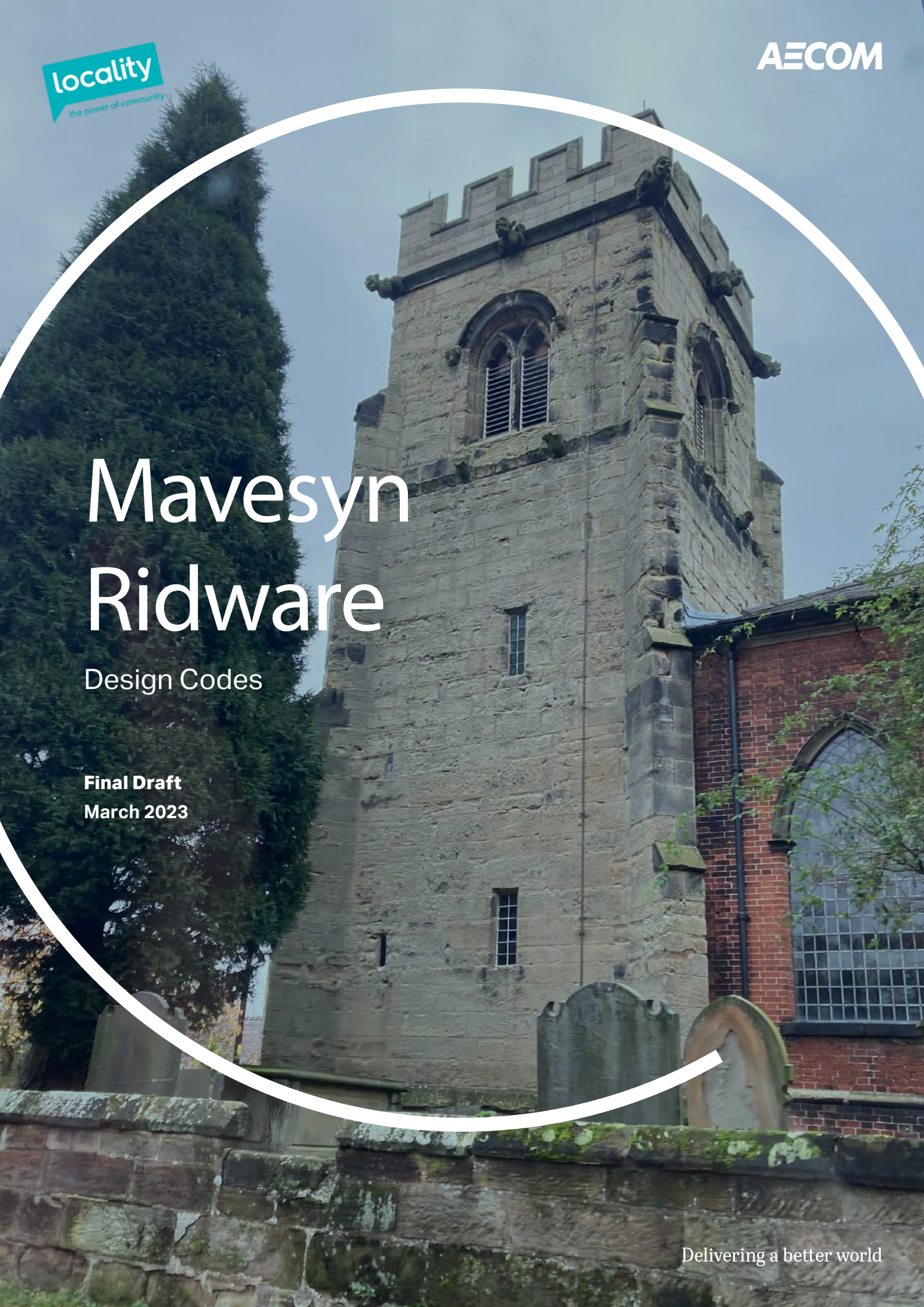

Mavesyn Ridware

Design Codes

Final Draft
March 2023

Delivering a better world

Quality information

Prepared by	Check by	Approved by
Davide Colombo	Name Surname	Name Surname
Name Surname		
Name Surname		

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Revision History

Issue no.	Issue date	Purpose	Issued by	Comments received	Comments / approved by
1 - Draft sections 1-2	16.12.2022	For Review	Davide Colombo	04.01.2023	Neil Cox
2 - Draft sections 1-5	22.02.2023	For Review	Davide Colombo	06.03.2023	Neil Cox
3 - Final report	xx.xx.xxxx	Final (Locality comments)	Davide Colombo	xx.x.xx	Name Surname

Contents

Introduction

01

1. Introduction

The aim of the Neighbourhood Plan design code is to empower the local community to influence the design and character of the local area and to deliver suitable, sustainable development that meets the needs of local people.

1.1 Background

The neighbourhood group requested support to establish a design guide with several design codes to preserve and enhance the distinct settlements located within the neighbourhood area. The design guidance will cover the whole Neighbourhood Plan area rather than being site-specific, although the study is likely to include several design codes that could be applicable to specific character areas and site allocations that the Qualified Body expect to include in the Neighbourhood Development Plan or eventual infill development. Even if there is no significant development pressure currently, the design codes are important to shape and guide any development that comes forward as such.

At the time of writing the group have set out the following 7 key themes based on the results of the Neighbourhood Plan Questionnaire, and which the design codes will feed in to and support also:

- Environment
- Sustainable development
- Impression & Character of Village
- Roads & Transport
- Parish Amenities
- Flood Defences
- Housing

There are no area-wide urban character studies or masterplans for the neighbourhood plan area. The wider plan area has four key settlements that will be the four key characters subject of appraisal within this report.

1.1.1 Vision

"The residents of Mavesyn Ridware Parish want to protect the identity of their separate villages and support them to become stronger, safer and more sustainable communities. In achieving this, Mavesyn Ridware Parish will become better connected, with Hill Ridware representing a hub through the provision of a wider range of services for residents and visitors. Development will be supported where it meets identified local needs, can be supported by existing or improved infrastructure and is necessary to support the viability of our distinct communities. This will be achieved while protecting Mavesyn Ridwares' unique character and distinct qualities which will include preserving and enhancing the character of buildings, open spaces and other valued community facilities in each village and protecting the Parish-wide habitat features and landscape quality."

[Extract from draft neighbourhood plan, September 2021]

1.2 Aims & Objectives

The main objectives are as follows:

- Provide design codes to preserve and enhance the distinct settlements located in the Neighbourhood Plan area;
- Address the whole neighbourhood area rather than being site-specific;
- Protect and enhance Mavesyn Ridware conservation area;
- Set out characterisation work for the neighbourhood area which addresses the built character, natural features and heritage assets contributing to the distinct character areas;
- Provide design codes that ensure speculative development is appropriately located and addresses the character and scale of its surroundings; and
- Provide guidance that could be applicable to expected site allocations in the Neighbourhood Development Plan.

1.3 Area of study

Mavesyn Ridware is a Civil Parish located in the district of Lichfield, within Staffordshire. It is located 3.54 km (2.2 miles) east of Rugeley, 9.3 km (5.8 miles) northwest of Lichfield, and lies on the River Trent valley. The River Trent defines the southern boundary of the Neighbourhood Plan area, while the River Blithe (and Little Blithe) run along its eastern boundary. The total population of Mavesyn Ridware parish is 1,229 according to the Office for National Statistics (ONS) (mid-2020 population estimate). Four settlements can be found, namely Mavesyn Ridware, Hill Ridware, Pipe Ridware and Blithbury, with Hill Ridware being the centrally located main hub settlement. Mavesyn Ridware conservation area is located in the Neighbourhood Plan area and contains most of the Listed Buildings in the area. However, the Parish is strongly rural and has a tranquil character, with views of the Cannock Chase AONB, located southwest of the area.

The B5014 is the main route of the area, crossing the area from south to north and connecting the Parish to Handsacre and Abbots Bromley respectively. No railway station or bus stops are located in the area, with the closest railway station being Rugeley Trent Valley, 4.2 miles from Hill Ridware.

Figure 01: High Bridge

Figure 02: Art representing Hill Ridware at Henry Chadwick Community Primary School

F.3 | **Figure 03:** Neighbourhood Plan area

1.4 Who will use the guide?

The Design Codes should be a valuable tool in securing context-driven, high-quality development in Mavesyn Ridware parish. They will be used in different ways by different people in the planning and development process, as summarised in the table below. A valuable way they can be used is as part of a process of co-design and involvement that further understands and takes account of local preferences and expectations of design quality.

In this way, the guidance and codes can help to facilitate conversations on the various topics that should help to align expectations and help understand the balancing of key issues. Design codes alone will not automatically secure optimum design outcomes but should help to prevent poor quality development.

Potential users	How they will use the design guidelines
Applicants, developers, & landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Local planning authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.
Parish council or neighbourhood plan group	As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with.
Community groups & local residents	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

Table 01: User groups and how they will use the guidance

1.5 Planning policy and guidance

This section outlines the national and local planning policy and guidance documents that have influenced this design guide and codes.

1.5.1 National Planning Policy & Guidance

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was first published on 27 March 2012 and updated on 24 July 2018, 19 February 2019 and 20 July 2021. It sets out the government's planning policies for England and how these are expected to be applied. The NPPF outlines the Government's overarching economic, environmental and social planning policies for England. These policies apply to the preparation of local and neighbourhood plans, and act as a framework against which decisions are made on planning applications.

The sections of the updated NPPF which are of most relevance to design and this design code are:

2. Achieving sustainable development

...(a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

12. Achieving well-designed places

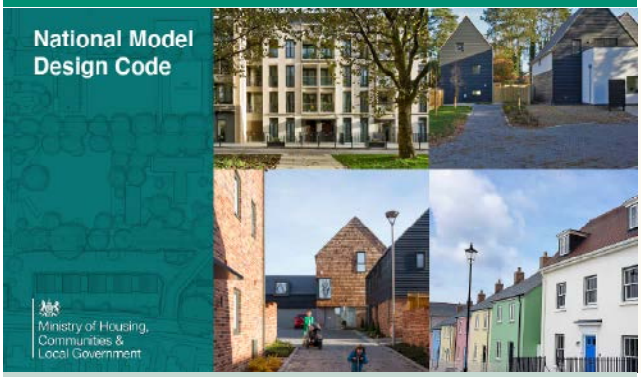
126. The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

16. Conserving and enhancing the historic environment

190. Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.

Recent national design guidance documents that should influence the design quality of the built environment are; the National Model Design Code and Building for a Healthy Life (see inset focus boxes).

2021 - National Model Design Code
DLUHC



This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government's priorities and provides a common overarching framework for design.

2020 - Building for a Healthy Life
Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

Environment Act (2021)
Parliament of the United Kingdom

Any new development should be designed with its contribution to the Act's aims and targets safeguarding nature, tackling climate change and providing comfortable living to the residents, achieving high levels of sustainable development.

Committee on Climate Change (CCC)
Parliament of the United Kingdom

The report made further recommendations for tighter low-carbon standards for new build and rented properties, greater support for the uptake of low-carbon heat and policy to incentivise able-to-pay energy efficiency improvements.

A Green Future: Our 25 Year Plan to Improve the Environment
HM Government

Calls for an approach to agriculture, forestry, land use and fishing that puts the environment first.

Any new development in Mavesyn Ridware should be proposed in the context of the Country's aim for the next 25 years to achieve a greener and cleaner environment and tackle climate change.

Future Homes and Buildings Standard (FHBS, 2025)
DLUCH

To be introduced in 2025, this standard will "future-proof new build homes with low carbon heating and world-leading levels of energy efficiency." This means that from 2025, new build homes will no longer be permitted to have fossil-fuelled (e.g. gas, oil etc.) space heating and hot water generation. The hotter summers projected to result from climate change will increase the risk of overheating in new homes over their lifetime.

Building Regulations Part L 2021
HM Government

In late 2019 and early 2020, the Government consulted on the uplift standards to Part L, as the first step in achieving the FHBS. The new standards should result in a 31% reduction against the current standards. Option 2 (fabric plus technology) will require improved fabric u-values, low-temperature radiators, wastewater heat recovery and PV.

Planning (Listed Buildings and Conservation Areas) Act 1990
Parliament of the United Kingdom

This legislation sets out the principal statutory provisions that must be considered in the determination of any application affecting listed buildings and conservations. It establishes special regard for the desirability of preserving the building, of its setting and the desirability of preserving or enhancing the character and appearance of a conservation area.

The Ancient Monuments and Archaeological Areas Act 1979
Parliament of the United Kingdom

This legislation imposes a requirement for Scheduled Monument Consent for any works of demolition, repair and alteration that might affect a designated Scheduled Monument.

1.6 Local policy and guidance

The Mavesyn Ridware Neighbourhood Plan area is within Lichfield District Council (LDC), which is part of Staffordshire county. The following local planning documents were reviewed to gain a better understanding of the area.

Local Plan Strategy 2008 – 2029 (LDC, 17 February 2015)

This document provides guidance to shape the development of the Lichfield District Council in the period between 2008 and 2029 under the physical, economic, social and environmental policies at a strategic level. The document is structured in different key sections. The Spatial Portrait of the District describes the key features of the area and defines a vision of the District in 2029. The Spatial Strategy identifies an overall approach to provide new homes, jobs, infrastructure and community facilities. To conclude, the General Policies identify guidelines to regulate development in the District area and distinguish areas where development should be limited.

Lichfield District Local Plan 2040, 2018 - 2040 (LDC, tbc)

This document will replace the Local Plan Strategy 2008 – 2029, providing a framework to shape future development in the District to 2040. It identifies a vision and precise objectives, followed by a clear spatial strategy. Local plan policies implement the vision and objectives, defining areas where development should happen as well as protected areas and exploring approaches to deliver different uses and infrastructure, and protect the environment.

Supplementary Planning Documentations

Lichfield District Council has published a series of Supplementary Planning Documentations (SPDs) that are considered in this document, namely:

- Rural Development (LDC, December 2015)
- Sustainable Design (LDC, December 2015)
- Historic Environment (LDC, December 2015)
- Biodiversity & Development (LDC, 2016)
- Trees, Landscaping & Development (LDC, 2016)

F.4

Figure 04: Trees, Landscaping & Development SPD cover page

Lichfield District Council, Update of Landscape Character Assessment (White Consultants, Ashmead Price Landscape Planning and Design Consultants, 2019)

This Landscape Character Assessment update provides evidence to support protecting and enhancing the local landscape following the Staffordshire County Council landscape character assessment issued in the 1990s. The document forms part of the evidence for the new Lichfield District Local Plan 2040 and promotes the following key objectives:

- Conservation of the character of the landscape by ensuring that development reflects or enhances the character;
- Valued landscapes (including the Cannock Chase AONB) will be protected or enhanced;
- New development will consider its cumulative impact and will avoid impacting key landscape characteristics, local distinctiveness, visual amenity, key views, tranquillity & dark skies; and
- Landscape policies will enhance landscape character in the District and will be informed by complementary plans and strategies (i.e. that for transforming the Trent Valley).

Mavesyn Ridware Neighbourhood Plan – questionnaire 2021 analysis (Mavesyn Ridware Parish Council, September 2021)

The document shows the results of the questionnaire completed by households in the Parish in Spring 2021, which will be used to inform the Neighbourhood Development Plan (NDP) for the Mavesyn Ridware Parish. The questionnaire goes through specific topics, namely: Housing Development, The Environment, Energy Services, Sustainable Development, Impression & Character of the Village, Roads & Transport, Safety & Security, Communication, Parish Amenities, Allotments, Local Employment & Businesses and Flood Defences.

Mavesyn Ridware Neighbourhood Plan – questionnaire 2021 vision, objectives & policy options (Mavesyn Ridware Parish Council, September 2021)

The document summarises the key issues and challenges that emerged from the questionnaire, drawing draft objectives, vision and policy options, underpinned around key topics: Housing, Landscape, Ecology, Open Space And Recreation, Heritage, Flood Risk & Drainage, Renewable & Low Carbon Energy, Design And Parish Amenities (F5).

HS2 Phase 2a Volumes 1: Plans (July 2017)

The document illustrates the path of the High Speed Rail (HS2) that will cross the Neighbourhood Plan Area.

1.7 Consultation & engagement

The preparation of the Mavesyn Ridware Neighbourhood Plan has been informed by a household survey, sent to every household within the Neighbourhood Development Area in 2021, a range of feedback sessions provided in April 2022 and a community engagement event undertaken within Mavesyn Ridware Village Hall on 26th November 2022.

Community engagement has informed the issues facing the parish to 2040 and influenced the vision to be delivered through the Neighbourhood Plan.

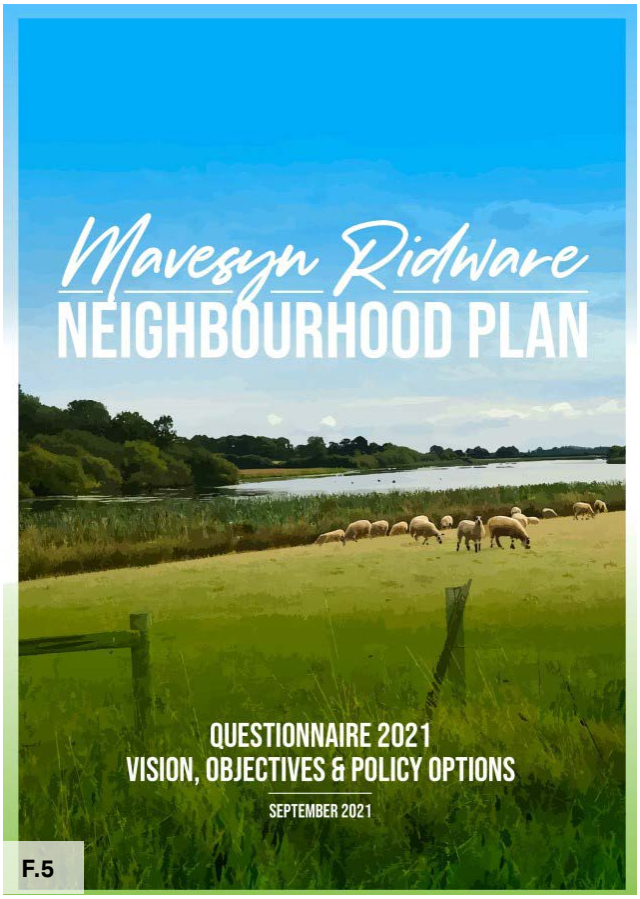


Figure 05: Mavesyn Ridware Neighbourhood Plan – questionnaire 2021 vision, objectives & policy options front cover

Neighbourhood Area Context Analysis

02

2. Neighbourhood Area Context Analysis

This section presents analysis of the whole neighbourhood plan area, including the historic origins, landscape character and urban settlement pattern across the parish.

2.1 Micro-climate

Mavesyn Ridware parish benefitted from 277 days of sun in 2021 and has an average of 1255.7 hours of sunshine throughout the year. January and February have the fewest sunshine hours, with an average of 18 and 14 hours respectively; however, all the other months see an average of 20 sunshine hours per day. As such, solar panels and photovoltaics are a viable source of energy and heating for domestic water.

The neighbourhood area has an average of 79 rain days per year, with December, January and February being the rainiest months with an average of 9 days of rain. The total average yearly rainfall is 933.3 mm (36.74 inches). This is a useful resource for homes to utilise and store on-plot water butts for watering gardens in the summer months when it is also warmest.

Figure 06: Hawkhurst Drive development

Figure 07: Uttoxeter Road

2.2 Historic growth

"Ridware" indicates the triangle of land above the confluence of the River Blythe with the River Trent and originates from ancient English, meaning river folk / people.

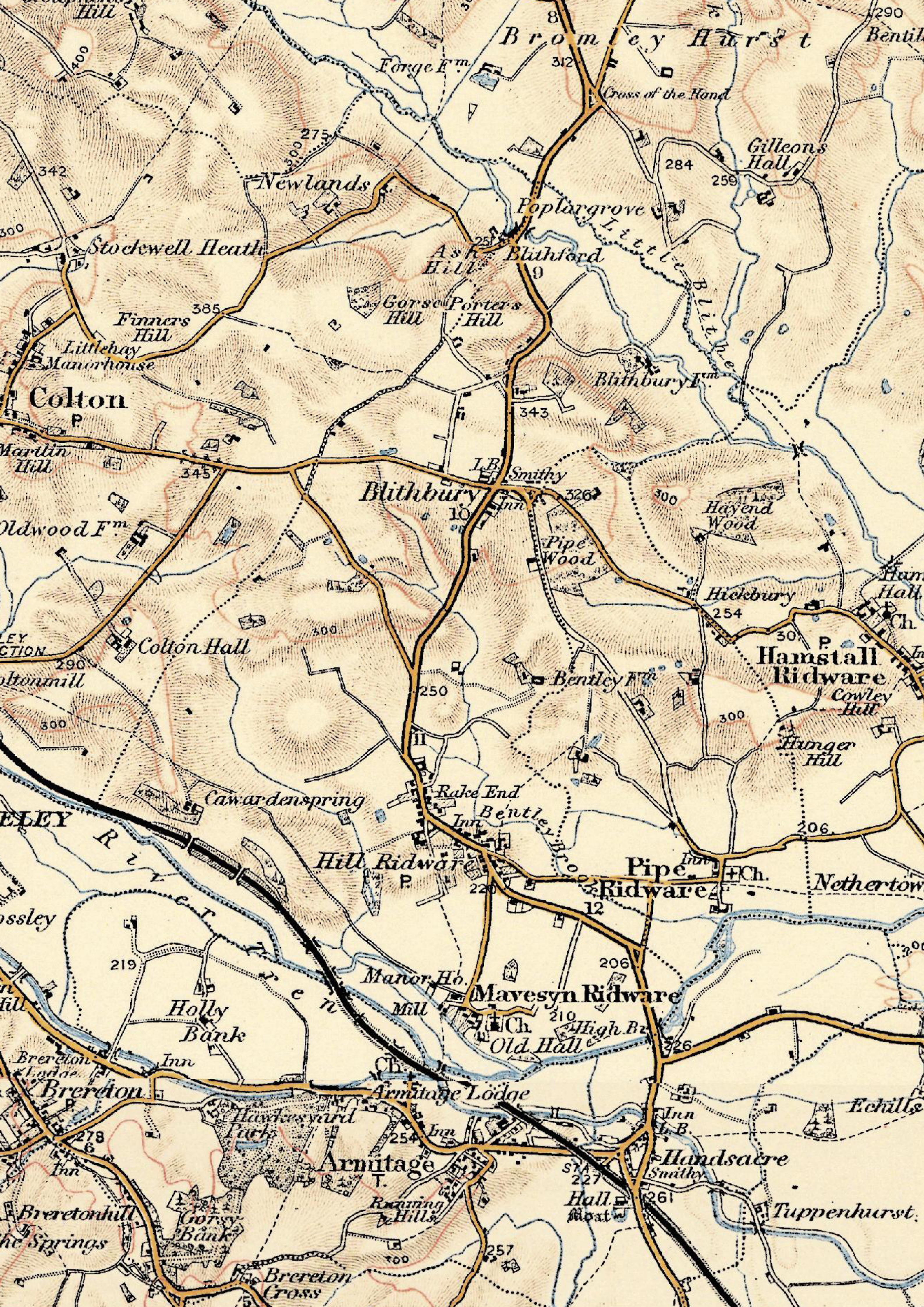
The first signs of activity in the area go back up to the Neolithic Age, as remains of a New Stone Age causewayed enclosure, cursus and mortuary enclosure were found in the area. Two Bronze Age barrows and numerous Iron Age round houses are also located in the area.

Evidence of Roman farming activity was found in the neighbourhood area and in the Dark Ages the Ridwares fell into the Saxon Kingdom of Mercia. The Norman Conquest reached the area in the 1070s and Ridware was split into three separate manors, namely Mavesyn, Pipe and Hamstall. From that moment, the Mavesyn, Cawarden and Chadwick families became Lords of the Manor until 1897. The Mavesyn initially settled in Blithbury but then moved to Mavesyn Ridware in 1140 circa and created a typical manorial complex with a hall, church, water mill and Rectory.

The last of the Mavesyns, Sir Robert, built the gatehouse to the Manor House in 1392/93, while the church was built as a typical three-aisled Staffordshire stone-built church with a bell tower and chancel. The settlement of Hill Ridware was initially a crossroads on the main Lichfield – Uttoxeter road located on a highland near the River Trent.

The Industrial Revolution didn't have a strong impact on the area, except for Lichfield – Uttoxeter road which was turnpiked and altered, and the iron bridge replaced the old stone bridge over the River Trent. The settlements remained villages until the 1960s when Hill Ridware and Rake End were joined by a ribbon development on Uttoxeter Road. Hill Ridware kept growing as new housing estates were built.

- New Stone Age causewayed enclosure, cursus and mortuary enclosure
  Neolithic Age
- Roman farming activity
  Roman Age
- Norman Conquest
  1070s
- Creation of a typical manorial complex in Mavesyn Ridware
  1140 circa
- The gatehouse of the Manor House was built
  1392/93
- Alteration of the Lichfield-Uttoxeter road
  Industrial Age
- Hill Ridware and Rake End were joined
  1960s
- Hill Ridware expansion
  late c20 - today



Bromley Hurst
Forge Fm.
Cross of the Hand
Gilleons Hall
Newlands
Poplargrove
Little Blithe
Stockwell Heath
Ash Hill
Blithford
Gorse Hill
Porters Hill
Finners Hill
Littlehay Manorhouse
Blithbury Fm.
Colton
Martlin Hill
Blithbury
Smithy
L.B.
Inn
Hayend Wood
Oldwood Fm.
Pipe Wood
Hickbury
Hamstall Ridware
Colton Hall
Coltonmill
Bentley Fm.
Cowley Hill
Hunger Hill
Cawardenspring
Rake End
Bentley Brook
River Trent
Hill Ridware
Pipe Ridware
Ch.
Nethertown
Manor Ho.
Mavesyn Ridware
Mill
Holly Bank
Old Hall
High Br.
Brereton Lodge
Brereton
Armitage Lodge
Hawkesyard Park
Echills
Handsacre
Armitage
Smithy
Hall
Moat
Tuppenhurst
Breretonhill
Gorsy Bank
Rawning Hills
The Springs
Brereton Cross

2.3 Landscape

The area has a strong rural feel, as natural landscape covers the great majority of the area. Topography is rolling, with the altitude varying between 64 and 110 A.O.D. The south of the area has the lowest altitude, as it is located along the River Trent valley, while the highest point is located just west of Uttoxeter Road in the northern end of the Parish area. The landscape is mostly pastoral and arable land, however sporadic woodland patches can be found.

The entire Neighbourhood Plan area is located in the Needwood and South Derbyshire Claylands National Character Area (NCA), even if close to the Cannock Chase and Cank Wood NCA to the south. Views of the Cannock Chase AONB are available from the area.

According to the Lichfield District Council Update of the Landscape Character Assessment, the area is included in three different Landscape Character Types, namely Ancient Settled Farmland, River Meadwlands and Lowland Village Farmlands.

2.3.1 Watercourses and Flood Risk

The main watercourse in the area is the River Trent, which runs alongside the southern boundary, followed by the River Blithe and Little Blithe, which cross the area in its northern portion. Other minor brooks and streams run across the area, like the Bentley Brook and Luth Burn, which run just east of Hill Ridware.

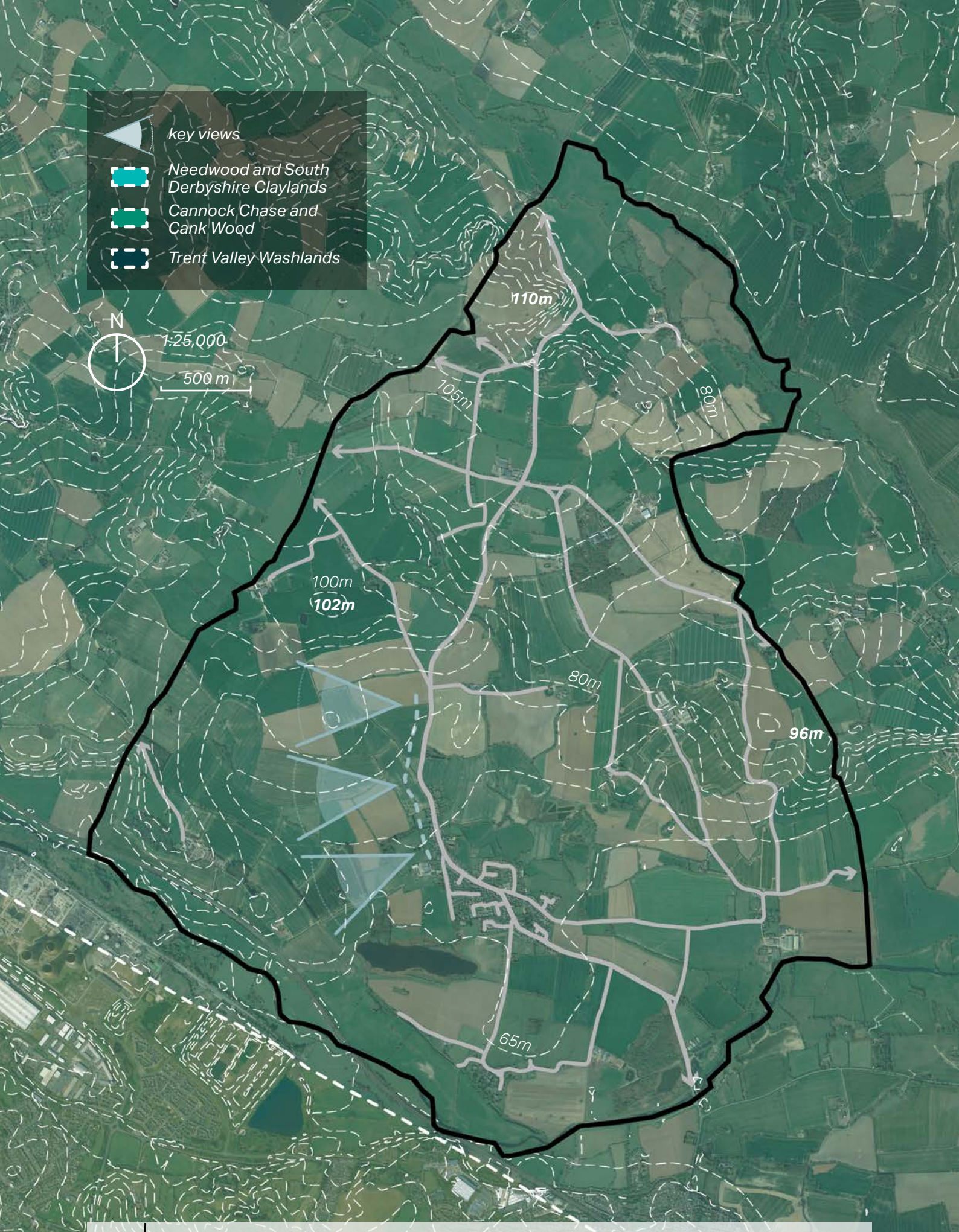
Flood Risk zones can be found mostly in the south of the area, along the River Trent, the Bentley Brook and the Luth Burn. In specific, the southern half of the Mavesyn Ridware CA is totally included in a Flood Risk 3 zone and the River Trent runs just south of Pipe Ridware. However, Flood Risk zones are also located in the northeastern end of the area, partially including Priory Farm. Flood barriers are located in the southern part of the area (see F11).

Needwood and South Derbyshire Claylands NCA

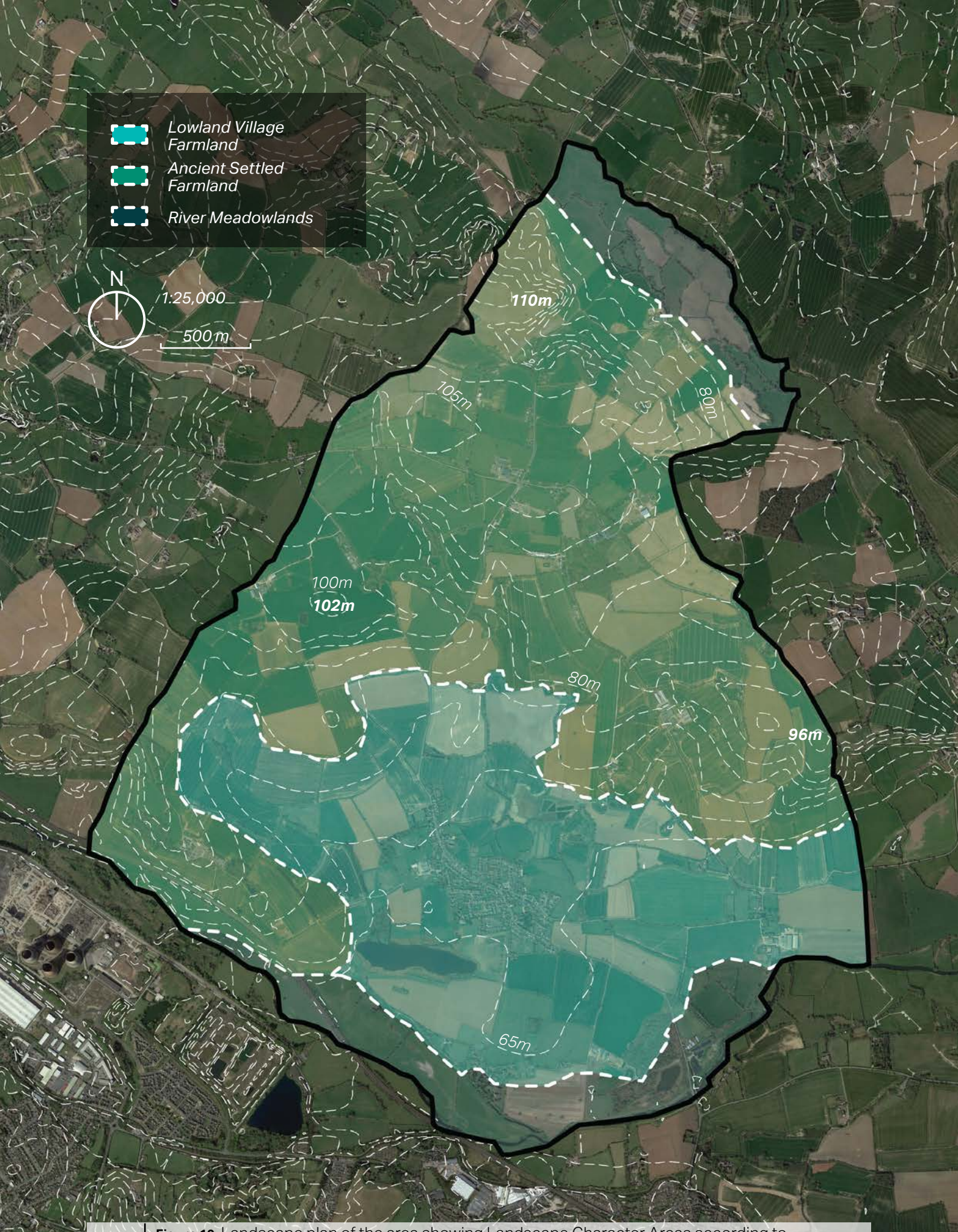
Landscape Character

This National Character Area is a rolling plateau that slopes from the southern end of the Peak District to the River Trent valley. The south of the area includes plantations and ancient woodlands of the former Forest of Needwood. Elsewhere, the pastoral landscape is extensively hedged and is dominated by mixed farming, with sparse settlements and small villages. Chartley Moss and Pasturefields Saltmarsh nature reserves are located in the western portion of the area and are internationally important wetland habitats.

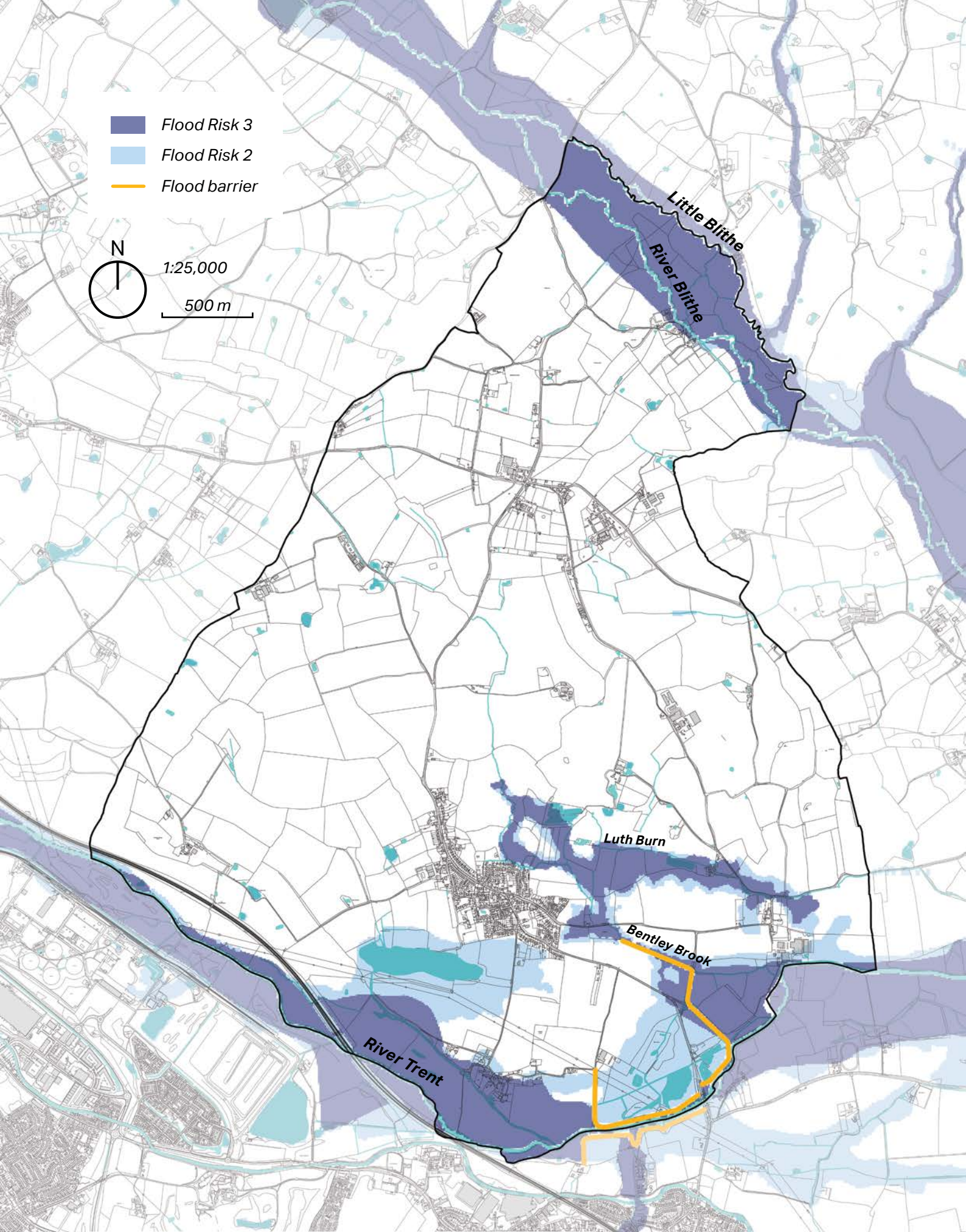
Grassland for livestock is dominating in the area, however dairy and cereal farming is also relevant.
In particular, the southern part of the National Character Area (where the Mavesyn Ridware is located) is composed of heavy seasonally waterlogged soils derived from glacial till. The area features a series of different habitats, including damp lowland grassland, marshland, neutral grassland, watermeadows, areas of open water, basin mire (Chartley Moss) and inland salt marsh (Pasturefields).



F.9 | **Figure 09:** Landscape plan showing National Character Areas in the Neighbourhood Plan area



F.10 **Figure 10:** Landscape plan of the area showing Landscape Character Areas according to the Lichfield District Council Update of the Landscape Character Assessment



F.11 | **Figure 11:** Flood risk plan of the Neighbourhood Plan area

Figure 12: View of the Cannock Chase AONB from Church Lane on the southern edge of Hill Ridware

Figure 13: Cannock Chase AONB seen from Rake End

Figure 14: Cannock Chase AONB seen from Rake End

2.4 Designations and Listed Buildings

The Neighbourhood Plan Area has one Conservation Area, namely the Mavesyn Ridware Conservation Area, located in the southern part of the Parish.

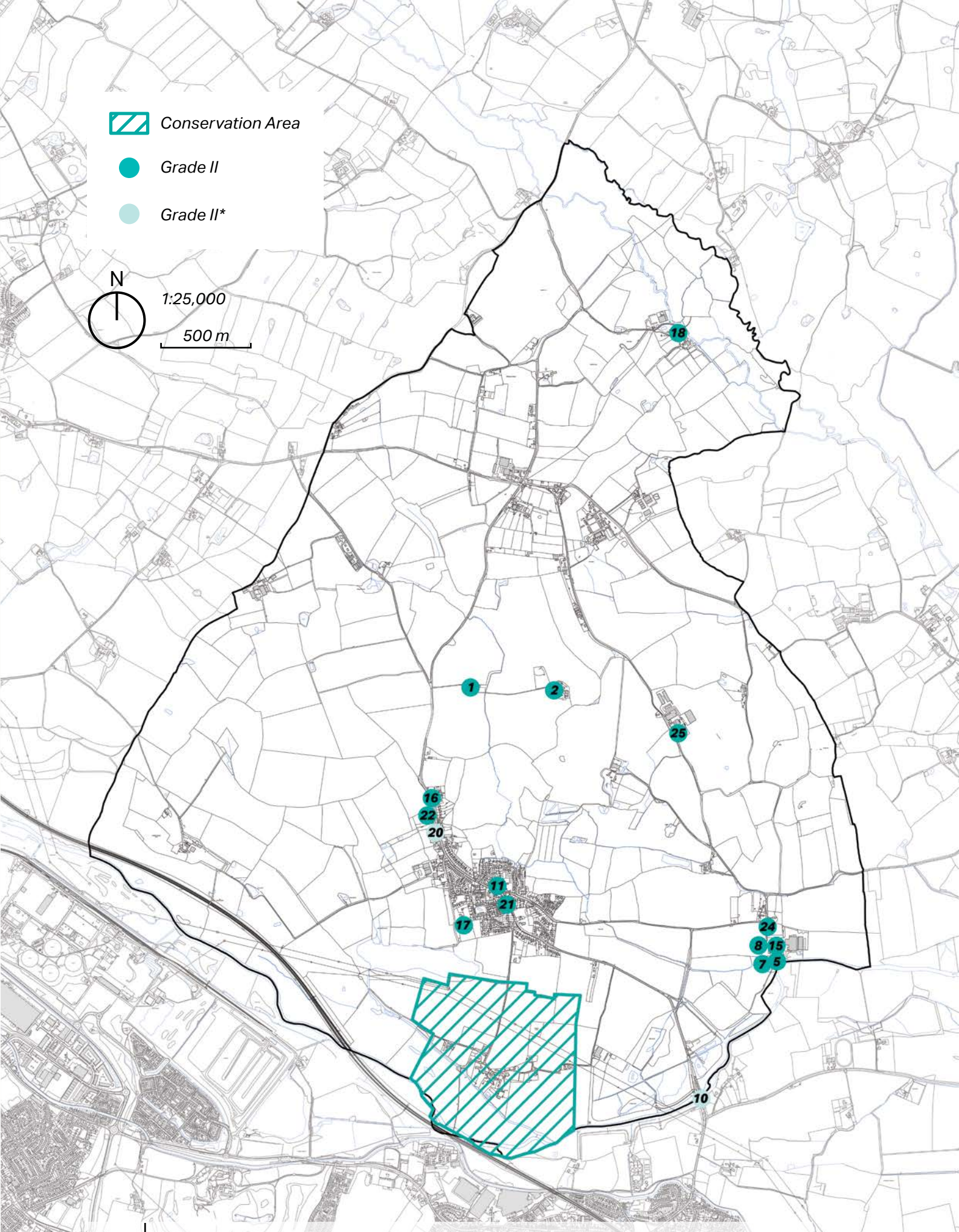
2.4.1 Listed Buildings and locally listings

Heritage is also an essential feature of the Neighbourhood Plan Area, as there are 25 Listed Buildings. The Conservation Area includes nine of the total Listed Buildings, while six are located in Hill Ridware, five in Pipe Ridware and the remaining are distributed in the wider rural area. Two Grade I Listed Buildings can be found in the Neighbourhood Plan Area, both in the Mavesyn Ridware Conversation Area: Church of St Nicholas and Gatehouse at Old Hall. Beyond the three Grade II* Listed Buildings, all the remaining 21 Listed Buildings in the area are Grade II. Amongst these, The Thatch, The School House, Woodhouse Farmhouse and The Tithe Barn.

Figure 15: Church of St Nicholas, Mavesyn Ridware CA

Figure 16: The Thatch, Hill Ridware

Figure 17: The School House, Hill Ridware



F.18 | **Figure 18:** Listed Buildings in the Neighbourhood Plan area (except Conservation Area)

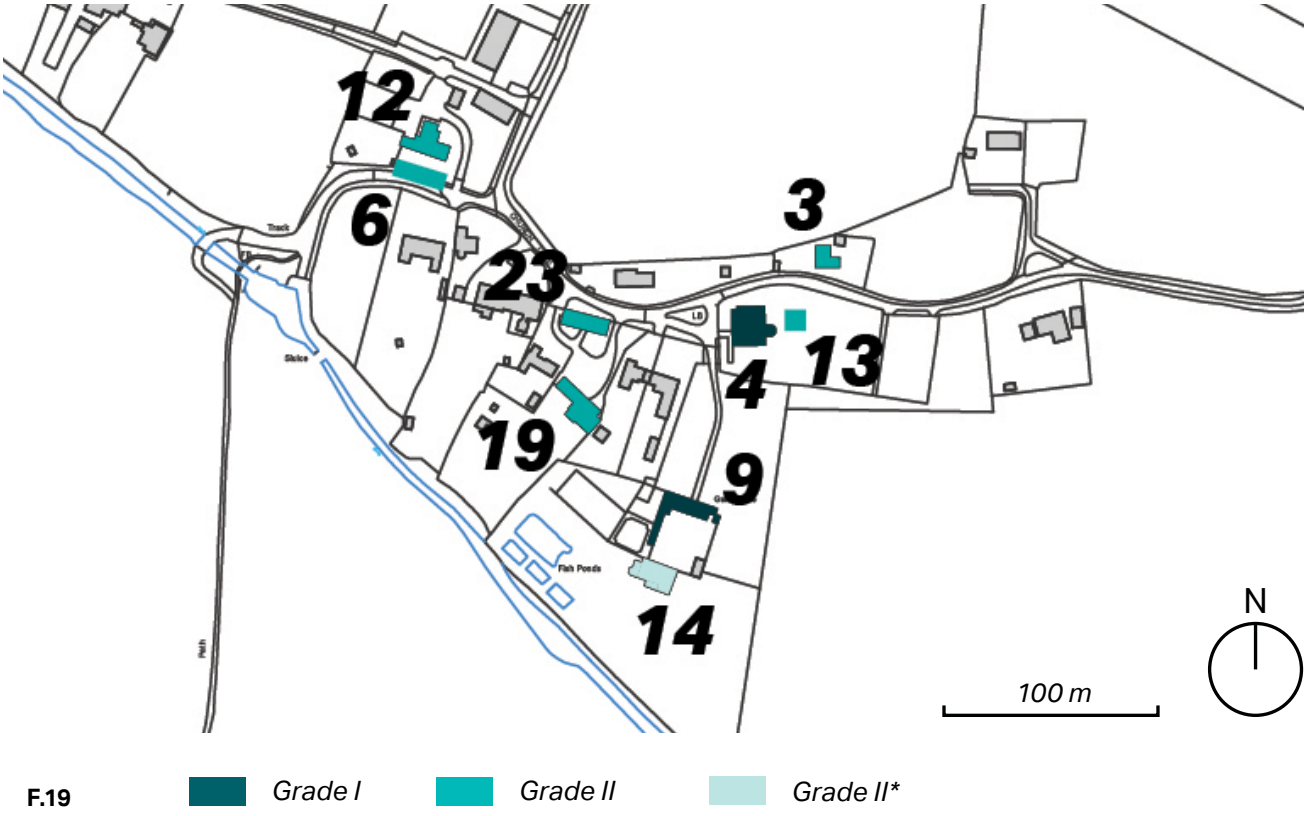


Figure 19: Listed Buildings in the Mavesyn Ridware Conservation area

1. Bentley Hall Cottage
2. Bentley Hall Farmhouse
3. Church Cottage
4. Church of St Nicholas
5. Dovecote remains at Pipe Ridware Hall and attached wall to the north
6. Forecourt wall immediately south of Manor Farmhouse
7. Fragment Of Garden Wall At Ngr Sk0958 1748, Pipe Ridware Hall
8. Garden Walls And Gate Piers At Pipe Ridware Hall
9. Gatehouse at Old Hall
10. High Bridge
11. Juxta House
12. Manor Farmhouse
13. Memorial Approximately 10 Yards East Of Chancel Of Church Of St Nicholas
14. Old Hall
15. Pipe Ridware Hall
16. Rake End House
17. Ridware Hall and attached coach house and stables
18. The Fishing House immediately north of Priory Farmhouse
19. The Old Rectory
20. The Old Rectory And Attached Walls And Gate Piers
21. The School House
22. The Thatch
23. The Tithe Barn
24. Wheelwright Cottage And Attached Workshop
25. Woodhouse Farmhouse

A Mavesyn Ridware Conservation Area Appraisal and Management Plan, prepared by Lichfield District Council in 2014 identified the following Locally Listed Buildings within the Conservation Area:

1. Outbuildings, approximately 4m NW of Church Cottage, Church Lane
2. Mavesyn Ridware (Former) Residential Home, Church Lane
3. Bothy, Church Lane
4. Manor Farm Cottage, Manor Lane
5. Stable Cottage, Manor Lane

Beyond the Mavesyn Ridware Conservation Area, the Neighbourhood Plan Steering Group has identified the following additional buildings that should be Locally Listed:

6. Thatch Cottage, Uttoxeter Road, Hill Ridware
7. Monks Cottage, Uttoxeter Road, Hill Ridware
8. Pipe Ridware Church


F.20

Figure 20: Thatch Cottage, Uttoxeter Road, Hill Ridware

F.21

Figure 21: Monks Cottage sign, Uttoxeter Road, Hill Ridware


F.22

Figure 22: Pipe Ridware Church

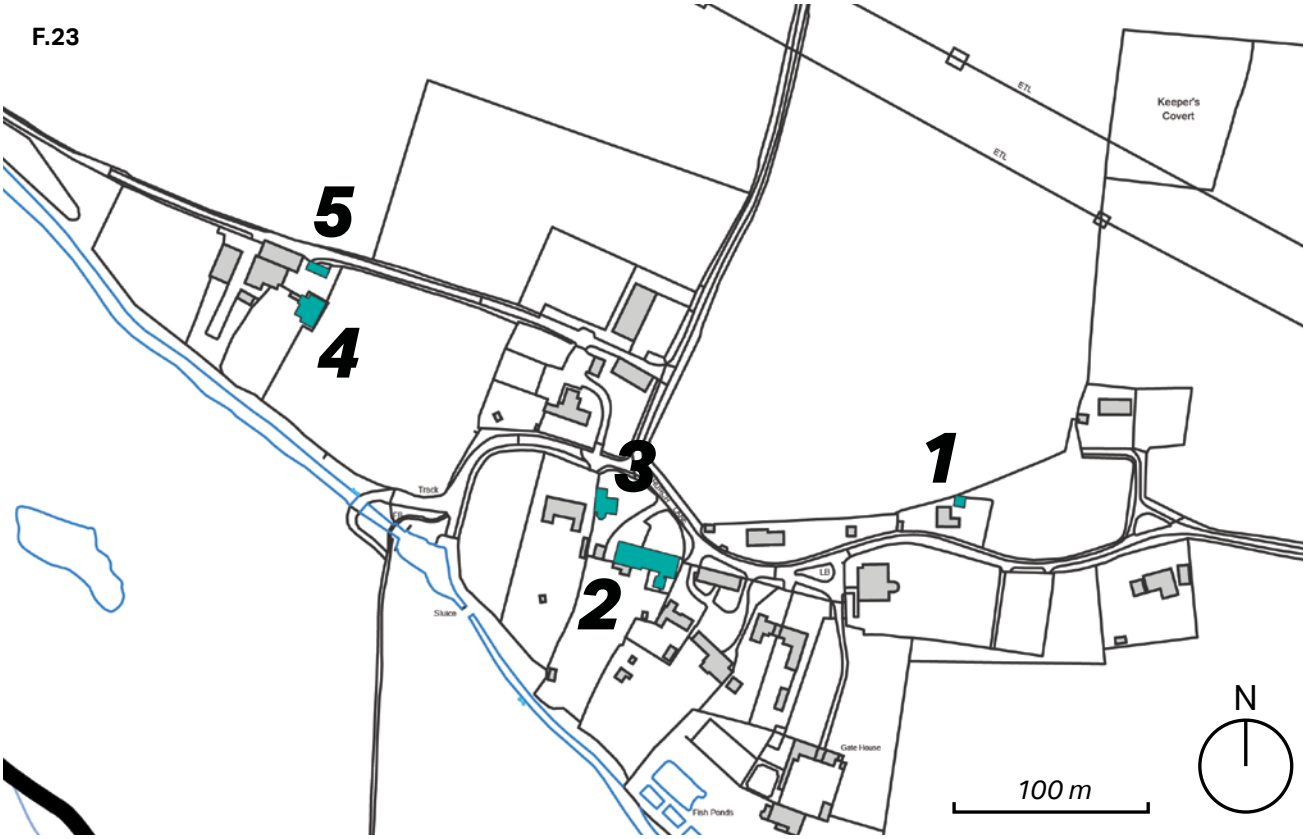


Figure 23: Locally Listed Buildings within the Conservation Area identified by the Mavesyn Ridware Conservation Area Appraisal and Management Plan

Figure 24: Additional locally Listed Buildings identified by the NP Steering Group in Hill Ridware (A) and Pipe Ridware (B).

2.5 Movement hierarchy

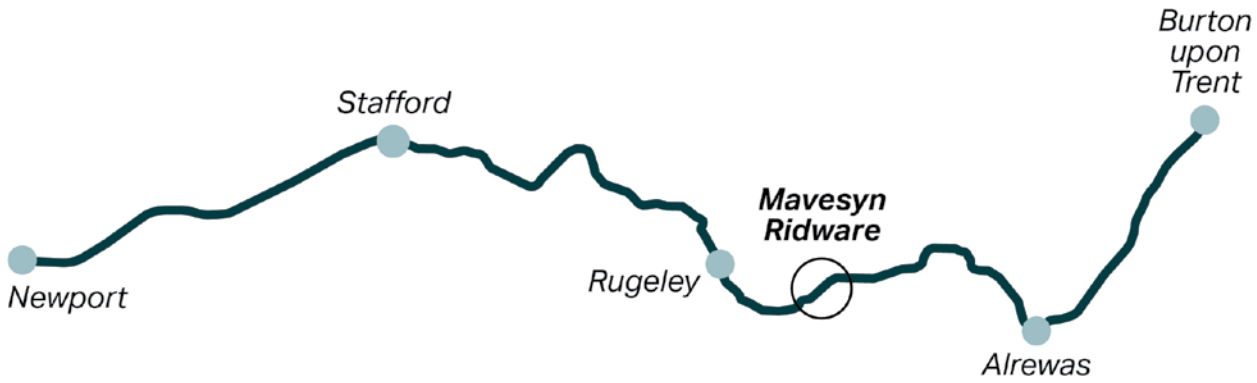
Mavesyn Ridware is a strongly rural Parish, and thus no motorways cross the area. However, the whole road network is arranged around a key route that runs from south to north of the Neighbourhood Plan Area, namely Ridware Road/Uttoxeter Road. This primary route crosses the settlements of Hill Ridware and Blithbury. A number of secondary routes provide further connection inside the Neighbourhood Plan area, as well as with the surroundings. In particular, Church Lane connects the settlement of Mavesyn Ridware to Uttoxeter Road, while School Lane and Pipe Wood Lane link Pipe Ridware to Hill Ridware and Blithbury respectively. Blithbury Road connects the Neighbourhood Plan Area to the neighbouring villages of Hamstall Ridware and Colton. A network of tertiary routes and lanes provides access to farms and housing developments from main roads.

2.5.1 Pedestrian and cycle connectivity

The whole Neighbourhood Plan Area is covered by a network of Rights of Way which provide a connection between the main settlements and with the surrounding countryside and villages. However, a north-south pedestrian link is missing. The Way for the Millenium crosses the area to the south, running through the settlement of Mavesyn Ridware. This recreational route is 66 km (41 miles) long and connects Burton upon Trent with Newport running across Staffordshire.

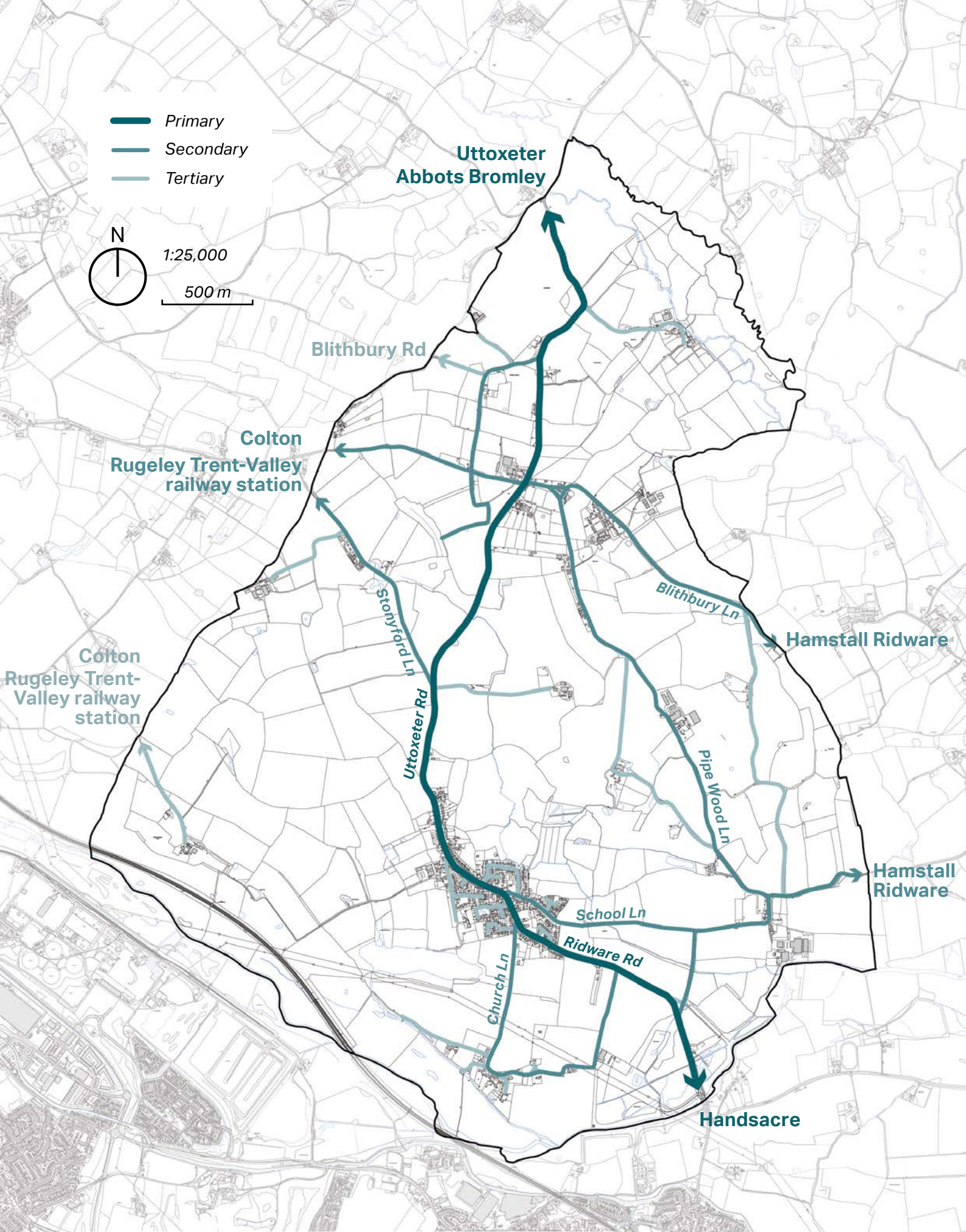
Pavements are mostly concentrated in Hill Ridware, providing a good level of pedestrian connectivity within that settlement. Pavement also runs for a short section between Uttoxeter Road and Pipe Wood Lane.

No public transports serve the area, however the railway crosses the Neighbourhood Plan Area to the southwest.

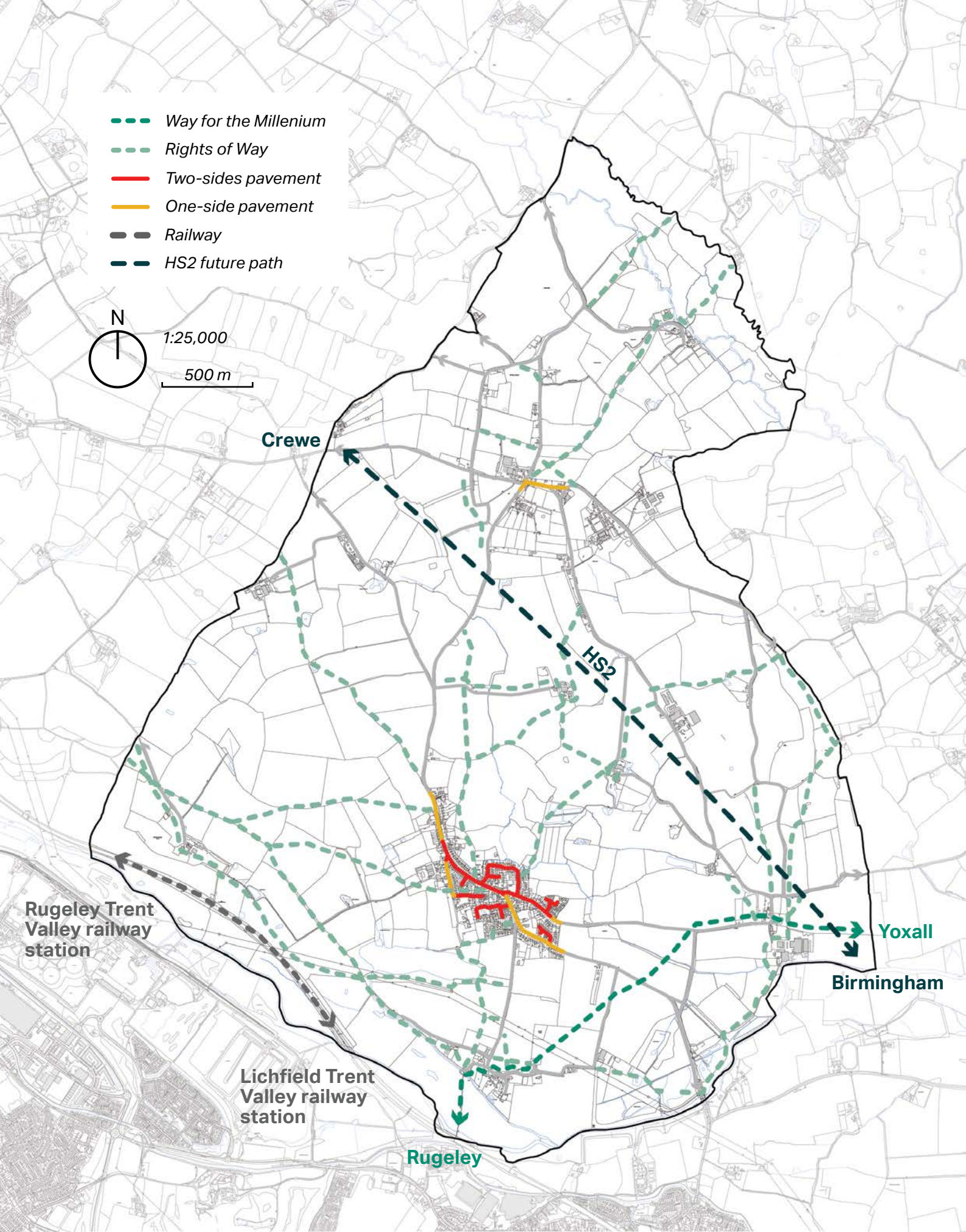


F.25

Figure 25: Full path of The Way for the Millenium



F.26 | **Figure 26:** Route hierarchy in the Neighbourhood Plan area



F.27 | **Figure 27:** Pedestrian and cycle movement in the area and the future path of the HS2

2.6 Settlement pattern and density

The Neighbourhood Plan area is predominantly rural with scattered settlements and farms.

Hill Ridware is the largest and main settlement by far, as it is possible to observe from the adjacent figure-ground plan (F29). Hill Ridware is mostly composed of a series of housing developments that happened throughout the previous century. These developments, even if different in terms of design and style, all have a typical suburban character and a medium density of 30-40 ha (F30). It is possible to notice a ribbon development along Uttoxeter Road, that was realised in the 60s and connected the main settlement of Hill Ridware with Rake End to the north.

The other key settlements in the area are Mavesyn Ridware, Pipe Ridware and Blithbury.

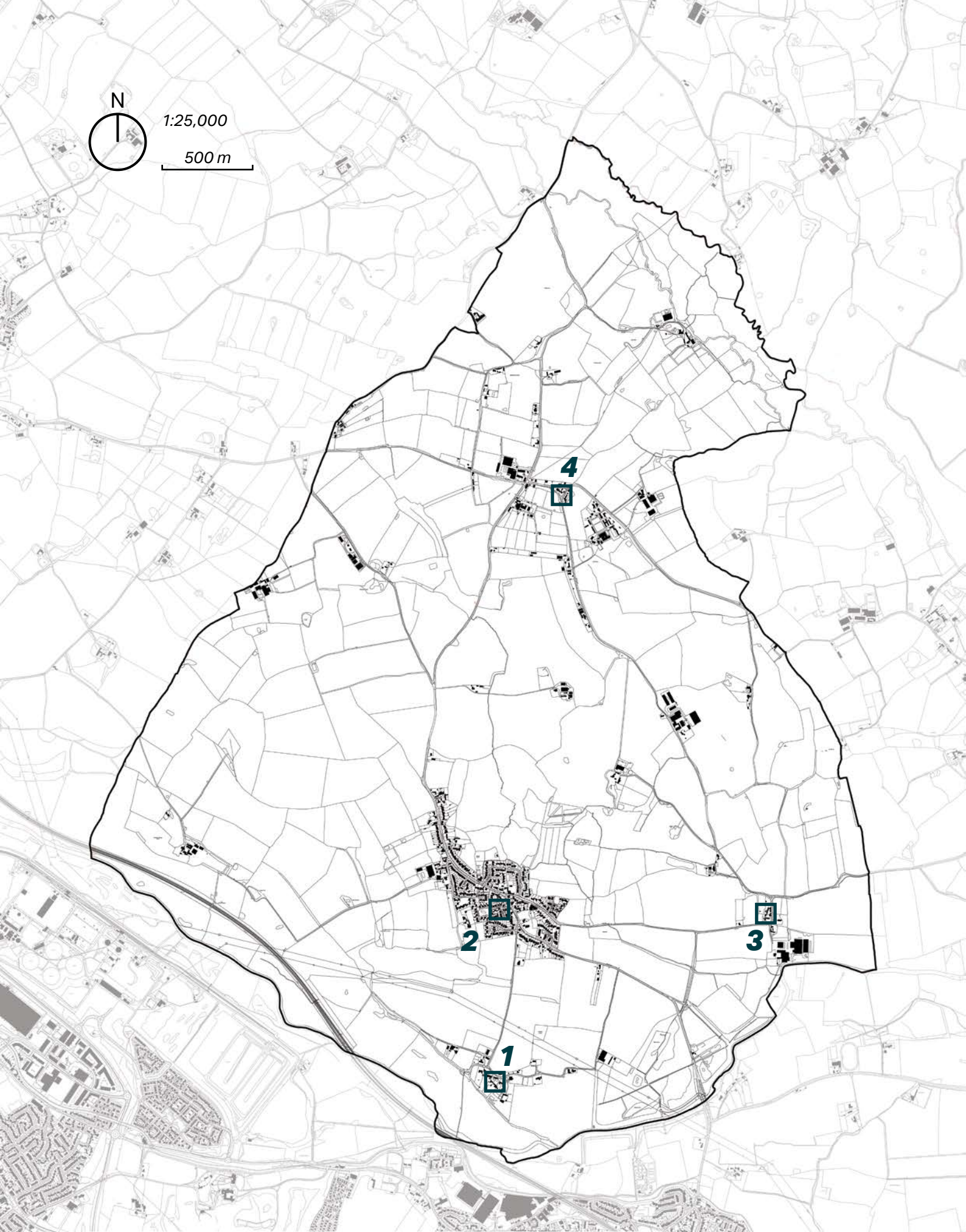
The first stands out thanks to its historical character and is arranged along the main route, Church Lane. The density in the settlement is low and doesn't exceed 10 dph (F30), contributing to the strong rural feel of the village.

Pipe Ridware is a small settlement characterised by farmsteads and farmhouses arranged along Pipe Lane. Density is circa 8 dph (F30).

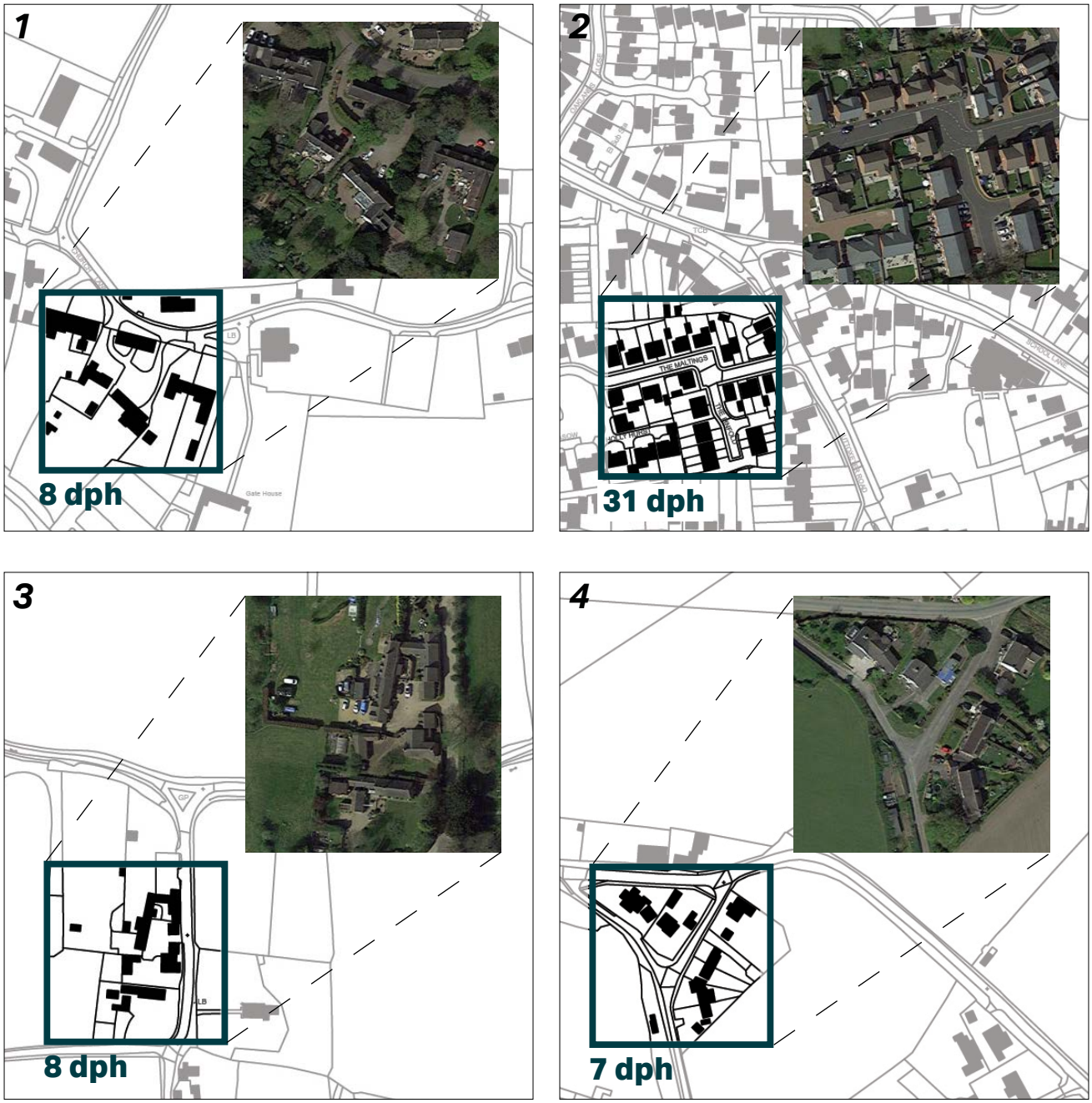
Blithbury distributes around two key junctions, the one between Uttoxeter Road and Blithbury Road and the one between Blithbury Road and Pipe Wood Lane. Farmsteads dominate the western part of the settlement, while detached and semi-detached houses are located at the eastern end of the settlement. Similarly to the previous two settlements, density is very low, around 7 dph.

Figure 28: The Maltings development, Hill Ridware

Figure 29: Church Lane, Mavesyn Ridware



F.30 | **Figure 30:** Figure-ground plan of the Neighbourhood Plan area



F.31 **Figure 31:** Density study of 1ha samples in the four key settlements of the Neighbourhood Plan area: (1) Mavesyn Ridware, (2) Hill Ridware, (3) Pipe Ridware and (4) Blithbury

2.7 Community spaces and amenities

All the settlements are predominantly residential or farms, however few amenities can be found across the Neighbourhood Plan area.

A large part of these are concentrated within Hill Ridware, the main settlement of the village. The Village Hall is located on Uttoxeter Road and has a recreation area behind it. Community allotments are also located at the back of the Village Hall. The Chadwick Arms pub is positioned at the junction between Uttoxeter Road and School Lane, representing the only food and drink activity in the whole area, while a hairdresser is located on Uttoxeter Road further west. The hairdresser Top Cut is located a few metres west of it. Also, Henry Chadwick Community Primary School is located on School Lane, while a playing field is to the east of the settlement.

Outside of Hill Ridware, three other key amenities can be found in the Parish area. St Nicholas Church is the only operating religious venue in the area, and it's located in Mavesyn Ridware. Lastly, Rugeley School and Silk bridalwear shop are located in Blithbury. Rugeley School is an independent specialist school with two attached children's homes.

F.32

Figure 32: Chadwick Arms pub, Hill Ridware


F.33

Figure 33: Silk bridalwear, Blithbury

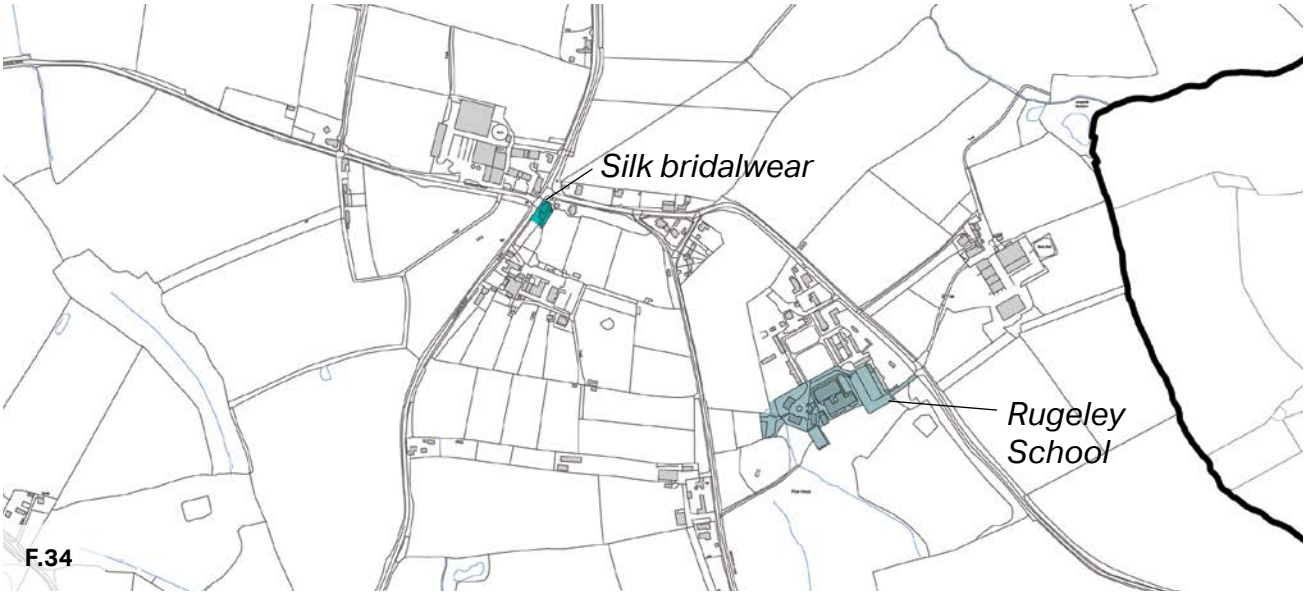


Figure 34: Key amenities in Blithbury

Figure 35: Key amenities in Mavesyn Ridware and Hill Ridware

Character study

03

3. Character study and area guidelines

This section presents an analysis of the five main character areas of the parish, namely Mavesyn Ridware, Hill Ridware, Pipe Ridware, Blithbury and the open landscape, defining their characters and distinctive features.

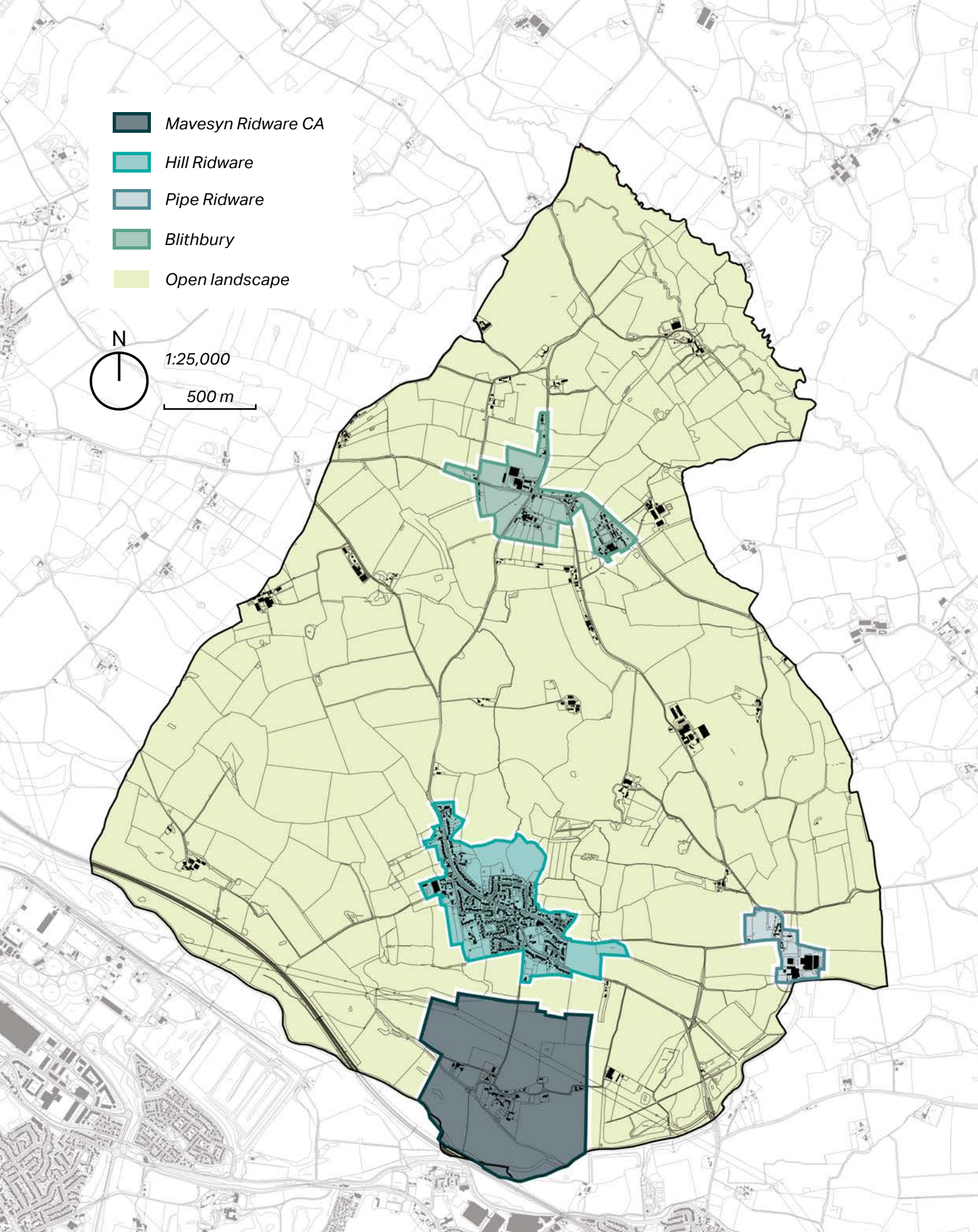
3.1 Character areas

The four main settlements of the area can be easily identified as four distinct character areas, as they all have specific features that make them distinctive. The open landscape must be considered as an additional character area, considering the strong rural and natural character of the parish.

The following section will identify all the main features that shape the character of each of the character areas. For the main settlements, these features include:

- Façades
- Windows
- Doorways
- Roofs
- Roof detailings
- Parking
- Set backs
- Public spaces

Despite having differences, settlements in the area still share common features, such as the consistent presence of red brick, grey slate roofs, boundary walls and hedgerows. Beyond Hill Ridware, all the other settlements share a rural feel, with a strong presence of nature and green verges.



F.36 | **Figure 36:** Character Areas plan

01 Character Area 1: Mavesyn Ridware CA

3.2 Mavesyn Ridware CA

Mavesyn Ridware is the only Conservation Area of the parish. The presence of green verges, hedgerows and mature trees make the village strongly rural. Density is very low and buildings have 2.5 storeys at most. Red brick is the most common elevation material even if alternatives can be found, and slate roofs are predominant. Windows and doorways are varied, as well as set backs. Front of plot car parking is predominant.

Figure 37: St. Nicholas Church

Factors	Appearance characteristics
Building types and height	Detached. Dwellings range between one and 2.5 storeys.
Façades	Red brick; black brick; hanging tiles; sandstone; timber.
Fenestration and doorways	A wide range of windows can be found in the settlement, including side hung, top hung, casement and bow windows. Doorways are generally unsheltered, however timber framed porches and sheltered doorways can be found.
Roofscape	Roofing: concrete tiles; grey slate tiles; thatched. Side-facing and front-facing gables dominate the roofscape. Dwellings exhibit traditional chimneys, and occasionally gable roof dormers and timber fascias.
Boundaries	Hedgerow; timber fence; red brick / sandstone walls.
Setbacks and parking	Dwellings exhibit a variety of setbacks due to the rural pattern of the settlement. Parking is usually at the front of the plot, but garages and shared parking courts can also be found.
Public realm	Lack of formal paving due to rural character of most streets. Modest to wide grass verges/ triangles are common on all the paths.

1

FAÇADE

RED BRICK
Flemish and stretcher bond

BLACK BRICK
stretcher bond

HUNGING TILES

SANDSTONE

TIMBER

2

WINDOWS

SIDE HUNG

CASEMENT WINDOW

SIDE HUNG with glazing bars

BOW WINDOW

TRADITIONAL with glazing bars

3

DOORWAYS

TIMBER FRAMED PORCH

SHELTERED with arch

UNSHELTERED

4

ROOF

CONCRETE TILES

GREY SLATE TILES

THATCHED

5

ROOF DETAILING

CHIMNEY

TIMBER FASCIA

GABLED ROOF DORMERS

6

BOUNDARY TREATMENT

HEDGEROW

TIMBER FENCE

SANDSTONE WALL

RED BRICK WALL

7

PARKING

SHARED COURT

FRONT OF THE PLOT

GARAGE

8

SETBACK

UP TO 6m

OVER 6m

02 Character Area 2: Hill Ridware

3.3 Hill Ridware

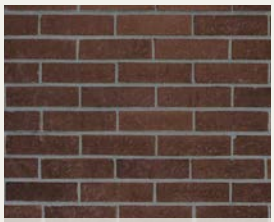
The settlement has a suburban feel, because of its medium density and the presence of pavement on Uttoxeter Road. There are different styles of housing depending on the era they were built, however red brick and other types of brick are predominant even if alternatives can be found, while slate and concrete roof tiles prevail. Set backs can be wide as well as minimal, however they become more regular on parts of Uttoxeter Road. Buildings exhibit a wide range of windows and doorways, even if timber-framed porches are frequent. Boundaries are mixed, while car parking is predominantly at the front of the plot. Garages are also widely common. Hill Ridware is the main settlement of the parish and thus includes key public spaces, such as the Village Hall recreation area, the allotments and the playing field.

Factors	Appearance characteristics
Building types and height	Detached, semi-detached and terraced. Dwellings range between one and 2.5 storeys.
Façades	Red brick; brown brick; orange brick; render; pebble dash render; hanging tiles; timber.
Fenestration and doorways	A wide range of windows can be found in the settlement, including side hung, top hung, sash windows, casement and bay windows. Timber framed porches are common, but brick porches can also be found as well as other canopies and unsheltered doorways.
Roofscape	Roofing: concrete tiles; grey slate tiles; red pantiles; rosemary tiles; thatched. Side-facing and front-facing gables can be found alongside hip roofs. Dwellings exhibit traditional chimneys. Gable roof or hip roof dormers and timber or brick fascias can be occasionally found.
Boundaries	Hedgerow; timber fence; red brick / rendered walls; open.
Setbacks and parking	Dwellings exhibit a range of setbacks, from wide to no setback. Front plot parking and garages are common, however shared parking courts can also be found.
Public realm	Pavements are located on most of the streets, particularly along Uttoxeter Road. Key public spaces are the Village Hall recreation area, the allotments and the playing field east of the main settlement.

1

FAÇADE

RED BRICK
Flemish and stretcher bond



BROWN BRICK
stretcher bond

RENDER

PEBBLE DASH
RENDER

HANGING TILES

TIMBER

ORANGE BRICK
stretcher bond

2

WINDOWS

TOP HUNG

SASH WINDOW with glazing bars

SIDE HUNG

BAY WINDOW

TRADITIONAL

3

DOORWAYS

TIMBER FRAMED PORCH

SHELTERED with canopy

UNSHELTERED

SHELTERED with brick porch

4

BOUNDARY TREATMENT

HEDGEROW

TIMBER FENCE

BRICK WALL

IRON FENCE

RENDERED WALL

OPEN

YELLOW BRICK WALL

CONCRETE DECORATIVE WALL

5

SETBACK

NO SETBACK

UP TO 6m

OVER 6m

6

PARKING

FRONT OF THE PLOT

GARAGE

7

ROOFS

GREY SLATE

CONCRETE TILES

RED PANTILE

ROSEMARY TILES

THATCHED

8

ROOF DETAILING

CHIMNEY

TIMBER FASCIA

BRICK FASCIA

HIP ROOF DORMER

GABLE ROOF DORMER

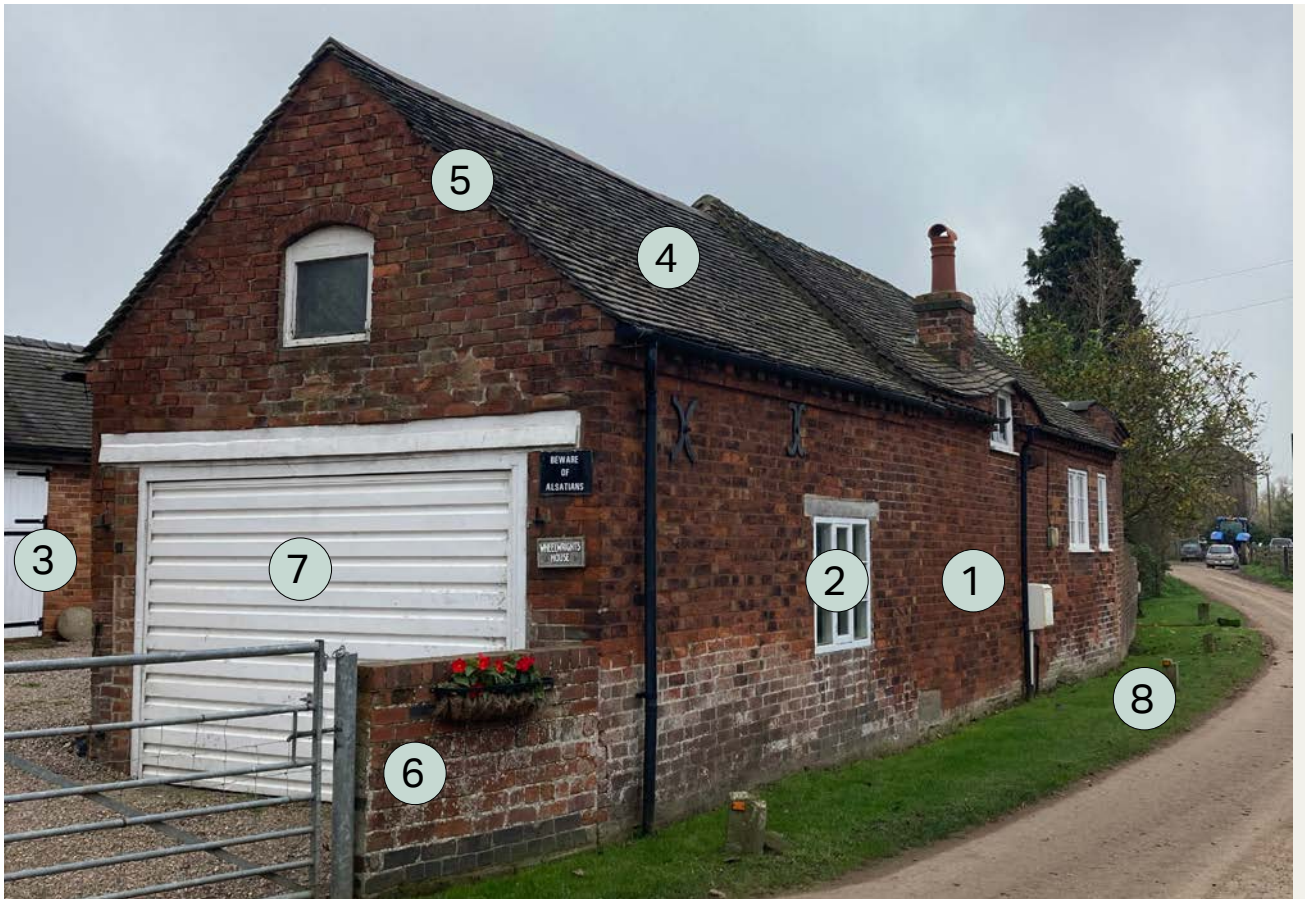
03 Character Area 3: Pipe Ridware

3.4 Pipe Ridware

Pipe Ridware has a strong rural feel. Vegetation is dense and green verges can be found on all the routes. Farmsteads and agricultural barns can be observed and buildings range between one and three storeys, still keeping the overall density low. Red brick and grey slate dominate, with the main exception being the sandstone church. Windows are side-hung and single-pane, while doorways are mainly unsheltered. Set backs are variable, while on-plot parking, garages and shared parking courts can be observed.

Figure 38: The former St. James church

Factors	Appearance characteristics
Building types and height	Detached and agricultural barns. Dwellings range between one and three storeys.
Façades	Red brick; sandstone; pebble dash render.
Fenestration and doorways	Side hung and single pane windows can be found. Doorways are unsheltered.
Roofscape	Roofing: grey slate tiles. Side-facing and front-facing gables can be found. Dwellings exhibit traditional chimneys. Gable roof and eyebrow dormers can be observed as well as timber or brick fascias and roof crests.
Boundaries	Hedgerow; timber fence; red brick / sandstone walls; open.
Setbacks and parking	Dwellings exhibit a range of setbacks, from wide to no setback. On plot parking and garages are common and shared parking courts can be observed.
Public realm	There are no pavements in the settlement because of its rural character. Grass verges/ triangles are widely common.



1

FAÇADE

RED BRICK
Flemish and stretcher bond

SANDSTONE

PEBBLE DASH RENDER

2

WINDOWS

SIDE HUNG

SIDE HUNG
with glazing bars

SINGLE PANE WINDOW

3

DOORWAYS

UNSHELTERED

4

ROOFS

GREY SLATE

5

ROOF DETAILING

CHIMNEY

UNDULATING TIMBER FASCIA

EYEBROW DORMER

GABLE ROOF DORMER

ROOF CREST

TIMBER AND BRICK FASCIA

6

BOUNDARY TREATMENT

HEDGEROW

TIMBER FENCE

SANDSTONE WALL

RED BRICK WALL

7

PARKING

SHARED COURT

ON PLOT

GARAGE

8

SETBACK

NO SETBACK

UP TO 6m

OVER 6m

04 Character Area 4: Blithbury

3.5 Blithbury

Blithbury is the northernmost of the four main settlements in the area, and as with the majority of the parish, is strongly rural. Green verges are predominant and views to the open landscape are widely available. Render is the most frequent elevation material, while grey slate and rosemary tiles are used on roofs. Boundaries are mixed, including hedgerows, timber fences and red brick walls. Set backs are variable, and car parking can be found at the front of the plot, in shared parking courts or in garages.

Figure 39: Red brick detached house on Blithbury Road

Factors	Appearance characteristics
Building types and height	Detached, semi-detached and agricultural barns. Dwellings range between one and 2.5 storeys.
Façades	Red brick; render; pebble dash render slabs.
Fenestration and doorways	Side hung, top hung, sashes, bow windows, bay windows and single pane windows can be found. Unsheltered doorways and brick porches can be found.
Roofscape	Roofing: grey slate tiles and rosemary tiles. Side-facing and front-facing gables dominate the roofscape, although one hip roof can be found. Dwellings exhibit traditional chimneys, gable roof dormers and timber or brick fascias.
Boundaries	Hedgerow; timber fence; red brick walls; open.
Setbacks and parking	Dwellings exhibit wide (over 6m) to minimal setbacks. Front of the plot parking, garages and shared parking courts can be observed.
Public realm	A short segment of pavement can be observed on one side of Blithbury Road. Grass verges are widely common everywhere else.

1

FAÇADE

RED BRICK
Flemish and stretcher bond

RENDER

PEBBLE DASH RENDER

HANGING TILES

2

DOORWAYS

UNSHELTERED

BRICK PORCH

ARCHED
with transom window

3

WINDOWS

SIDE HUNG

SIDE HUNG with glazing bars

SASH WINDOW with glazing bars

SINGLE PANE with glazing bars

BAY WINDOW

BOW WINDOW

TOP HUNG

4

BOUNDARY TREATMENT

HEDGEROW

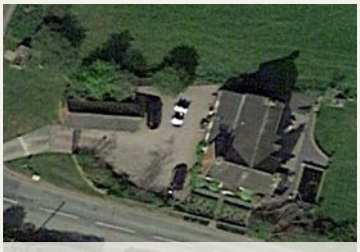
TIMBER FENCE

RED BRICK WALL

OPEN

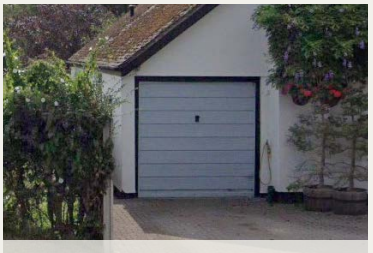
5

PARKING



SHARED COURT

ON PLOT

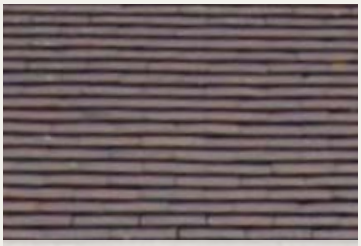


GARAGE

6

ROOFS

GREY SLATE



ROSEMARY TILES

7

ROOF DETAILING

CHIMNEY

DENTIL BRICKS FASCIA

TIMBER FASCIA

GABLE ROOF DORMER

BRICK FASCIA

8

SETBACK

UP TO 6m

OVER 6m

05 Character Area 5: Open landscape

3.6 Open landscape

The parish is strongly rural, and as such, the landscape represents a large part of the Neighbourhood Plan Area. The character of the landscape is consistent throughout all its extension. The only remarkable exception is represented by the River Trent, which distinguishes the southern part of the area from all the rest. Scattered farms can be found within this character area.

Figure 40: View of the open landscape from School Ln

Factors	Appearance characteristics
Landscape character	The area is mostly covered in pastoral land, with woodland patches scattered throughout it. Hedgerows distribute along roads and create an integral part of the landscape. The River Trent to the south is the main watercourse, however other minor brooks can be found in the area. The area is fully included in the Needwood and South Derbyshire Claylands NCA (refer to page 19).
Landform & topography	Gentle hills characterise the area, with an altitude ranging between 64 and 110 A.O.D.
Sensitivity & capacity	Capacity for development in the area surrounding Hill Ridware, where potential site allocations have already been identified.
Key features	Views of the Cannock Chase AONB are available from the western edge of Hill Ridware and Uttoxeter Road.

Design Guidance & Codes

04

4. Design guidance & codes

The design codes and guidance set out in this section prioritise the sustainability of new development, responsive design for infill development and new development. These design codes should be read in conjunction with the following Village specific Design Codes in section 5.

4.1 Introduction

This section provides guidance on the design of development, setting out expectations that relevant planning applications in the Neighbourhood area will be expected to address. This includes for both allocated sites and windfall development. The guidelines developed in this section focus on residential environments. However, development should not be viewed in isolation and the design and layout of rural form must respond to the wider development pattern and landscape context.

Understanding the character across the Neighbourhood Plan area is key to all new design proposals. The local pattern and use of streets and spaces, building types, materials and their interplay with the natural environment and wider landscape in which they sit will help to improve the character and identity of new developments, and make them more accepted locally. It is important for any proposal that full account is taken of the local context and that the new design embodies the 'sense of place', both in terms of local character and distinctive features, particularly the listed buildings and the conservation area.

Responding to the context means recognising existing positive design solutions and using existing cues as inspiration. Proposals for a new scheme could adopt a traditional approach or a contemporary design that is innovating with purpose, whilst being in harmony with the built environment and landscape. There is not always agreement on aesthetic issues and architectural taste but using appropriate design precedents and a clear design process will give results that are less subjective and do represent 'good design'.

Contemporary design must improve and enhance the setting and sustainability of the site/ neighbourhood area whilst not detracting from the appearance of important landscape character of the Needwood and South Derbyshire Claylands NCA.

4.2 Code structure

The following topics are addressed by design codes in this section:

A - Sustainability

B - Active Travel

C - Green Infrastructure

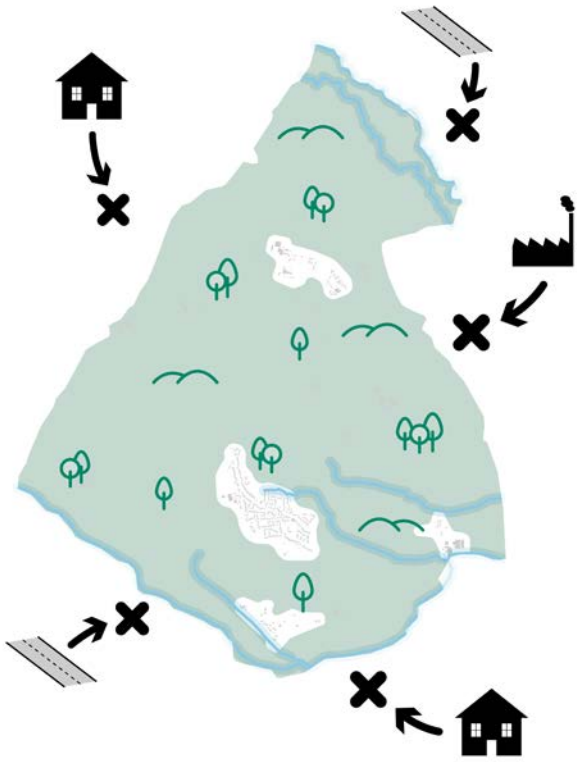
D - Infill Development

E - New Development

A Sustainability

4.3 Sustainable Design & Climate Resilience

Climate change has created the need to decrease our carbon footprint towards net-zero by providing innovative solutions to transportation (electrification) and the energy use of buildings. Sustainable design incorporates innovative practices at all scales of design to achieve less impactful development footprints, whilst future proofing homes, settlements and natural environments. Reducing use of limited natural resources whilst increasing utilisation of local resources and sustainable natural resources can help to achieve this.



F.41

Figure 41: Protecting and enhancing Mavesyn Ridware's natural elements can combact loss of biodiversity

Every future development should be conditional on including environmental and social benefits, considering natural habitats, measures to combat climate change, public rights of way and job creation.

A1 - Resilience to Climate Change

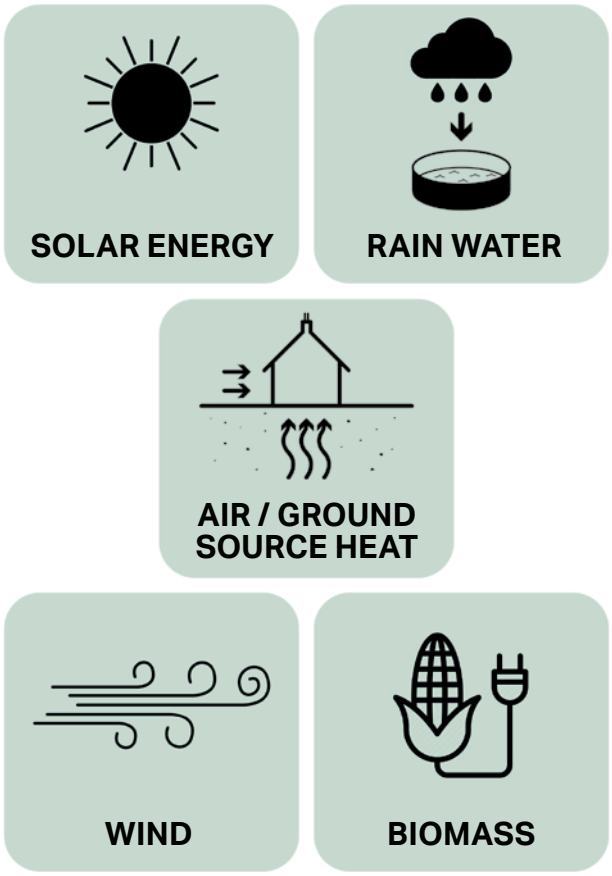
All new development should work to moderate extremes of temperature, wind, humidity, local flooding and pollution within the parish:

- Areas of Mavesyn Ridware are at risk of flooding from watercourses. Avoid siting homes in high risk flood areas and mitigate increased risk of storms/flooding with sustainable drainage systems. These reduce the amount and rate at which surface water reaches sewers/ watercourses. Often, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system. This has the added benefit of reducing pressure on valuable water sources;
- Eco-systems cannot adapt as fast as the climate is changing leading to loss of biodiversity. Protecting and enhancing Mavesyn Ridware's extensive natural landscape, including woodlands and watercourses, can combat this; and
- Use street trees and planting to provide shading and cooling and moderate and improve micro-climate for streets and spaces.

A2 – Assessing Alternative Energy Sources

Key considerations in the assessment of alternative energy sources for development may include (but are not limited to):

- Optimise solar orientation of buildings. Aim to increase the number of buildings on site that are oriented within 30° of south (both main fenestration and roof plane) for solar gain, solar energy (solar panels) and natural daylighting;
- Ground conditions to accommodate loops for ground source heat and space for air source heat pump units;
- Links to local estates for sustainable coppicing, harvesting or recycling of biomass fuels; and
- Local wind speed and direction in Mavesyn Ridware for micro-generation wind turbines.



F.42

F.43

Figure 42: Key alternative natural energy sources

Figure 43: Micro-generation wind turbines can be discreetly applied on top of roofs

A3 – Electric Vehicle charging

Current transition to electric vehicle technology and ownership comes with related issues that must be addressed by new development.

Design issues to address for Parking at the home:

- Convenient on plot parking and charging points close to homes;
- Potential to incorporate charging points under cover within car ports and garages;
- Still need to integrate car parking sensitively within the streetscene. For example, parking set behind the building line or front of plot spaces lined with native hedgerow planting;
- Need to consider visitor parking / charging needs; and
- Existing unallocated / on-street parking areas and feasibility to provide electric charging infrastructure not linked to the home.

Figure 44: Home electric vehicles charging point

A4 - Energy efficiency measures towards Net-Zero carbon

By default, new development should adopt a fabric first approach in line with the governments emerging Future Homes Standard, to attain higher standards of insulation and energy conservation.

- Reducing energy demand further by employing passive design principles for homes is desireable and can make some forms of development more acceptable to the community (window orientation, solar gain, solar shading, increased insulation, ventilation with heat-recovery);
- Maximise on-site renewable energy generation (solar, ground source, air source and wind driven); and
- Consider building form and thermal efficiency: semi-detached and detached all have different energy efficiency profiles. This must be balanced with local design preference and character considerations to ease acceptance for development.

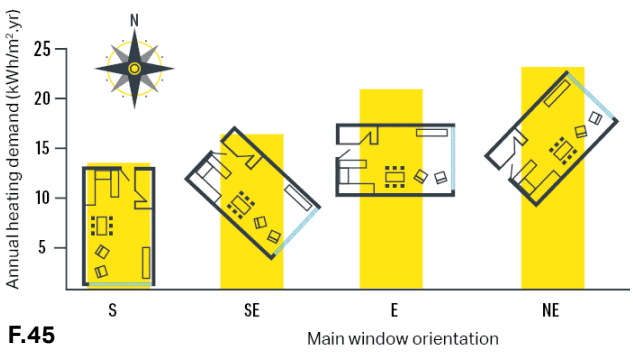


Figure 45: Building orientation influences the annual heating demand

B Active Travel

4.4 Active Travel

The four key settlements that can be found in the Neighbourhood Plan area are often not properly connected for pedestrians and cyclists. In these terms, active travel is a key opportunity to improve 'livability' of the whole area.

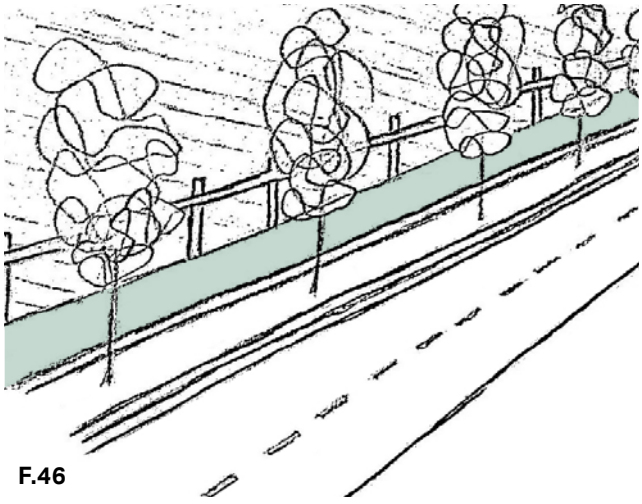
Many routes are already located in the area, such as existing Rights of Way and footpaths, however there is a lack of cycleways. Green areas and local amenities represent focal points that could be included in a new Active Travel network as activity nodes and spaces.

The following codes aim to provide guidance to optimise and improve these existing opportunities and create an active travel network in the neighbourhood area with a clear structure and signage.

B1 – Existing routes

Footpaths are located in the area. The following improvements to these existing features may be considered:

- Paving existing footpaths or crossing with high quality materials to improve their safety and quality;
- Adding appropriate signage to make existing footpaths easily accessible; and
- Planting trees and other greenery alongside existing footpaths to increase their quality, attractiveness and a degree of separation from vehicle traffic.



F.46

Figure 46: Street planting along footpaths and cycleways improves their quality and provides protection from vehicles traffic

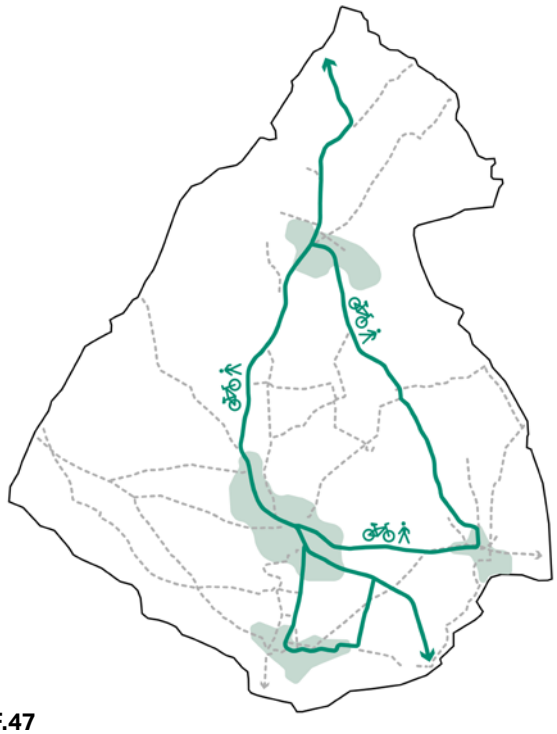


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Figure 47: Proposed active travel network (inclusive of the existing footpaths) connecting the settlements of the parish

B2 – New Active Travel network

The following codes provide guidance for the creation of a new Active Travel network in the neighbourhood area:

- Using high-quality surfaces and defining a specific material/ colour palette that respond to the context to create a safe, attractive and legible network;
- Active Travel routes on main streets should be off-carriageway and should be separated to provide a safe and continuous network for pedestrians, wheelchairs and cyclists;
- Crossings should be raised and highlighted with appropriate signs;
- Existing green areas, public spaces and local amenities should be integrated into the new Active Travel network as focal points; specifically, the Primary School, the Village Hall, the football pitch, St Nicholas Church and the other amenities identified on page 35 should be included in the network to provide safe connections to / from these places;
- The new Active Travel network should aim to strategically connect all the different settlements of the neighbourhood plan area;
- Bike parks should be provided along the network, especially in the included public spaces (i.e. the recreation area); and
- Appropriate signs should be placed along the network to improve wayfinding around the neighbourhood area.

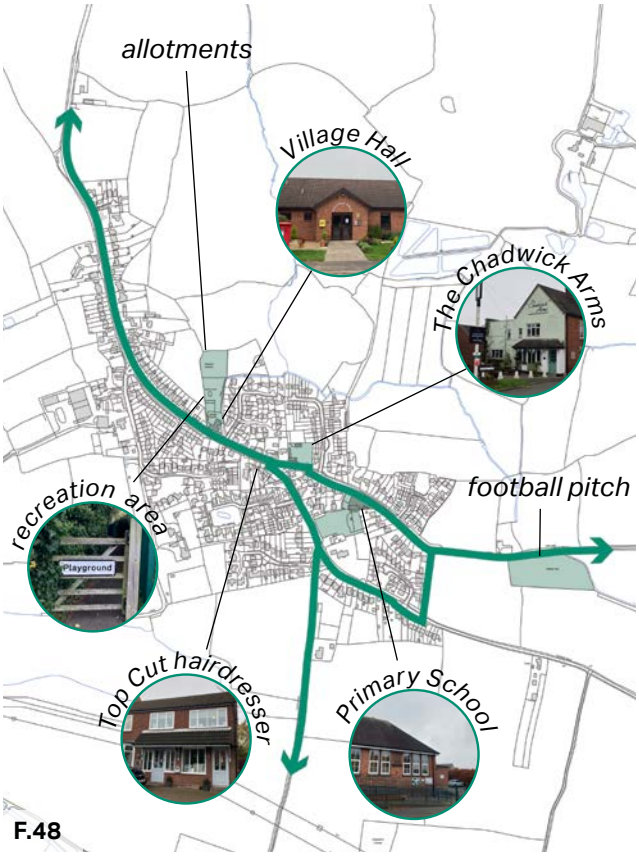

Figure 48: Proposed diagram of a potential Active Travel network in Hill Ridware linking the key amenities of the settlement

Figure 49: Bike parks should be provided along the Active Travel network

C Green Infrastructure

4.5 Green Infrastructure

The natural environment is a key element of local character of the Neighbourhood Plan area. Other green spaces and pocket greens can be found within the area, representing a strong potential for developing a green infrastructure network throughout the whole settlement. However, some of these spaces lack an identity and present an opportunity to improve the quality of the local green spaces through thoughtful landscape design interventions.

Trees are also an essential part of the existing streetscenes and are often located in private gardens as well as along streets or in public spaces. Therefore, there is a chance to increase the number of tree-lined streets and providing new street tree planting in new developments.

Considering these local features, the codes are structured in the following sections: Street tree planting; Sustainable drainage; and Enhancing green space.

Figure 50: Existing street trees along Uttoxeter Road

C1 – Street tree planting

The following codes provide guidance on existing/ new street planting.

- Existing street trees should always be preserved or replanted;
- Eventual landscape interventions along streets should always consider existing street trees as an integral part of the design;
- Consider the opportunities to provide new street tree planting currently available in the Neighbourhood Plan area on Uttoxeter Road;
- New street trees planting should be placed strategically in order to contribute to the local green infrastructure and create a new green network in the neighbourhood area;
- Consider the Active Travel network and green infrastructure as a single entity. New street trees should be planted along existing / new Active Travel routes;
- Different urban locations have specific tree requirements: small to medium trees should be preferred for smaller spaces or narrower streets; larger trees for avenues or more open environments; and
- Native species should be prioritized, however climate change is pushing native trees to the limit of what genetically they can cope with. Thus, non-native trees that can cope with these new conditions can be planted as well, as long as they provide similar habitats for native species.

C2 – Sustainable drainage

The term SuDS stands for Sustainable Drainage Systems. It covers a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits.

- Form a 'SuDS train' of two or three different surface water management approaches;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream; and
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area; and
- The location of SuDS features will respond to the topography on site.

C3 – Enhancing green space

Leftover green space can be found in the Neighbourhood Plan area and is an opportunity to enhance the local green infrastructure network. The following codes define a design approach to fulfil the potential of these areas.

- Community oriented activities (such as small community cafés, children play areas, urban allotments) should be placed to encourage the use of leftover green spaces;
- Design should create legible, protected and safe spaces for people, including urban furniture such as benches, street lights and waste bins. Shelter should be provided to encourage the use of these spaces even in hostile weather conditions;
- Landscape design should include trees and flower beds to raise the quality of leftover spaces; and
- Existing features, such as trees or hedgerows, should be considered and preserved in the design.

Figure 51: Roadside SuDS

D Infill Development

4.6 Responsive Design for Infill Development

Infill development is smaller scale development (Historically 1 or 2 homes within the NP area) within an existing developed context. This type of development commonly consists of three main types:

- Gap site development within a street frontage;
- Backland development; and
- Site redevelopment (for example, replacement of existing building/s).

Every future development should be conditional on including environmental and social benefits, considering natural habitats, measures to combat climate change, public rights of way and job creation.

D1 – Overarching Aims

The overarching aim of these guidelines is to promote context sensitive infill housing of a high quality, including affordable housing within settlements. This should improve the street scene and locate new homes close to and in support of existing amenities. The following are key aims of the guidance:

- Protect residential amenity, both of new and existing occupiers;
- Contribute to the creation of distinctive communities, places and spaces;
- Be of good design and encompass sustainability principles; and
- Respond to the context and character of the area.

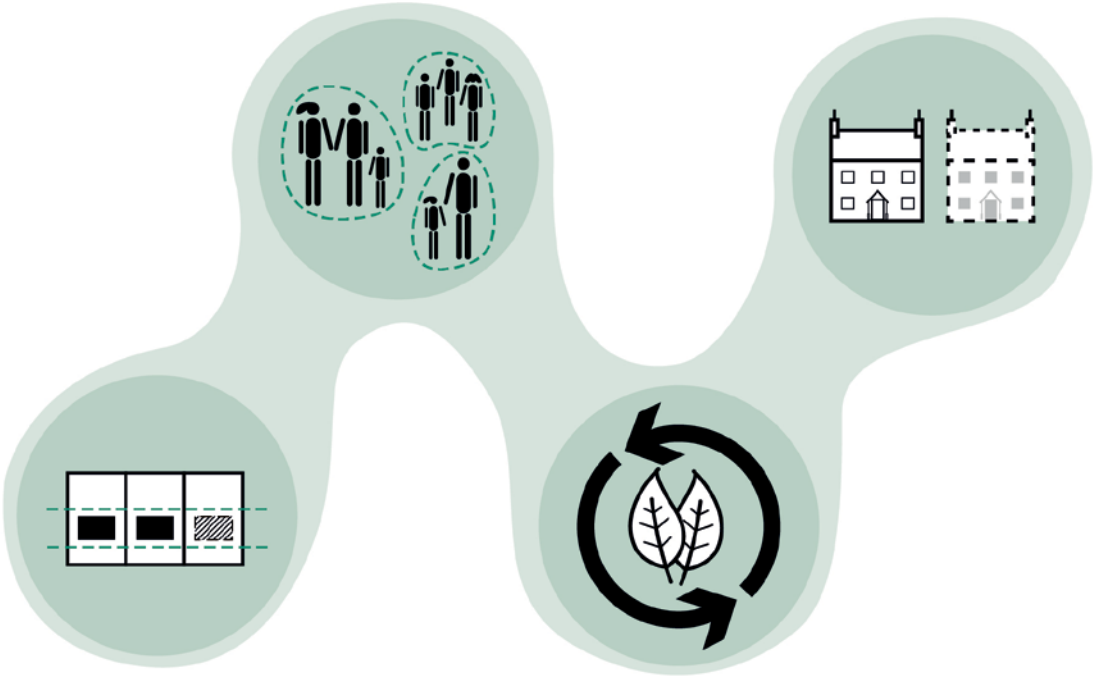

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Figure 52: Infographic about Infill development overarching aims

D2 – Design Principles

The following design principles apply to infill development that may come forward via applications within the neighbourhood area:

- Building scale and massing should be in keeping with the prevailing development pattern and not be overbearing on existing properties or deprive them of light, including over-looking or over-shadowing of both windows and amenity space;
- The building line should reflect the street and be set back no more than a maximum of 1.5m from adjacent buildings unless additional landscaping or tree planting is being introduced to the street scene; where buildings are set back from the street a boundary should define the plot and link up to adjacent buildings / plots (for example hedgerows, low red / yellow brick wall or timber fences);
- Materials should reflect positive local characteristics and harmonise with adjacent buildings with matching or complementary materials, subject to the degree of variety in the village / area / street;
- Building fenestration and pattern should be in keeping with the predominant buildings character in the village or harmonise with adjacent buildings of good character;
- Building entrances will address the street with a main access and main fenestration. Corner buildings should address both streets with fenestration but the main entrance could be on either subject to access requirements;
- Building façade design should respect the horizontal rhythm of plots and building subdivisions on the street in order to integrate and maintain visual continuity or add to the visual interest where required;
- Buildings heights should vary from 1 – 2.5 storeys depending on adjacent plots. A variable eaves line and ridgeline is allowed to create interest but variation between adjacent buildings should be a maximum of 0.5 storeys in general;
- Front of plot areas and rear gardens should be of sufficient size and landscaped appropriately to fit in with prevailing planting pattern or to enhance the rural and natural character of the area;
- Rear or side plot boundaries which face public spaces must be hedgerows, brick walls or timber fences to match adjacent plots and add to the streetscene quality; and
- Access and storage for bins should be provided and bin stores should be designed to accommodate 4 wheelie bins and be located to the rear of dwellings or in a dedicated enclosure.

E New Development

4.7 New Development

The design codes below set out how to respond to the local features defined in the previous section. These responses must help formulate and review design proposals in line with local preferences for high quality design.

E1 - Response to villages

- Designers must set out a clear response to the village in which development is sited or adjacent to, reflecting the local character and features; and
- Designers are not required to mimic the existing design period of an identified area in the form of pastiche (especially 'bolt-on' elements). However, this approach is not ruled out if done authentically to carefully respond to its context (this approach is likely to be expensive and most suitable for listed building development).

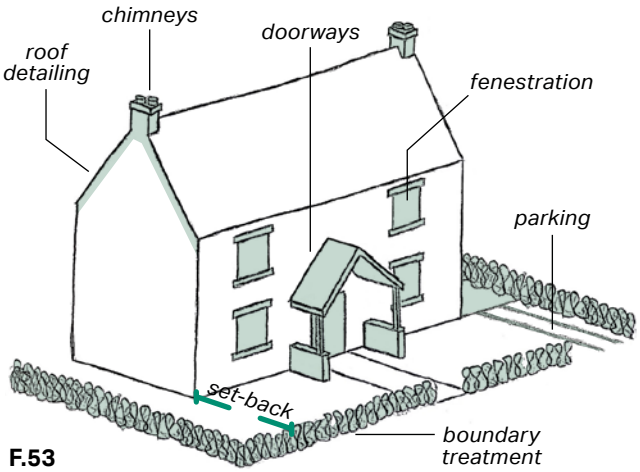

Figure 53: Building-scale local features to be considered

E2 - Preserve and Enhance Character Features

- Development must be respectful of local character features, including; the use of local materials for walls and roofs, fenestration, doorways, roof detailing, boundary treatment, set-backs, varied brick bonds (e.g. Flemish bond) and chimneys;
- These local character features must be preserved and enhanced where possible within the villages;
- Design of details and features must respond to the village in which it is sited or adjacent to (including the surrounding landscape) to enhance the positive qualities of the area; and
- Designers must consider landscape and the rural character of the settlements as a main feature to be preserved and enhanced.

Figure 54: Church Lane, Mavesyn Ridware CA, has a strong rural character and feel

E3 - Local economy

- Promote and support local green power generation for community benefit, using sustainable methods;
- Small public-facing businesses (such as The Chadwick Arms) are encouraged. However they must not disrupt the distinctive rural character of the village;
- Small rural enterprise projects, such as offices and craft workshops are encouraged to prevent stagnation and bring vitality to the village;
- Improve circular walks and permissible walkways in the area, as they are an essential feature and contribute to strengthening the relationship between the villages and the surrounding natural landscape; and
- Consider the rural character of the villages as a distinctive feature and strengthen the relationship with the surrounding open landscape and the Cannock Chase AONB to promote the tourism potential of the area.

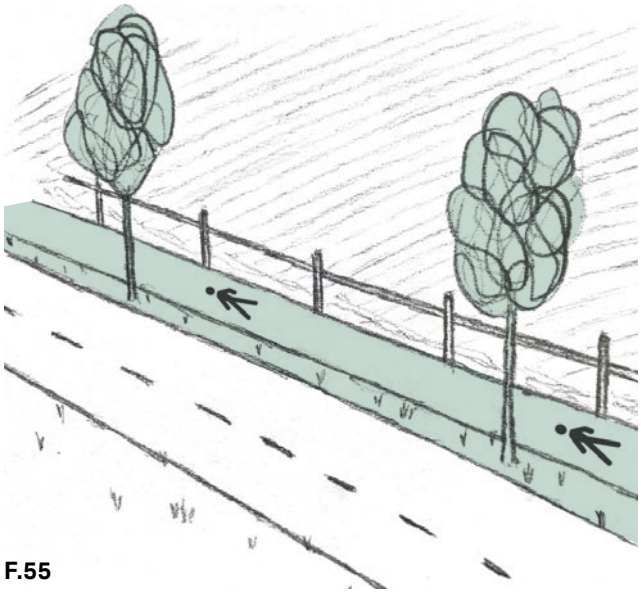

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Figure 55: Walkway improvement
Figure 56: Top Cut hairdresser, Hill Ridware

Character area-specific design codes

05

5. Character area-specific design codes

The following section presents specific design codes for each of the distinct character areas previously presented to address their peculiar features and characteristics.

5.1 Village-specific approach

A primary purpose of this Design Guide and Codes is to help generate sensitive and characterful design responses to the existing settlements and their landscape settings.

From the south to the north, the neighbourhood area is immersed in the Needwood and South Derbyshire Claylands NCA. However, the previous character areas analysis has highlighted that each character area has specific and unique characteristics.

Therefore, this document adopts a village-specific approach to enhance the distinctiveness of each character area. This will avoid the progressive acquisition of standard and generic design approaches, which could result in the loss of the peculiar features of the villages that define their distinctive character.

The following section will explore specific design codes for the following character areas:

F - Mavesyn Ridware CA

G - Hill Ridware

H - Pipe Ridware

I - Blithbury

J - Open landscape

These specific codes promote the preservation of the distinctive features of these character areas and enforce their relationship to the surrounding natural landscape.

F Mavesyn Ridware CA

5.2 Mavesyn Ridware CA Codes

The design codes below set out how to respond to Mavesyn Ridware Conservation Area specific characteristics and features.

F1 - Mavesyn Ridware CA design recommendations:

- Built development should respect and contribute to the strong historic character of the village by considering local design features such as chimneys and gable roof dormers. The use of UPVC for windows and doors is strongly discouraged;
- Built development should reflect the materiality and design features of the area. Red brick should be preferred over other elevation materials, while grey slate should be used for roofs;
- Hedgerows and low timber fences should be the preferred solutions for plot boundaries to preserve the strongly rural character of the area;
- The rural and natural character of the village should always be preserved and enhanced by developing low-density housing (max 2.5 storeys) with space, light and views between houses;
- Views of the open landscape and the Cannock Chase AONB are distinctive features of the village and must be protected;
- Church Lane is the 'face' of the village, with green verges, hedgerows and wide set backs that create a rural feel. Church Lane thus requires a specific design approach to boundaries and built/ open space relationship that preserves these features; and
- Development is discouraged in the historic parts of the village and must be sensitive to existing listed buildings (e.g. St Nicholas Church).

Figure 57: St Nicholas Church, Mavesyn Ridware CA

G Hill Ridware

5.3 Hill Ridware Codes

The design codes below set out how to respond to Hill Ridware specific characteristics and features.

G1 - Hill Ridware design recommendations:

- New development or refurbishment works should reflect the materiality and design features of the area. Red brick should be preferred over other elevation materials, although local alternatives that harmoniously fit in the context are allowed (brown brick and render). Grey slate should be preferred for roofs, but alternatives such as rosemary tiles, red pantiles and concrete tiles are allowed as long as they harmoniously sit in the context;
- New development should include local features to contribute to the character of the place, such as chimneys, timber or brick fascias, dormers and timber framed porches. The use of UPVC for windows or doors is discouraged;
- Hill Ridware has a distinctive suburban character. Therefore, low red brick walls and open boundaries should be considered alongside hedgerows and low timber fences for plot boundaries;

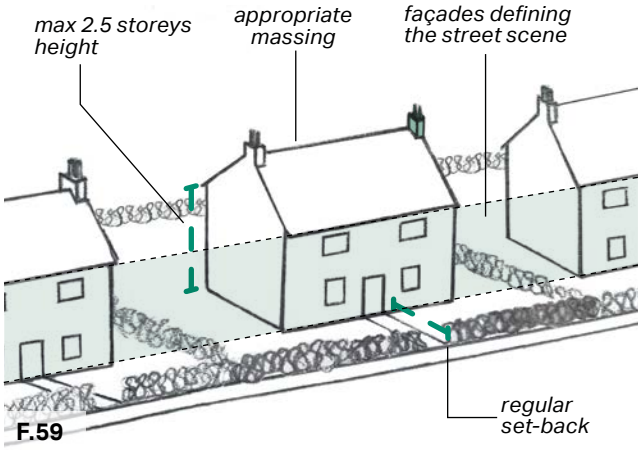

Figure 59: Good practice diagram: new development should contribute to the local character of the area and fit in the context

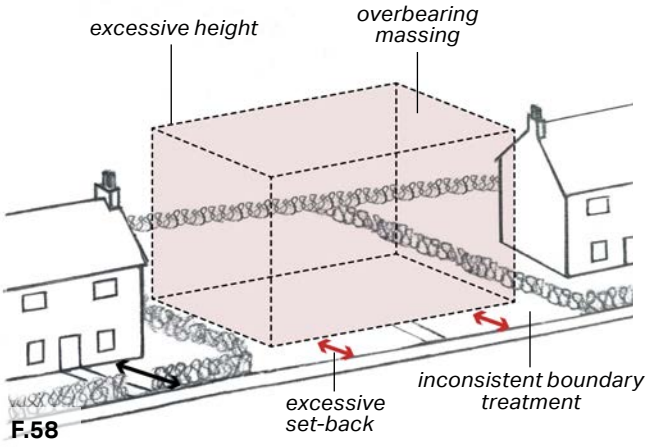

Figure 58: Bad practice diagram: reduced set-back and overbearing massing can create an 'un-neighbourly' building

- New development should never exceed 2.5 storeys to properly reflect the density of the settlement. The medium density and suburban feel of the settlement allow closer distances between buildings, to define and create an almost continuous or joined-up street scene;
- Views of the open landscape and the Cannock Chase AONB are distinctive features of the settlement and must be protected. New development should never obstruct such views;
- Uttoxeter Road is the main route of Hill Ridware, with mostly continuous pavements on both sides of the road, a joined-up street scene and regular set backs that generate a suburban context. Therefore, a design approach that preserves and enhances these characteristics should be adopted; and
- To avoid the creation of standardised suburban neighbourhoods, front gardens should have well-defined boundaries that allow personalisation, as well as a sense of ownership and the opportunity for a degree of interaction between neighbours.

Figure 61: Uttoxeter Road, Hill Ridware

Figure 60: Good example of garden personalisation in Hill Ridware

H Pipe Ridware

5.4 Pipe Ridware Codes

The design codes below set out how to respond to Pipe Ridware specific characteristics and features.

H1 - Pipe Ridware design recommendations:

- Built development should respect and contribute to the rural character of the village by considering local design features such as chimneys, timber roof fascias and gable roof dormers. The use of UPVC for windows and doors is strongly discouraged;
- Built development should reflect the materiality and design features of the area. Red brick should be preferred over other elevation materials, while grey slate should be used for roofs;
- Built development should consider the courtyard layout that can be already observed in the area, with an internal shared parking courtyard;
- Hedgerows, low red brick walls and timber fences should be the preferred solutions for plot boundaries to reflect the character of the area;
- The rural and natural character of the village should always be preserved and enhanced by developing low-density housing (max 3 storeys) with space, light and views between houses;
- Views of the open landscape and the Cannock Chase AONB are distinctive features of the village and must be protected;
- Pipe Lane is the 'face' of the village, thus its hedgerows and green verges must be preserved; and
- Eventual development should not have any impact on Listed Buildings located in the village (see page 24).

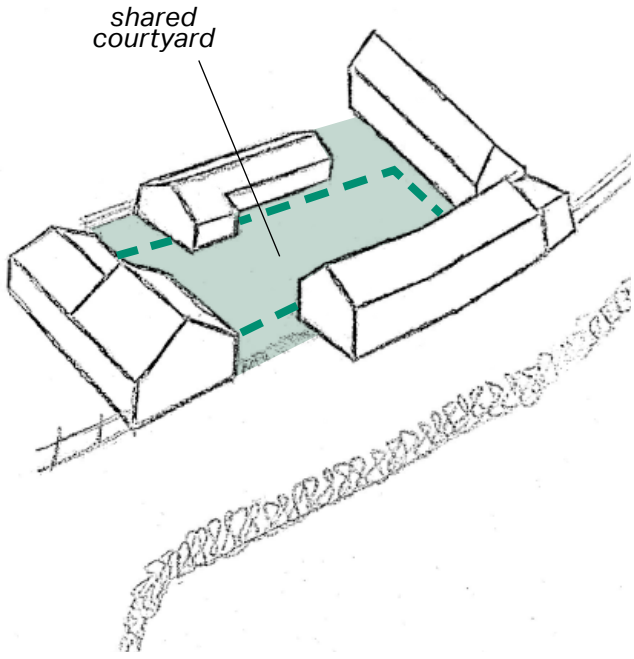

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Figure 62: Sketch representing a local example of shared courtyard

I Blithbury

5.5 Blithbury Codes

The design codes below set out how to respond to Blithbury specific characteristics and features.

I1 -Blithbury design recommendations:

- Built development should respect and contribute to the rural character of the village by considering local design features such as chimneys, timber or brick roof fascias and gable roof dormers. The use of UPVC for windows and doors is strongly discouraged;
- Built development should reflect the materiality and design features of the area. Render and red brick should be preferred over other elevation materials, while grey slate and Rosemary tiles should be used for roofs;
- Hedgerows, low red brick walls and timber fences should be the preferred solutions for plot boundaries to reflect the character of the area;
- The rural and natural character of the village should always be preserved and enhanced by developing low-density housing (max 2.5 storeys) with space, light and views between houses;
- Views of the open landscape and the Cannock Chase AONB are distinctive features of the village and must be protected;
- Pavement quality on Blithbury Road should be improved and a safe pedestrian crossing (with new pavement on the western segment of Blithbury Road) should be created on Uttoxeter Road; and
- Green verges should be preserved on the remaining routes to keep the rural character of the village.

Figure 63: Proposed new crossings and pavements (dashed lines) in Blithbury

Figure 64: Existing green verges in Blithbury

J Open landscape

5.6 Open landscape Codes

The design codes below set out how to preserve the open landscape in the Neighbourhood Plan area and its features.

J1 - Open landscape design recommendations:

- The open landscape is a vital element of the Neighbourhood Plan area, as it contributes to its rural character. Therefore, the preservation and enhancement of the open landscape is a priority for the parish;
- All the features of the landscape, including its openness, hedgerows, woodland patches and watercourses should be preserved, and any impact on them should be reduced to the minimum;
- Routes in the area have a distinctive rural character, with generally narrow sections, green verges and hedgerows alongside them. All these features should be protected to preserve the rurality of the area; and
- Built development related to the existing scattered farms should fit in the rural scenery of this character area and should not have a detrimental impact on the surrounding open landscape or obstruct open views available throughout the area.

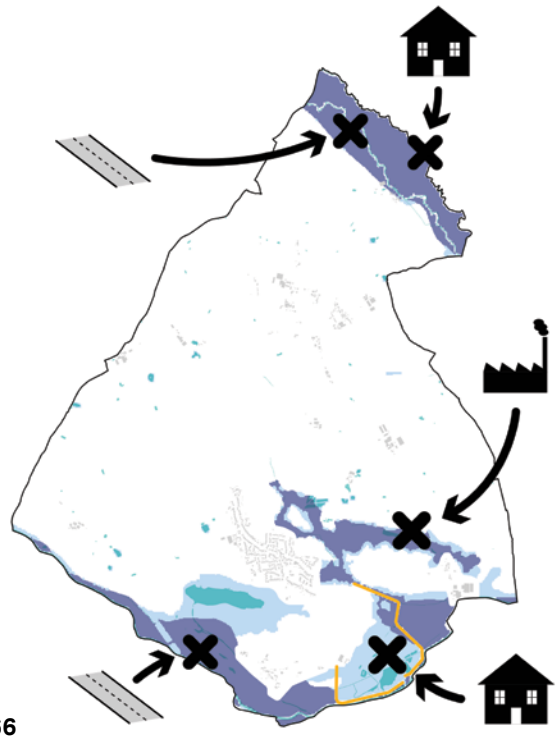

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Figure 66: New development is not allowed in flood risk zones

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Figure 65: View of the landscape from Uttoxeter Road

5.7 Next steps

This document has set out an evidence base for the Mavesyn Ridware Neighbourhood Plan and it is recommended that the codes are referred to within the forthcoming Plan's Design policies.

As well as providing certainty to the local community, the design codes in this document should give more certainty to developers, as they will be able to design a scheme that is reflective of community aspirations, potentially speeding up the planning application process.

Potential developers should note that when they are prepared to discuss applications with the Parish Council before submission this can have a positive impact on the application submitted.

As well as using this document, future developers should also make sure that they have observed the guidance in the Department for Levelling Up, Housing and Communities' National Design Guide.

Developers should also note that housing developments of any size should strive to achieve carbon neutrality in line with the Government's forthcoming Future Homes Standard.

Further standards on residential developments should also be obtained from Building for a Healthy Life, a government-endorsed industry standard for well-designed homes and neighbourhoods.

Appendix

06

6. Checklist

This section sets out a general list of design considerations by topic for use as a quick reference guide in design workshops and discussions.

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Positively integrate energy efficient technologies;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?

3

Local green spaces, views & character:

- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?

3

Local green spaces, views & character:

- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

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