspect of the Birmingham Road Site is its location immediately opposite Lichfield City Station. This site must reflect Lichfield's distinctiveness of place while offering an attractive and convenient connection to the centre that signposts the way through the very nature of its design.



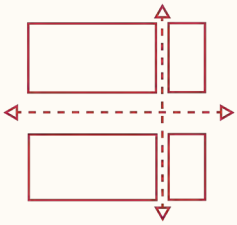
Stitched into Lichfield's core

New development must elegantly cohere with Lichfield's distinct Georgian pattern of fine-grain urbanism. Rather than an abrupt transition to out-of-character design such as large-scale retail boxes or tall towers, development must be an attractive continuation of Lichfield's historic core.



Clear fronts and backs

Blocks must have clear fronts and backs with clear boundaries between the public and private realms. Using this principle with attractive, active facades is the best way to create welcoming streets by reducing 'dead space' of blank frontages and anonymous empty public realm.



Permeability and grain

Blocks should be kept short to allow permeable, walkable streets. Blocks must be between 50-150m, and longer blocks should have alleyways through to allow pedestrian permeability. Plot frontages should be kept narrow, avoiding long blank facades and allowing a diversity and variety over short distances.

Gentle Density

Density must be 'gentle'. This is achieved by using typologies such as terraced townhouses and midrise mansion blocks that sit comfortably within conventional street and block patterns.

Mix it up

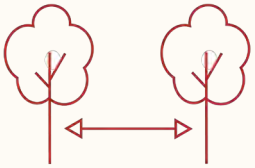
Mixed use buildings with flexible ground floors should be encouraged, with commercial uses where viable. A mix of tenure and home sizes will help create a vibrant community and provide for a variety of lifestyles and needs. There should be a mix of street types, with a range of functions and characteristics

Walkability works

that the development must encourage walking and cycling. Streets must prioritise pedestrians and cyclists over vehicles, with some streets fully pedestrianised. Cars should be treated as guests who are welcome but not be allowed to dominate.

Flexible and Adaptable

To create resilient, successful, and sustainable neighbourhoods, we must allow them to flex and adapt over time as needs and wants change. A fine-grained block pattern with individual small plots can more easily adapt by allowing incremental changes. Peripheral parking can be adapted for other uses as demand decreases.



Green Infrastructure

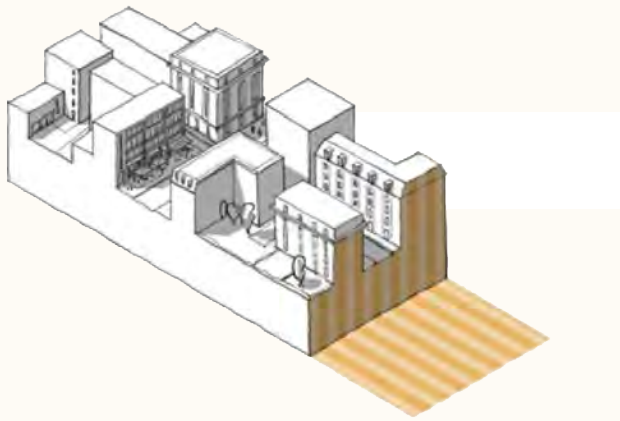
Greenery is not just a nicety; it is essential to creating sustainable places. Trees can provide shade, reduce flooding, clean the air, and make us happier and healthier. Greenery must be 'woven' into the fabric of places; little and often is key.

1.6 How this code sits with the Area Design Code

This Birmingham Road Site Design Code will complement the Lichfield Area Design Code. This design code for the Birmingham Road Site will take precedence over the area design code.

1.7 Area Type

The National Model Design Code outlines different area types that inform the appropriate kind of development in a given place. It has been agreed that the Birmingham Road Site is a 'Town/City centre' type and must be so treated.



Area type taken from the National Model Design Code

This type is deemed appropriate for the Birmingham Road Site, which sits opposite Lichfield City Station and is adjacent to the centre of Lichfield. The site must aim for a gentle density that can provide new homes and some retail space for Lichfield, while avoiding incoherent and inappropriate overdevelopment.

1.8 Using the code across multiple parcels

The design code is intended for use on a site that may have multiple developers, using different builders. This can be a positive by promoting a variety of buildings and form, but it is essential that development parcels are not siloed from each other. The site must achieve a coherent 'variety within a pattern'. Lichfield District Council may stipulate certain uses of brick, lintel etc. contained in this code on certain plots, in order to ensure fine-grained, visual variety.

2

Context

2 Context

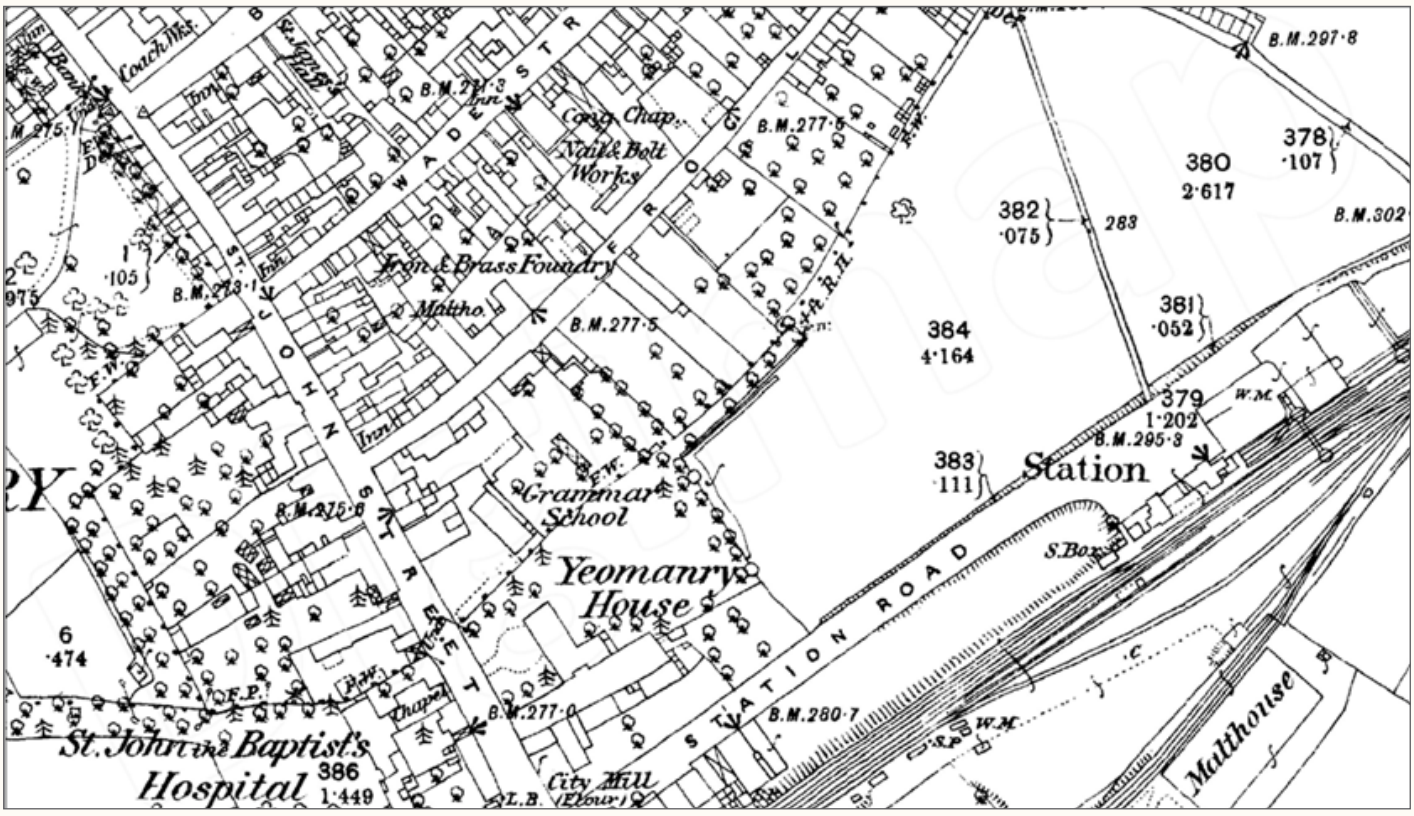
2.1 The character of Lichfield and the Birmingham Road Site

Lichfield's unique history has produced a distinct morphology which also defines the character of the Birmingham Road Site.[1] The standout feature of Lichfield today is its well preserved, high-quality Georgian townscape. This is largely due to its historic role as a major coaching stop right up to the industrial revolution. During this period it played a pivotal role in the British enlightenment, becoming a 'city of philosophers' which boasted a dynamic and urbane society. Unlike much of the midlands it later saw little industrial development. This had the fortuitous effect that it also suffered little bomb damage during World War II.

The result is a dense network of streets dominated by Georgian terraces and shops, punctuated by medieval and Victorian buildings. The centre also retains a medieval 'ladder plan', consisting of Market Street, Bore Street and Wade Street running parallel together. The features and materials that define Lichfield there are typically red bricks (usually Flemish Bond), stucco (or render), masonry lintels, keystones and window surrounds, sash windows, and symmetrical bays on building facades.

This beautiful townscape is capped by the 77-metre spire of Lichfield Cathedral, which dominates the skyline, with its two smaller spires (one of only three cathedrals in the UK to have three spires). The combination of the Georgian townscape, capped by the three spires dominates Lichfield's urban identity. Conserving and respecting these views is a major concern of residents.

The Birmingham Road Site occupies an interesting position as Lichfield's historic edge. Despite Lichfield's overwhelmingly Georgian features, the area is an important medieval site. A medieval dyke ran along the site's north, part of a possible castle. Travellers arriving after the city gates had closed were often accommodated in The Hospital of St John without The Barrs, which survives today as a Grade I listed building, notable for its distinct 12 metre Tudor chimneys.



Birmingham Road Site in the 188os.

1. Excellent histories of the city can be found in works such as *A History of Lichfield*, by Chris Upton, and in planning documents such as *The Lichfield City Conservation Area Appraisal.*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3

Movement

3 Movement

3.1 Birmingham Road Site as a 'gateway from Lichfield City Station'

Public and stakeholder engagement showed people consistently recognised the importance of the site as a 'gateway' to Lichfield. The site must meet people's expectations for Lichfield on arrival from the train station and provide a safe and comfortable entrance for pedestrians heading to the town.

MUST A new pedestrian and cycle crossing must be built in front of Lichfield City Station on Birmingham Road connecting the station to the site.

MUST New development on the Birmingham Road Site must form a legible, fine-grained pattern of streets that people arriving from the station can easily navigate towards the centre.

MUST The site must have a main traffic-free street linking the station to Castle Dyke and Lichfield's centre.

3.2 Street network

The street network is how our streets are laid out and interconnect. In most cases, the street network will outlive the buildings originally served.

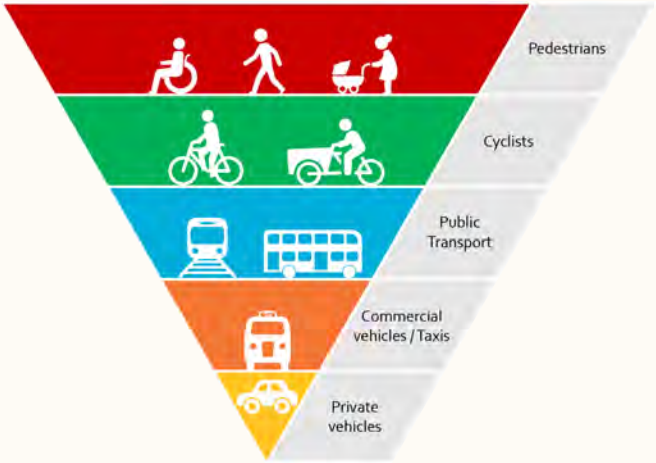
A connected street network provides a variety of routes for moving around. It should be direct, making walking and cycling faster and more enjoyable.

Left: a connected street network; Right: a disconnected street network

MUST New development must have a permeable street network that 'plugs in' to the surrounding street network.

MUST Streets networks must be designed to put people first, in line with the user hierarchy below.

MUST Cul-de-sacs are not permitted.



Street hierarchy of users

Indicative example: A permeable network of local and tertiary streets must define the blocks and public spaces on the Birmingham Road Site.

Indicative example: here the blocks do not define routes and routes do not define the blocks, creating illegible space.

3.3 Street hierarchy

Streets can be categorised by their function in terms of movement (low traffic to high traffic) and their place function (how they are used by people). For the purposes of this code, there are three street types: traffic-free high streets, local streets and tertiary streets.

The Birmingham Road Site sits directly north of the busy primary road, Birmingham Road, and south of a dense network of local and tertiary streets. The site should be used to expand the network of these local and tertiary streets, not bring cars closer to the centre with busy primary or secondary roads.

The Birmingham Road site should continue Lichfield's network of local and tertiary streets, many of which are pedestrianised or traffic light.

MUST The Birmingham Road Site is not suitable for a primary road and must not have one.

MUST New streets must be in line with the street types in the hierarchy below.

MUST The detailed design of streets must be completed in accordance with the latest version of Manual for Streets, not the Design Manual for Roads and Bridge (DMRB).

MUST Streets must include street greenery such as trees, shrubs, or planters. Grass verges must not be used.

SHOULD The Birmingham Road Site should consist primarily of traffic-light or traffic-free tertiary streets, connected to local streets

The street hierarchy, broadly in line with the National Model Design Code (NMDC), is as follows. Full descriptions of each street type are set out in Section 6.2 on street types:

- *Local Street:* Traffic-Free High Street
- *Local Street:* Residential Street
- *Tertiary Street A:* Residential Mews (with parking)
- *Tertiary Street B:* Residential Mews (no parking)
- *Tertiary Street C:* Alleys (no vehicle access)

A typical mews street, alleyway and local street.

Traffic-free high streets and pedestrianised routes in Lichfield.

3.4 Active Travel

Having active travel options on the Birmingham Road Site is essential to promoting healthier and more sustainable modes of travel, helping Lichfield District Council meet its climate goals. The Birmingham Road Site presents a perfect opportunity for a well-designed pedestrian and cycling network that can take advantage of developments in bike hire schemes.

MUST All new streets with any traffic must be designed for 20mph.

MUST New developments must incorporate adequate cycle parking, as set out in Section 3.9 below.

SHOULD Spaces for bike and scooter hire parking should be incorporated into streets.

SHOULD New local streets and mews should be filtered to reduce through traffic and make them easier and more comfortable to cycle or walk through.

3.5 Junctions

Safe junctions are key to creating safe streets for pedestrians and cyclists. They have a key placemaking function beyond just vehicle movement. Junctions are places where activity should be concentrated, as they are places where people meet and spend time.

MUST Junctions must be designed in accordance with the principles of Manual for Streets, not the DMRB.

MUST New junctions must be one of the typologies listed below. Large roundabouts are not permitted.

MUST Corner radii must be as small as possible, and no greater than 2m, to maintain pedestrian desire lines and reduce vehicle speeds.

MUST Junctions from an existing secondary or primary route to a new local or mews street must use continuous, or 'Copenhagen' crossings.

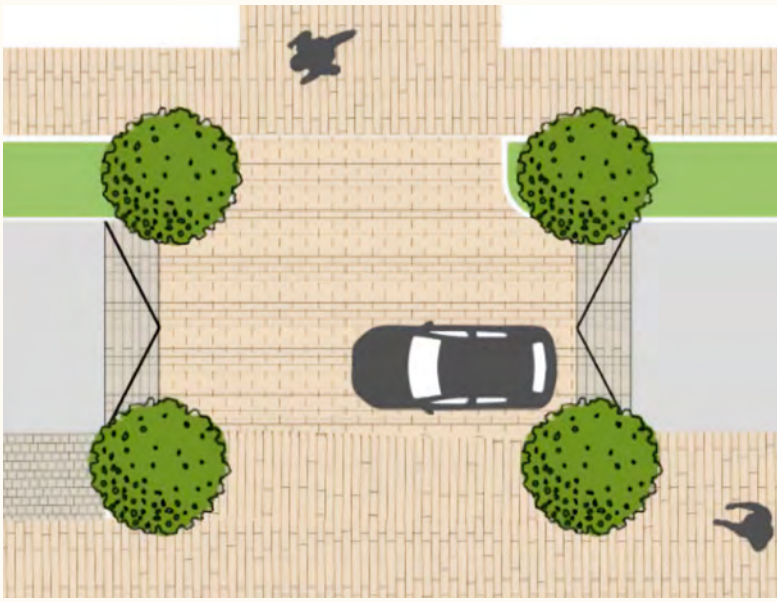
SHOULD Junctions should provide opportunities for gathering, sitting and resting, and new street greenery.

SHOULD Junctions should not be designed solely around the largest vehicle. On all new residential streets it is permissible for large vehicles to take up both lanes when turning.

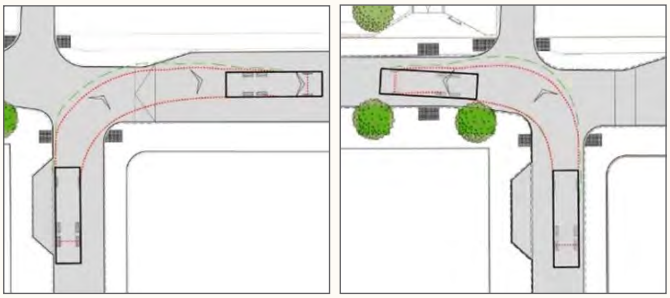
SHOULD Minor junctions should be constructed as a raised table, with pedestrian priority.

The following junction types are permitted:

- *Crossroads and staggered junctions*
- *T and Y junctions; and*
- *Formal and informal squares*



The Birmingham Road site should include raised tables at junctions to prioritise the movement of pedestrians.



Vehicle tracking a refuse vehicle on tight corners. The vehicle takes up both lanes when turning.

3.6 Crossings

Well-designed pedestrian and cycle crossings are essential to creating healthy streets. Crossings help calm traffic, improve street aesthetics and provide opportunities for trees and other street greenery.

MUST Crossings must be one of the typologies listed below.

MUST All new crossings must be single stage to provide a more direct and convenient crossing.

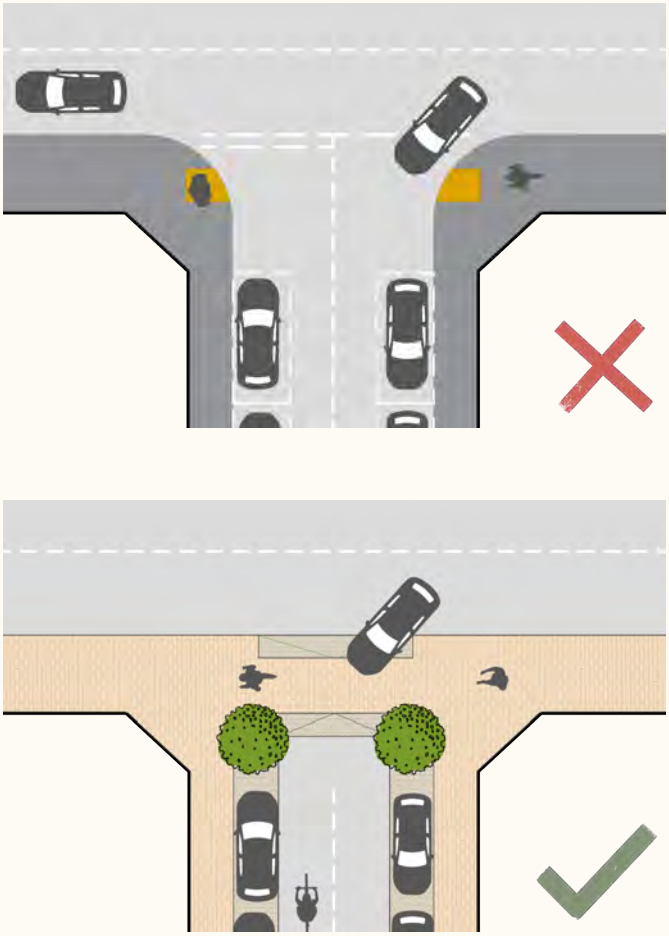
MUST Crossings must be constructed in the same material as the footway, or at least a contrasting material to the carriageway.

MUST Continuous, or 'Copenhagen' crossings must be designed as continuations of the footway, and maintain the same width, material and levels.

SHOULD New formal and informal crossings should incorporate raised tables to provide traffic calming and ensure pedestrian priority.

Crossing types:

- *Continuous or 'Copenhagen' crossings:* extensions of pavement on entrances to side streets.
- *Raised table junctions:* as described above.
- *Uncontrolled, or courtesy crossings:* normally constructed as a raised table.
- *Zebra crossings:* suitable only for secondary streets.



A conventional side street junction (top) compared to a continuous, or Copenhagen, crossing (bottom).

Example of a continuous crossing in Nansledan, Cornwall.

3.7 Parking strategy

The Birmingham Road Site must be a car-light development. Excessive levels of parking make it difficult to achieve compact, walkable and beautiful streets that are appropriate for the town centre area type that Birmingham Road Site has been designated as. However, it is recognised that most residents will want access to a car.

It is envisaged that the need to own a car will be lower in the future, and ownership and therefore parking demand will likely fall, but demand will still be high in the short term. It is therefore imperative that development does not 'lock in' high levels of parking and allow provision to flex and adapt in the future.

MUST The Birmingham Road Site must be a car-lite development.

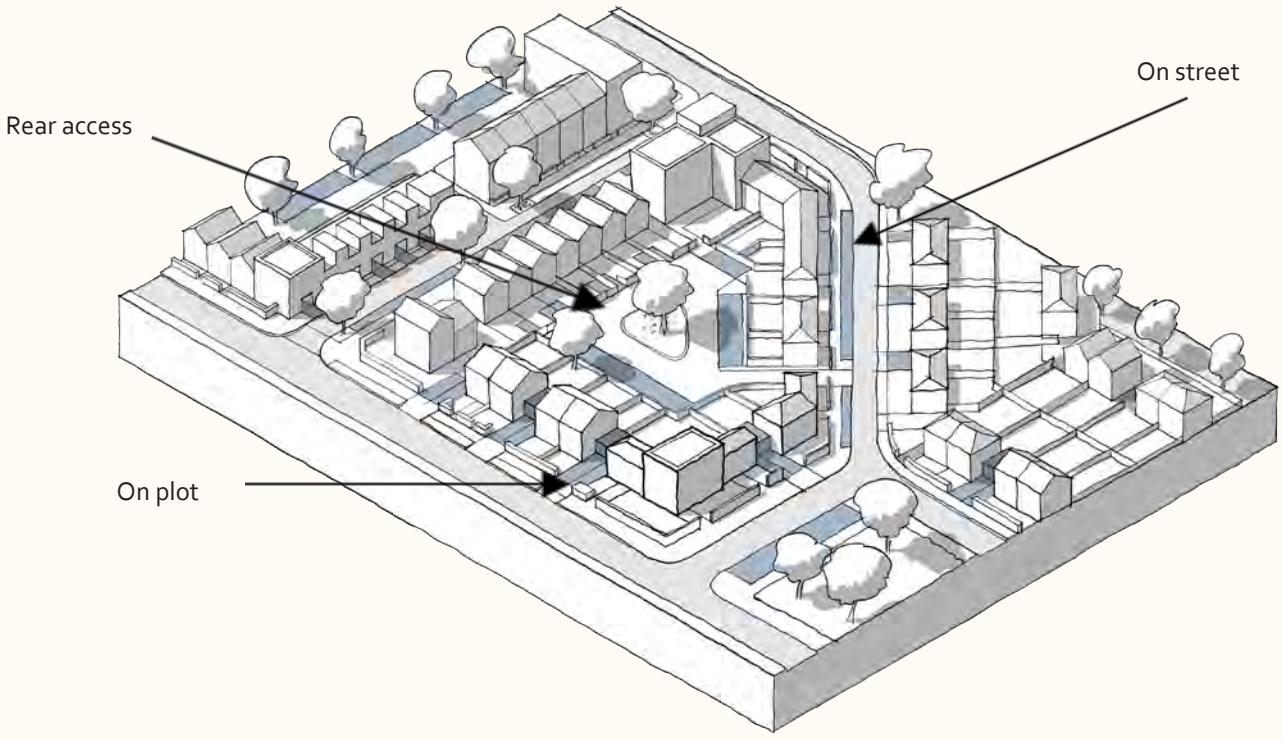
MUST Parking provision must be in line with the spatial strategy as set out below.

SHOULD Development should make use of innovative parking strategies such as peripheral parking.

3.8 Parking spatial strategy

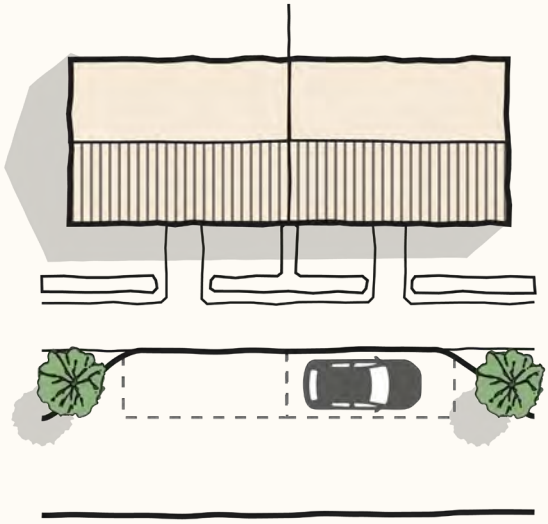
MUST The following parking strategy must be followed:

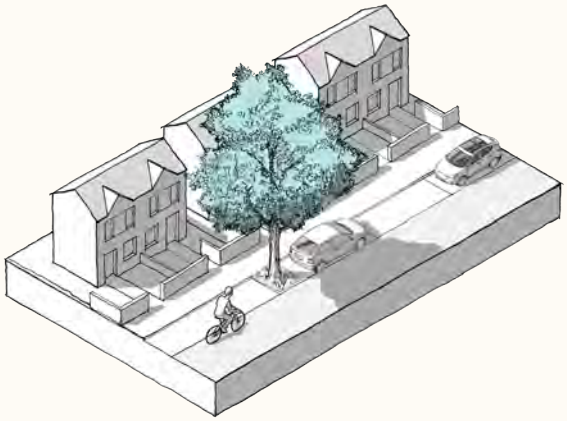
- If parking is required, most parking will be provided on street or in parking courtyards.
- Additional demand will be provided in the following, in order of preference:
  - Offsite parking
  - Peripheral parking
  - Underground parking
  - Temporary car parks on undeveloped plots
  - Built in garages or undercroft parking



Some typical parking locations (see section 7.4 for block patterns).

On-street parking





Examples of how on-street parking should be broken up by regular trees.

MUST On street parking must be broken up by trees or other planting on build outs, at least every four spaces.

MUST Parking must be unallocated, if on an adopted street.

MUST On street parallel bays must be a minimum of 2m wide, and a maximum of 2.2m. They must be a minimum of 4.8m long, and a maximum of 5m.

MUST Bays must be part of the adopted highway.

SHOULD On street parking should be parallel, perpendicular bays should not be used, except where this is more spatially efficient.

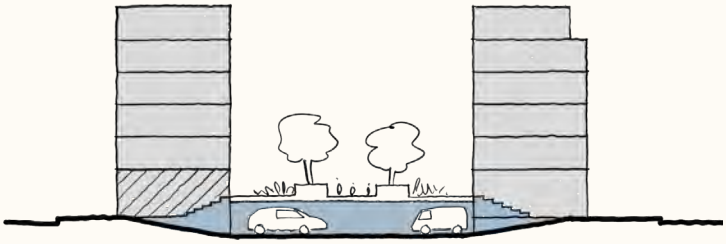
Underground and undercroft parking

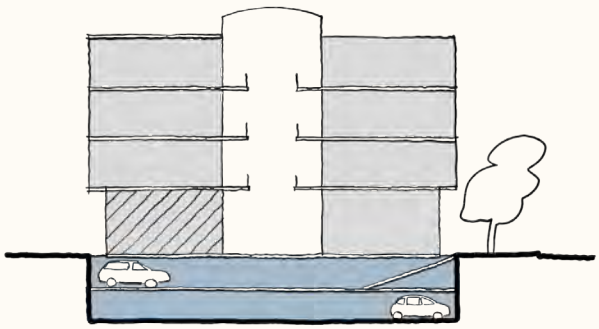
Blocks of flats may use undercroft or underground parking as an efficient way of providing parking within the curtilage of the site, but this can be detrimental to the street scape if not designed correctly.

MUST Parking on the ground floor must only be to the rear of buildings, ensuring that an active frontage on the street is maintained.

MUST Entrances to underground or undercroft parking must be via pavement crossovers, such as a Copenhagen crossing. Large bell mouths that interrupt the pavement line must not be used.

SHOULD Ground floor parking should be in well overlooked locations and should be gated.





Good principles for undercroft and basement parking.

Temporary parking plots

To provide flexibility in the short to medium term, assuming that there will be an increase in offsite parking supply and that overall parking demand will reduce, it will be permitted to use undeveloped plots as small parking areas. These will need careful design to ensure that they don't detract from the streetscape.

MUST Temporary parking areas must incorporate planting, such as trees, low hedges and shrub planning around the perimeter.

MUST Areas must be open to the street to allow surveillance.

MUST Entrances must be via pavement crossover, such as a Copenhagen crossing.

MUST Plots on primary or secondary street frontages must not be used as temporary parking plots.

SHOULD Surfacing should be temporary and permeable, suitable materials include gravel, reinforced grass and grasscrete.

Development of temporary parking plots

1. Site plots are laid out

2. Plots partially developed; five plots used for parking

3. At a later date, those five plots are developed, and the quantum of parking is reduced

As parking needs reduce, some temporary parking plots can be turned into housing or public space.

Rear access parking

This refers to parking within a block, to the rear of homes. This could be in the form of either a parking lane or a rear access courtyard.

MUST Rear parking must be overlooked by surrounding buildings.

MUST Rear parking areas must be enclosed within the block structure and must not front onto the street.

MUST Homes served by rear parking must have their primary access onto the public street, only secondary access can be provided at the rear.

Rear parking: in this example it is accessed through an archway between homes.

3.9 Cycling strategy

To encourage cycling it will be necessary to provide safe and convenient cycle storage for all new homes. This can either be:

- *On plot:* either external or internal, covered or uncovered.
- *Shared:* in an internal or external shared bike store.

MUST A minimum of one bike space must be provided for each new home, with one additional space for each additional bedroom. For example a two bed home would have two spaces. Passive provision can be made, for example, by providing general storage space big enough for bikes if required.

MUST Standalone cycle stores and shelters must be constructed in accordance with the material and design standards set out in this code.

MUST Flats or apartment buildings must have internal cycle storage facilities.

SHOULD Terraced homes should provide cycle storage either internally or in shared cycle stores or shelters.

3.10 Electric vehicle charging

All developments must be planned to accommodate EV charging. This will aid the council meet its carbon reduction plan.

MUST All new parking bays, on street and off street, must have access to an EV charging point. A car within a parking space is generally seen as chargeable if it is within 5m of a charge point.

MUST Chargers must be positioned so that it is possible to charge a car without trailing cables across the footway.

MUST On street pillar point chargers should be located in a build out in the carriageway, not on the footway.

SHOULD New EV charging equipment should be integrated into other street furniture.

EV charger integrated into street furniture and a discreet wall-mounted charger.

4

Nature

4 Nature

4.1 Green Infrastructure

Green infrastructure refers to green spaces and features that deliver health and environmental benefits. This includes green roofs, street trees and sustainable urban drainage systems (SuDS).

While Lichfield has good access to the countryside and quality green spaces such as Stowe Pool and Beacon Park, it is still important to ensure that the urban spaces within the town are sufficiently green to maximise people's exposure to greenery and all the benefits that entails.

Good green infrastructure, little and often, will increase biodiversity, provide amenity value and beauty, improve the residents' physical and mental health, reduce air and water pollution and minimise flood risk.

MUST — All new streets must incorporate greenery, as set out in the street typologies section of this code.

MUST — New buildings facing the street must have provision for street facing greenery, for example in small front gardens, in balcony planters or space for pots and small plants around the edge of the building.

MUST — Trees and planting must be coordinated with underground utilities at an early stage. Common utility corridors must be provided and planned around trees.

SHOULD — Existing mature trees should be preserved and not removed.

SHOULD — Street trees should be planted in build outs to ensure a minimum 2m clearance on footways.

SHOULD — Amenity grass should only be used for accessible recreational areas, such as parks or parklets, or areas for sitting and gathering.

SHOULD — Tree pits should incorporate low level planting to maximise opportunities for greenery and improve biodiversity.

There is a wide range of other guidance available on trees and greenery. It is recommended that reference is made to:

- TDAG (2014) Trees in Hard Landscapes; and
- NJUG (2007) Guidelines for the Planning, Installation and Maintenance of Utility Services in Proximity to Trees.

4.2 Species selection

It is important to use the right mix of tree and plant species that are appropriate for Lichfield's environment. A diverse mix provide variety and interest in the public realm, improve biosecurity and resilience, and increase biodiversity.

MUST — The species selection must consider the space available for the tree canopy.

SHOULD — A mix of tree families, genera, and species should be used across a development unless an individual tree species is being used to define the street.

Street Trees

Whilst single species may afford coherence in a designed layout, it is advisable to include a variety of species in any scheme in case of disease. Fastigiate varieties of tree with an upright, compact crown are most suitable for narrower streets, while larger canopy trees are preferable for wider streets.

4.3 SuDS and drainage

Sustainable Drainage Systems (SuDS) reduce the impact of runoff from urbanised areas by mimicking natural drainage conditions. This helps reduce flooding, improve the quality of water in our streams and rivers, and recharge the underground aquifers as well as providing amenity and biodiversity.

MUST — All developments must include sustainable drainage systems (SuDS).

MUST — The design of components must be in line with the Staffordshire County Council SuDS guidance.

MUST — Developments must use infiltration drainage, either partially or fully, unless not technically feasible.

MUST — Sustainable drainage systems (SuDS) must be integrated into the streetscape and landscape of a development, they must not be isolated features.

SHOULD — New developments should seek to reduce runoff to greenfield rate where practical. A minimum rate of 1l/s will be accepted.

Well integrated urban SuDS in Cardiff.

SuDS in Hackney, London (above) and street trees and ground planting in Lichfield (below).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5

Use

5 Use

5.1 Variety and activity

Good mixed-use places feel alive, and contain a variety of buildings, people, businesses and activities. Lichfield's core is a large mixed-use network of streets, with a proud heritage of independent shops and businesses. The mixed-use approach must be continued on the Birmingham Road Site.

However, with the site near Lichfield's centre, and a new cinema with food and beverage also opening nearby, the area need not be saturated with more offices and shops.

SHOULD New development on the Birmingham Road Site should have some commercial, retail and leisure ground floor uses.

SHOULD New development should contain some food and beverage outlets to promote footfall and social interaction.

SHOULD Commercial ground floors should be concentrated in clusters around public realm focal points such as squares, key crossings or the most populated throughfares.

SHOULD Studio and commercial space should be included on the site that is accessible for a variety of community and local uses.

5.2 Housing mix

A mix of types and tenures of housing is essential in creating diverse, resilient, and healthy communities. By developing sites on a plot-by-plot basis, and by creating buildings with flexible layouts, there is huge flexibility in the potential housing mix on any site.

MUST New developments must be 'tenure blind', with no clear visual or geographical distinction between tenures.

MUST Affordable housing provision must be distributed throughout sites, not concentrated on one street or corner of a development.

SHOULD Larger homes should be designed to allow later conversion into smaller flats or maisonettes.

A mix of shops in Lichfield.

6

Public Space

6 Public Space

6.1 Street design principles

The majority of public space is formed by streets, so their design has a significant impact on the quality and character of development.

There are a wide range of existing street types in Lichfield, from pedestrianised high streets through to small alleys. As a town centre type, the Birmingham Road Site will match Lichfield's historic centre where streets tend to be formal in character, with regular building lines and typologies.

It is intended that all new streets will be 'adoptable', meaning that they will become publicly owned and maintained by Staffordshire County Council. Even where streets serve a limited number of homes, they would still be suitable for adoption if they provide a useful walking or cycling route across a development.

MUST — New streets for the site must be in accordance with the street types set out in this code.

MUST — Surfaces must be paved using the material palette presented in this code.

SHOULD — All new streets should be offered for adoption by Staffordshire County Council, and as such designed and built to adoptable standards.

6.2 Street types

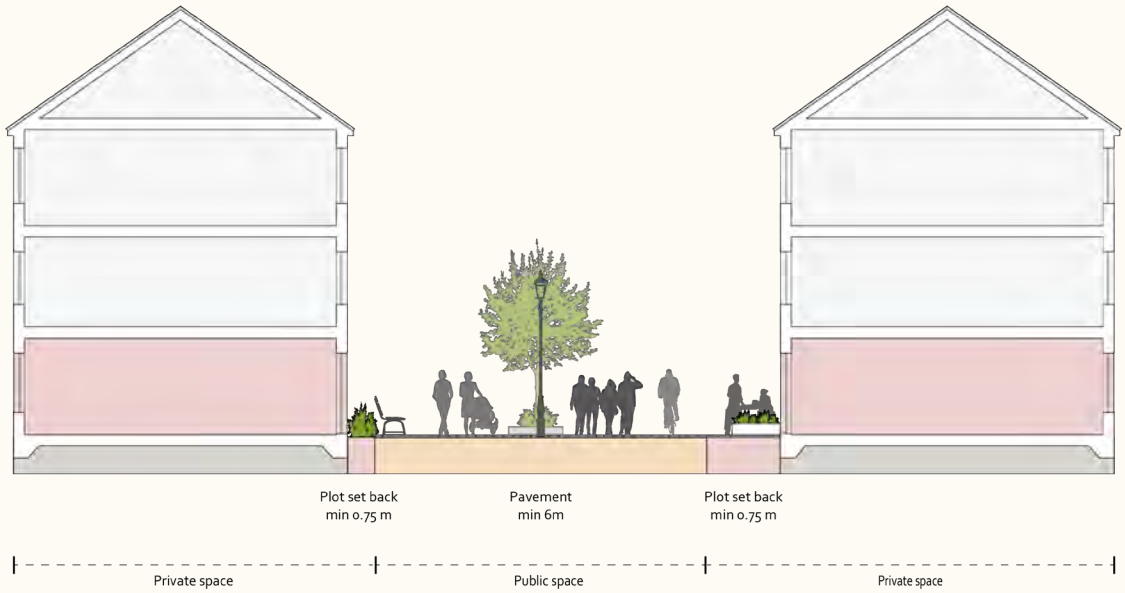
The following street types are set out in this code, these are broadly in line with the street types set out in the National Model Design Code (NMDC), but only includes lower order streets, as new primary streets are not suitable for the Birmingham Road Site.

	Traffic-free high street	Local Street	Residential mews - with parking	Residential mews - no parking	Alleys - no vehicle access
Carriageway width	N/A	4.8m (min) 6.0m (max)	6m (min) 9.0m (max)	6.0m (min) 8.0m (max)	4.5m (min) 5.5m (max)
Pavement width	6.0m	2.0m	N/A	N/A	N/A
Plot-set back	0.75m	0.5m (min) 2.0m (max)	0.3m (min) 0.5m (max)	0.3m (min) 0.5m (max)	N/A
Overall width (between buildings)	7.50m	17.0m (max)	7.6m (min) 9.0m (max)	6.0m (min) 8.0m (max)	4.5m 5.5m
Design Speed	10mph	20mph	10mph	10mph	N/A

Traffic-free high street

Lichfield's pedestrianised and traffic-light centre will be mirrored in the Birmingham Road Site. A traffic-free commercial street can act as the main artery through the Birmingham Road Site. Traffic-free high streets can receive vehicular deliveries at certain times.

Typical cross section (not to scale)



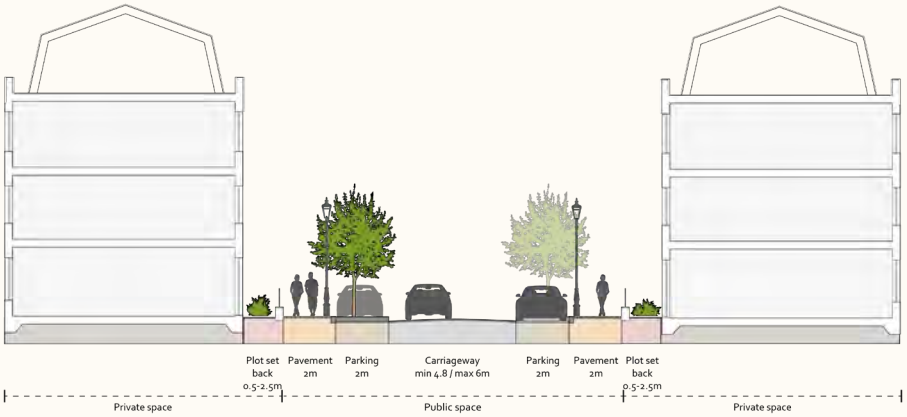
A traffic-free High Street in Lichfield (Market Street).

Local Streets

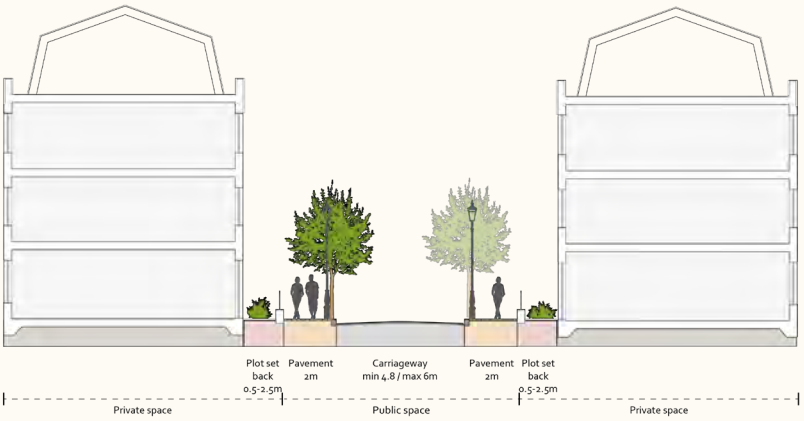
Local streets are residential, although may contain some commercial and are open to vehicle traffic but must not be used for through traffic and should be filtered where possible. Parking should be provided on street and should be broken up by regular street trees or build outs.

The footway must be separated from the carriageway by a kerb and must be laid in a different material. Front gardens should be no more than 2m deep.

Typical cross section (not to scale)



Local street with parking



Local street without parking

An example of a local street without parking in Lichfield.

A local street with parking (Goldsmith Street, Cambridge).

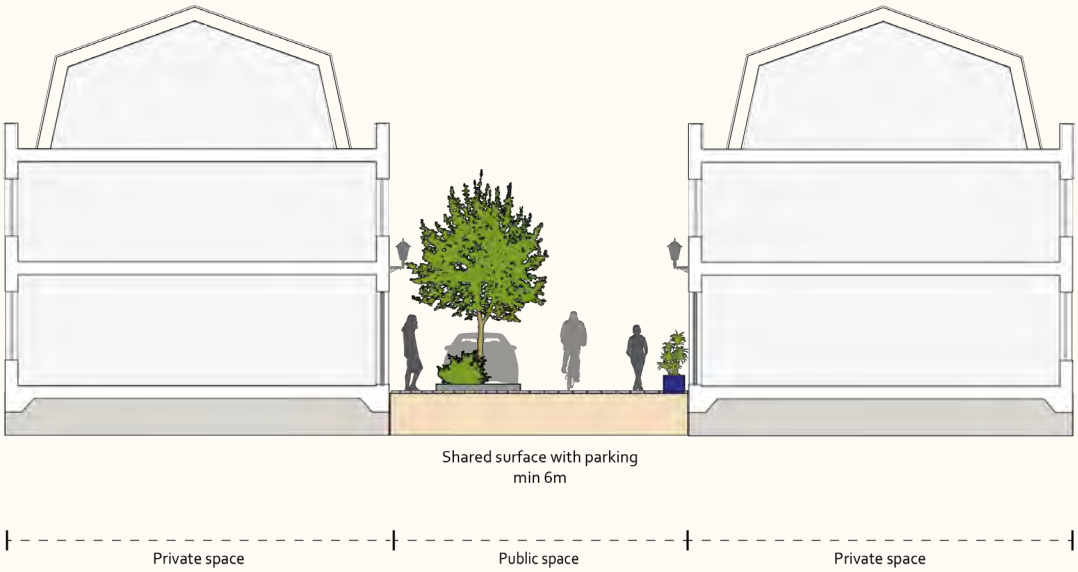
Tertiary Streets – Residential Mews (with parking)

These are narrow residential streets lined by homes, often to the rear of large houses. They should provide a through route. Cars are permitted, and parking should be provided in clearly delineated locations. Refuse collection should be provided outside of the mews, ideally in communal facilities, so access for large vehicles is not required.

The surface is level, with no separate pavement, and should be laid in good quality paving material, not tarmac. A private set-back in front of homes should be provided to allow for drainage, overhangs, etc. but this should be at the same level and laid in a similar material as the adoptable street surface. The street should include occasional, informal, planting and furniture but a 3m minimum clearance must be provided to allow for emergency vehicle access. Lighting should be wall mounted, but freestanding lighting columns can be used if clearance can be achieved.

Homes on mews streets can be up to three storeys high.

Typical cross section (not to scale)



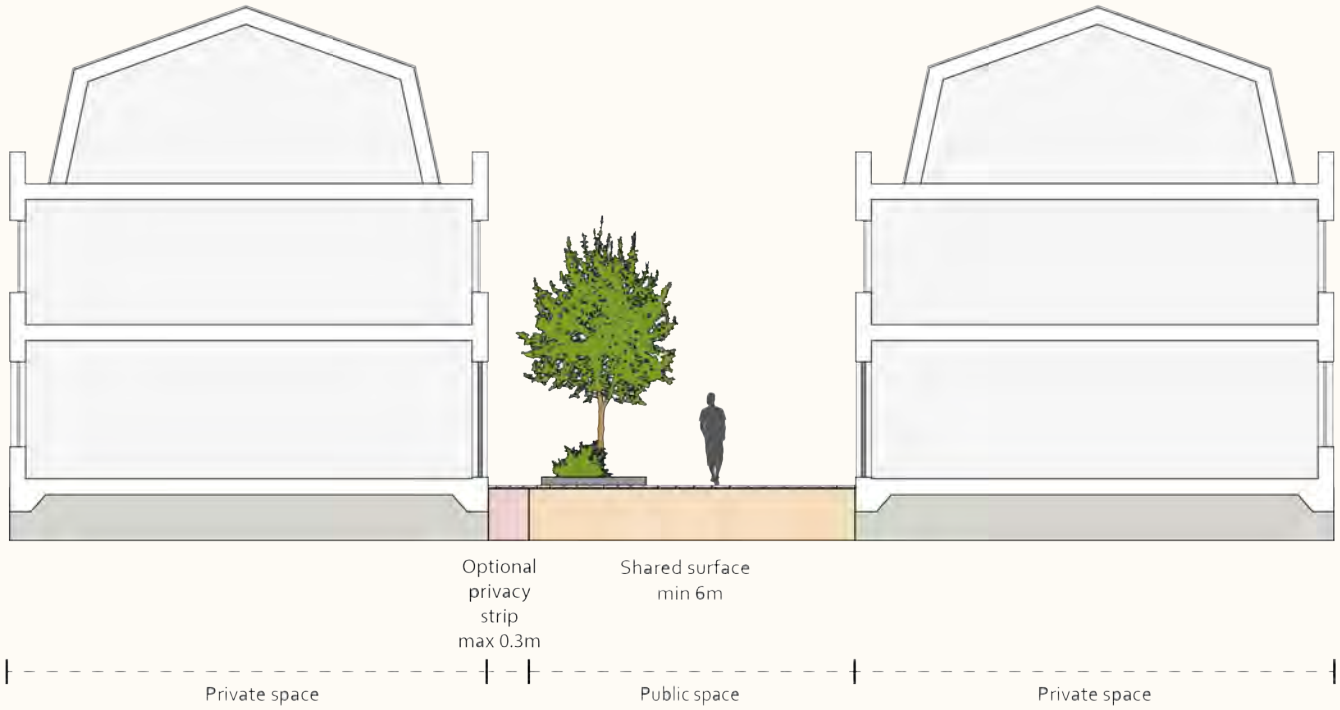
A residential mews street in Lichfield with parking.

A residential mews street without parking (Poundbury).

Tertiary Streets – Residential Mews (no parking)

This is a variation of the residential mews, with the same design criteria, but without parking. This allows the street to be narrower and less dominated by cars. However, occasional car access, along with emergency vehicle access is permitted.

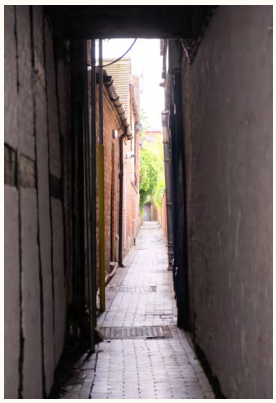
Typical cross section (not to scale)



Tertiary Streets – Coaching entrances and alleyways (no vehicle access)

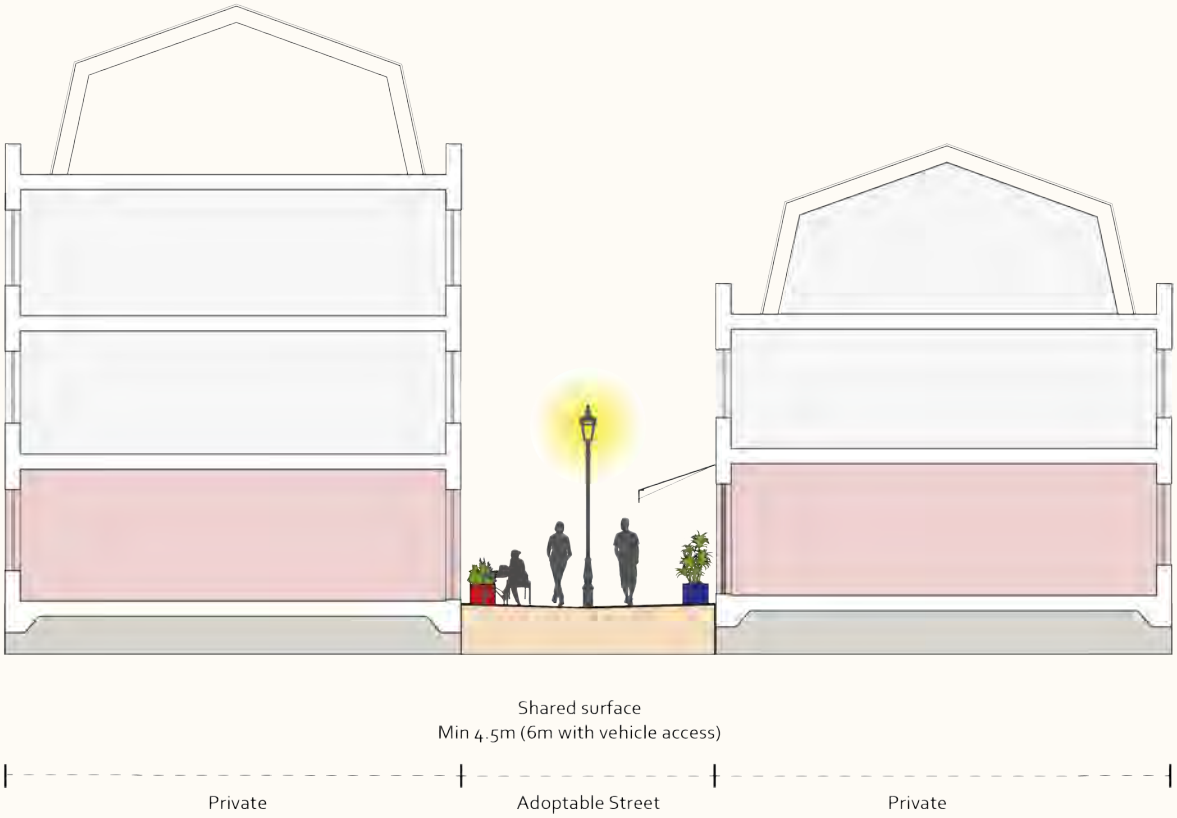
Lichfield has many coaching entrances and alleys through buildings. Coaching entrances lead to inner courtyards that access residential entrances. Alley's connect other tertiary and local streets. The alleys can be partially covered and contain shops and commercial premises.

Lichfield's coaching entrances are a reminder of its heritage as a major coaching stop.



Alleyways add interest to Lichfield's streets.

Typical cross section (not to scale)



6.3 Street materials

Paving materials must be easy to maintain and replace, durable and of attractive appearance appropriate to the local character. A simple palette, with a limited number of materials and colours is preferable. Using too many paving types can result in an incoherent environment that will be hard to maintain and repair. Consideration must be given to the whole life costs of materials when deciding which to be used.

MUST The following material matrix must be adhered to for all new streets, both private and adoptable.

Clockwise from top left: shared surface on a traffic-free commercial street; a variety of clay pavers help delineate the carriageway; granite setts; clay pavers can be used on raised pavements too.

Surfacing Materials

	Traffic-free high street	Local Street	Residential mews - with parking	Residential mews - no parking	Alleys - no vehicle access
Carriageway	· Clay pavers · Clay pavers (permeable) · Natural stone (granite) · Resin bonded gravels	· Asphalt · Proprietary systems, such as thin surfacing systems	· Clay pavers · Clay pavers (permeable) · Natural stone (granite) · Resin bonded gravels	· Clay pavers · Clay pavers (permeable) · Natural stone (granite) · Resin bonded gravels	· Clay pavers · Natural stone (granite) · Resin bonded gravels
Parking Bays	N/A	· Asphalt · Permeable asphalt · Clay pavers · Clay pavers (permeable)	· Clay pavers (delineated)	N/A	N/A
Pavements	· Clay pavers · Natural stone	· Clay pavers · Natural stone	N/A	N/A	N/A
Raised tables	· Clay pavers · Natural stone	· Clay pavers · Natural stone	N/A	N/A	N/A

6.4 Squares and parks

New neighbourhoods require focal points, these can take the form of small village style greens, garden squares or small parks, or formal town squares. All of these spaces provide informal settings for activities such as meeting, resting, playing, and holding events.

Lichfield residents consistently expressed a desire for new public realm that could serve as a focal point for the community, offering space to 'watch life go by' as well as hold public events. In visual preference surveys with Lichfield residents, smaller, well-enclosed public realm with greenery and vertically arranged, detailed architecture were preferred.

Left to right: examples of a village green, a town square and a garden square.

Well enclosed public realm with greenery had high approval from Lichfield residents. Neal's Yard (left) and Southgate Place, Bath (right) were popular in visual preference surveys.

MUST The Birmingham Road Site must include new public spaces and green spaces, distributed throughout the site 'little and often'.

MUST New public spaces must include greenery, including trees.

MUST New public spaces, of all sizes, must include seating such as benches.

SHOULD There should be clear delineation between public and private spaces.

SHOULD New public spaces should act as a focal point for activity, and buildings with a public function, such as school, churches, cafes or pubs, should be placed around new public spaces.

6.5 Street furniture and lighting

Alongside their function, high quality street furniture and lighting can greatly contribute to the identity of a place, giving visual interest and 'colour' to new development. Conversely, poor quality street furniture can significantly detract from a sense of place.

Bins

MUST Bins must be provided on all new local streets, tertiary streets and in new parks and squares.

SHOULD Litter bins should be cast iron or steel, not plastic.

SHOULD Enclosures should be painted black or dark green.

SHOULD Bins should be partially enclosed.

SHOULD Separate bins should be provided for recycling and waste. Combined bin units can also be used.

Benches

MUST New public spaces must include benches.

SHOULD Benches should be distributed along key walking routes, ideally every 60m to provide convenient places to rest.

SHOULD Benches should normally be distributed around the edge of public spaces and not have exposed backs.

SHOULD Benches should be cast iron, stone, or hardwood timber, or a combination (e.g cast iron supports with timber seat and back).

SHOULD Non cast-iron types of metal, such as stainless steel should not be used.

Good examples of cast-iron, timber and masonry benches.

Signage

MUST Signage must be limited to essentials only to avoid clutter, and signage must be combined on shared posts, or lamp posts, wherever possible.

SHOULD Street signs should be mounted on buildings wherever possible.

L-r: Cast iron black signpost in Lichfield; wall mounted signs using cast iron mounts.

Lighting

MUST All new streets must include street lighting.

MUST On local and tertiary streets, and in new public spaces, lighting columns must be a maximum of 5m high.

MUST New light columns must be metal.

MUST Street lighting must have a colour temperature no higher than 3000 Kelvin to minimize the amount of harmful blue light in the spectrum. Lights with a colour temperature down to 2,200K can be specified in residential mews streets.

SHOULD New streetlights should use 'heritage' style lanterns and finished in black.

SHOULD Lanterns should be mounted on columns or on buildings.

Cast-iron lampposts in Lichfield.

Examples of new 'heritage' style lanterns.

7

Built Form

7 Built Form

7.1 Introduction

Lichfield's built form derives from its establishment as a cathedral city. Its streets have survived over a thousand years and are a resilient and enduring heart to the town.

The Birmingham Road Site must continue this built form to create a coherent addition to Lichfield that is integrated into the existing streets, making it a gateway to the centre, not an illegible and siloed 'quarter' on the edge, with disconnected building and street typologies.

7.2 Density

Historic urban cores such as Lichfield's have high densities. The Birmingham Road Site has been designated a town centre area, it should therefore achieve a similar density to Lichfield's core. As Lichfield's centre shows, this does not require tall buildings, or cramped block patterns. This can be achieved through 'gentle density', using low to mid-rise buildings arranged in streets.

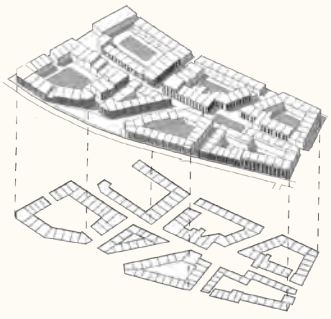
SHOULD — The site should achieve a minimum density of 70 dwellings per hectare (gross), providing between 200-300 homes on the site.

7.3 Urban grain and plots

MUST — Development must be a 'fine-grained' form, with a high enough plot coverage to achieve the density required in section 7.2 within the height parameters set in section 7.6.

SHOULD — Plot widths should be between 5 and 9.5 metres.

SHOULD — For wider building requirements up to two plots can be combined but should retain a fine-grained vertical massing to avoid long inactive facades.



An indicative example showing how the Birmingham Road Site must be arranged according to fine-grained plots with high plot coverage.

7.4 Blocks

A fine-grained masterplan can be also achieved with well-designed blocks that have clearly defined fronts and backs, with active frontage and parking either on-street or in hidden courtyards. It is essential that new developments respect the surrounding block and street pattern.

The main principles that should underpin the layout of the Birmingham Road Site are:

- A network of connected streets, of different widths
- A mix of house types predominantly terraced and flats (either maisonette or mansion block')
- Consistent building line with some variation permitted
- A mix of parking types
- Green spaces 'little and often'
- Rear parking and mews overlooked by houses
- Pedestrian permeability
- Using walls as boundaries

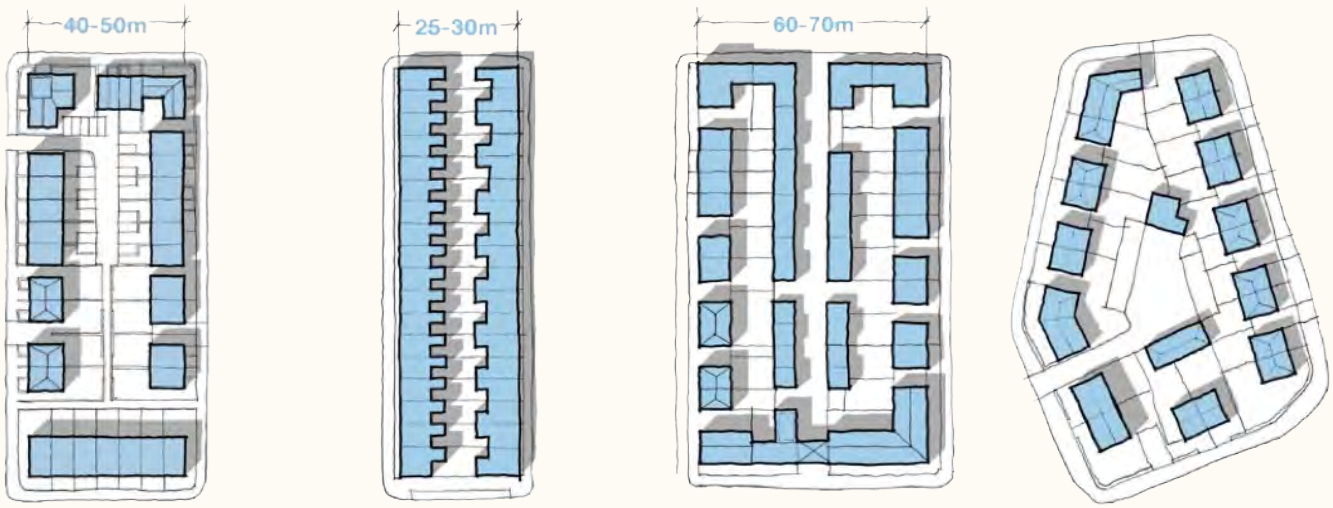
MUST — Buildings must define the perimeter of the block, ensuring that the frontages are street (public) facing, and providing any private gardens or communal private spaces to the rear of the building.

MUST — Rear gardens and backs of buildings must not back onto public spaces such as greens or squares.

MUST — All street-facing facades must have windows (especially important for corner buildings).

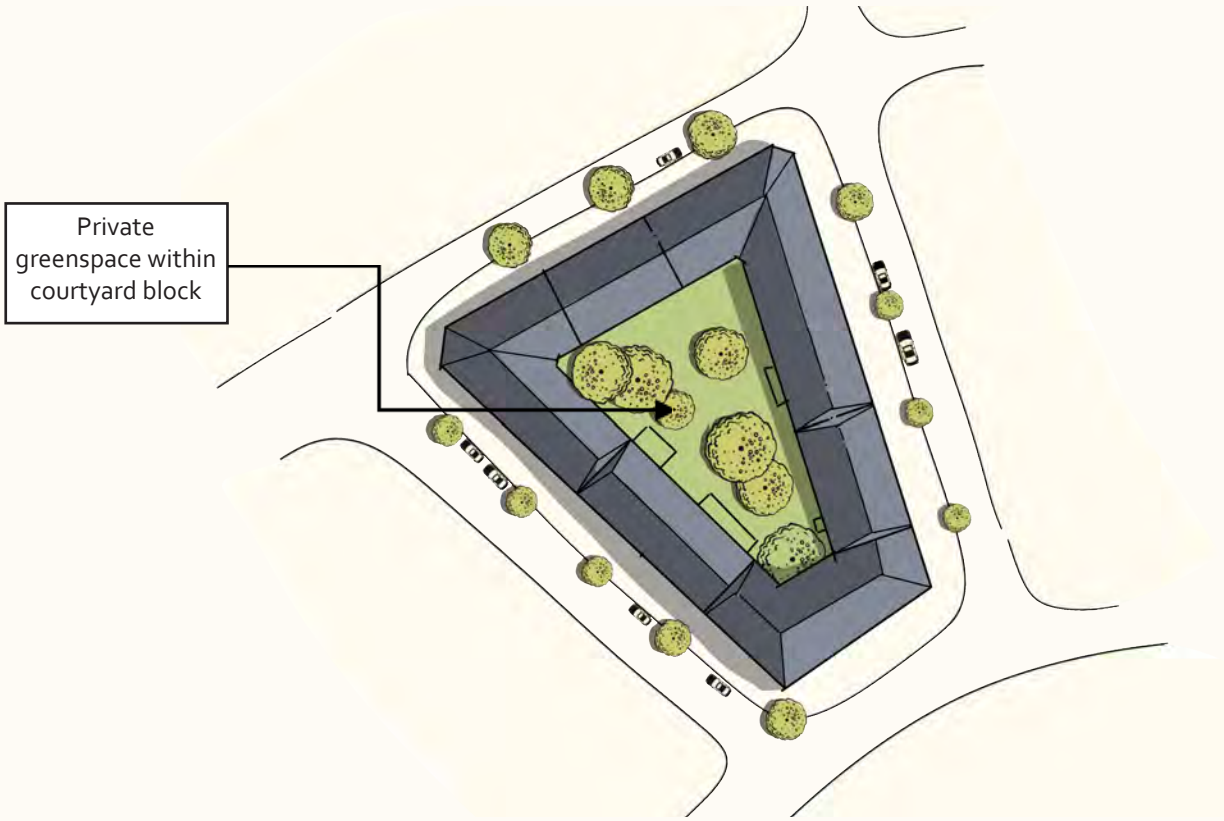
SHOULD — Blocks should be between 50-100m long. Longer blocks should have alleyways or mews throughfares to allow pedestrian permeability.

SHOULD — New blocks should be in the form of perimeter blocks, terraced blocks, mews blocks or courtyard blocks (see below).



Perimeter Block **Terraced Block** **Mews Block** **Courtyard Block**

The following block patterns give examples of how development on the Birmingham Road Site could be designed using perimeter, terraced and mews blocks. The strength of these block forms is that they are highly flexible and can be arranged together in different combinations.



Courtyard block with no parking and shared private green space.

Mews block with parking and a small square.

Mews block with mews and courtyard parking.

7.5 Building line

Maintaining a consistent building line is essential to defining public space and creating a legible built environment. Conversely if the building line is too rigid, this can be monotonous. Some variation in the building line is therefore permitted.

MUST Building line compliance on a street must not be lower than 90 per cent.

7.6 Building types

Variety is an important feature of attractive and engaging urban realm. Lichfield's Georgian centre has a wide variety of buildings, with few terraces featuring the same building type consecutively.

MUST New streets and public realm must have a variety of building types.

SHOULD The same building type should not be used more than six times consecutively

Here a variety of building types are used to create a diverse and rhythmic street frontage, drawing on Lichfield's centre.

Extended terraced forms are not found in Lichfield's centre: the same house type should not be used more than six times consecutively.

7.7 Heights

Building heights play a large role in defining a sense of place. The Birmingham Road Site is a highly sensitive site adjoining Lichfield's historic core, bridging it to Lichfield City Station.

Building heights here indicate total height (so include roof height, but not smaller extrusions such as chimneys.) A storey is defined as 3 metres, e.g 3 stories is equal to 9 metres and 4 stories is equal to 12m.

MUST New development must not exceed five storeys.

SHOULD Development on the Birmingham Road Site should be taller (4-5 storeys) on the eastern portion of the site where the impact is minimised by the height of the former Debenhams building.

SHOULD Along Frog Lane building heights should not exceed three storeys .

SHOULD Along St John Street heights should not exceed three storeys.

SHOULD To achieve higher densities increased enclosure setbacks should be used on taller buildings.

Suggested height plan: higher densities are permissible closer to the former Debenhams building on the northeast of the site.

7.8 Sightlines

MUST Lichfield Cathedral's main spire must be visible from the viewpoint immediately outside Lichfield City Station. This can be done through lower building heights or by aligning a street along the sightline.

Lichfield Cathedral is visible to the left and St Mary's Church to the right. The main spire of Lichfield Cathedral must be visible from the station exit.

8

Identity

8 Identity

A city or town's identity is a crucial component of how residents relate to and experience the place they call home.

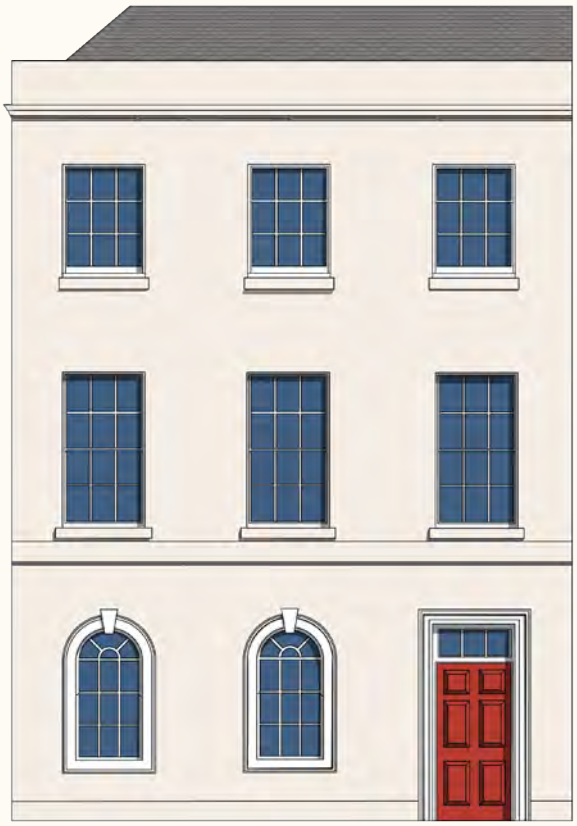
Few things define urban identity more than historic buildings and the built environment. Lichfield boasts a unique and strong urban identity deriving from its abundance of Georgian architecture and the in-tact 'palimpsest' of a medieval and Georgian town plan. This surrounding context provides numerous 'design hooks' for the development of the Birmingham Road Site which can help create somewhere with a clear 'sense of place'. Any place that could be anywhere risks being nowhere.

8.1 House types - principles

These house types are Illustrative, rather than definitive designs, of the architectural quality and principles required for the Birmingham Road Site based on clear feedback from community engagement work with Lichfield residents.

Different house types can be used but they should still adhere to the wider policies in this design code. If they do this in line with other principles set out in this Design Code, they will be more likely in many situations to receive permission.

In line with Section 5.2, the homes can be designed as flats or 'maisonettes' or converted into them if required. Each building type can be used as either part of a terrace, or a detached building if required.



Above: 3-storey, 3-bay terrace house or maisonette

Above: 3-storey townhouse or maisonette

Left: 4-storey terraced flats with commercial ground floor; Right: 4 storey terrace with masard roof

Left: 4-storey 'mansion' with keystone in lintels; Right: 3 storey home or flatted townhouse

Above: 3-storey 'Georgian mansion'

Above: Contemporary 'Victorian' flats

Above: 3 storey contemporary terraced types using arched and segmental lintels

Left: 'Victorian' house type with oriel window; Right 3 storey contemporary terraces with casement windows

8.2 Principles for contemporary architecture

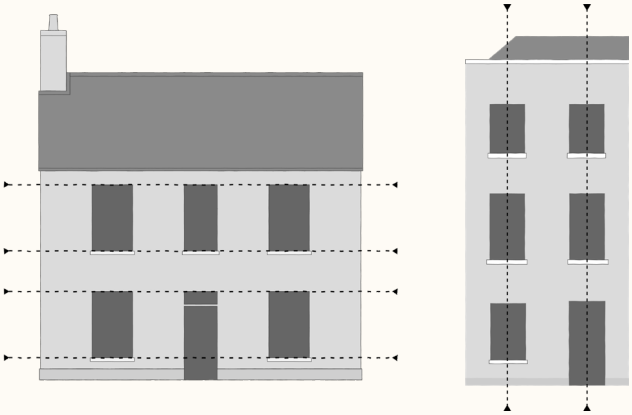
Contemporary design and architecture can complement traditional design by adhering to key principles of appropriate scale, materials, colours and detailing.

The Birmingham Road Site should aim to predominantly use traditional house types, interspersed with sensitively designed contemporary buildings.

Contemporary buildings can rhyme with and enhance the setting of the historic buildings.

8.3 Façade composition

A façade is a building's face to the world. It is important not just to the look of a home or shop, but to the nature of a settlement. Lichfield's distinct architectural character, inextricable from its Georgian legacy and its enlightenment-era ties, adheres to the principles of coherency, symmetry and order.



MUST The size, type and spacing of window and door openings is crucial. A building must not have a random, haphazard series of openings.

SHOULD New buildings should be well-proportioned and relate to the human scale.

SHOULD Window openings should account for 25-40 per cent of the front façade to achieve balance between wall and void.

SHOULD Facades of houses should aim for symmetry either as a whole or within individual elements of the façade, as demonstrated below.

SHOULD Movement joints should be designed as part of the overall composition. Joints should be concealed behind rainwater downpipes, at internal corners or as design recesses.

SHOULD The top and bottom of windows should align as shown in the diagram. Ground floor windows should align with the top of either the door or with a fanlight, canopy or an ornamental element such as string course. The exception are semi-circular fanlights, which do not have to align.

SHOULD All buildings should have a plinth with a height of at least 10cm from the ground.

8.4 Materials – principles

The use of good quality, attractive vernacular materials will be essential for creating beautiful new streets and buildings that look and feel like Lichfield. The façade of even the simplest building can be elevated through the use of good quality brickwork, windows and joinery.

The vernacular of Lichfield is rooted in the availability of local materials. Red brick traditionally used local clay and is prolific in Lichfield, while the distinctive Keuper sandstone was used to build Lichfield Cathedral and parish churches, sourced from local quarries.

Prior to brick, timber was the dominant housing material, used for frames filled with wattle and daub. The timber frames can be seen best in the Tudor Café on Bore Street, or Cruck House on Stowe Street. Common with Georgian buildings was the use of slate roof tiles, however clay tiles were also common in Lichfield during the 19th Century.

8.5 Materials – brickwork

Brick is the dominant building material in Lichfield and underpins its local distinctiveness. Historically, Staffordshire brick was noted for its deep red colour. Brick should be the material of choice for most buildings on the Birmingham Road Site owing to its flexibility in form, colour and arrangement.

It is essential however that good quality bricks are used. Cheaper, dull, 'engineering' bricks will create cheaper, dull-looking places. Bricks must reflect the richness of Lichfield's existing brick palette.

MUST New brickwork must be in line with the brickwork palette presented below. The existing examples presented in images below should also be used for reference.

MUST All bricks on building façades or street facing elevations must be moulded or 'stock' brick. Wire cut, extruded or engineering bricks must not be used, except where they are not visible. Brick slips or tiles can be used but must have the appearance of moulded or stock bricks.

MUST An appropriate colour mortar, in line with the palette presented below, must be used on the house types presented in this code.

SHOULD Brick should be the material of choice for most buildings owing to its flexibility in form, colour and arrangement.

SHOULD Most brickwork façades should be laid in Flemish bond.

Brick Type 1: Orange-red multi bricks

High specification option

Example: Michelmersh Hampshire Stock Light Multi

Medium specification option

Example: Ibstock Birtley Olde English

Brick Type 2: Rustic bricks

High specification option

Example: Vande Moortel Antique red

Medium specification option

Example: Marshmoor Olde Essex Red Multi

Brick Type 3: glazed

For 'burnt end' headers, chequer effects, ground floor 'rustication' and other details. Colours can vary according to design.

High specification option

Example: Wienerberger Colour Fusion Range

Medium specification option

Example: EH Smith Marine Green

Mortar

Permissible mortar colours and textures

White

Example: The Lime Centre lime or cement mortar in 'Chalk'

Cream

Example: The Lime Centre lime or cement mortar in 'Bath'

8.6 Materials – render and stucco

Another characteristic architectural feature of Lichfield is the use of render or stucco, exemplified by Samuel Johnson's House. Render is an important visual punctuation and a splash of colour where brick is the dominant material and should be used on the Birmingham Road Site. Historically stucco was used as render material, yet contemporary lime-based render is acceptable.

Rendered facades are an attractive way to break up the dominance of brick.

Render must be a smooth 'float' finish, and be of lime-base or stucco.

MUST Render material must be a smooth 'float' finish.

MUST Render material must be lime-based or stucco.

MUST Rendered buildings must have proper runoff systems to prevent staining, namely a cornice. Good quality cornicing prevents water running down the wall.

SHOULD Render colour should be an off-white, but different (appropriate) colours can work, which should be agreed by Lichfield District Council.

8.7 Roofs

Typical to Georgian architecture, Lichfield contains a large number of hipped roofs or gabled roofs which often sit behind a parapet.

MUST Primary roofs must not be flat.

MUST Tiles must either be plain clay tiles or slate tiles.

MUST Plain clay tiles must be of standard size (265mm x 165mm) and should match the local brick colour as far as practical. Examples are provided below.

MUST Pantiles, concrete tiles or plastic tiles must not be used.

MUST Dormer windows must be situated low down the roof, in the bottom 1/X of the total roof height. Windows must be in the same style as the rest of the building and dormer roofs must be gabled or hipped using the same pitch of the main roof.

SHOULD The roof pitch should be between 40°-45°.

SHOULD The height of the roof should not exceed 4.0m to minimise bulk.

SHOULD Slate tiles should preferably be quarried in the UK. Imitation slate tiles made from reconstituted stone or fibre cement can be used, provided that they are textured and resemble the natural product.

SHOULD PV panels should be installed on all new buildings but should not be visible from the street. PV tiles can be used with slate roofs, providing that they blend in seamlessly with the slate. South facing pitches will be the most efficient for PV energy generation.

SHOULD Barge boards and deep boxed eaves should not be used.

SHOULD Chimneys can be included in a new building; these should be constructed using brick and should be integrated into the heating and ventilation system. For example, as the intake and exhaust for an MVHR system, or to accommodate an air source heat pump.

Orange-red plain clay tiles

High specification option

Example: HG Matthews handmade tiles

Medium specification option

Example: Marley Acme Single Camber - Red Sandfaced

Slate

High specification option

Example: LBS Penrhyn 'Bangor Blue' ®

Medium specification option

Example: SIGA Hertitage reproduction reclaimed slate (grey)

Example: GB Sol PV Slates
Can be used on street facing and non-street facing elevations with slate tiles

8.8 Windows

Windows help define the quality of a building, a place and a neighbourhood. Considering the simplicity of Georgian facades, getting the windows right is essential to the overall quality of new development. In Lichfield sash windows are the most numerous window type, with some casement. Sash windows tend to have panes in a 1-over-1, 2-over-2 or 6-over-6 configuration, some are 4-over-4 but this is less common.

A key feature of most sash windows is their vertical or 'portrait' orientation (except for the attic storey). The window lights on sash windows will also be portrait.

A typical arrangement of sash windows (note the vertical orientation of window lights on ground and first floor, and landscape orientation on the attic storey).

Left: A 2-over-2 sash window; Right: a bay window; Bottom: a casement window on St John's Hospice.

Left: A 6-over-6 sash window; Right: a casement window with masonry surround.

The following rules apply to windows:

MUST	Windows must be constructed from timber, steel, aluminium, or aluminium/timber composite. uPVC must not be used.
MUST	If sash windows are used, these must be the conventional sliding type, rather than mock sash style casement or tilt windows.
MUST	Windows must be recessed into the walls of the building by at least 60 mm.
MUST	Windows must have sills to prevent staining below.
MUST	Window opening must be vertically (portrait) orientated (except on the attic storey).
MUST	Glazing lights must be vertically orientated (except on attic storey).
SHOULD	The maximum sill height of windows should be 800mm. The exception are special window types such as an oculus.
SHOULD	Casement windows should be side hung but can have a 'tilt and turn' function. A window can also incorporate a smaller top hung panel.
SHOULD	Contemporary-type windows without grilles or mullions should be confined to use on contemporary buildings.

Sill heights

MUST

Guard height regulations sometimes change, but the current 1100mm guard height regulation must not be used to deviate from the window proportions outlined in Section 8.

SHOULD

Guardrails should be used to maintain a minimum guard height in cases where the sill is below 1100mm.

Lintels

In line with its Georgian heritage Lichfield boasts an eclectic array of lintels.

A selection of lintels from Lichfield: Baroque, flat gauge, and flat-gauge with masonry keystones.

SHOULD

All windows in brick facades should have arching action brick lintels (this includes flat 'jack' arches) for windows and doors on the main façade. These can be in a different colour, or colour mix, brick to the walls.

Surrounds

Well-designed window surrounds give significant interest to a building façade and inform a sense of place.

MUST

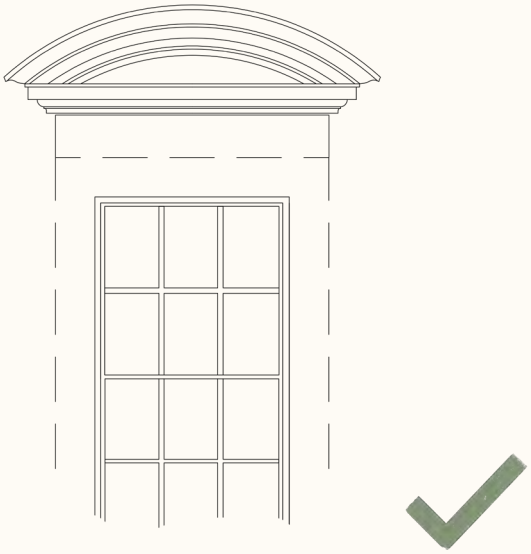
Window surrounds will not be used on every window, but where they are, they must be constructed from timber, stone, reconstituted or cast stone.

MUST

Window surrounds must adhere to Lichfield's historic proportions. They must not be far too wide or tall for the opening they cover.

SHOULD

New residential development should incorporate some window surrounds, which should be appropriate to the building and of appropriate variety across the development.



Correct proportions of lintel/arch to window opening

Incorrect proportions of arch/lintel to window opening

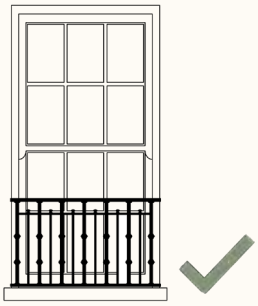
8.9 Balconies and guardrails

Balconies and balconets are an attractive addition to a façade as well as having a beneficial outdoor space, or a greater sense of space for homes. Likewise, guardrails can be attractive additions to windows, provide opportunities for amenities such as greenery, and allow for greater window lengths. They may be necessary to meet guard height building regulations.

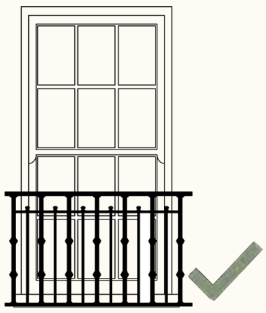
MUST Balcony railings and guardrails must be made of cast iron or timber.

MUST Guardrails must sit within the window jamb.

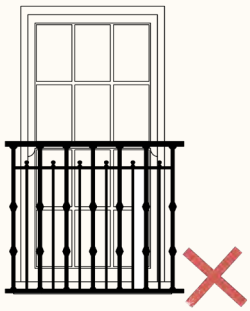
SHOULD Balconies need not be used on each new building, but they should be used on the Birmingham Road Site.



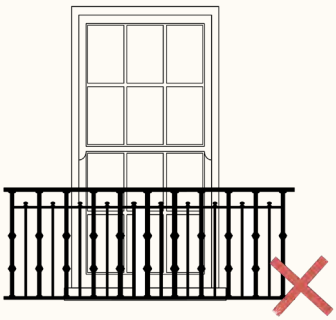
Guardrails should sit within the window jamb



Balcony railings should occupy roughly 1/3 of the window height



Balcony railings must not be higher than half the window height



Balcony railings must not be much wider than the window opening

Good quality balconet design in Lichfield, which doesn't extend beyond a third of the window height, and are only marginally wider than the opening.

8.10 Doors, door surrounds, porches and canopies

Doors should feel sturdy and protective, yet welcoming and attractive. As with its windows, Lichfield has a high-quality precedent of doors.

Left: Open pedimented surround with arch, Right: pedimented surrounded.

Left: Segmental lintel; Right: Flat-arched, trabeated door surround.

Left: Four-centred arch. Centre and Right: Victorian design saw Gothic motifs, such as masonry dressings and 'Venetian' arches.

MUST

Doors must be constructed from timber and be painted. uPVC doors are not permitted.

MUST

Porches and canopies will not feature on all buildings, but where they do, they must be constructed from timber, stone, reconstituted or cast stone or cast iron.

MUST

Porches and canopies must adhere to Lichfield's historic proportions. They must not be far too wide or tall for the opening they cover.

SHOULD

Doors should be painted in a variety of colours.

SHOULD

Where porches are used, the roof pitch and materials should match the building.

SHOULD

Where glazing is incorporated into the door it should match the window style.

8.11 Commercial ground floors

Lichfield's heritage as a market town means many high-quality shop facades remain, making a strong contribution to Lichfield's character. These shop fronts are defined by slim timber or cast-iron mullions, spandrels and multiple window lights, using timber fascia boards.

New shopfronts need not be precise replicas of historical styles, but a similar vernacular can be achieved simply by including certain key elements as outlined in the following code.

Commercial and retail spaces should be flexible spaces to accommodate changing demands over time. Historic forms have proven to be incredibly flexible for use changes, and so make a perfect template for new development.

Ornate shopfronts in Lichfield remain flexible spaces.

Example of simple vernacular mixed-use buildings (built 1993) in a sensitive historic setting, Tarporley, Cheshire.

MUST Where a commercial ground floor, or passive provision for one, is specified, the ground floor must be at least 3.5m high.

MUST Shop fronts must be constructed from natural materials, including timber, brickwork, masonry and ceramic tiles.

SHOULD Fascias should be constructed from durable materials (not plastic) and should be capped by a cornice.

SHOULD Shop fronts should include a retractable awning to provide shade and shelter.

SHOULD When pilasters are used they should be capped with a capital, console bracket and pediment, aligned with the fascia. These can be but do not need to be ornate.

SHOULD Windows should be panelised, and transom lights should be incorporated.

SHOULD Shop doors should be glazed and should incorporate a fan light.

SHOULD Shop fronts should introduce a variety of colours to the street. Adjacent shop units should not be painted the same colour.

Contemporary commercial ground floors

Contemporary shopfronts and commercial ground floors often reflect a large open plan interior and feature minimal façade design, that allow flexibility of use among contemporary retail and dining businesses.

Contemporary retail and shopfronts must still use brick or stone to define the openings.

MUST Contemporary commercial fronts must use masonry or brick to define the openings.

MUST Contemporary shopfronts must not be large, horizontally arranged glass facades.

Ground floor shopfronts must not be large, horizontal glass facades.

CREATE streets

Lichfield District Council