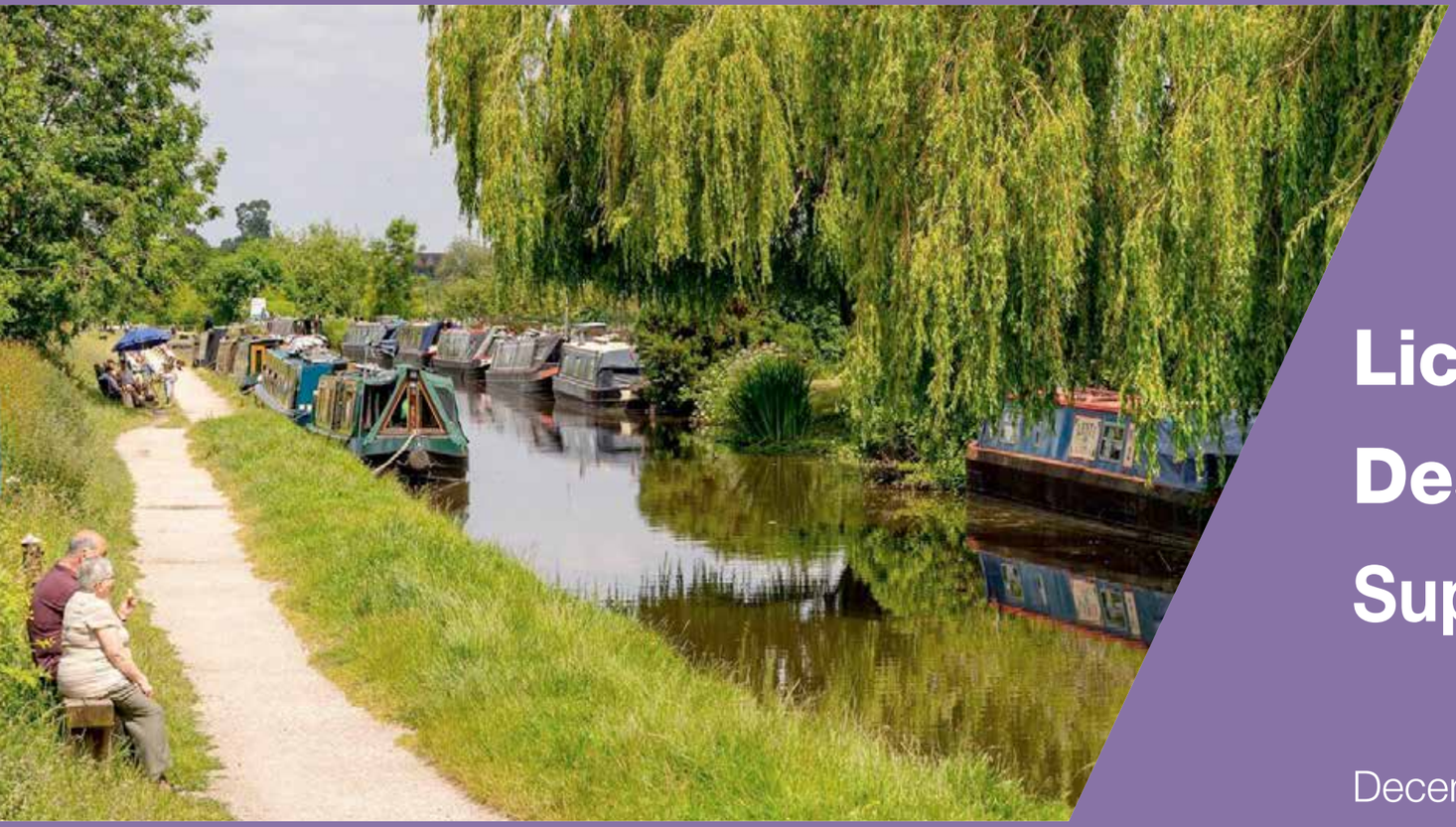
Lichfield District Design Code



Lichfield District Design Code

Supplementary Planning Document

December 2024

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1. INTRODUCTION

1.1 Purpose of the Code

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

The Design Code will guide the delivery of development needs identified within the Lichfield Local Plan. It considers both large, masterplan led strategic allocations (over 100 homes) and smaller existing developments.

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

The Design Code will:

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

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

1.2 Understanding Site Context

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

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

Burntwood comprises four former mining villages: Boney Hay, Burntwood, Chase Terrace, and Chasetown. Located on the edge of Cannock Chase, it is near the excellent amenities of Chasewater Country Park and Gentleshaw Common. Both areas provide great leisure opportunities and numerous clubs and societies cater to a wide range of interests. The Cathedral contributes to the historical and cultural significance of Lichfield and is an important consideration for design within the City.

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

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

Figure 1.1. Lichfield Cathedral

Figure 1.2. The Cathedral spires are visible from Bakers Lane

Figure 1.3. Burntwood town centre

Figure 1.4. Clifton Campville

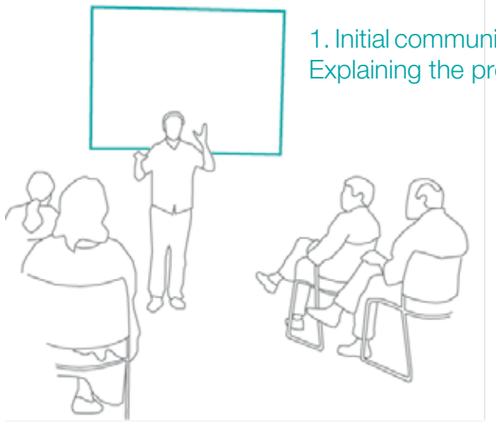
1.3 The Process

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

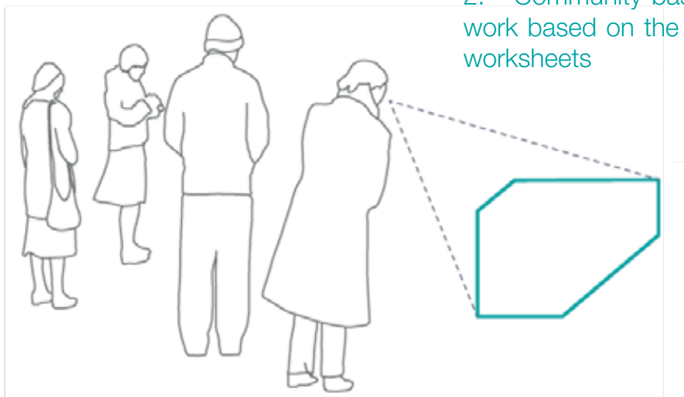
After this, several rounds of engagement followed in order to begin to establish the Area Types, eventually confirming the Design Code would be split into six Area Types.

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

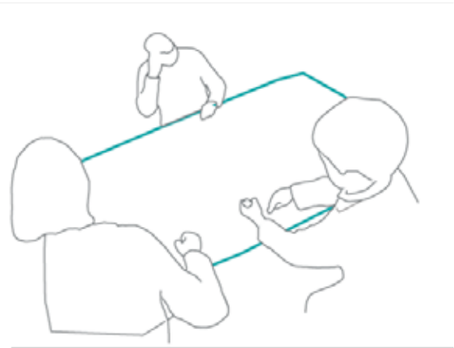
BDP acknowledged that engaging with public was crucial at all stages , so that people could input into the Design Code and those who are most aware of their local area were given a chance to input.



1. Initial community workshop: Explaining the process



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



3. Stakeholder Engagement

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

5. Final workshop to agree draft code

1.4 Structure of the Document

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

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

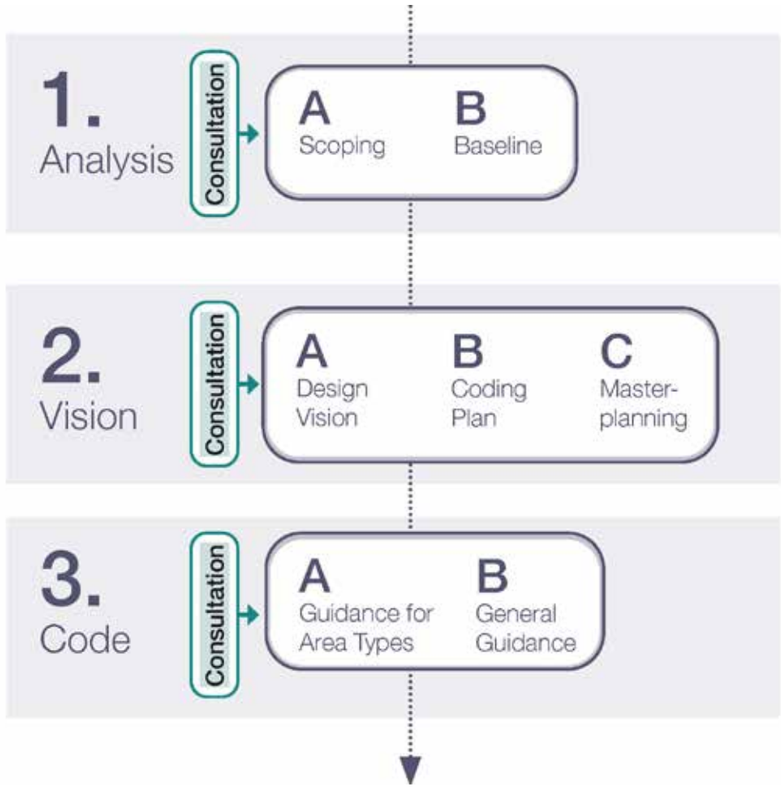
Based on the existing character, six Area Types are defined across the whole district using a range of techniques including the baseline technical assessment, an Urban Morphemetrics assessment undertaken by the University of Strathclyde, online community survey, a series of meetings with stakeholder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

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

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

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

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



2. CODING PLAN

2.1 Introduction

Coding Plan

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

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

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

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

Area Types

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

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

2.2 District-Wide Coding Plan

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

Area Types

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

Key

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

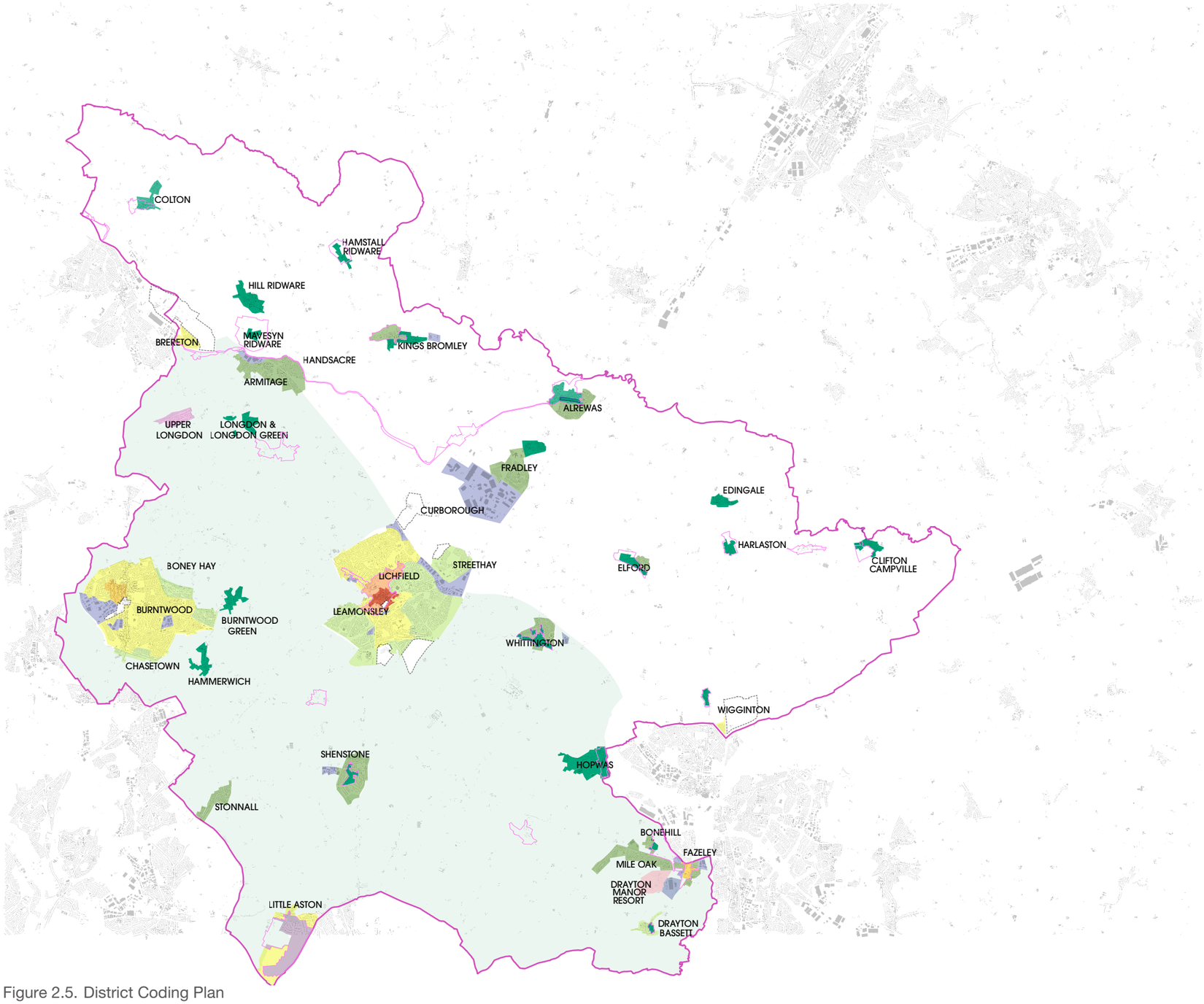


Figure 2.5. District Coding Plan

2.3 Settlements Coding Plan

Lichfield City

- Lichfield City Centre
- Lichfield Cathedral Precinct
- Employment Area
- Inner Suburban
- Outer Suburban
- Conservation Area
- Framework Sites
- Area for potential intensification and mixed use development
- Lichfield Cathedral
- Railway Station
- Primary road
- Secondary road
- Local road

Figure 2.6. Location of Lichfield City

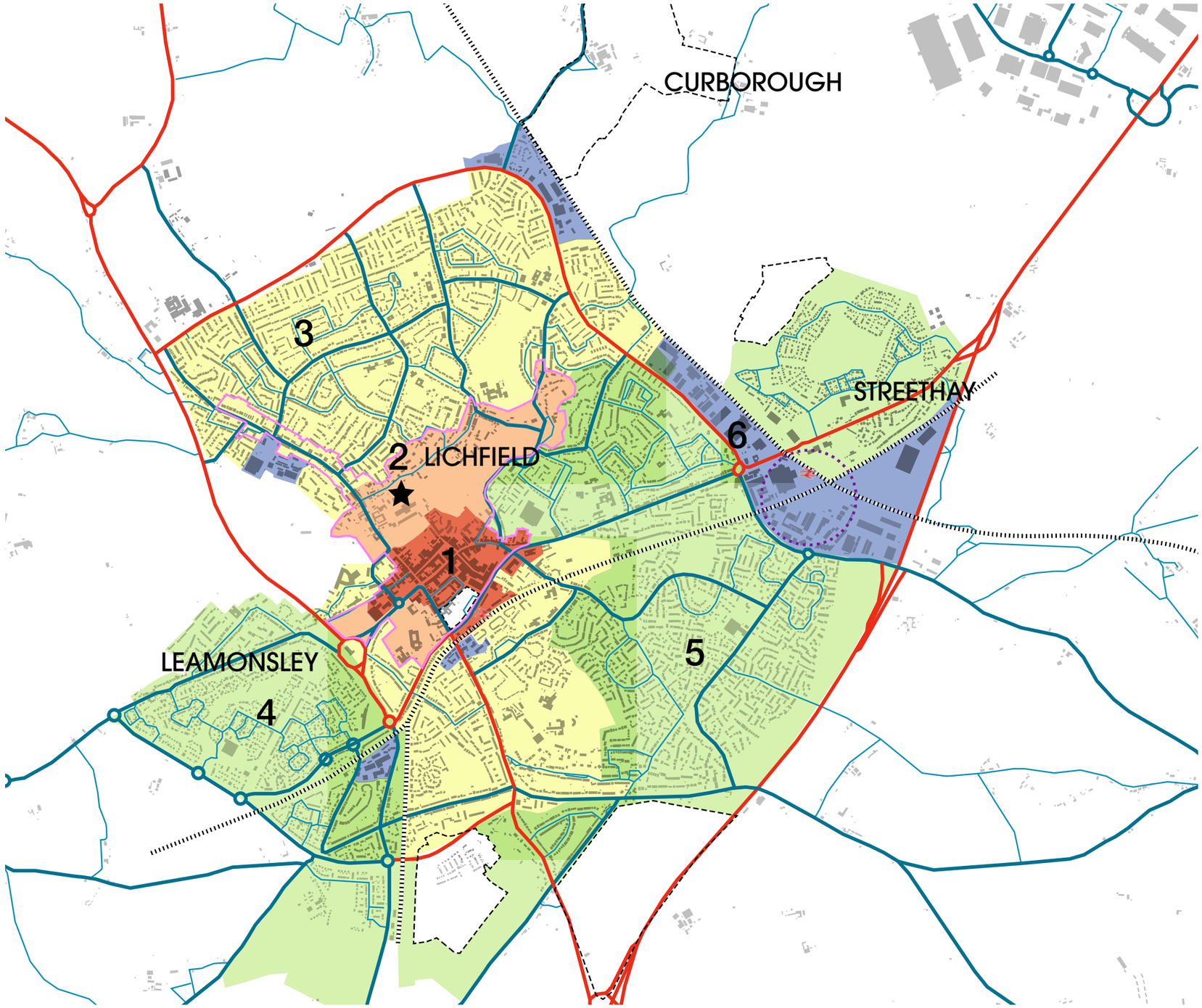


Figure 2.7. Lichfield City Coding Plan

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

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

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

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

There is potential for intensification and mixed-use development at the Lichfield Trent Valley railway station gateway area. The designated Area Types can be adjusted if development opportunities in this area arise.

1


4


2


5


3

6

Burntwood

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

Figure 2.9. Location of Burntwood

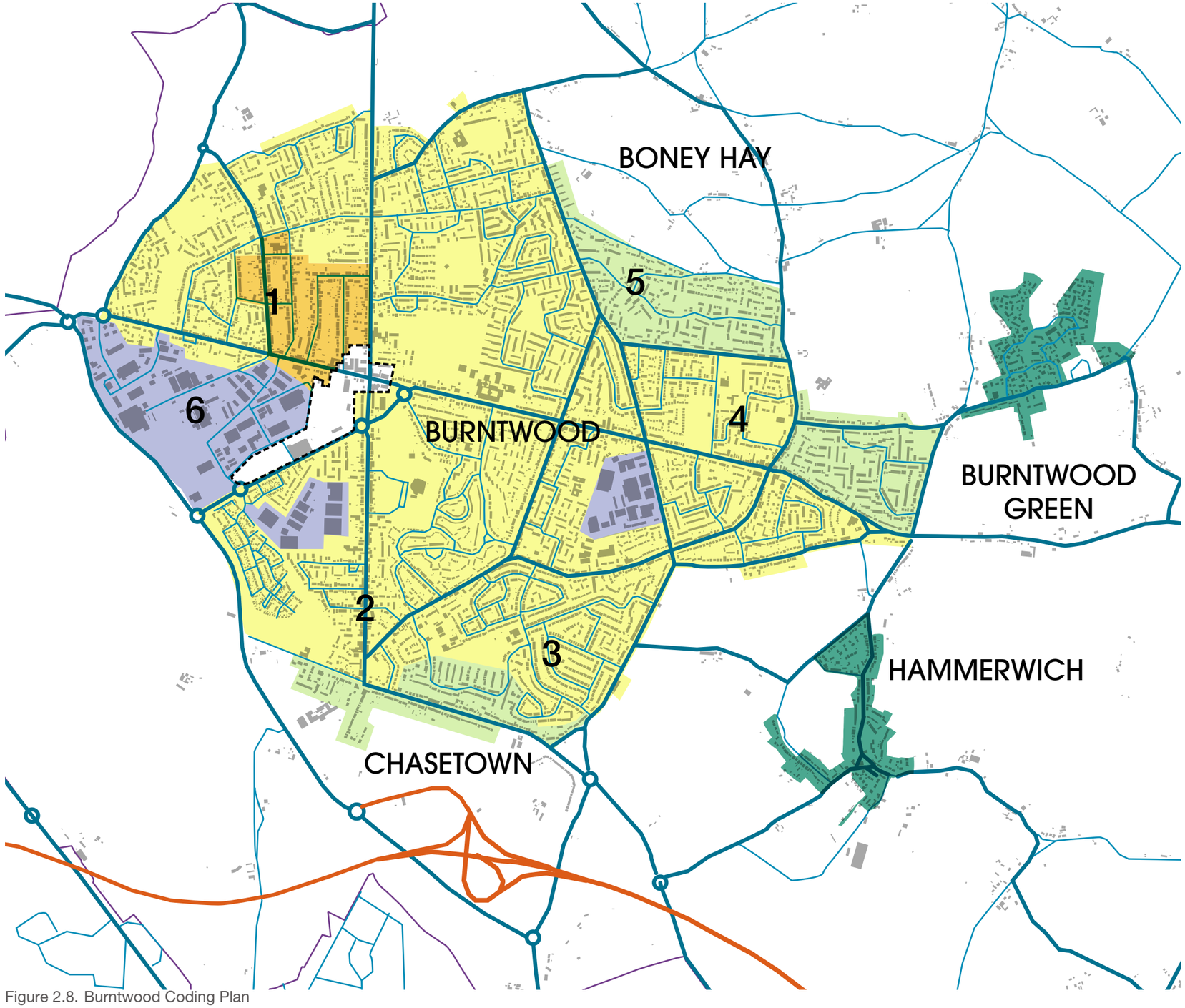


Figure 2.8. Burntwood Coding Plan

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

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

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

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

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

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

Alrewas

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

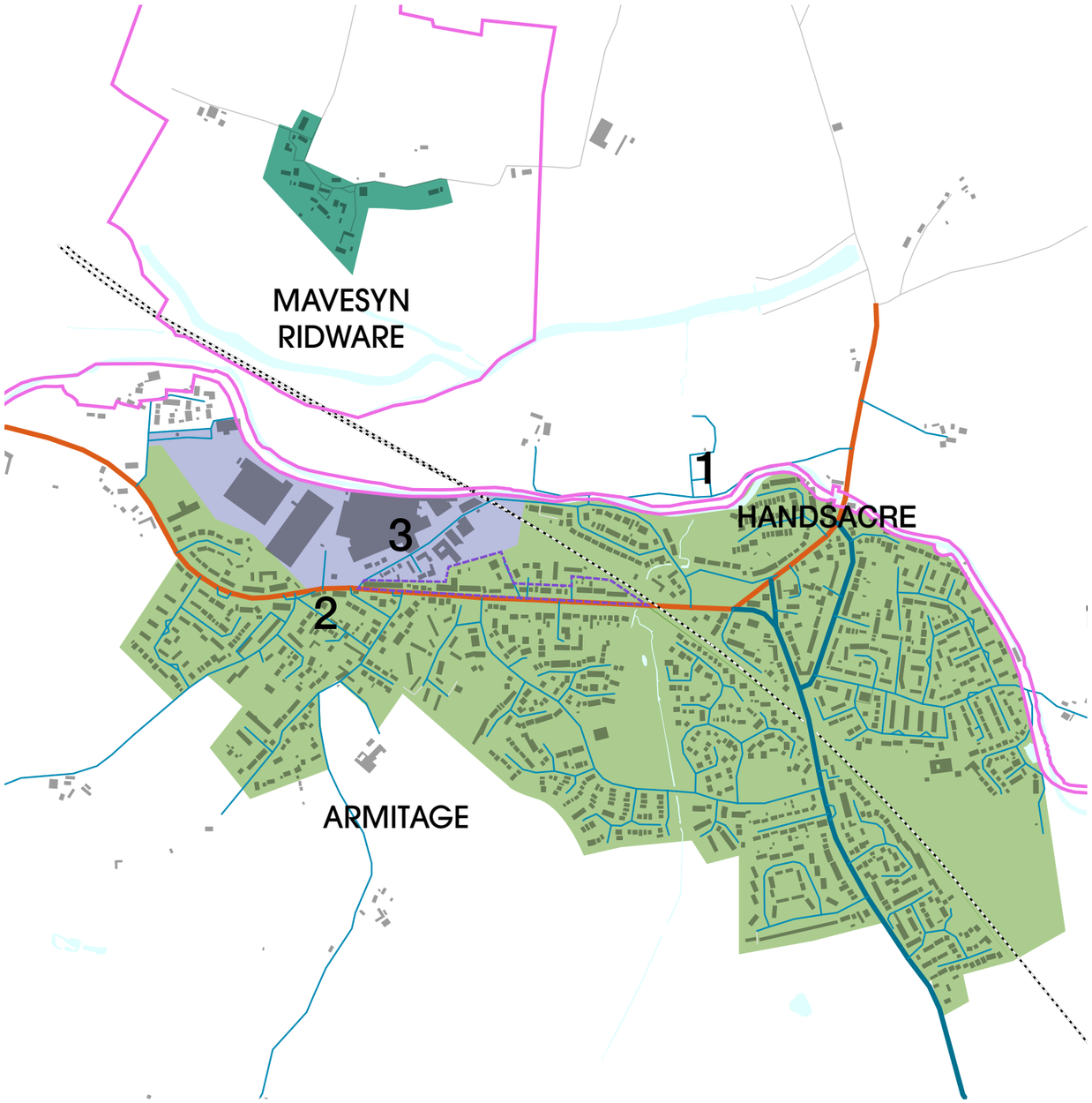
Figure 2.10. Alrewas Coding Plan

Figure 2.11. Location of Alrewas

Armitage with Handsacre

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

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



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

Figure 2.13. Location of Armitage with Handsacre

Figure 2.12. Armitage with Handsacre Coding Plan

Clifton Campville

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

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

Figure 2.15. Location of Clifton

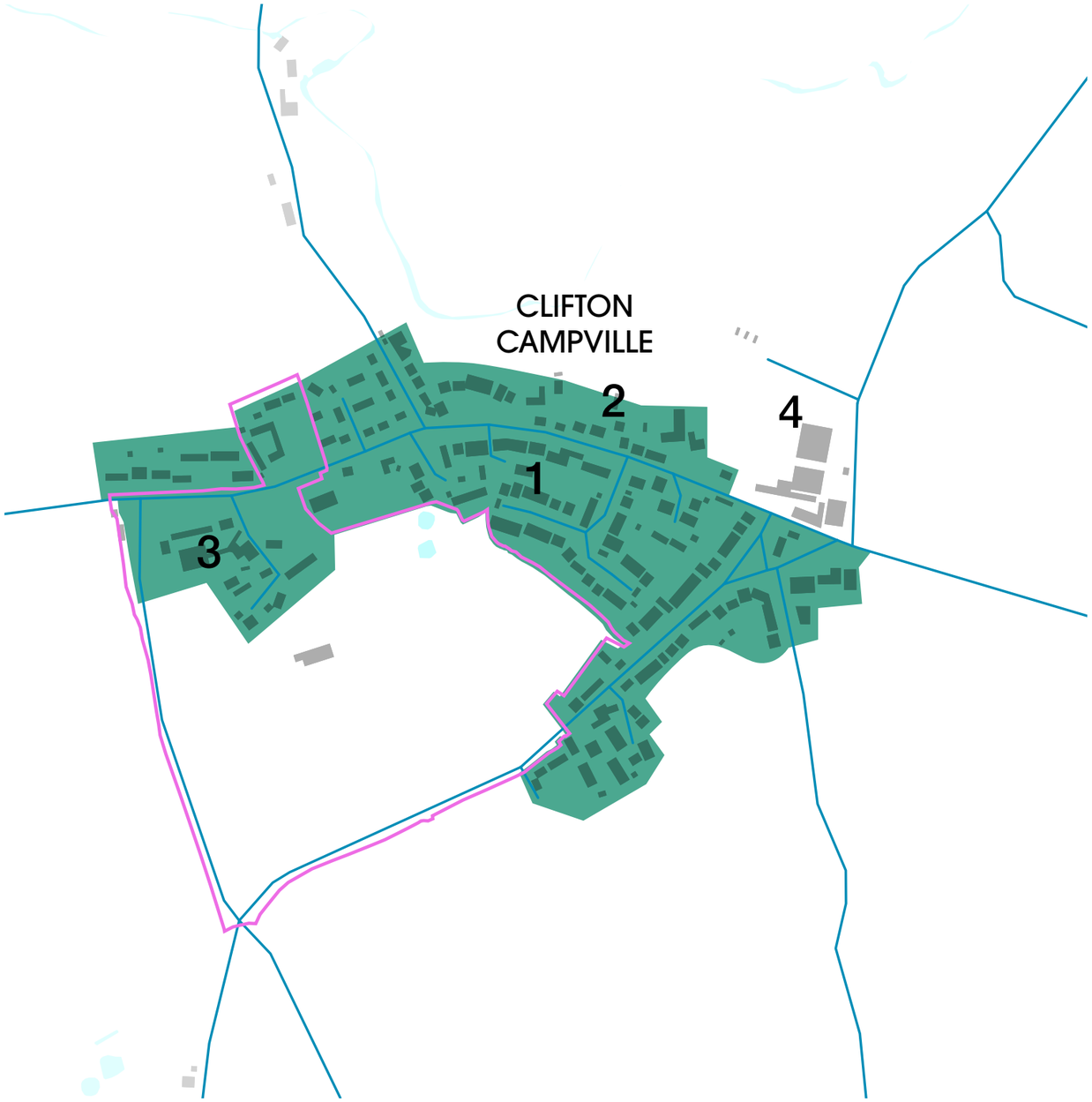


Figure 2.14. Clifton Coding Plan

Villages
Conservation area
Local road

Colton

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

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

Figure 2.17. Location of Colton

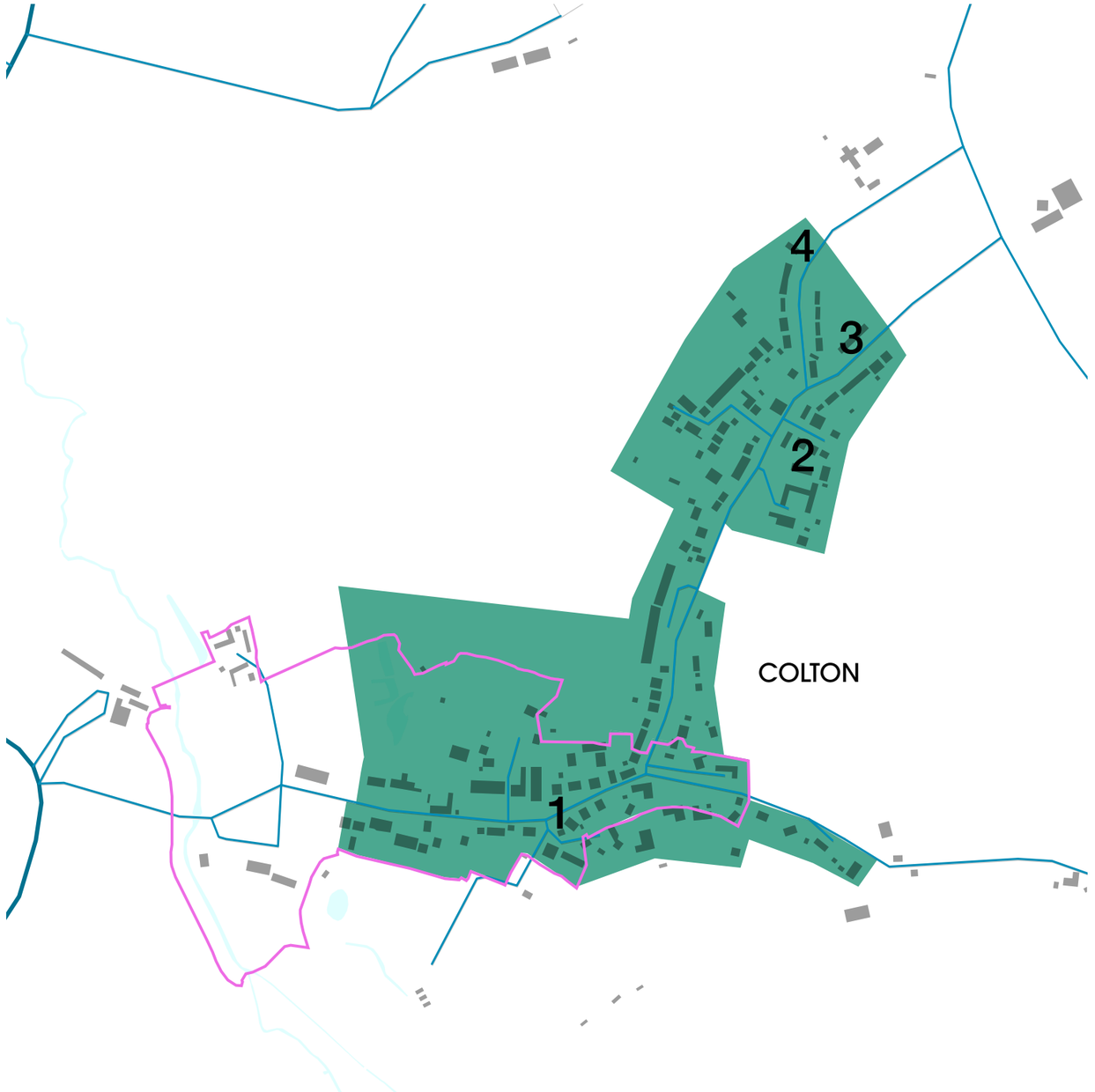


Figure 2.16. Colton Coding Plan

Villages
Conservation area
Secondary road
Local road

Drayton Bassett

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

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

Village Suburban
Villages
Conservation area
Primary road
Secondary road
Local road

Figure 2.19. Location of Drayton Bassett

Figure 2.18. Drayton Bassett Coding Plan

Edingale

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

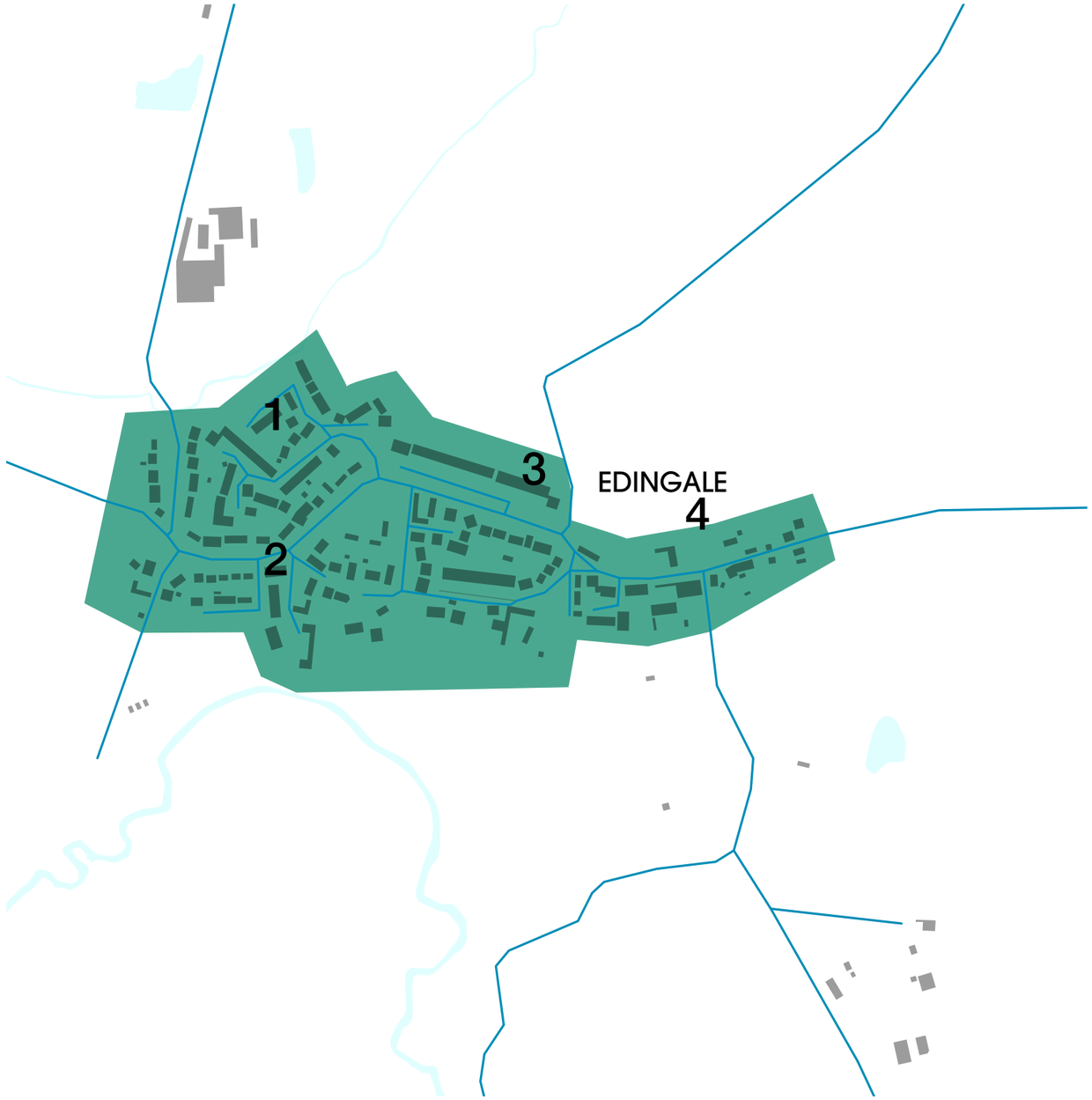


Figure 2.21. Location of Edingale

Figure 2.20. Edingale Coding Plan

Elford

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

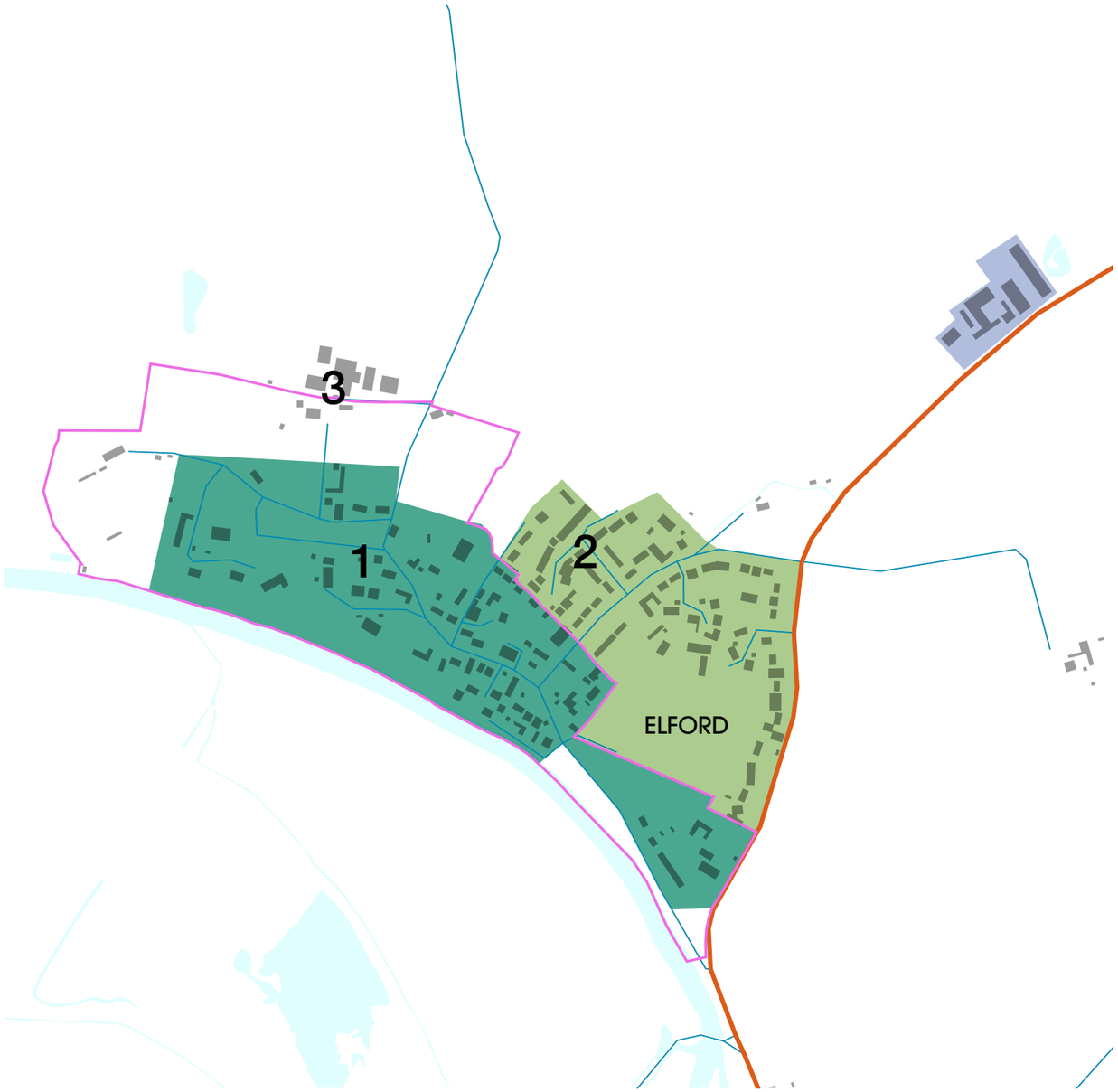


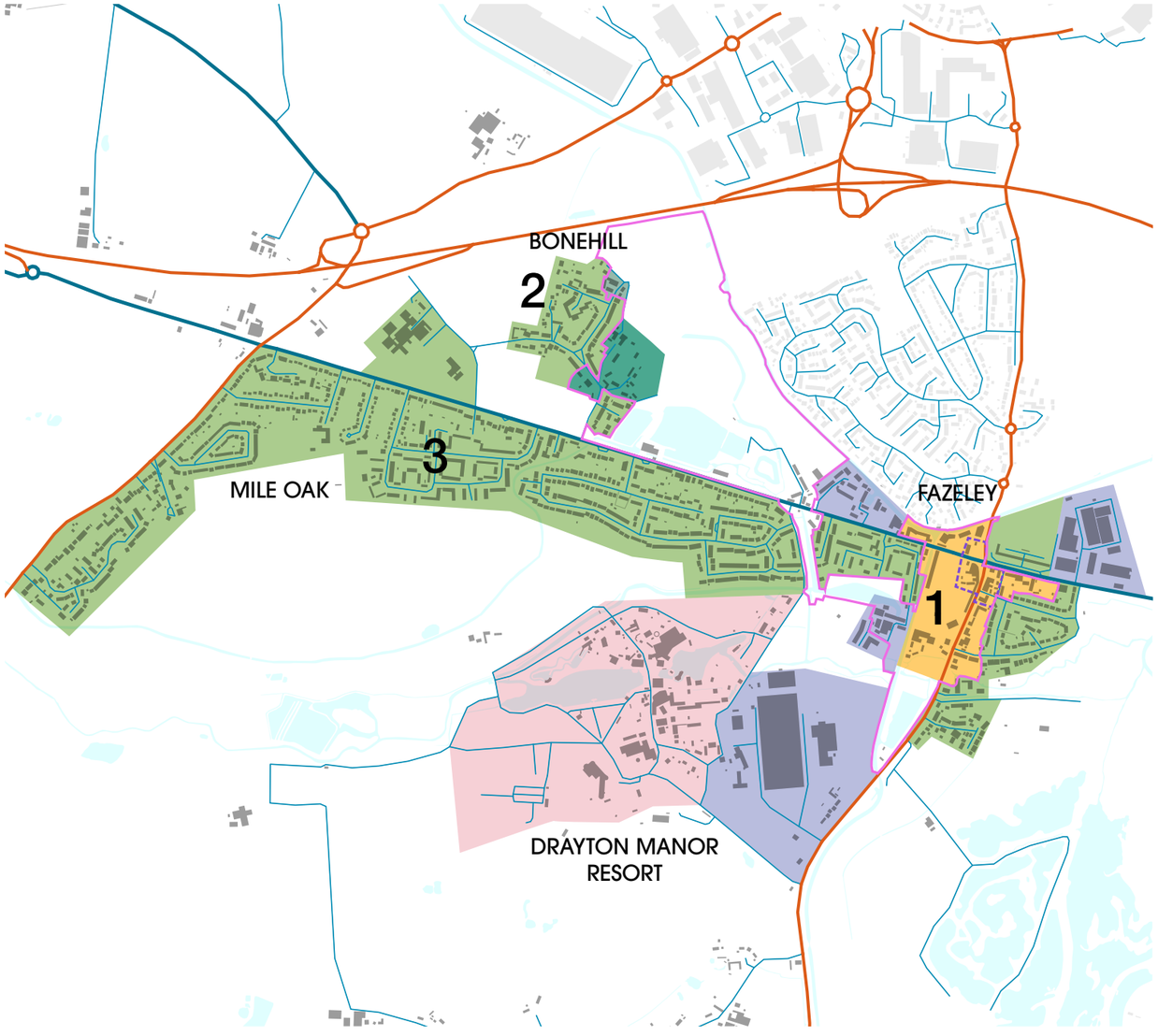
Figure 2.23. Location of Elford

Figure 2.22. Elford Coding Plan

Fazeley, Mile Oak & Bonehill

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

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



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

Figure 2.25. Location of Fazeley, Mile Oak & Bonehill

Figure 2.24. Fazeley, Mile Oak & Bonehill Coding Plan

Fradley

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

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

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

Figure 2.27. Location of Fradley

Figure 2.26. Fradley Coding Plan

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

Hamstall Ridware

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

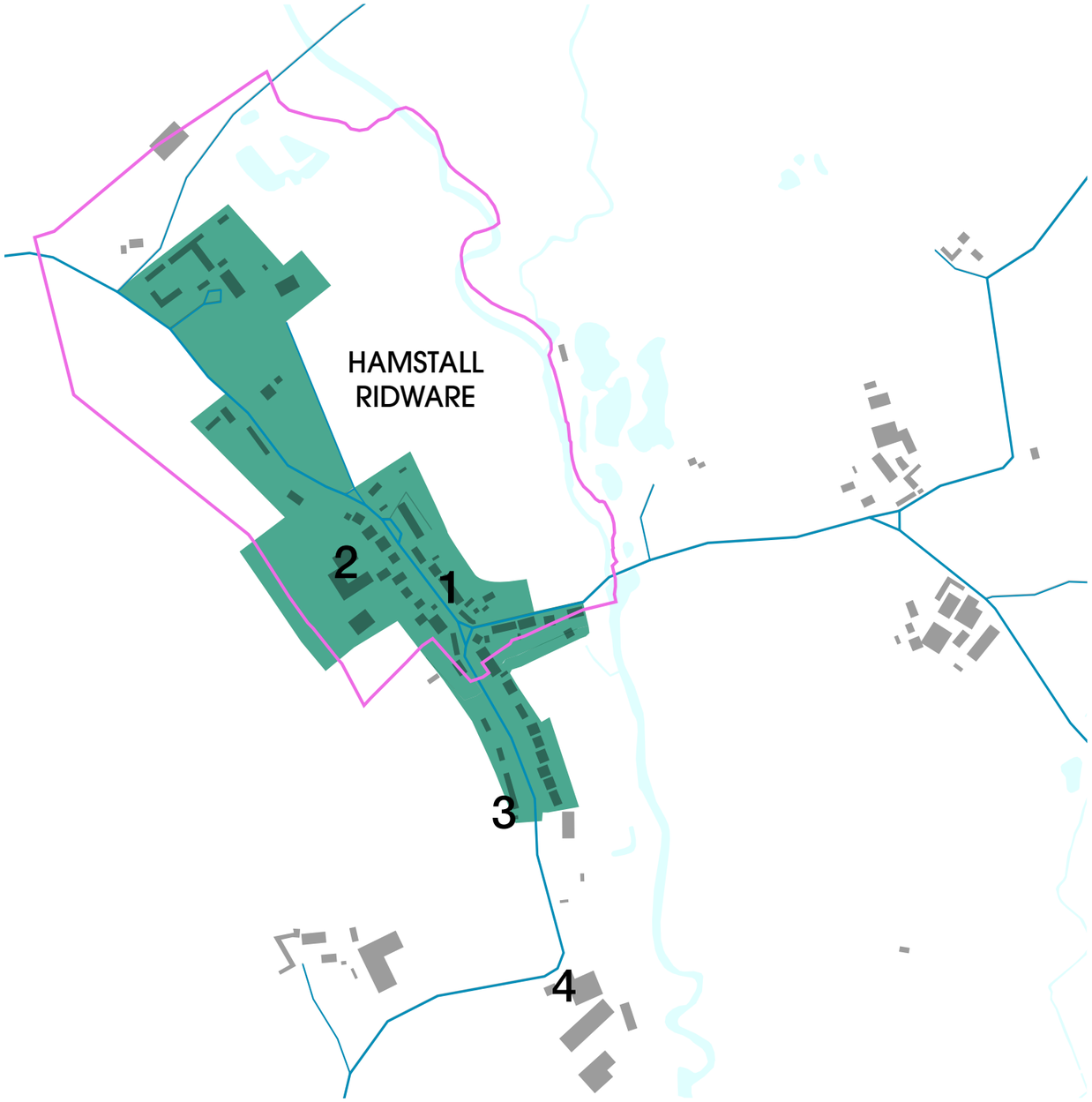
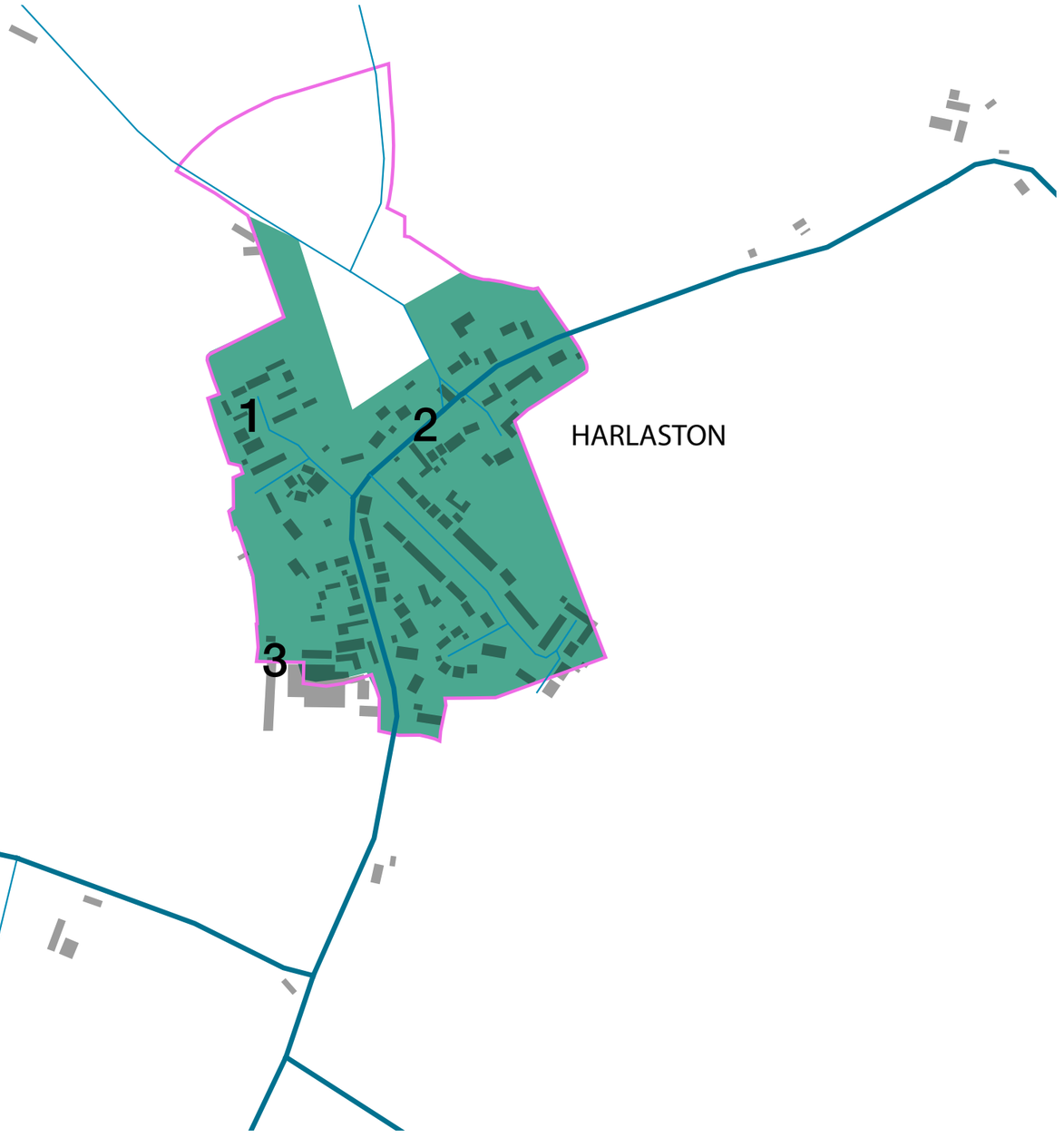


Figure 2.29. Location of Hamstall Ridware

Figure 2.28. Hamstall Ridware Coding Plan

Harlaston

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



Villages
Conservation area
Secondary road
Local road

Figure 2.31. Location of Harlaston

Figure 2.30. Harlaston Coding Plan

Hill Ridware

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

Figure 2.33. Location of Hill Ridware

Figure 2.32. Hill Ridware Coding Plan

Hopwas

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

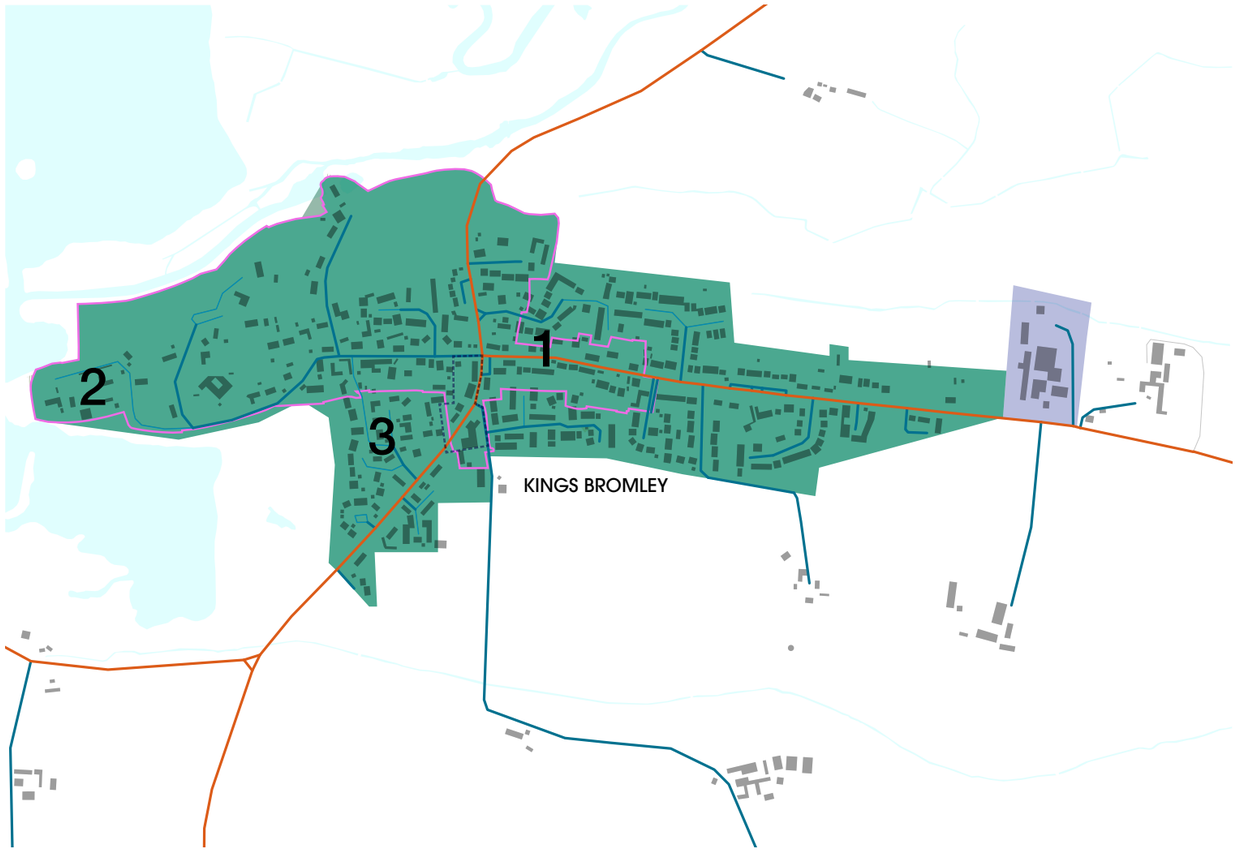
Villages
Employment
Conservation area
Local centres
Primary road
Secondary road
Local road

Figure 2.35. Location of Hopwas

Figure 2.34. Hopwas Coding Plan

Kings Bromley

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



Villages
Employment
Conservation area
Local centres
Primary road
Secondary road
Local road

Figure 2.37. Location of Kings Bromley

Figure 2.36. Kings Bromley Coding Plan

East of Rugeley

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

Figure 2.39. Location of East of Rugeley

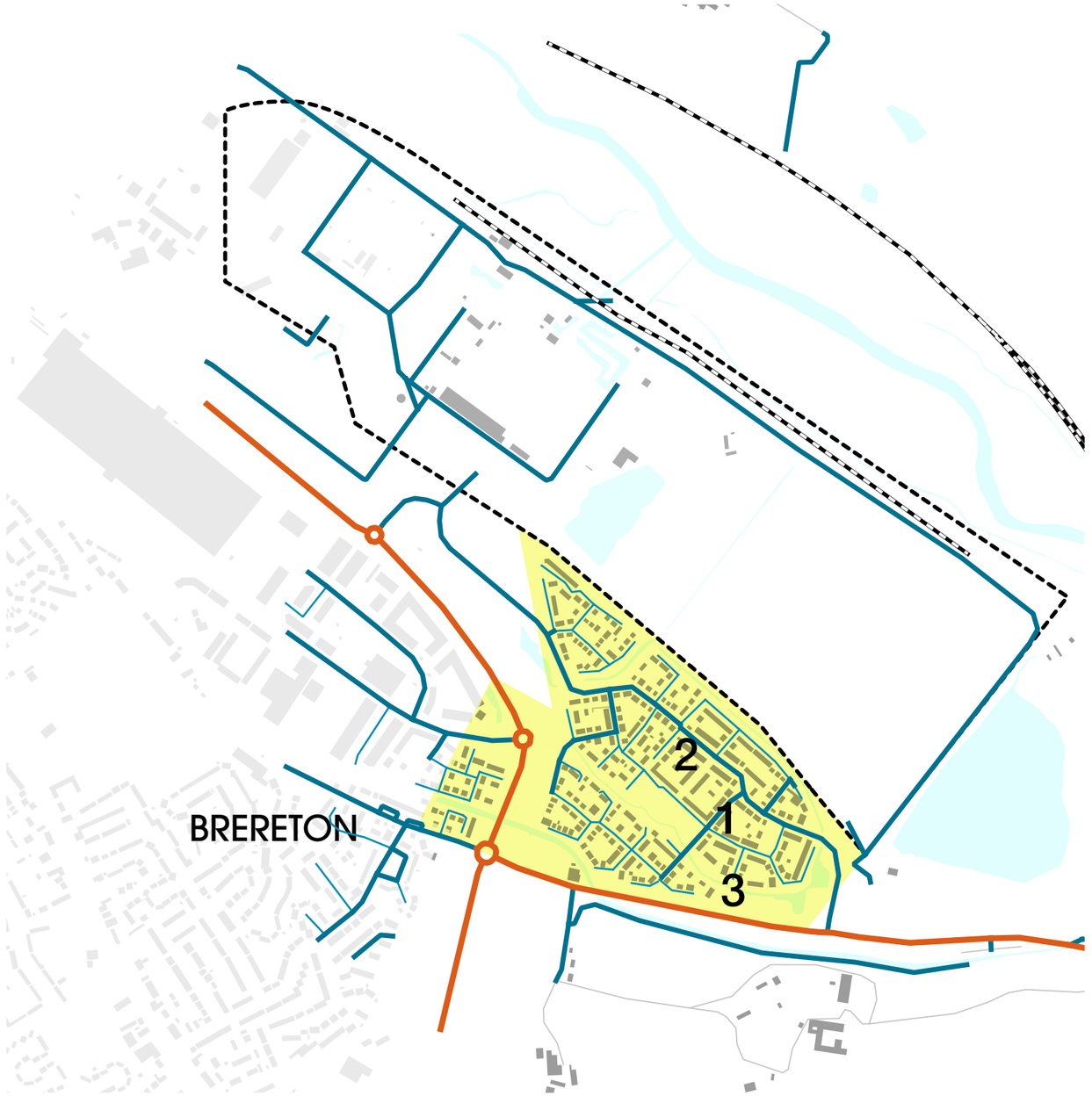


Figure 2.38. East of Rugeley Coding Plan

Little Aston

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

Figure 2.40. Little Aston Coding Plan

Figure 2.41. Location of Little Aston

Longdon and Longdon Green

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

Villages
Primary road
Secondary road
Local road

Figure 2.43. Location of Longdon

Figure 2.42. Longdon Coding Plan

Shenstone

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

Figure 2.45. Location of Shenstone

Figure 2.44. Shenstone Coding Plan

Stonnall

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

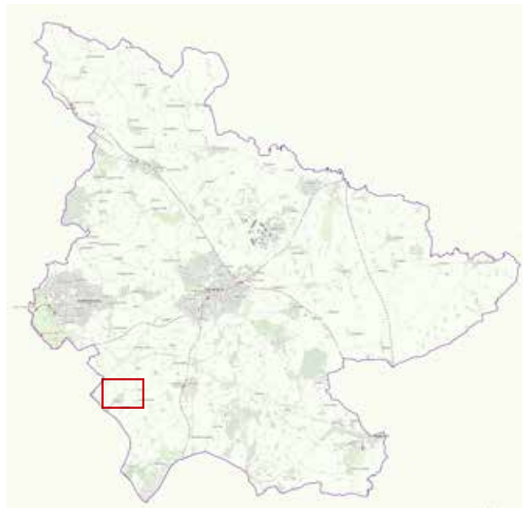


Figure 2.47. Location of Stonnall

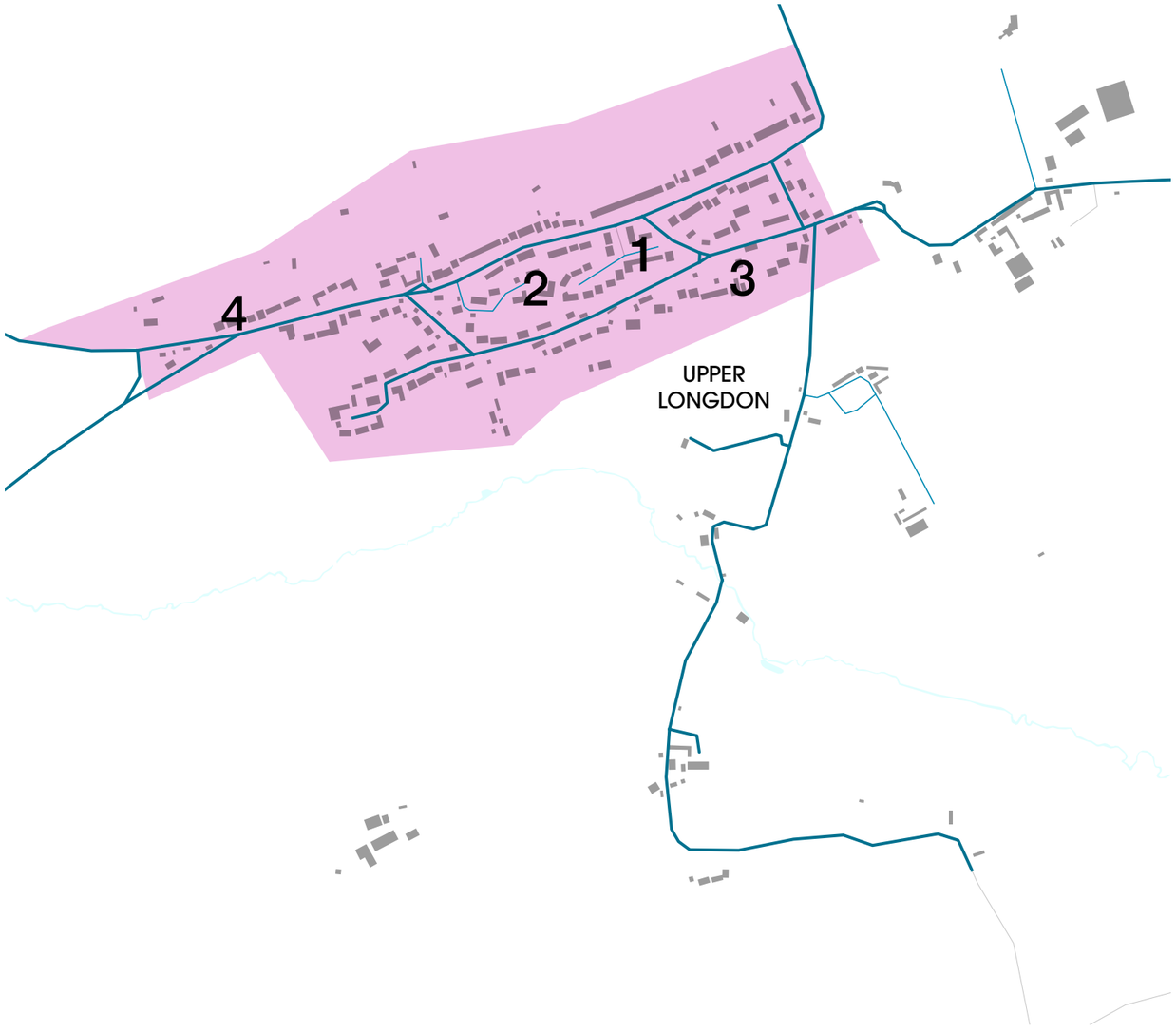
Figure 2.46. Stonnall Coding Plan

Upper Longdon

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

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

The surrounding area is comprised as the Rural Area Type.



Upper Longdon
Employment
Secondary road
Local road

Figure 2.48. Upper Longdon Coding Plan

Figure 2.49. Location of Upper Longdon

Whittington

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

Figure 2.51. Location of Whittington

Figure 2.50. Whittington Coding Plan

Wigginton and the North of Tamworth

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

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

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

Figure 2.53. Location of Wigginton and the North of Tamworth

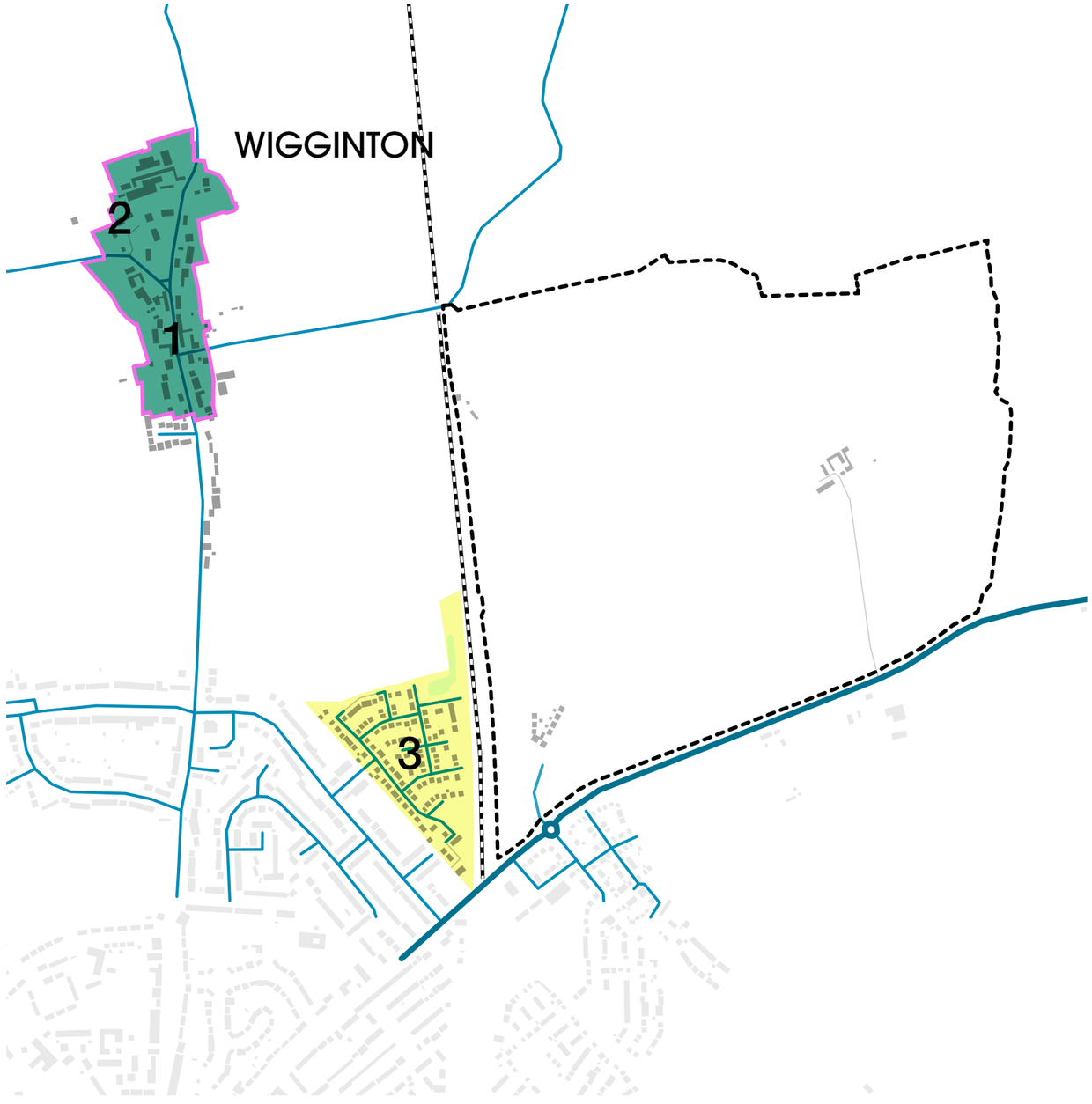


Figure 2.52. Wigginton and the North of Tamworth Coding Plan

3. DESIGN CODE

3.1 Introduction & Area Types

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

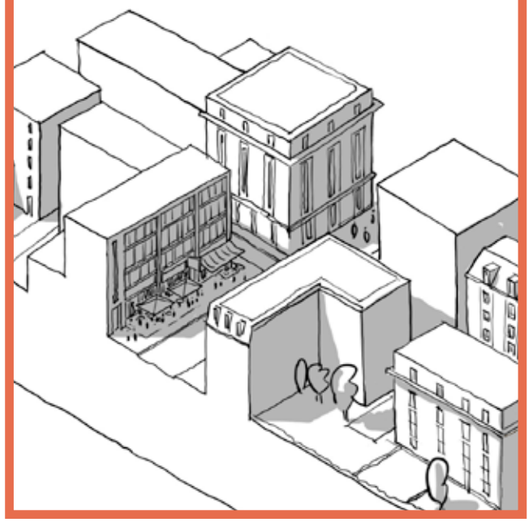
The Design Code will play a vital role in addressing various critical aspects related to urban development. Some of the key issues that will be covered include movement, nature integration, built form, identity establishment, public space, appropriate land uses, residential environments, resource management,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

This district-wide Design Code is being adopted as a Supplementary Planning Document (SPD). Until the adoption of a new Local Plan, the existing Local Plan policies and previously adopted SPDs by Lichfield District Council will continue to be part of the development plan. In cases where discrepancies arise between SPDs, the Design Code will take precedence over older documents.

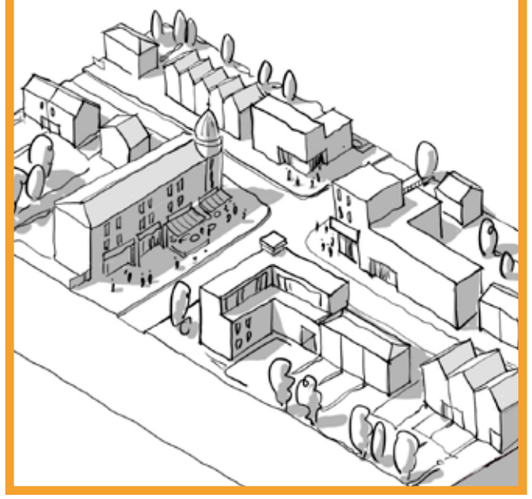
Once a new Local Plan is formally adopted by Lichfield District Council, the Design Code will become fully enforceable. Until then, coding principles without a policy basis will serve as guidance, pending support from revised local policy.

The Code should be used in conjunction with the most recent guidance published by Staffordshire County Council (SCC) on Street Design and Sustainable Drainage Systems (SuDS).

CC City Centre



CP Cathedral Precinct

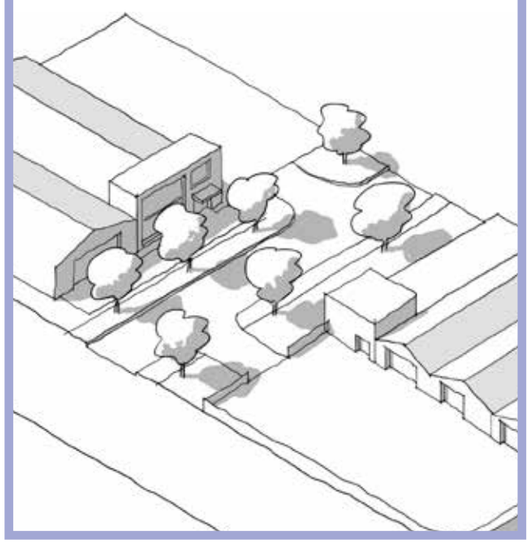


SU Suburban

VA Village

RA Rural

EA Employment



CC. CITY CENTRE AREA TYPE

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

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

DESIGN CODE

1. Movement

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

CC1.1 Streets

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

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

CC1.2 Street Hierarchy

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

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

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

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

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

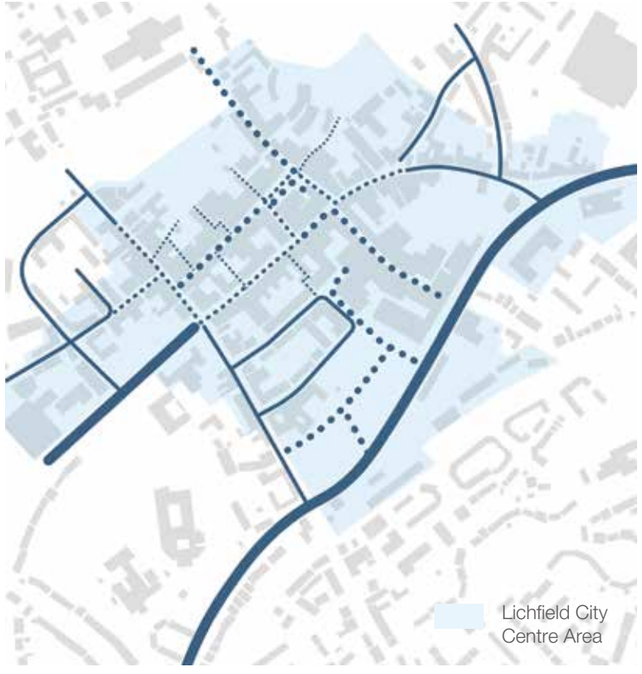


Figure CC.2. Lichfield City Centre street hierarchy

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

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

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

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

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

CC1.3 Connected Streets

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

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

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

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

CC1.4 Street Safety

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

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

CC1.5 Public Transport

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

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

CC1.6 Cycling and Micro Transport

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

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

The type of cycling provision, whether on-carriageway or in segregated facilities, should be determined based on traffic volume, as guided by LTN 1/20 and Active Travel England.

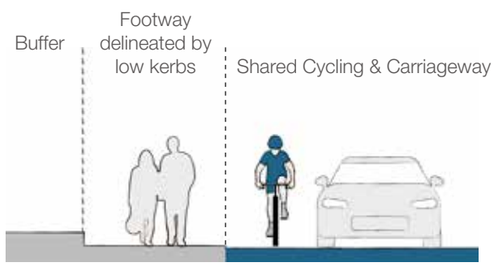


Figure CC.5. Cycling on shared space.

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

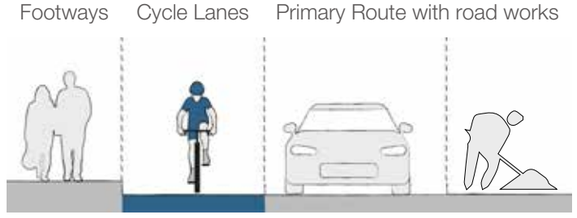


Figure CC.6. Cycling lane to be provided while road works are undertaken.

CC1.7 Walking Routes

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

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

CC1.8 Junctions

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

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

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

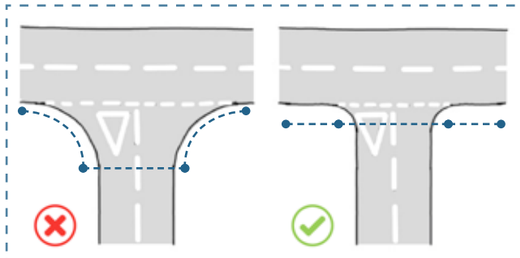


Figure CC.7. Tighter radii allow pedestrian desire line to be maintained and reduces vehicle speeds while turning corners.

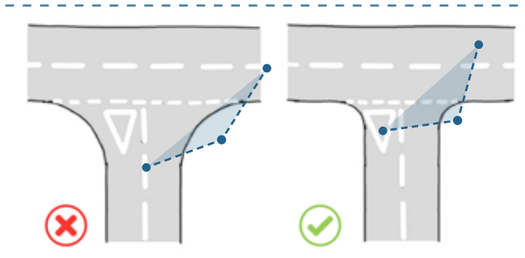


Figure CC.8. Pedestrian don't have to look further behind to check for turning vehicles. Pedestrian can easily establish priority because vehicles turn slowly.

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

CC1.9 Emergency Access and Servicing

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

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

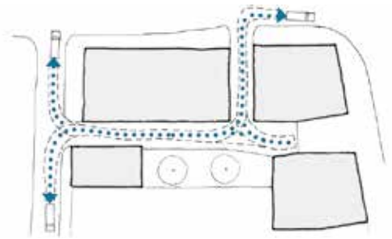


Figure CC.10. Vehicle swept path analysis to ensure service vehicles are able to use & turn within proposed layout

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

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

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

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

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

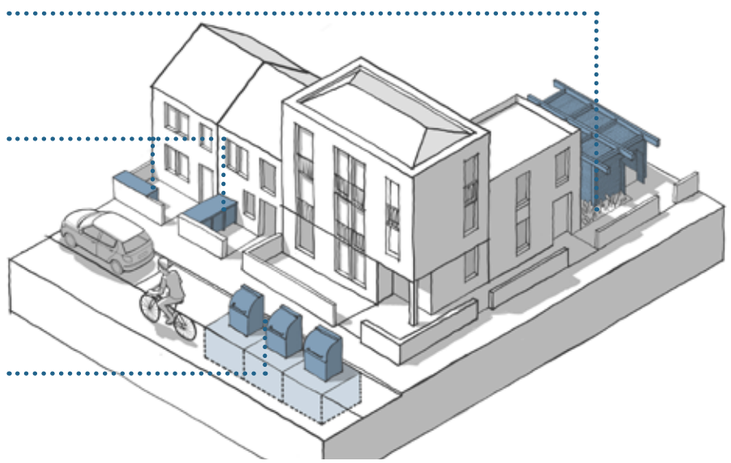


Figure CC.12. Refuse collection options for residential. © NMDC

CC1.10 Parking Standard

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

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

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

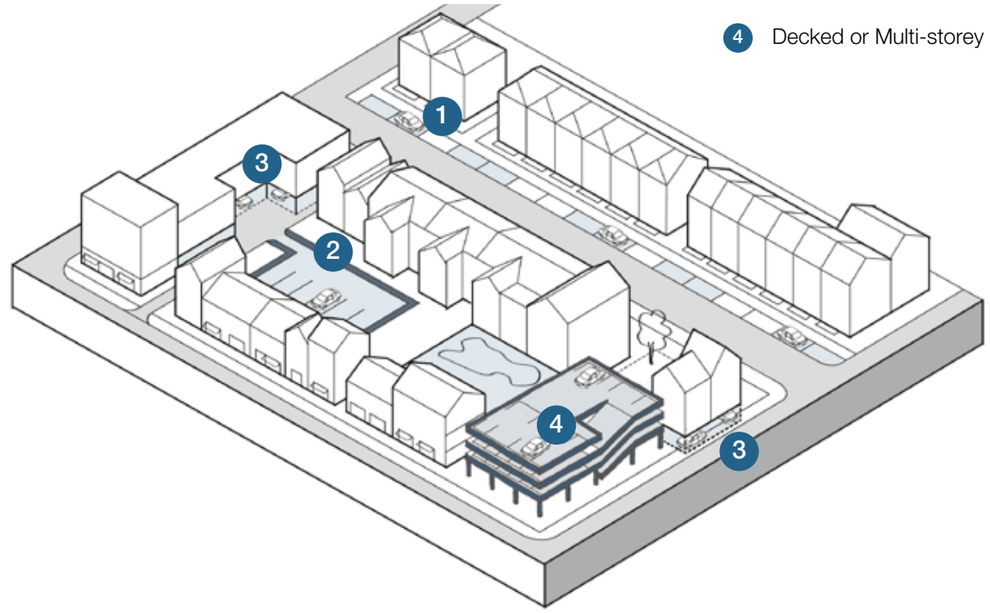


Figure CC.13. Parking typologies (Details as shown in Figure CC.15 on the next page)

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

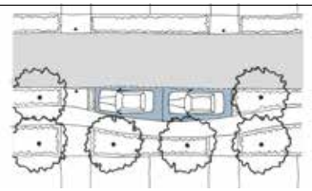
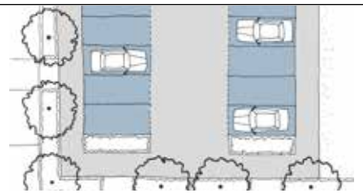
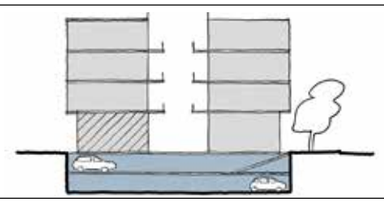
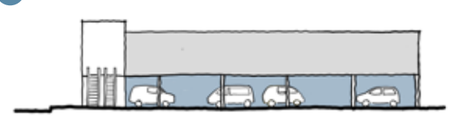
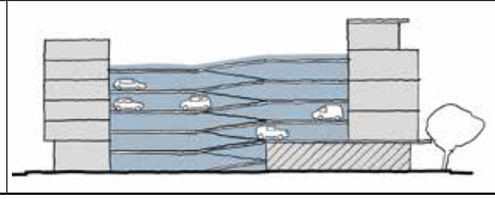
			Illustrations	Example images
1	On-street parking	On-street parking is only allowed on 'urban streets with traffic' or 'shared space streets' the latter just for blue badge holders. It must be in defined bays with limited runs interspersed with pavement build-outs, planting and street trees.		
2	Surface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

Figure CC.15. Parking typologies table

CC1.11 Cycle Parking

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

Apartments need to include secure cycle storage within the building.

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

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

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

CC1.12 Visitor Parking

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

2. Nature

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

CC2.1 Open Space Provision

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

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

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

CC2.2 Open Space Standard

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

CC2.3 Play Space

As CC2.2

CC2.4 Open Space Design

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

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

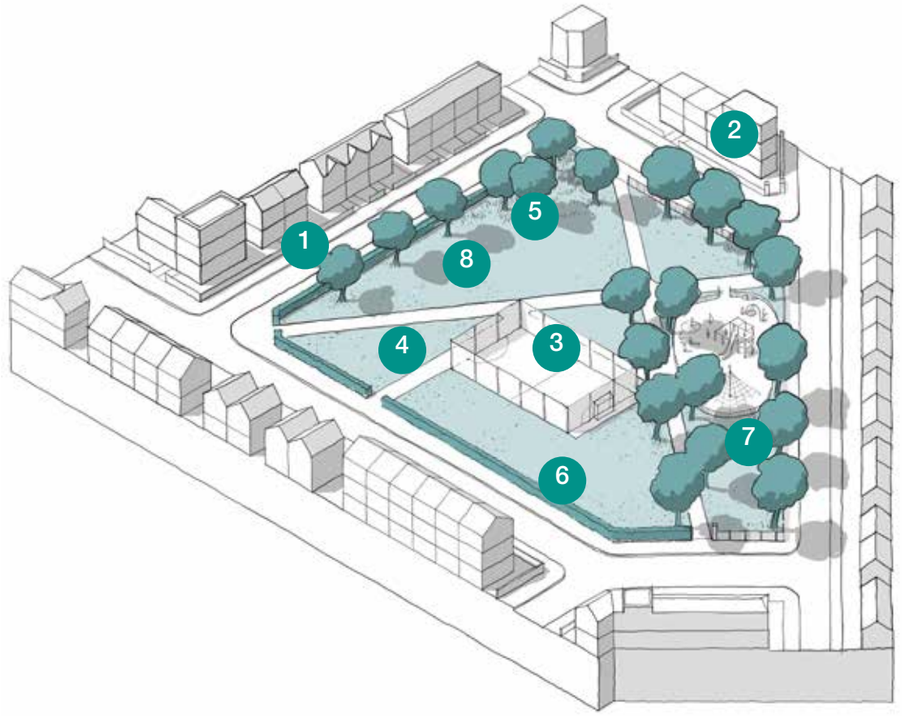


Figure CC.18. Open space design principles. ©NMDC

Figure CC.19. Road side green space with seating

Figure CC.20. Franciscan Friary, Lichfield

Figure CC.21. Franciscan Friary, Lichfield

CC2.5 Biodiversity

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

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

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

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

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

CC2.6 Water and Flood

Only a small part of the City Centre on Dam Street falls within Flood Zone 2 however all large schemes **(over 100 homes)** in the City Centre must prepare a Flood Risk Assessment.

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

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

Where appropriate, new development adjacent to watercourses should allow public access along the water course. Culverted watercourses should be opened and naturalised.

CC2.7 Sustainable Urban Drainage

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

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

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

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

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

CC2.8 Permeable Surfaces

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

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

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

CC2.9 Trees and Verges

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

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

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

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

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

3. Built Form

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

CC3.1 Density

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

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

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

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

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

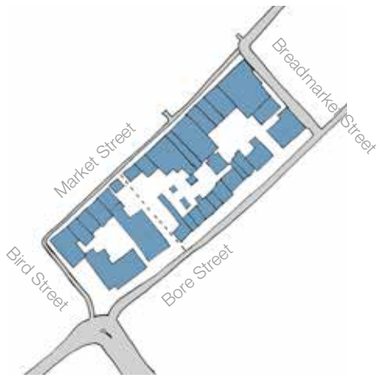
CC3.2 Grain

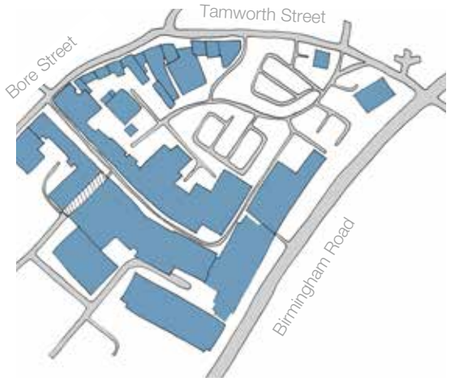
The grain of development relates to the number and variety of buildings in an area. Fine grained areas are made up of lots of different buildings whereas coarse grained areas are either made up on a few large buildings or a large number of very similar buildings.

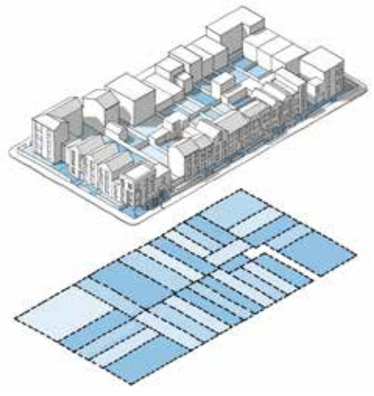
The medieval burgage plots of Lichfield are different to many medieval towns. Rather than long narrow plots the typical plot in Lichfield is wider although many have been sub-divided.

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

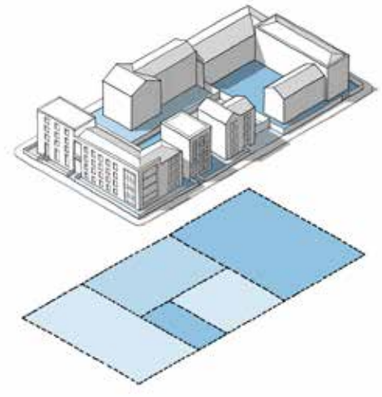
New development must be designed to replicate the grain of the traditional City Centre. Development should be broke down into individual buildings and no building can occupy an entire block.







fine grained blocks pattern



coarse grained blocks pattern

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

CC3.3 Urban Form

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

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

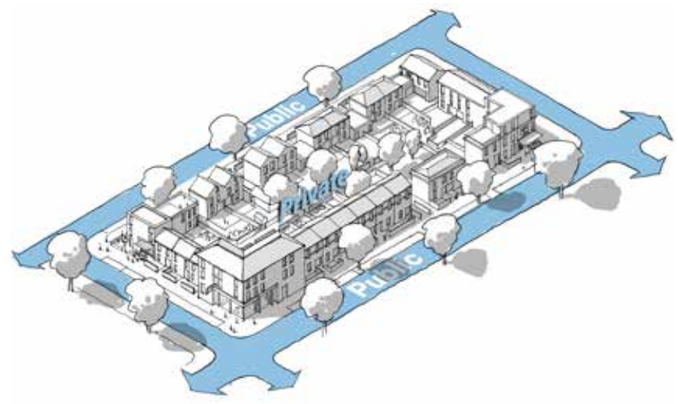


Figure CC.29. Public and private spaces in urban blocks. © NMDC

Figure CC.28. Example of following the building line

Figure CC.27. Example of courtyard block

CC3.4 Building Line

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

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

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

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

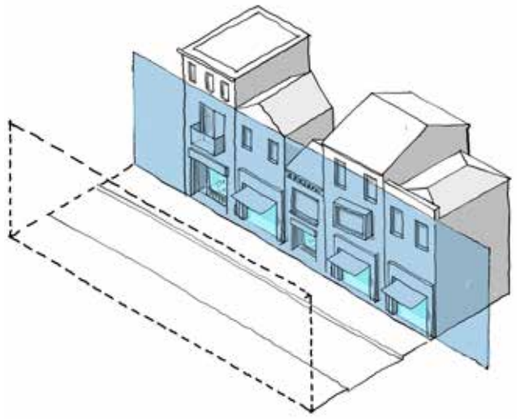


Figure CC.31. Continuous building line in Lichfield City Centre.

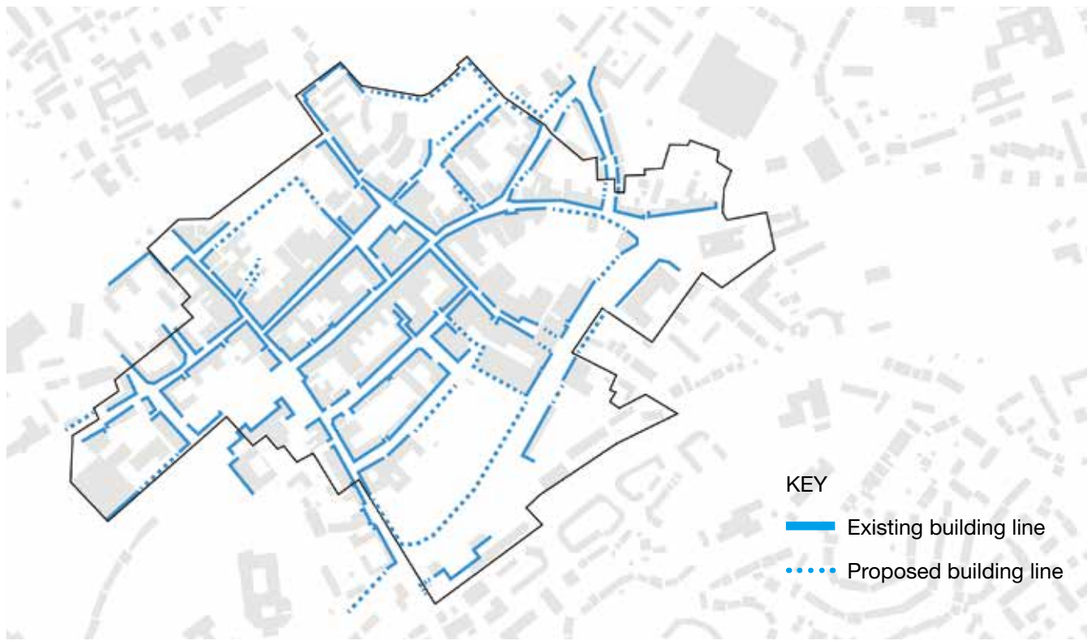


Figure CC.30. Existing and proposed building lines in Lichfield City Centre.

CC3.4 Setback

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

CC3.5 Building Line Variance

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

Insets and projections such as balconies are permitted.

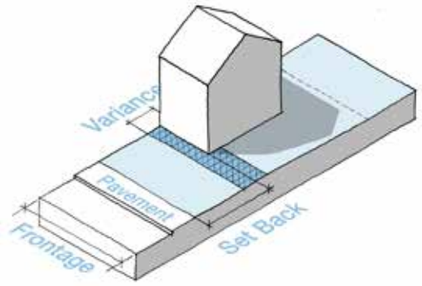


Figure CC.32. Building line variance and set back. © NMDC

CC3.6 Building Line Frontage

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

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

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

CC3.7 Building Line Compliance

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

CC3.8 Building Heights

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

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

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

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

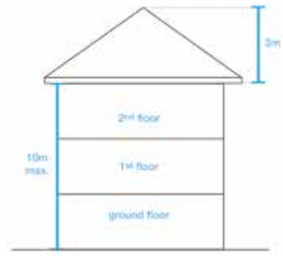


Figure CC.33. Building heights

4. Identity

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

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

CC4.1 Scheme design

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

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

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

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

CC4.2 Site Design Codes

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

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

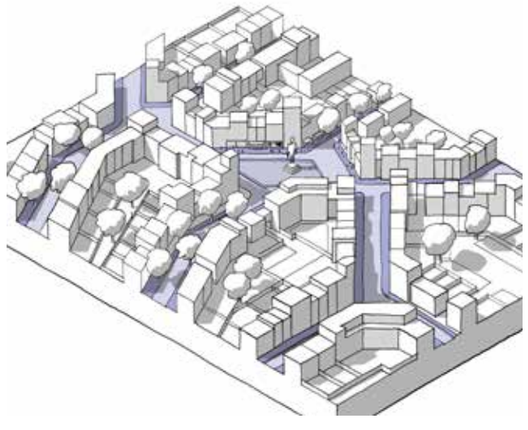


Figure CC.35. New development in City Centre area should help to enhance the sense of character. @NMDC

CC4.3 Conservation Area

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

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

CC4.4 Architecture

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

CC4.5 Ground Floor Design

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

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

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

Figure CC.37. Historic shopfronts in Lichfield City Centre

CC4.6 Windows

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

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

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

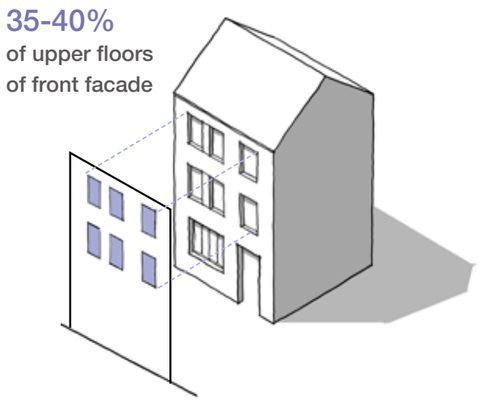


Figure CC.38. Window openings account for 35-40% of the front façade

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

CC4.7 Set Back

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

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

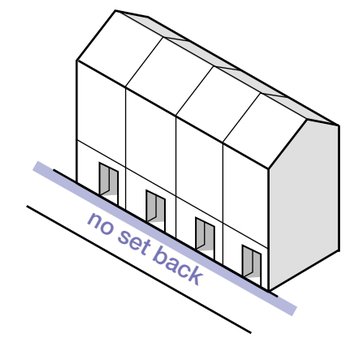


Figure CC.40. New development to be built without a setback

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

CC4.8 Entrances

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

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

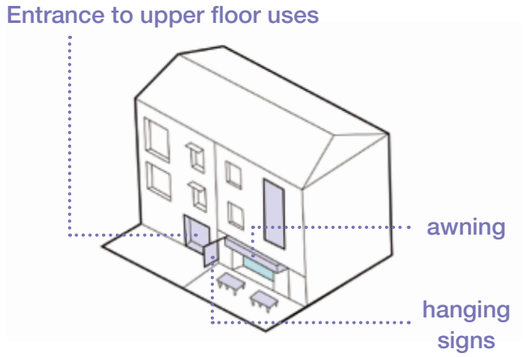


Figure CC.42. Hanging signs, shop awnings and occupation of pavement with chairs are acceptable.

Figure CC.43. Painted timber shop front

CC4.9 Materials

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

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

Types of material in City Centre:

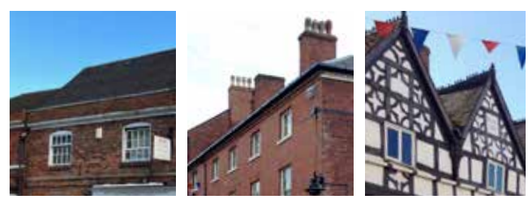
Red brick with stone detailing | Georgian white render | Black and white half timber

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

CC4.10 Rooflines

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

Types of roof in City Centre:



Steep tiled | Hidden Georgian | Black and white timbered gables

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

5. Public Realm

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

CC5.1 Street Type

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

The Street Hierarchy in the City Centre will include:

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

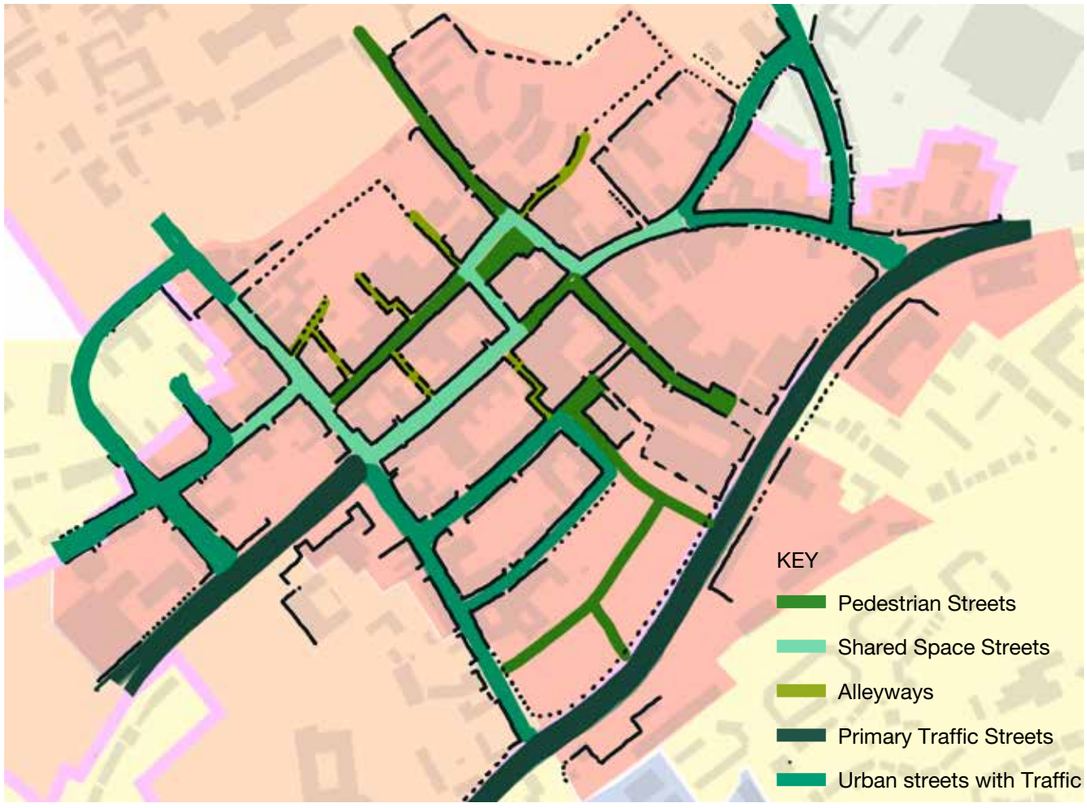


Figure CC.46. street types in Lichfield City Centre

CC5.2 Pedestrian Streets

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

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

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

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

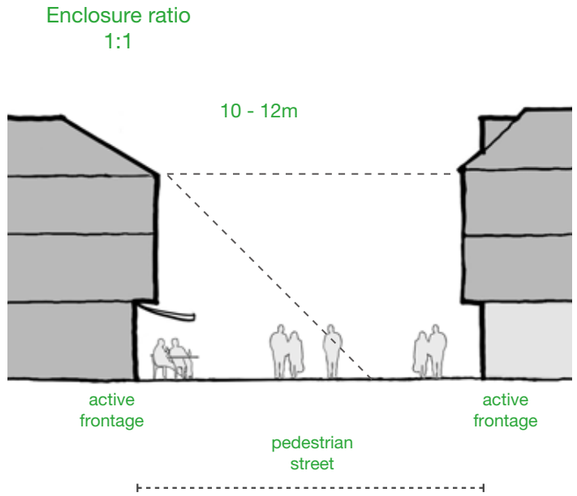


Figure CC.47. Typical street section of pedestrian street in Lichfield City Centre area

Market Street

Dam Street

Baker's Lane

CC5.3 Shared Space Streets

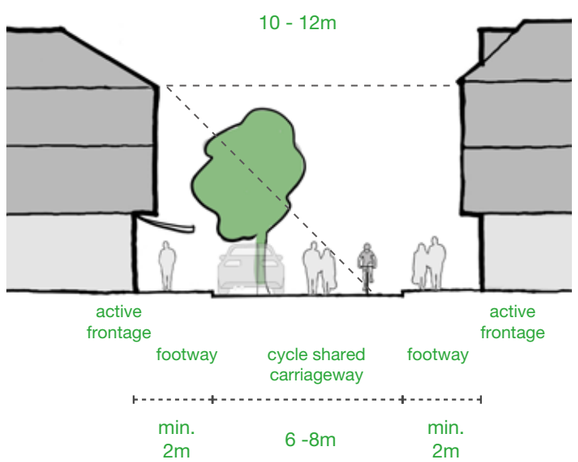
These currently includes most of Bore Street, part of Market Street and Bird Street.

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

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

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

Enclosure ratio
1:1



Bore Street

Bore Street

Bird Street

CC5.4 Alleyways

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

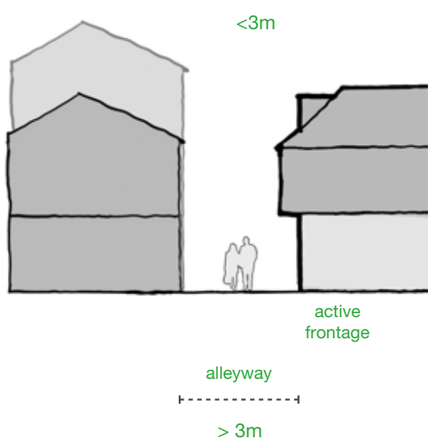
There is scope to improve these alleyways and also to create new alleyways as part of development in the City Centre.

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

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

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

Enclosure ratio
up to 2:1



Tudor Row

CC5.5 Primary Traffic Streets

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

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

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

Birmingham Road

The Friary

CC5.6 Urban Streets with Traffic

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

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

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

St. John Street

George Lane

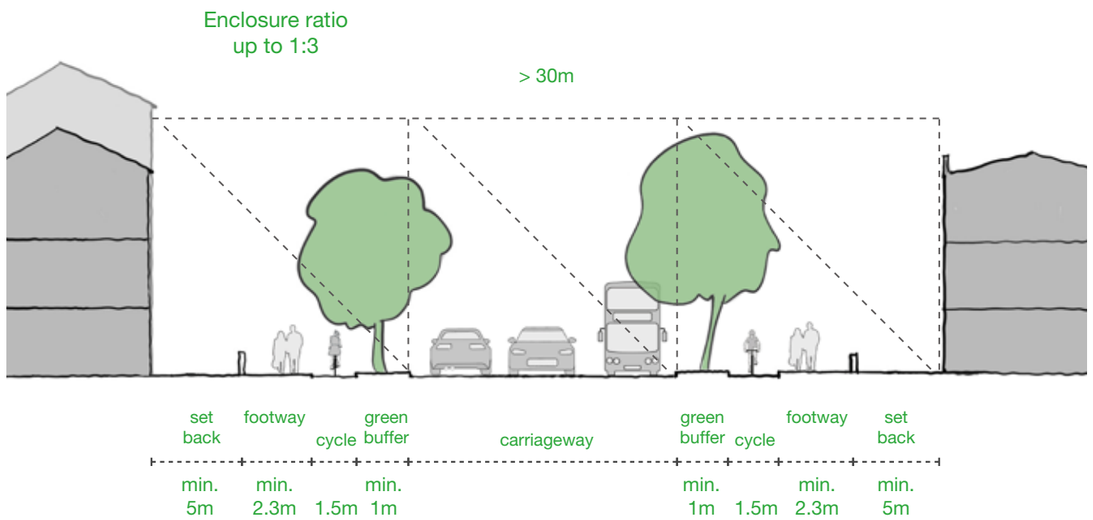


Figure CC.48. Typical street section of primary traffic street in Lichfield City Centre area

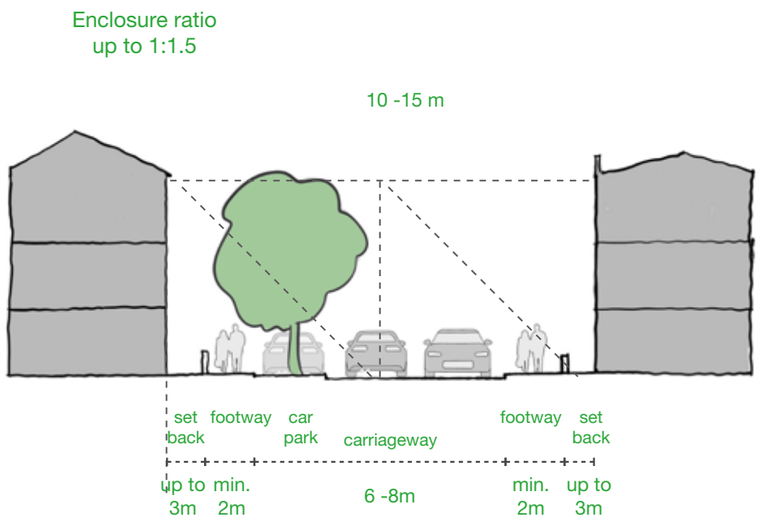


Figure CC.49. Typical street section of urban street with traffic in Lichfield City Centre area

CC5.7 Public Space Parameters:

All new streets in the City Centre must be allocated to one of the following types and should follow the specified parameters. The highways requirements should be read in conjunction with SCC Guidance.

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

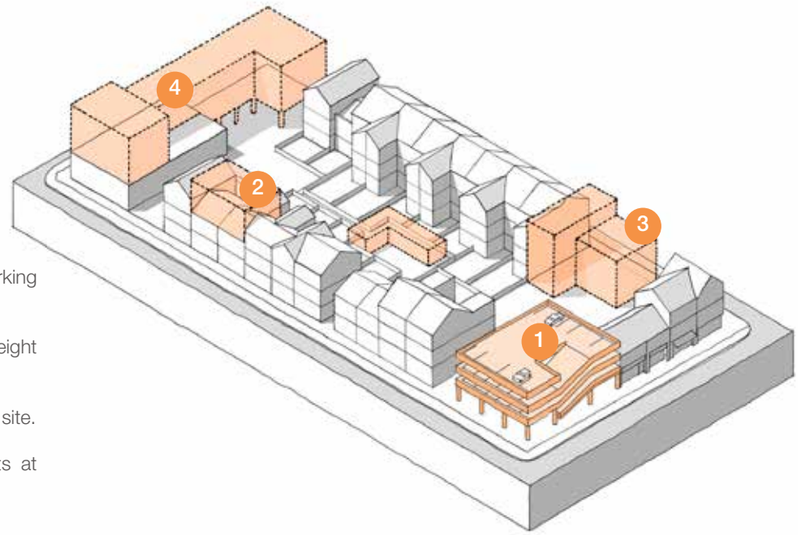
* If this is not feasible, agreements should be reached with LDC to determine an alternative approach.

6. Uses

SU6.1 Intensification

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

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



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

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

CC6.2 Mix of Uses

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

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

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

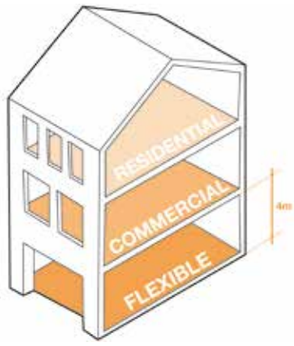


Figure CC.58. A live/work flexible use unit

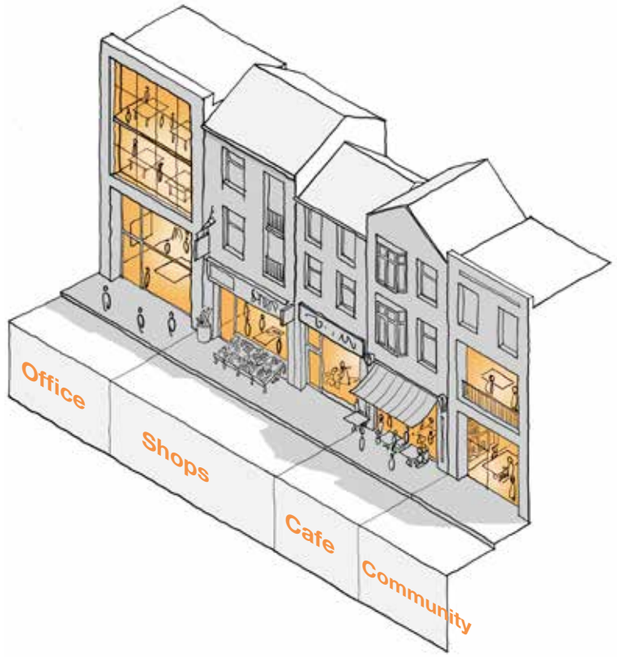


Figure CC.54. Mixes of uses in City Centre area. © NMDC

Figure CC.51. Multi-storey parking

Figure CC.52. Upward extension

Figure CC.53. Infill to maximise density

Figure CC.55. Higher ceiling at the ground floor

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

Figure CC.57. Mixed-use redevelopment

CC6.3 Mix of Housing

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

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

Developments should contain a mix of housing sizes and types.

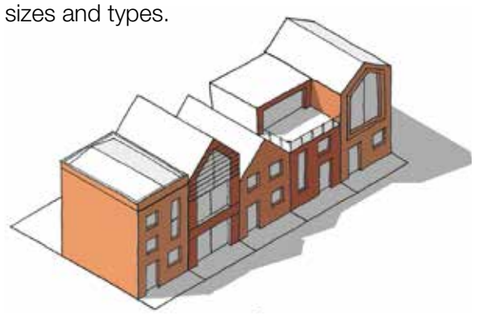


Figure CC.59. Mix of housing types © NMDC

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

CC6.4 Active Frontage

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

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

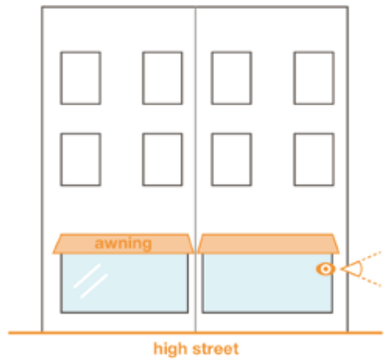


Figure CC.61. Glazing at the ground floor of active frontages.

CC6.5 Shopfront Design

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

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

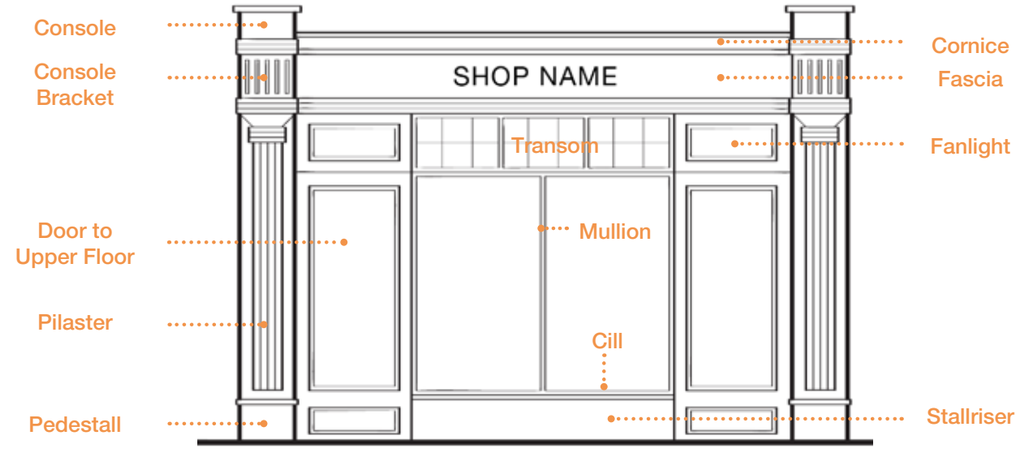


Figure CC.62. Elements of traditional shopfront facade

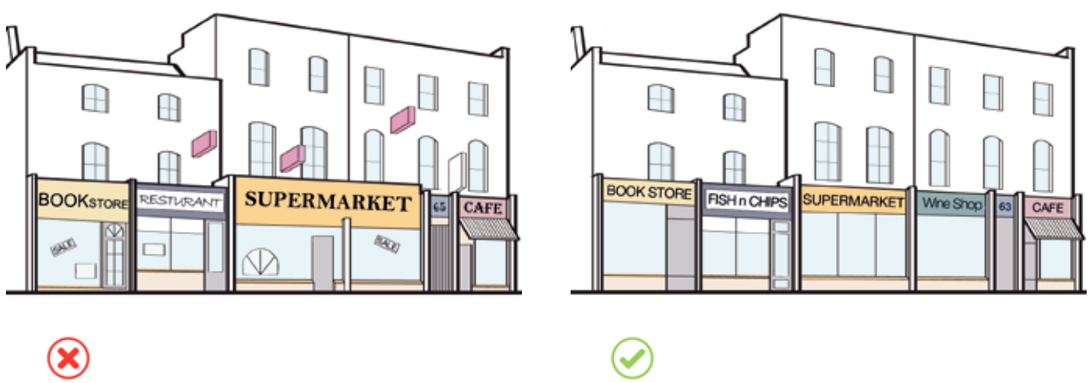


Figure CC.63. Examples of Poor & Good Retail Shop-front & Signage

7. Homes and Buildings

CC7.1 Space Standards

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

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

As per the Nationally Described Space Standards:

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

Figure CC.65. Nationally Described Space Standards

CC7.2 Lighting, Noise and Privacy

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

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

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

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

CC7.3 Private outdoor space

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

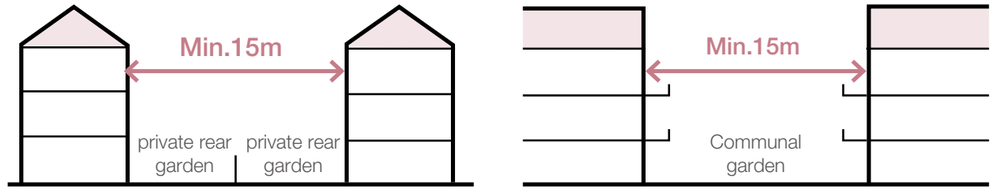


Figure CC.64. Separation distance between rear facing windows

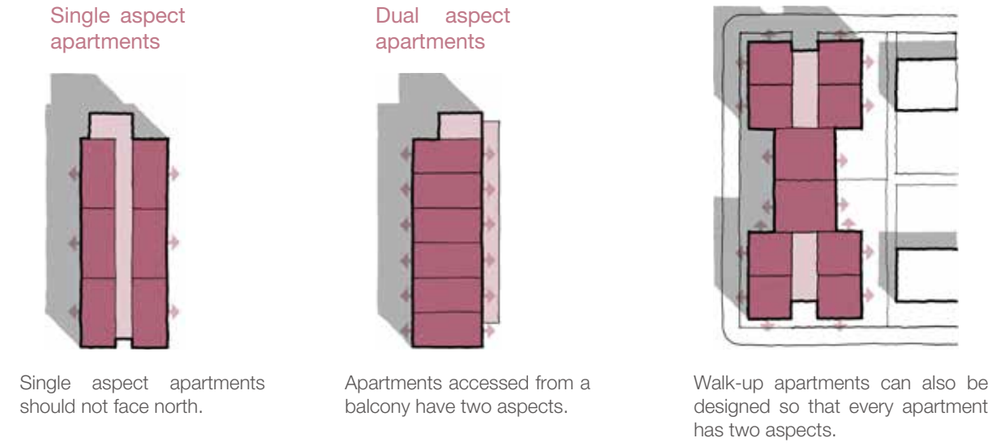


Figure CC.66. Dual aspect apartments are encouraged in future development for optimum light and ventilation. © NMDC

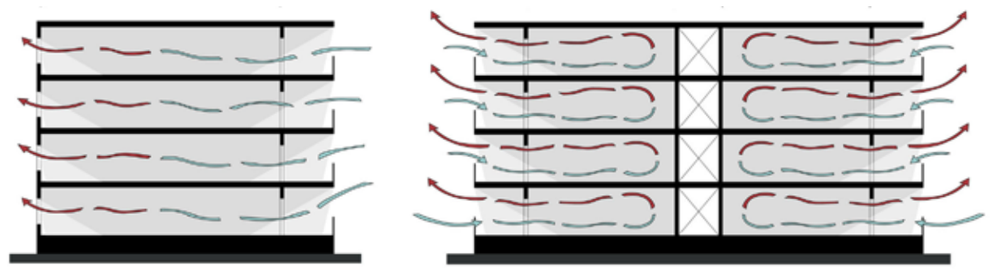


Figure CC.67. Ventilation through single aspect & double aspect apartments

Figure CC.68. Some examples of typical apartment layout

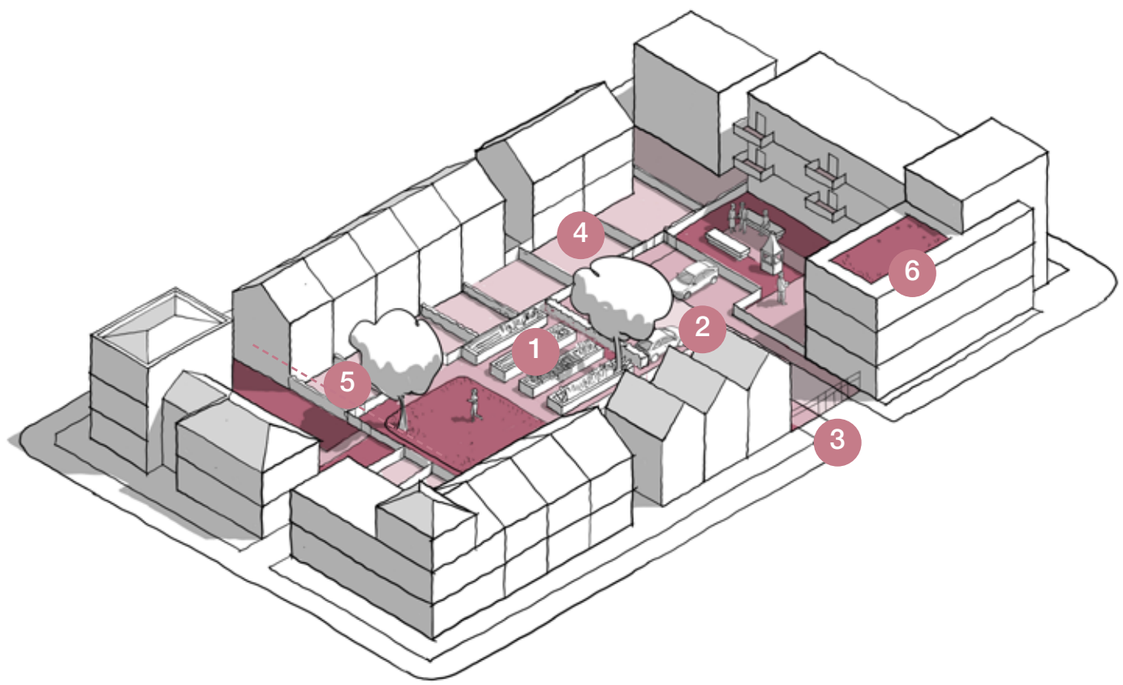


Figure CC.69. Residential communal space should receive natural light, be screened from parking areas and be accessible and inclusive to all users. © NMDC

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

Figure CC.70. Apartments with communal garden

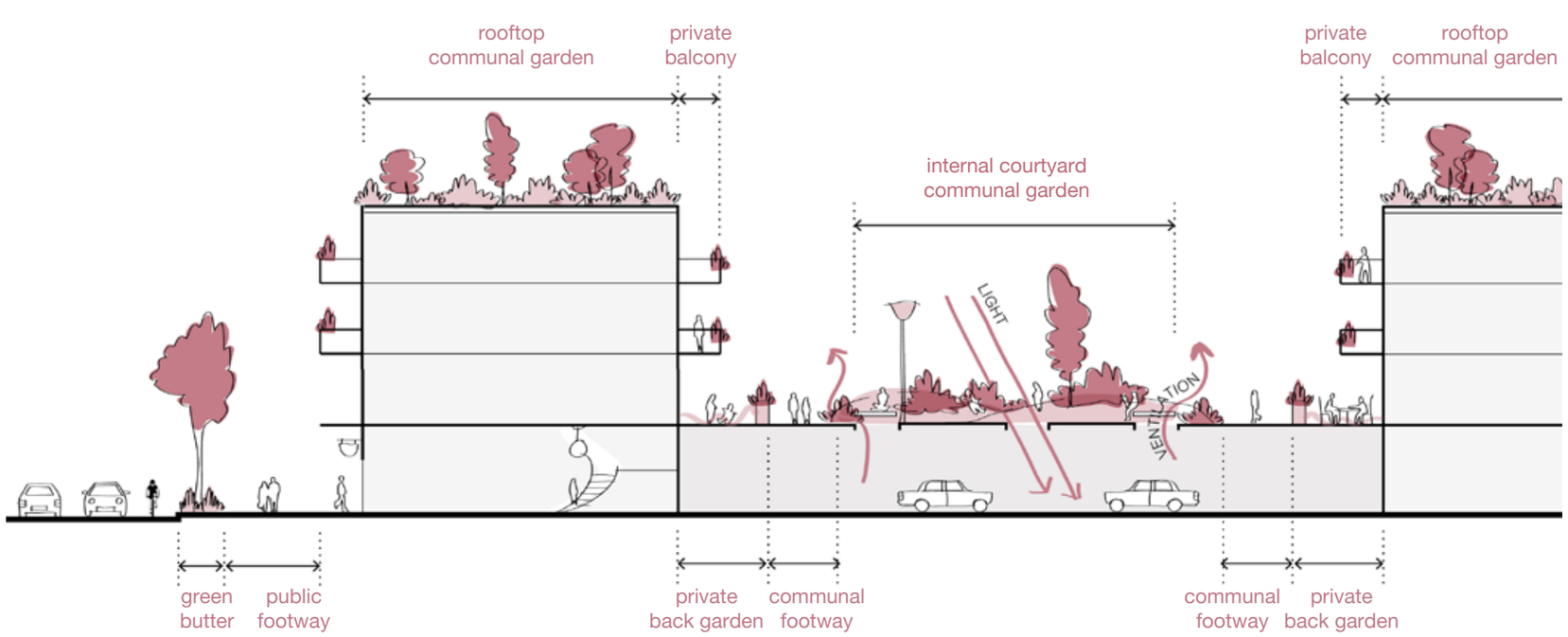


Figure CC.71. Typical section for residential communal space in apartment blocks

Figure CC.74. Interfaced landscape in courtyard communal gardens

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

Figure CC.73. Interfaced landscape in front gardens

CC7.4 Security

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

Figure CC.75. Effectively placed security cameras.

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

SU7.5 Inclusive Design & Adaptability

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

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

8. Resources

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

CC8.1 Energy Efficiency

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

CC8.2 Environmental Performance

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

CC8.3 Sustainable Retrofit

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

Sustainable retrofitting improvements should follow an 'energy hierarchy':

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

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

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

CC8.4 Passive design strategies

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

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

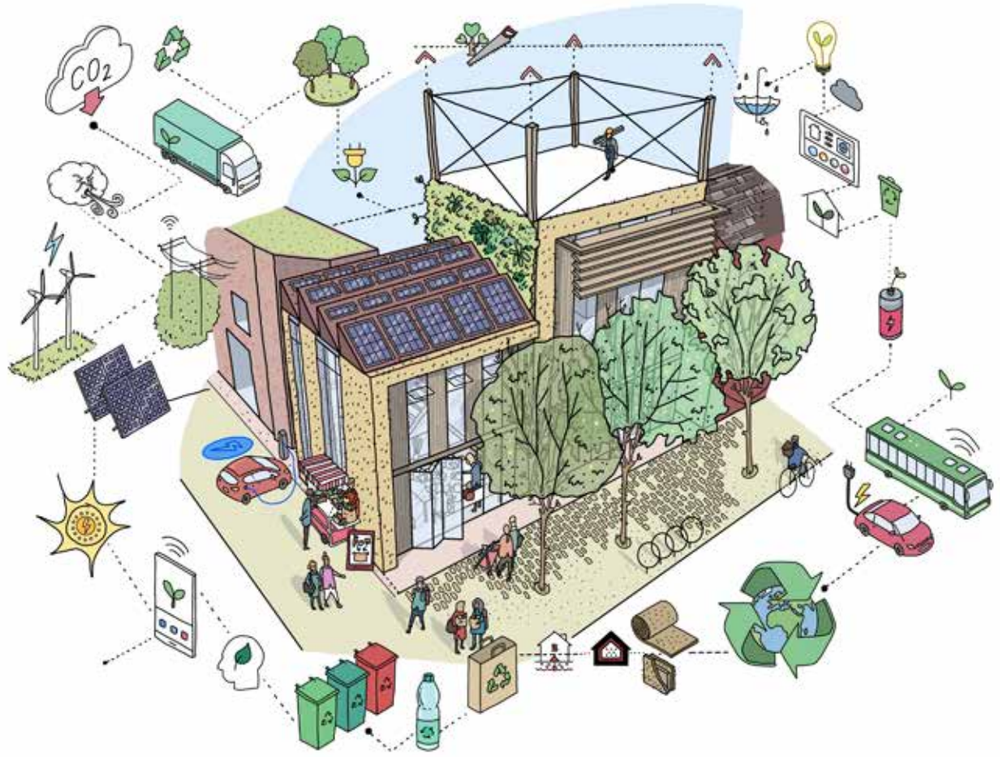


Figure CC.78. Sustainable approach to development

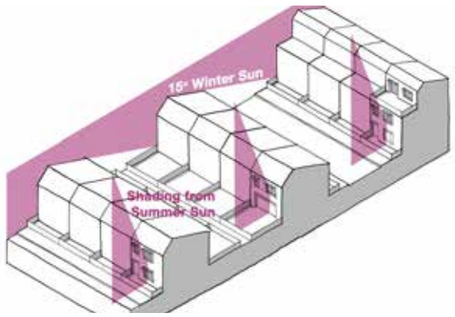


Figure CC.79. Passive design and orientation. © NMDC

Figure CC.80. Ground & Air Source Heat Pumps

Figure CC.81. EV charging point at home

Figure CC.82. Solar Photovoltaic Panels

CC8.5 Renewable Energy

Air Source Heat Pumps

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

EV Charging Points

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

Photovoltaic systems

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

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

External Wall Insulation

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

CC8.6 Circular economy thinking

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

CC8.7 Whole life carbon approach

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

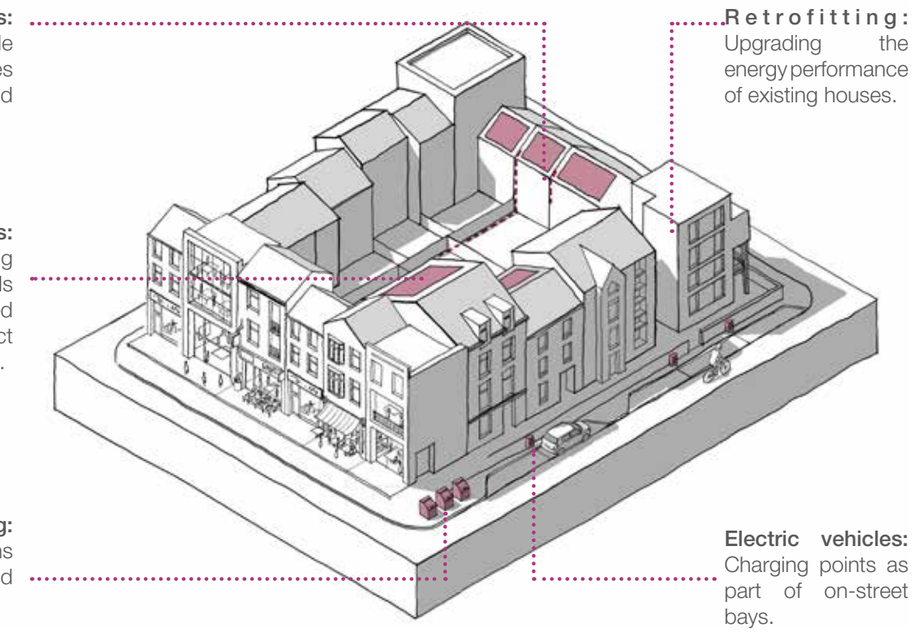


Figure CC.83. Low carbon low energy neighbourhood networks

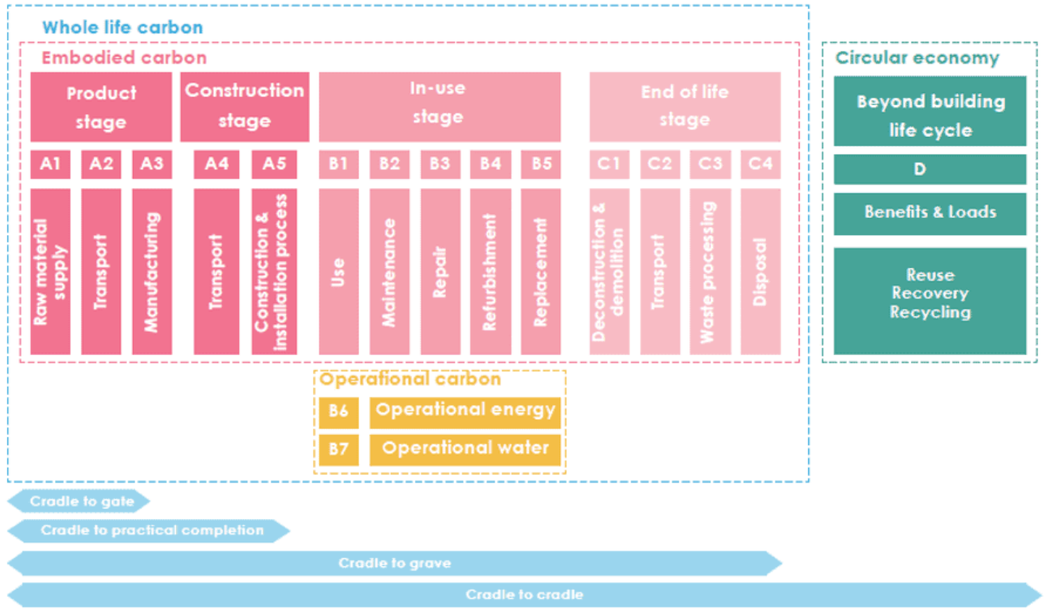


Figure CC.84. The EN 15978 system boundaries, demonstrating the stages constituting a whole life carbon assessment (source: LETI Embodied Carbon Primer)

9. Lifespan

CC9.1 Adoption Standards

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

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

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

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

CC9.2 Innovation and Future Proofing

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

CC9.3 Public Consultation

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

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

CC9.4 Quality of Life

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

CC9.5 Management of Neighbourhood

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

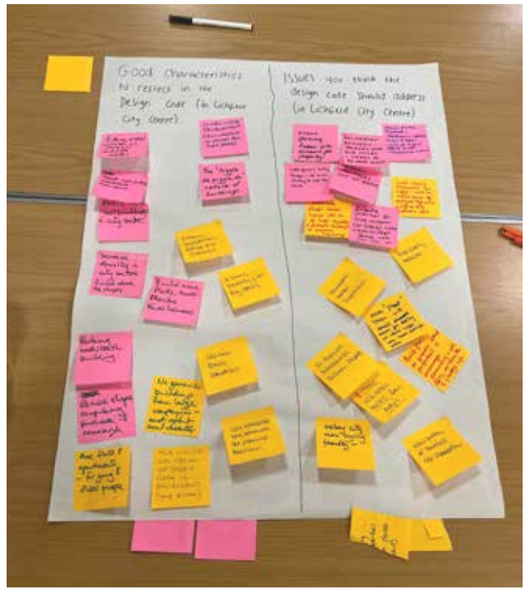


Figure CC.85. Community engagement in Lichfield

CP. CATHEDRAL PRECINCT AREA TYPE

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

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

Large parts of the area are taken up by the Pools and Cathedral grounds. The tissue study we conducted focused on the courtyard block behind Darwin House. In contrast, the surrounding area's character is defined by large houses set within their own grounds, both historic and recent, as well as by the more compact, back-of-pavement terraced properties on Beacon Street.

It is not anticipated that there will be any large developments (over 100 homes) within the Cathedral Quarter. However, we have included the southern fringe of the center, encompassing the area around Staffordshire University and Queen's Croft School. While not directly related to the cathedral, this area potentially shares a similar character.

Area Type Vision

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

DESIGN CODE

1. Movement

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

CP1.1 Streets

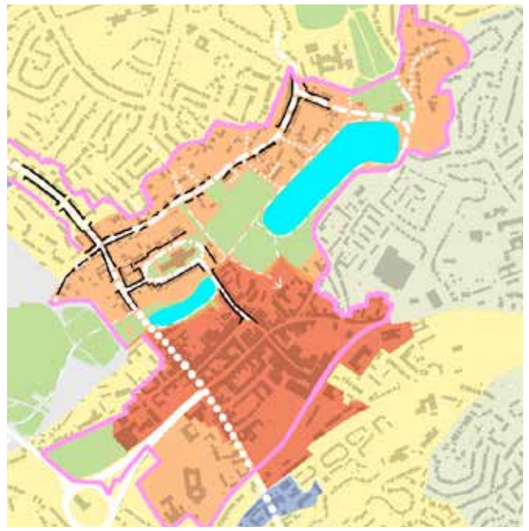
Streets should be designed to serve many functions, not just the circulation of traffic and the parking of cars, but also walking, cycling, play, and social interaction. Movement and place functions should be understood and agreed in the design process. Streets must encourage healthy living as well as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

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

CP1.2 Street Hierarchy

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

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



KEY

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

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

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

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

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

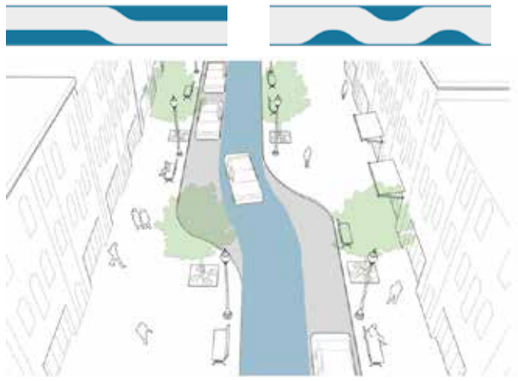
Figure CP.2. Street hierarchy plan in Cathedral Precinct area.

CP1.4 Street Safety

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

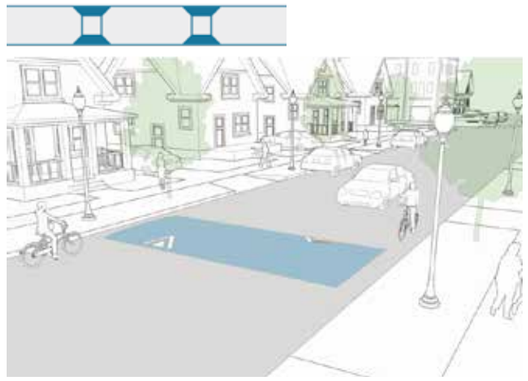
Chicanes/ Lane shift

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



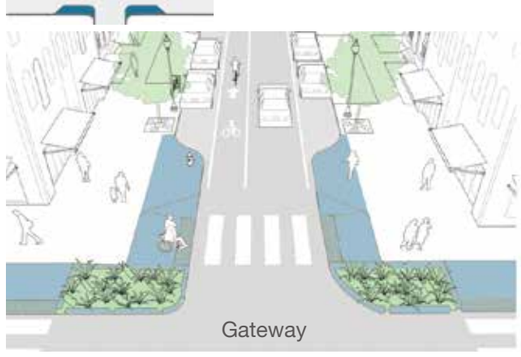
Speed hump

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



Gateway

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



Narrower Lanes

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

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

CP1.4 Connected Streets

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

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

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

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

CP1.5 Public Transport

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

CP1.6 Walking Routes

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

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

New schemes should preserve and link to existing footways.

CP1.7 Cycling and Micro Transport

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

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

The type of cycling provision, whether on-carriageway or in segregated facilities, should be determined based on traffic volume, as guided by LTN 1/20 and Active Travel England.

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

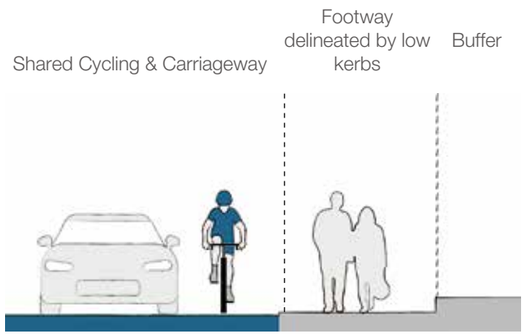


Figure CP.5. Cycling on shared carriageway.

CP1.8 Junctions

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

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

On local streets, pavement crossovers are acceptable.

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

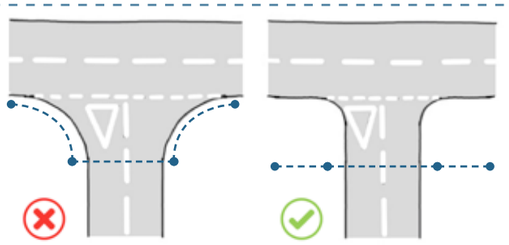


Figure CP.7. Tighter radii allow pedestrian desire line to be maintained and reduces vehicle speeds while turning corners.

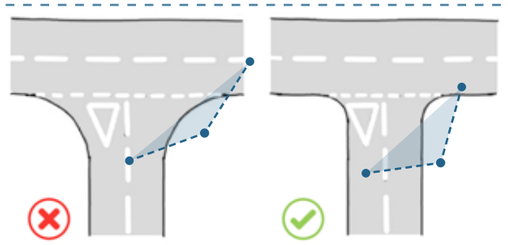


Figure CP.8. pedestrians don't have to look further behind to check for turning vehicles. pedestrians can easily establish priority because vehicles turn slowly.

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

CP1.9 Emergency Access and Servicing

There should be vehicle access for a pump appliance to **within 45m** of all points within dwellinghouses. Fire and rescue service vehicles should not have to reverse more than **20m** from the end of an access road.

Householders shouldn't need to carry refuse more than **30m** (excluding vertical distance) to storage areas and these should be **within 25m** of any waste collection point specified by the Lichfield District Council.

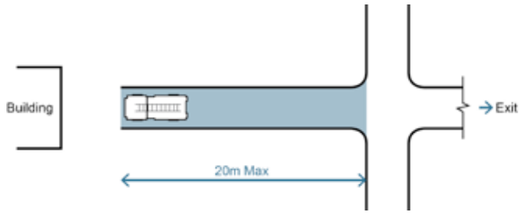


Figure CP.10. Fire and rescue service vehicles should not have to reverse more than 20m from the end of an access road

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

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

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

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

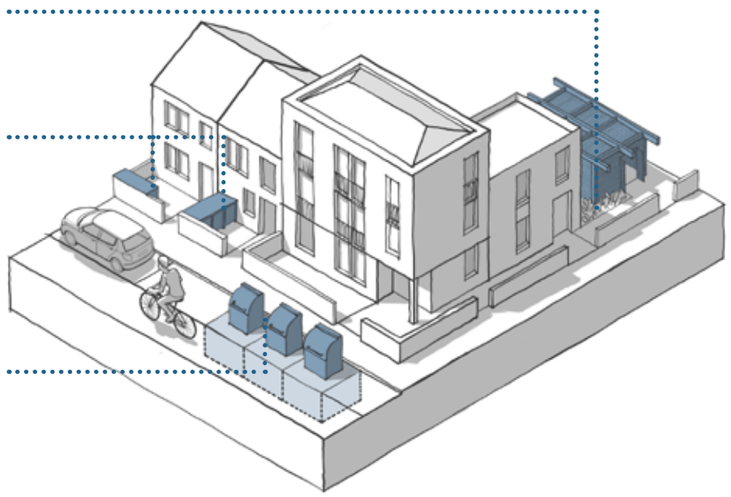


Figure CP.12. Refuse collection options for residential. © NMDC

CP1.10 Parking Standard

Allocated parking must be provided to the following standard:

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

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

All parking will enable electric charging points.

CP1.11 Allocated Parking

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

In-curtilage parking in front gardens is not permitted.

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

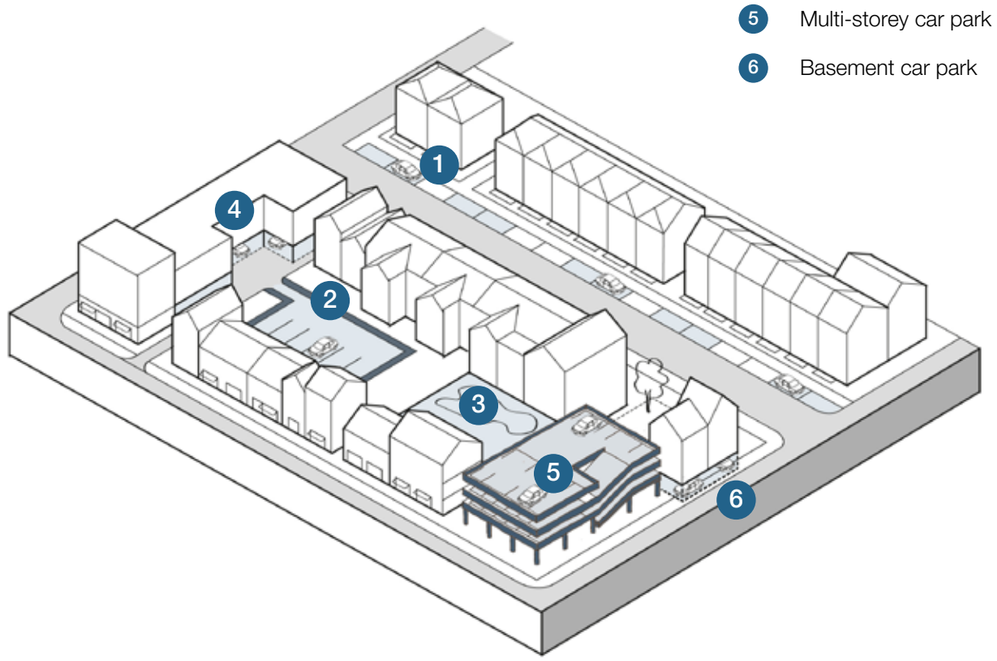


Figure CP.13. Parking typologies (Details as shown in Figure CP.15 Parking typologies table on the next page)

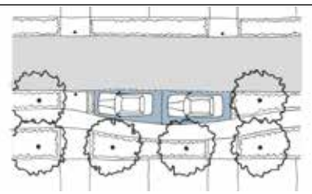
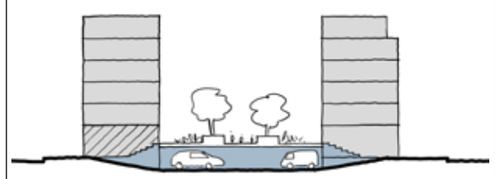
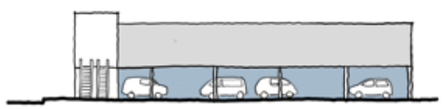
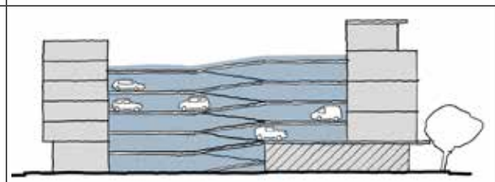
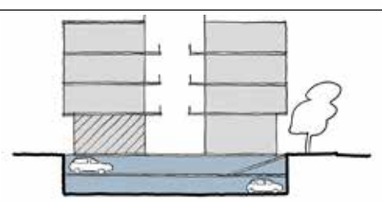
		Urban Parking Options		Illustrations	Example images
UNALLOCATED PARKING	1	On-street parking	On-street parking can be in defined bays with limited runs interspersed with pavement build-outs, planting and street trees.		
	2	Surface level car park courts	Where a large area of surface parking is needed,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

Figure CP.14. Parking typologies table

CP1.12 Visitor Parking

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

CP1.13 Garages

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

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

CP1.14 Cycle Parking

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

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

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

2. Nature

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

CP2.1 Open Space Provision

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

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

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

CP2.2 Open Space Standard

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

Figure CP.16. The Pools and Beacon Park

CP2.3 Play Space

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

- 100m of a Local Area of Play (LAP)
- 400m of a Local Equipped Area of Play (LEAP)
- 1000m of a Neighbourhood Equipped Area of Play (NEAP)

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

CP2.4 Open Space Design

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

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

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

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

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

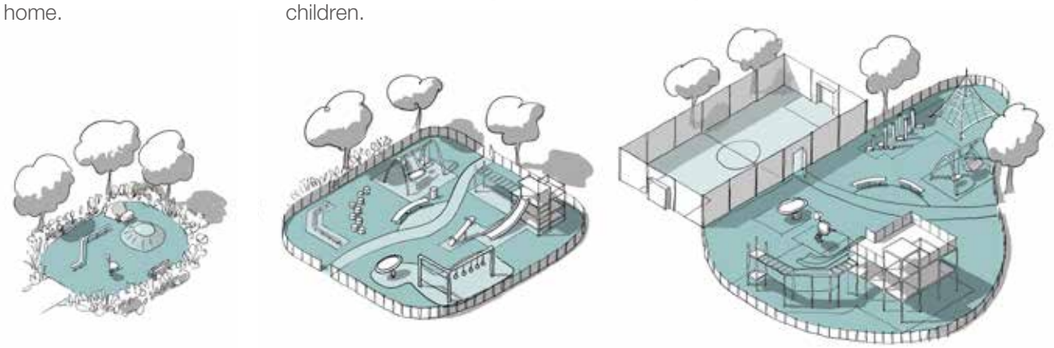


Figure CP.17. Three levels of play space. ©NMDC

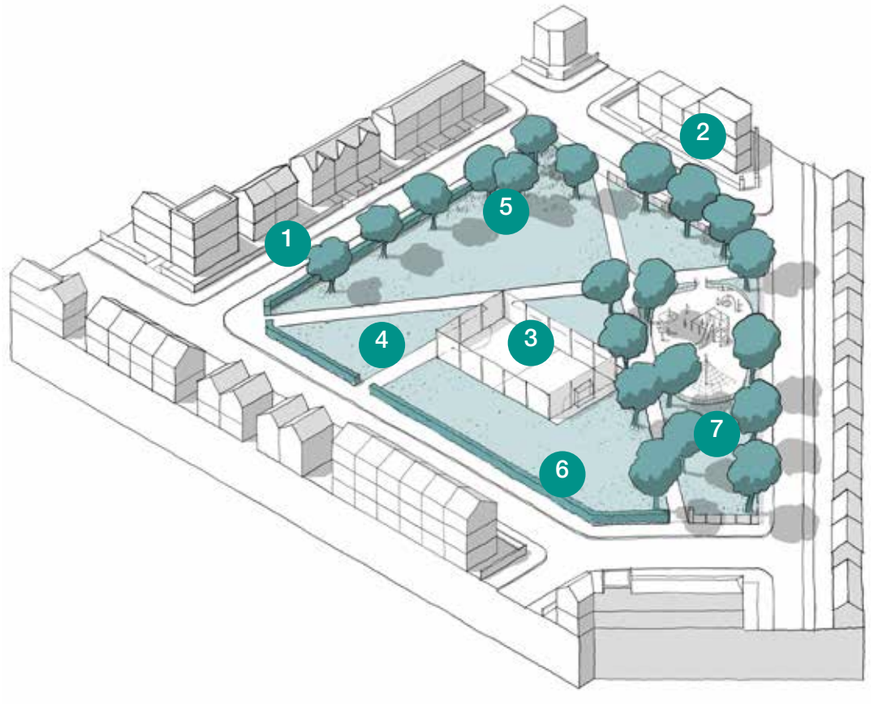


Figure CP.18. Open space design principles. ©NMDC

CP2.5 Biodiversity

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

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

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

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

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

Figure CP.19. Biodiversity Improvement

CP2.6 Water and Flood

The Pools sit within a shallow valley between the Cathedral and Lichfield City Centre parts of which are in Flood Zone 3. However most of the area is not affected by flooding and a flood risk assessment would only be required for large schemes (over 100 homes) that are unlikely to happen in the area.

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

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

CP2.7 Sustainable Urban Drainage

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

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

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

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

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

CP2.8 Permeable Surfaces

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

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

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

CP2.9 Trees and Verges

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

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

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

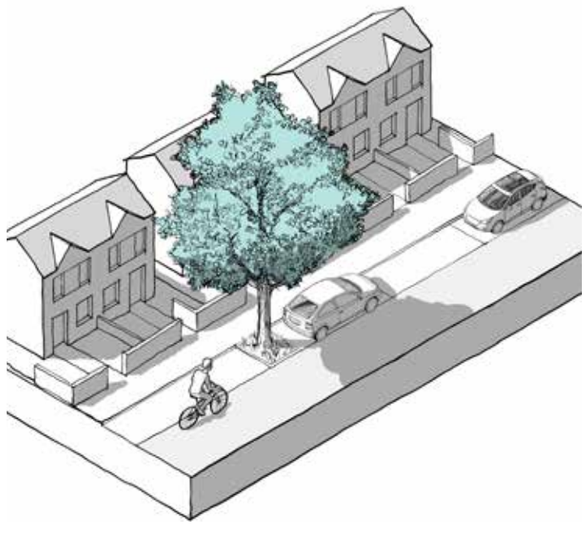


Figure CP.21. Street tree design principles. @NMDC

3. Built Form

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

CP3.1 Density

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

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

CP3.2 Grain

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

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

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

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

CP3.3 Urban Form

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

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

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

CP3.4 Building Line

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

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

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

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

CP3.5 Building Line Variance

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

Setbacks and projections such as balconies are permitted.

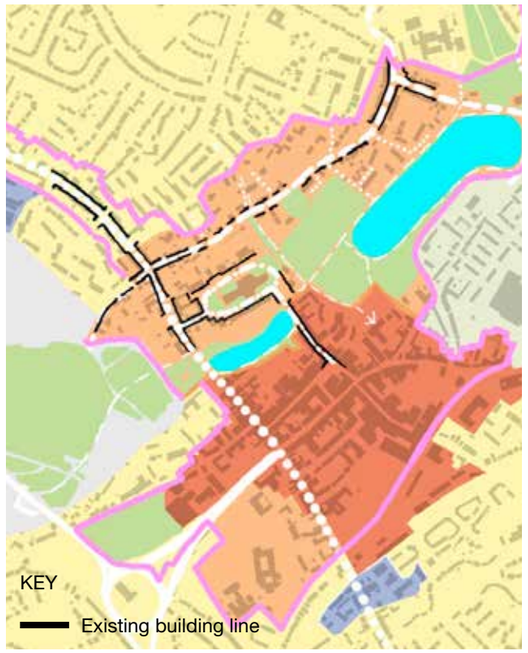


Figure CP.23. Building line in Cathedral Precinct area.

CP3.6 Building Line Frontage

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

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

(see also Active frontage CP6.4)

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

CP3.7 Building Line Compliance

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

CP3.8 Building Heights

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

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

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

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

4. Identity

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

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

CP4.1 Scheme design

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

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

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

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

CP4.2 Site Design Codes

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

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

CP4.3 Conservation Area

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

CP4.4 Architecture

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

CP4.5 Set Back

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

This should be replicated in new development.

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

CP4.6 Ground Floor Design

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

CP4.7 Entrances

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

CP4.8 Rooflines

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

CP4.9 Windows

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

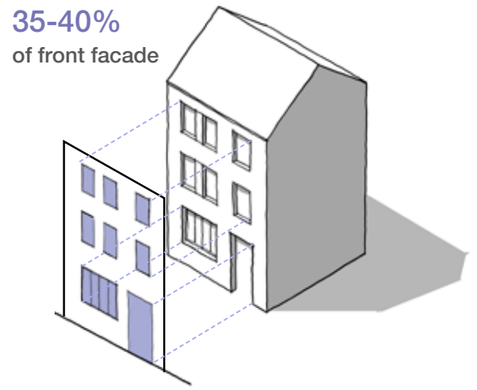


Figure CP.25. Window openings account for 35-40% of the front façade

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

CP4.10 Materials

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

5. Public Realm

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

CP5.1 Street Type

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

This street hierarchy includes:

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

CP5.2 Street Design

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

The highways requirements should be read in conjunction with SCC Guidance.

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

* If this is not feasible, agreements should be reached with LDC to determine an alternative approach.

Primary Streets

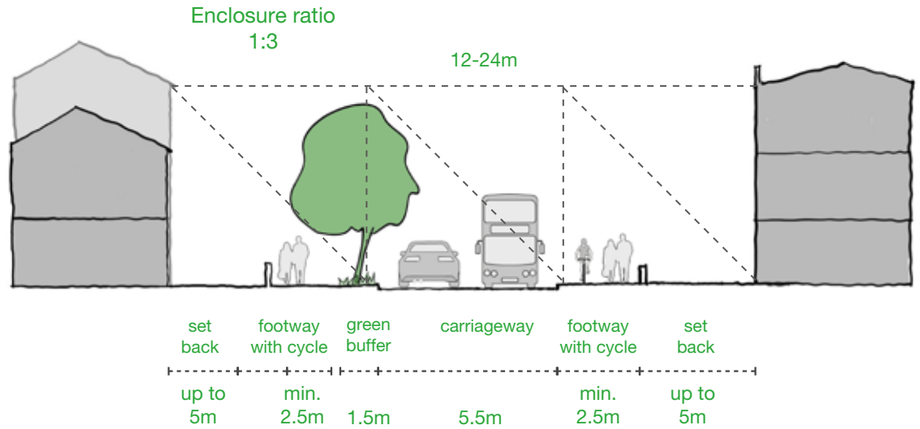


Figure CP.26. The Friary

Secondary Streets

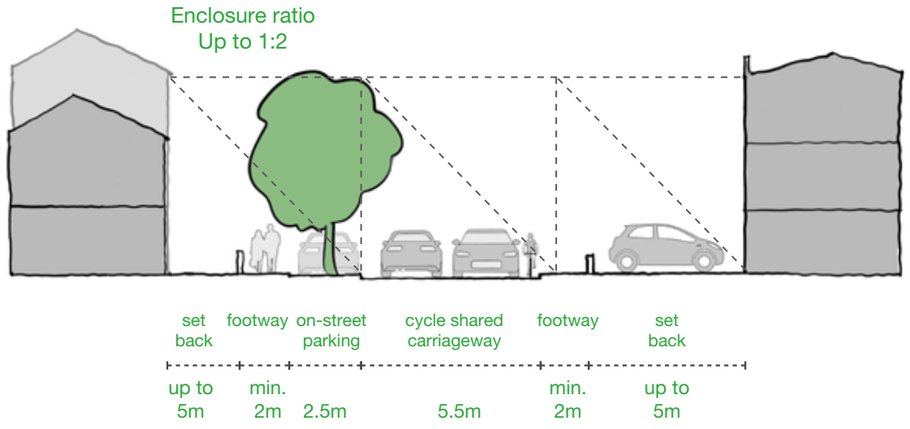


Figure CP.28. Gaia Lane

High Streets

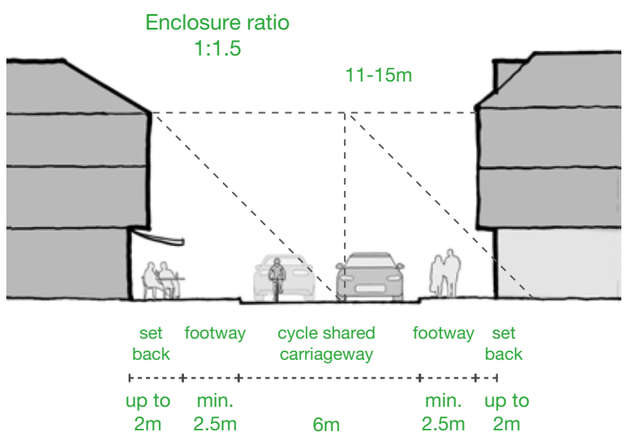


Figure CP.27. Bird Street Beacon Street

Local Streets

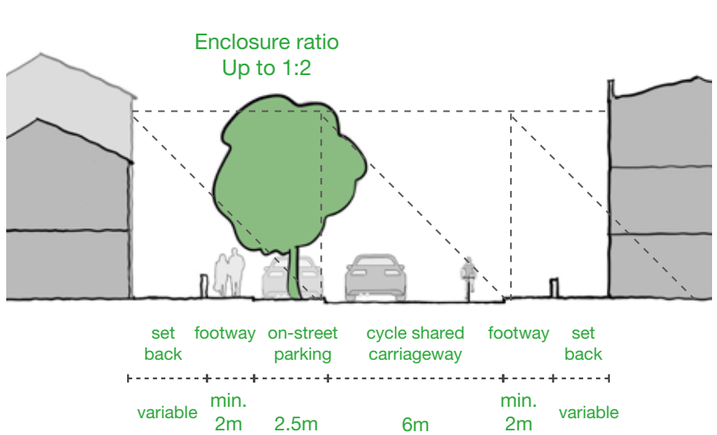


Figure CP.29. The Close / Dam Street

Tertiary Street

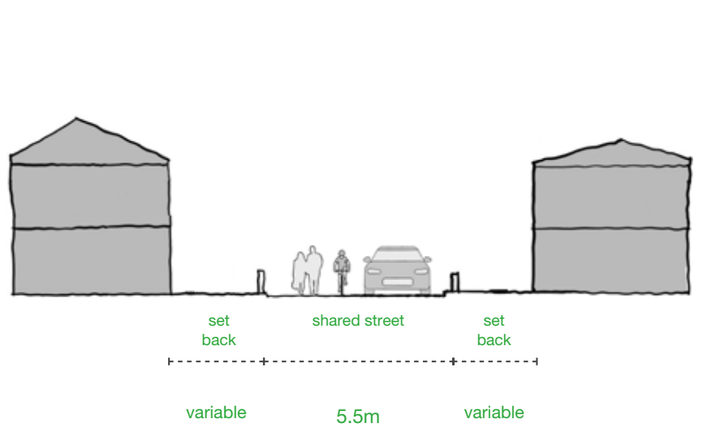


Figure CP.30. An example of a tertiary street in Cathedral Precinct area

6. Uses

CP6.1 Extensions

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

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

General principles

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

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

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

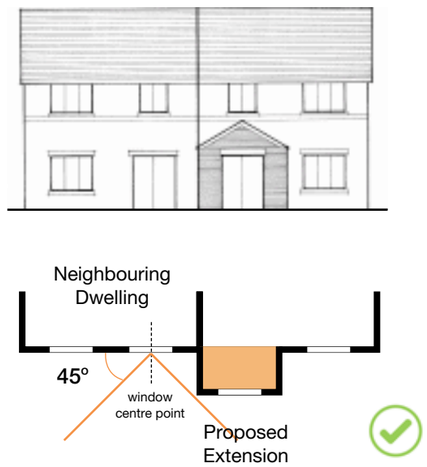


Figure CP.33. Use the 45-degree rule to avoid impact on neighbouring development (Plan)

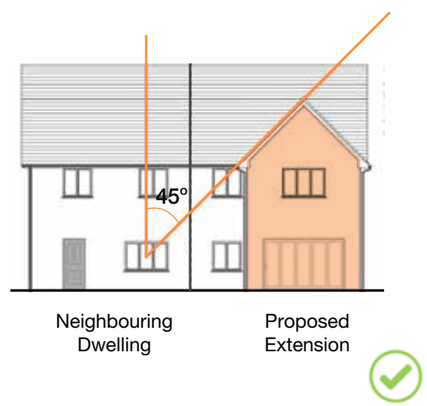


Figure CP.34. Use the 45-degree rule to avoid impact on neighbouring development (Elevation)

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

≤ 50%
of original garden space

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

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

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

Dormers

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

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

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

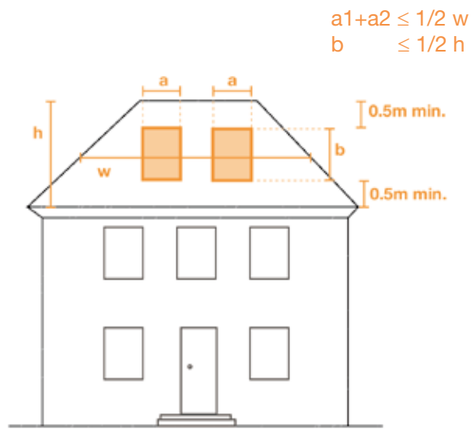


Figure CP.32. Dormer extensions dimensions

Roof Extensions

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

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

Materials must match the existing property.

Side Extensions

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

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

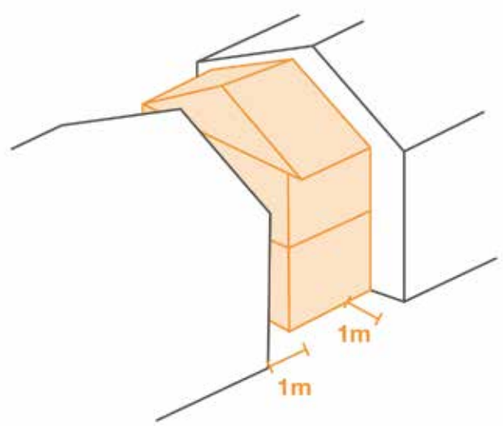


Figure CP.36. Side extension for houses

Rear Extensions

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

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

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

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

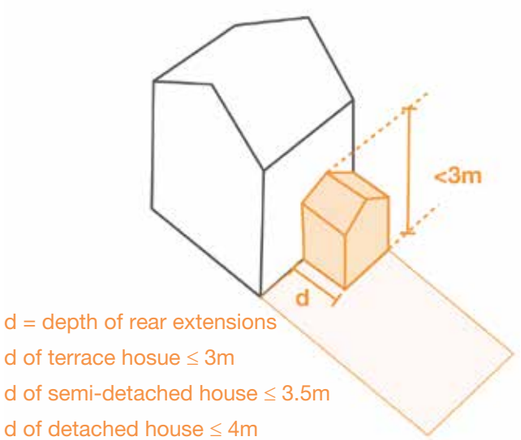


Figure CP.35. Rear extension for houses

Porches

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

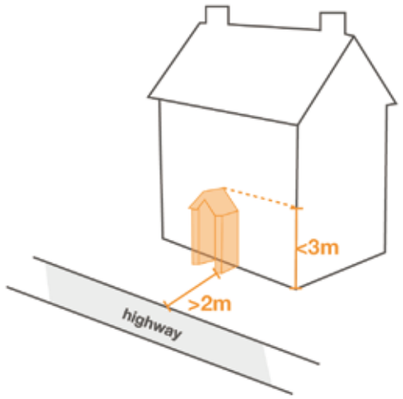


Figure CP.37. Porches extension demensions

CP6.2 Intensification

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

CP6.3 Housing Mix

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

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

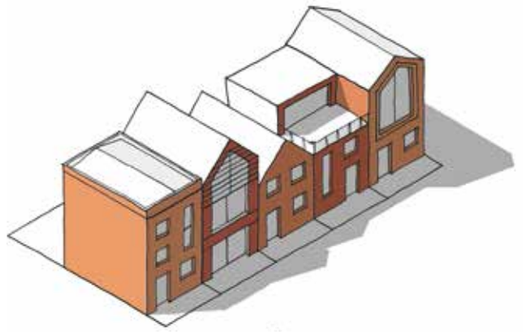


Figure CP.38. Mix of housing types

CP6.4 Active Frontage

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

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

CP6.5 Access to Facilities

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

7. Homes and Buildings

CP7.1 Space Standards:

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

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

As per the Nationally Described Space Standards:

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

Figure CP.39. Nationally Described Space Standards

CP7.2 Lighting, Noise and Privacy

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

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

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

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

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

CP7.3 Private outdoor space

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

CP7.4 Security

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

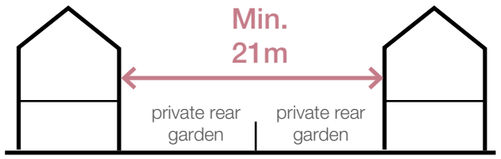


Figure CP.40. Separation distance between rear facing windows

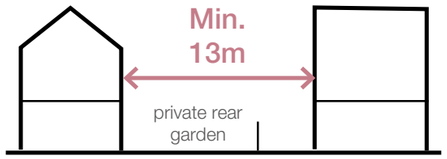


Figure CP.41. Separation distance between rear facing windows and side

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

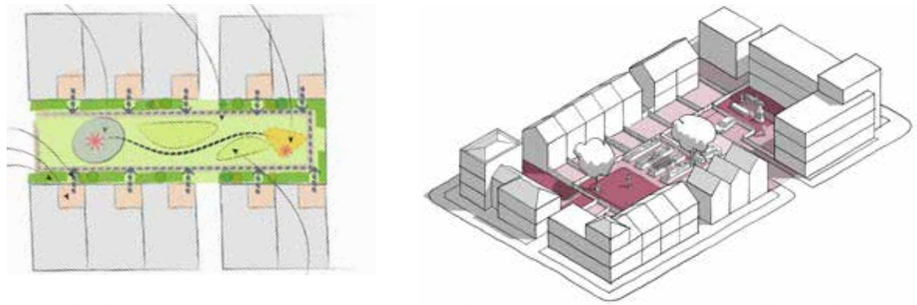


Figure CP.45. Communal courtyard at terraced houses, for the use of surrounding residents

Figure CP.42. Maximise daylight into dwellings

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

8. Resources

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

CP8.1 Energy Efficiency

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

CP8.2 Environmental Performance

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

CP8.3 Sustainable Retrofit

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

Sustainable retrofitting improvements should follow an 'energy hierarchy':

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

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

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

CP8.4 Passive design strategies

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

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

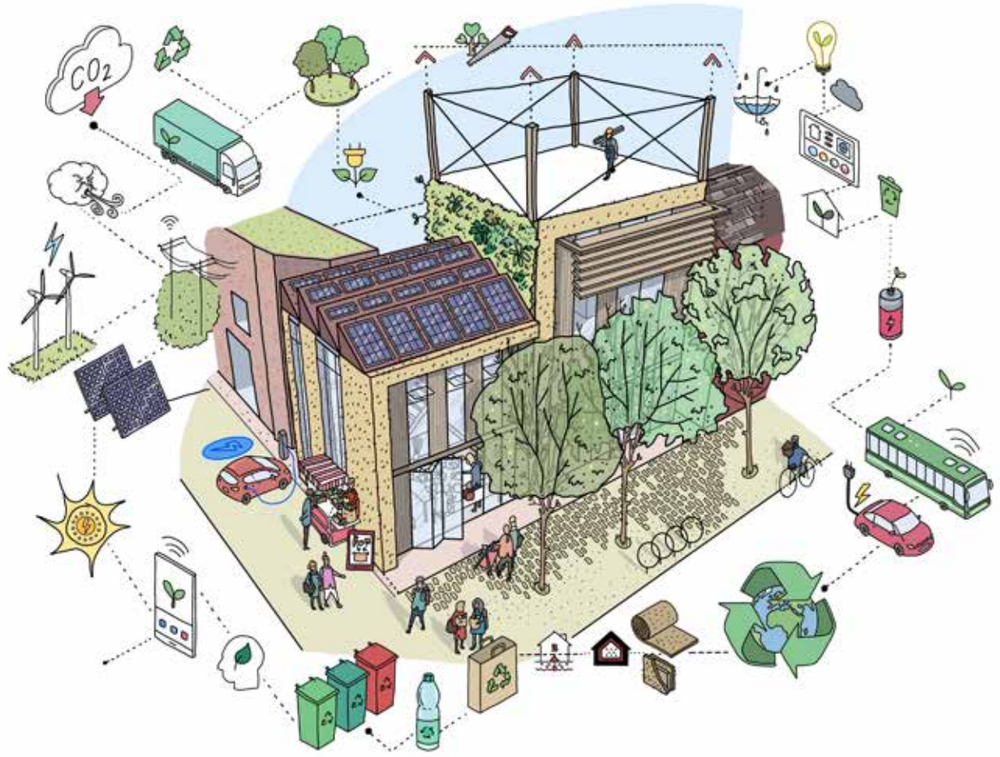


Figure CP.46. Sustainable approach to development

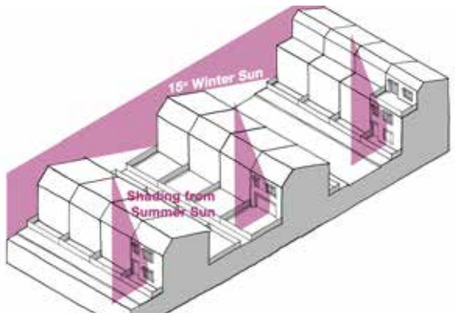


Figure CP.47. Passive design and orientation. © NMDC

Figure CP.48. Ground & Air Source Heat Pumps

Figure CP.49. EV charging point at home

Figure CP.50. Solar Photovoltaic Panels

CP8.5 Renewable Energy

Air Source Heat Pumps

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

EV Charging Points

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

Photovoltaic systems

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

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

External Wall Insulation

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

CP8.6 Circular economy thinking

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

CP8.7 Whole life carbon approach

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

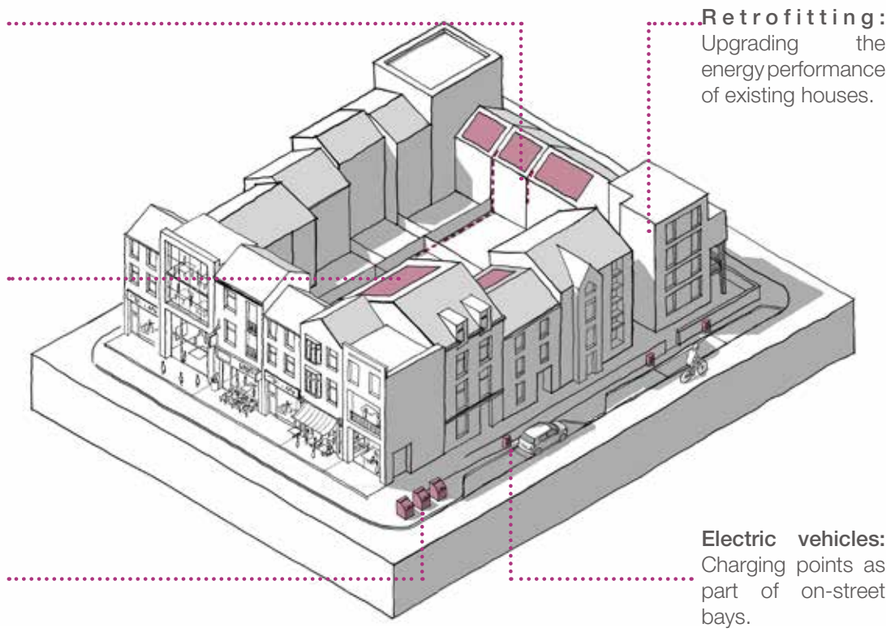


Figure CP.51. Low carbon low energy neighbourhood networks

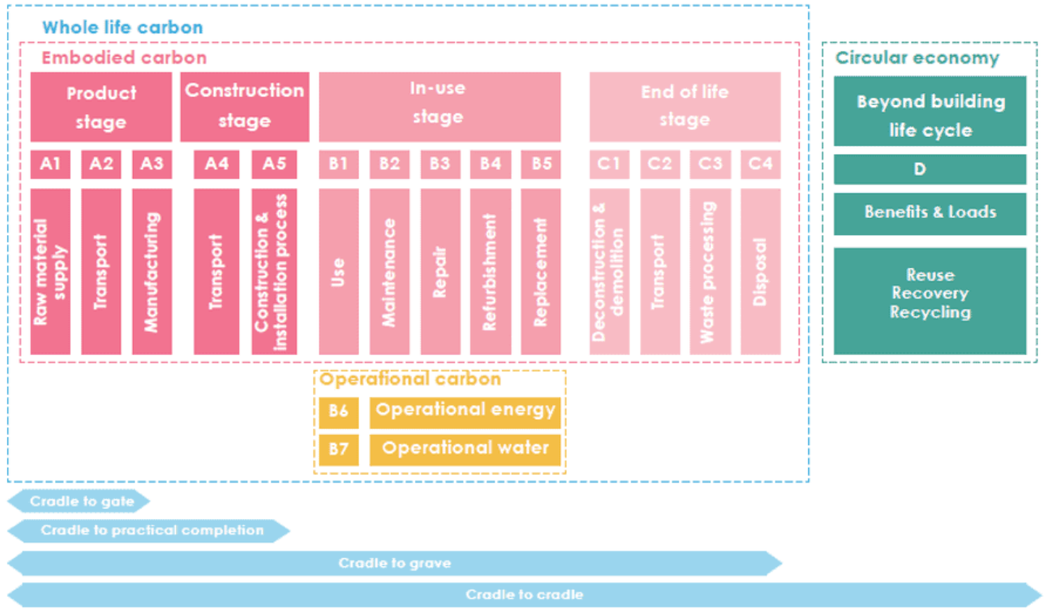


Figure CP.52. The EN 15978 system boundaries, demonstrating the stages constituting a whole life carbon assessment (source: LETI Embodied Carbon Primer)

9. Lifespan

CP9.1 Adoption Standards

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

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

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

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

CP9.2 Innovation and Future Proofing

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

CP9.3 Public Consultation

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

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

CP9.4 Quality of Life

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

CP9.5 Management of Neighbourhood

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

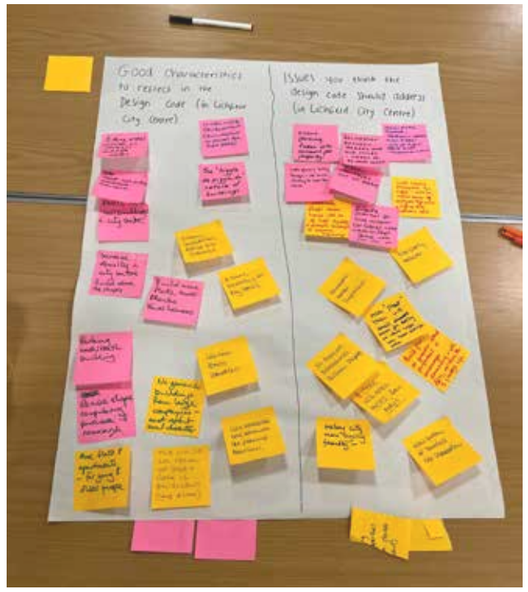


Figure CP.53. Community engagement in Lichfield

SU. SUBURBAN AREA TYPE

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

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

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

DESIGN CODE

1. Movement

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

SU1.1 Streets

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

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

SU1.2 Street Hierarchy

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

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

For new development of over 100 homes, a regulatory plan should establish a hierarchy of streets.

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

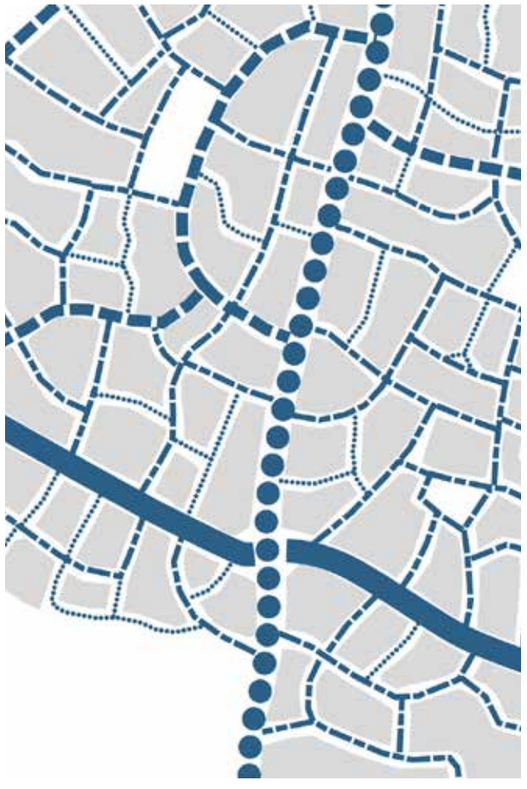


Figure SU.2. A typical neighbourhood street hierarchy. ©NMDC

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

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

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

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

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

SU1.3 Connected Streets

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

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

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

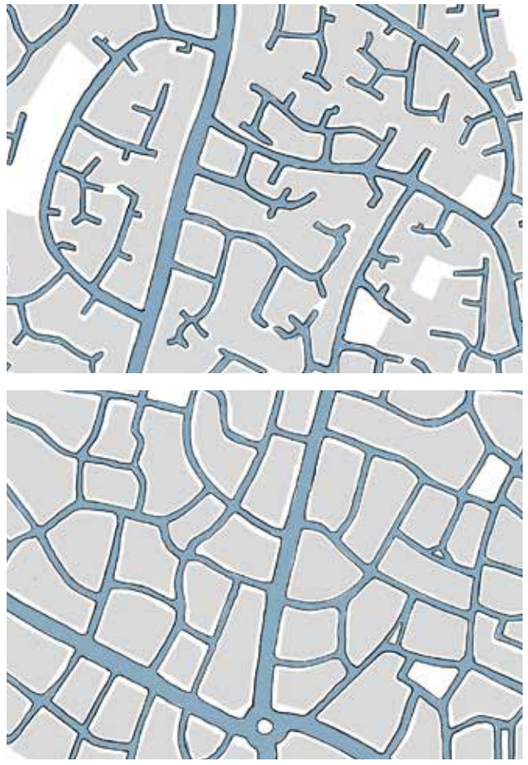


Figure SU.3. Above: Streets join at one end (cul -de- sacs), Bottom: Streets link to other streets. A well connected street network reduces walking distance. ©NMDC

SU1.4 Street Safety

Local streets, secondary streets, tertiary streets and high streets should have a **20mph** design speed and be designed to achieve this.

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

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

SU1.5 Public Transport

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

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

This may not always be possible in the more remote parts of the district but in larger developments (over 100 homes), developers will be required to contribute towards a bus service.

SU1.6 Cycling and Micro Transport

Cycle lanes will typically be expected on primary streets, high streets and secondary streets based on an assessment of local need. In some instances, an alternative cycle strategy might be acceptable where cycle lanes are diverted down smaller streets or dedicated off-street routes.

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

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

The type of cycling provision, whether on-carriageway or in segregated facilities, should be determined based on traffic volume, as guided by LTN 1/20 and Active Travel England.

SU1.7 Walking Routes

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

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

New schemes should preserve and link to existing footways.

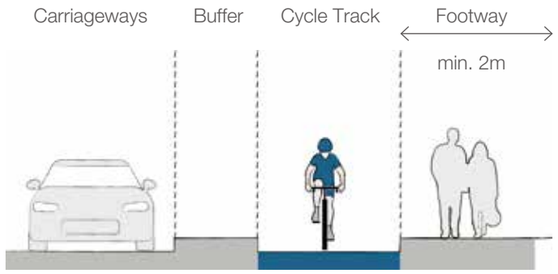


Figure VA.4. Segregated cycle lanes should be provided when necessary

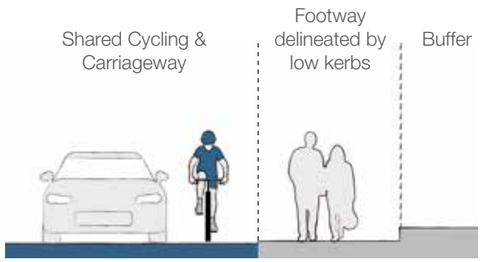


Figure SU.5. Cycling on shared streets

Figure SU.6. Unobstructed footways

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

SU1.8 Emergency Access and Servicing

There should be vehicle access for a pump appliance to **within 45m** of all points within dwellinghouses. Fire and rescue service vehicles should not have to reverse more than **20m** from the end of an access road.

Householders shouldn't need to carry refuse more than **30m** (excluding vertical distance) to storage areas and these should be **within 25m** of any waste collection point specified by the Lichfield District Council.

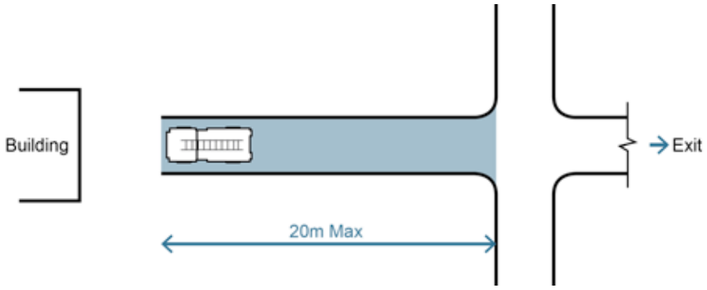


Figure SU.8. Fire and rescue service vehicles should not have to reverse more than 20m from the end of an access road

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

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

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

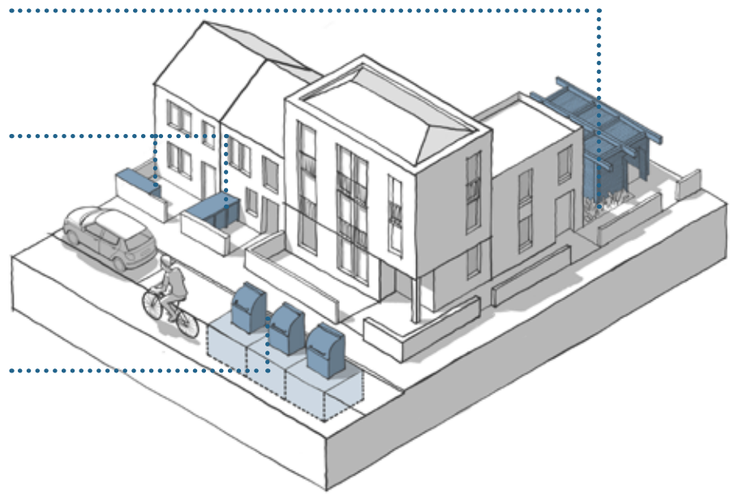


Figure SU.9. Refuse collection options. © NMDC

SU1.9 Junctions

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

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

On local streets, pavement crossovers are acceptable.

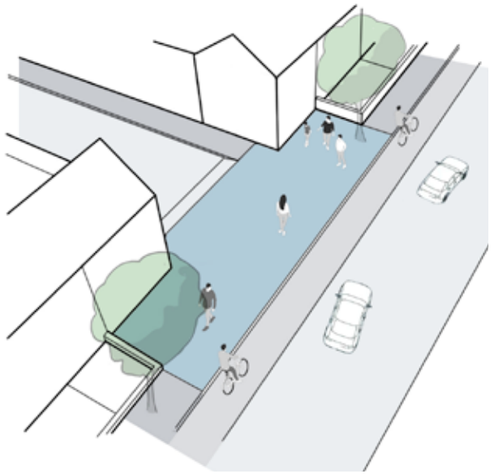


Figure SU.10. Pavement crossover on local streets

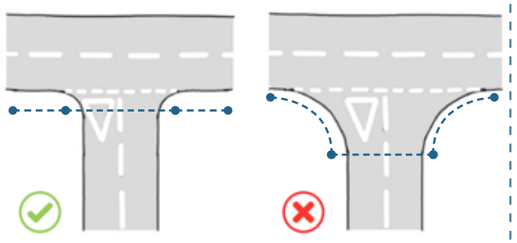


Figure SU.11. Tighter radii allow pedestrian desire line to be maintained and reduces vehicle speeds while turning corners.

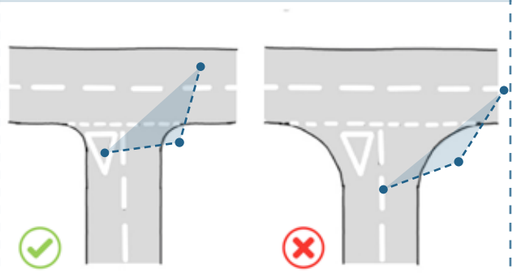


Figure SU.12. Pedestrians don't have to look further behind to check for turning vehicles. Pedestrians can easily establish priority because vehicles turn slowly.

SU1.10 Parking Standard

Allocated parking must be provided to the following standard:

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

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

All allocated parking will enable electric charging points.

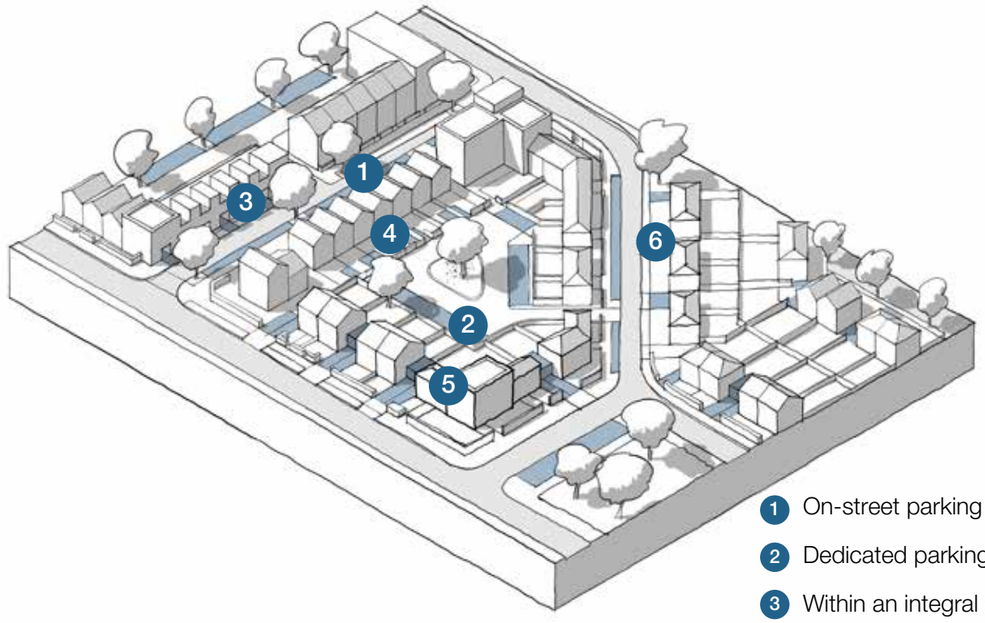
SU1.11 Allocated Parking

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

In-curtilage parking in front gardens is limited to:

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

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



1. On-street parking
2. Dedicated parking courts
3. Within an integral garage
4. In the rear garden
5. At the side of the property
6. In the front garden

Figure SU.13. Residential parking options. © NMDC

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

SU1.12 Visitor Parking

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

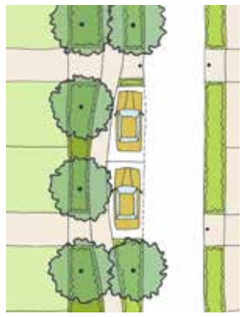


Figure SU.14. Parallel on-street car parking

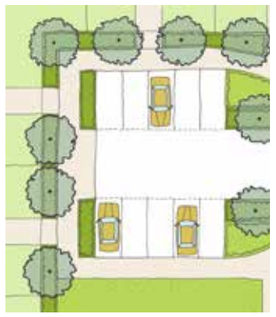


Figure SU.15. Dedicated car parking court

SU1.13 Car-Free Development

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

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

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

Figure SU.16. Car-free development

SU1.14 Garages

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

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

SU1.15 Cycle Parking

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

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

Figure SU.17. Housing cycle storage

Figure SU.18. On-street cycle parking

2. Nature

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

SU2.1 Open Space Provision

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

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

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

SU2.2 Open Space Standard

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

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

SU2.3 Play Space

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

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

- 100m of a Local Area of Play (LAP)
- 400m of a Local Equipped Area of Play (LEAP)
- 1000m of a Neighbourhood Equipped Area of Play (NEAP)

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

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

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

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

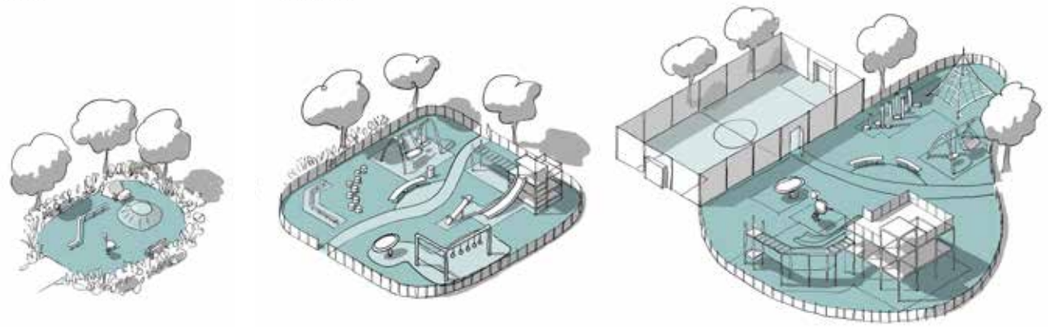


Figure SU.19. Three levels of play space. ©NMDC

Figure SU.20. Natural / semi natural green space

Figure SU.22. Biodiversity planting

Figure SU.25. Neighbourhood amenity green space

Figure SU.21. Pocket park with play area

Figure SU.23. Road side green space with seating

Figure SU.24. Community farming plot

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

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

SU2.4 Open Space Design

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

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

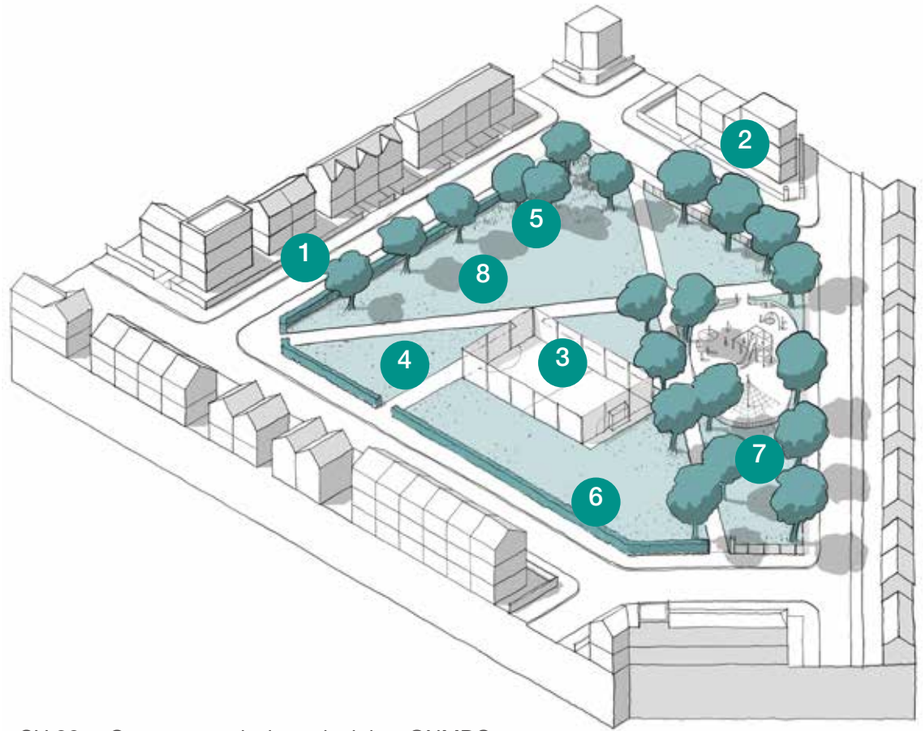


Figure SU.26. Open space design principles. ©NMDC

SU2.5 Biodiversity

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

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

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

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

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

Figure SU.27. Biodiversity improvements

SU2.6 Water and Flood

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

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

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

Where appropriate, new development adjacent to watercourses should allow public access along the water course. Culverted watercourses should be opened and naturalised.

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

Figure SU.33. Surface Water Drainage

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

SU2.7 Sustainable Urban Drainage

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

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

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

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

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

SU2.8 Permeable Surfaces

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

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

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

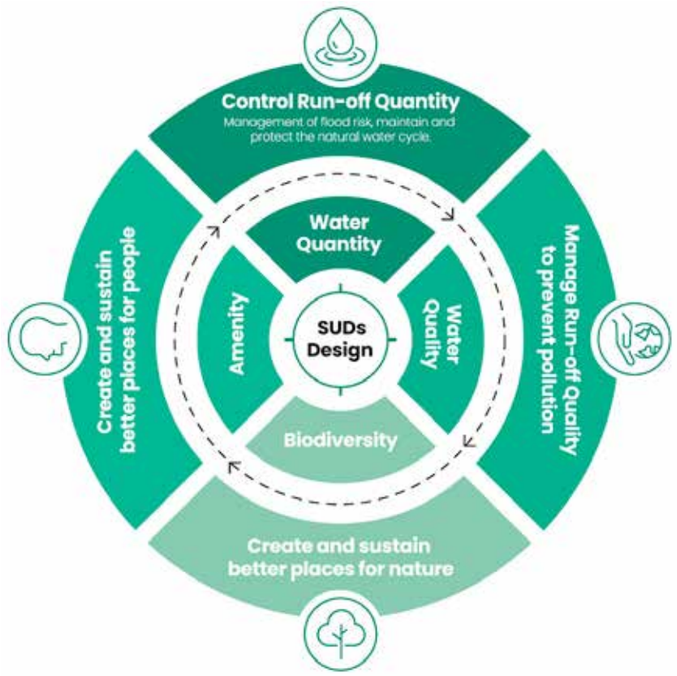
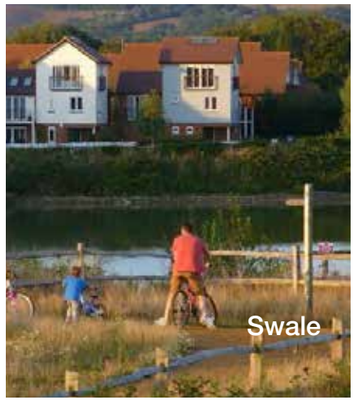


Figure SU.30. Four Pillars of SuDS Design. ©The SuDS Manual C753, Ciria



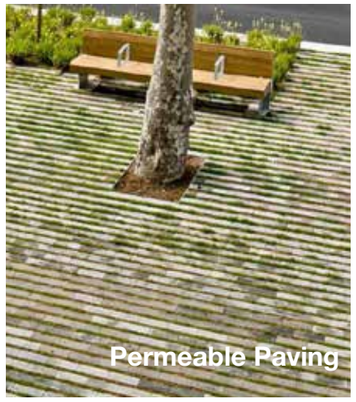


Figure SU.31. SuDS options

SU2.9 Trees and Verges

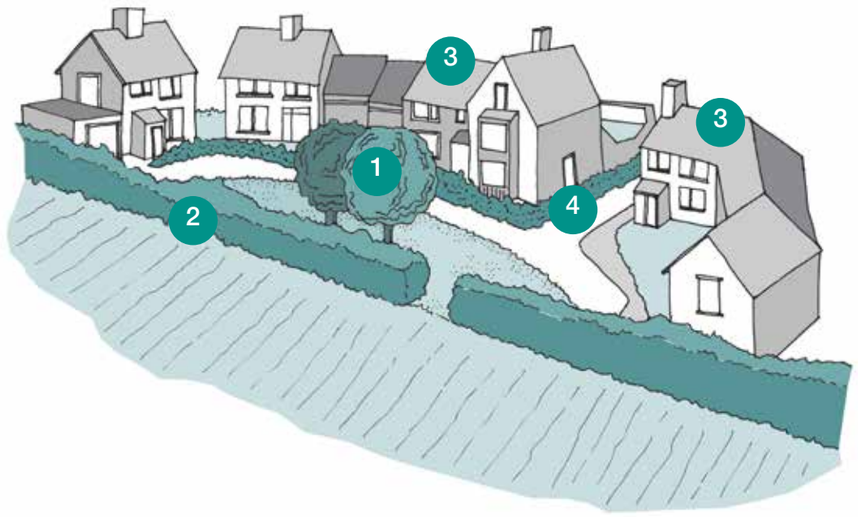
Streets of all kinds must be designed to incorporate green space including grass verges, swales and street trees.

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

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

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

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



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

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

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

3. Built Form

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

SU3.1 Density

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

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

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

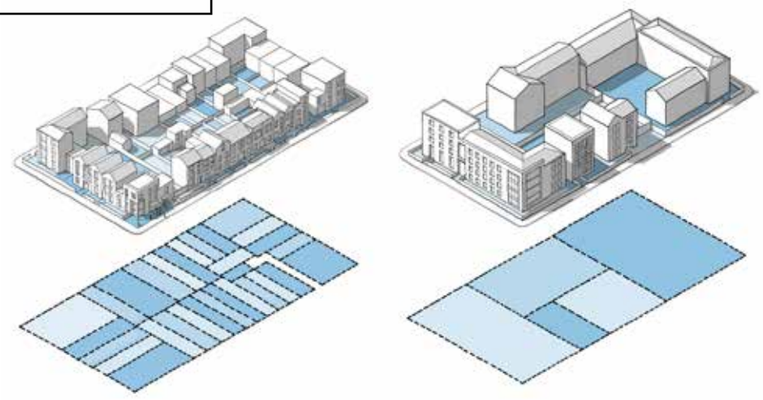
There is no higher limit on density.

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

SU3.2 Grain

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

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



fine grained blocks pattern coarse grained blocks pattern

Figure SU.36. Urban grain types. © NMDC

SU3.3 Urban Form

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

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

Cul-de-sacs are only acceptable when opening up the centre of a perimeter block or where through movement is allowed for active travel.

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

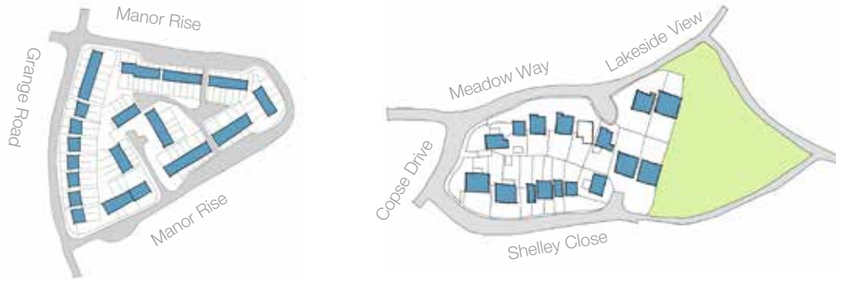


Figure SU.38. Cul-de-sacs are only acceptable when opening up the centre of a perimeter block

SU3.4 Building Line

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

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

Figure SU.41. The building line in suburban area

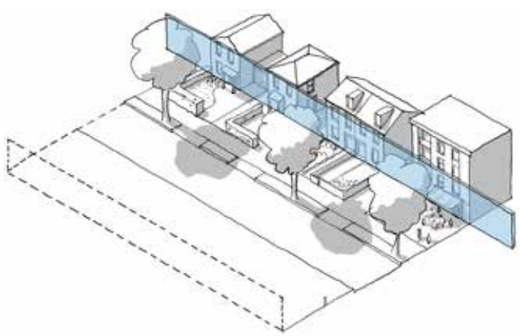


Figure SU.39. The building line in suburban area type mainly set back from the street. © NMDC

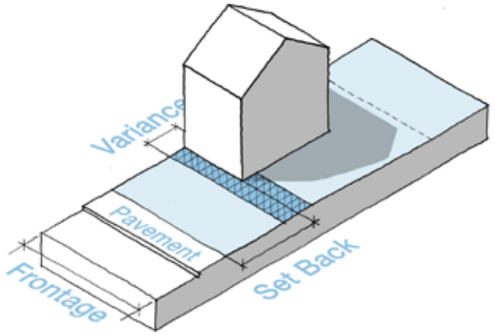


Figure SU.40. Building line characteristics include the following parameters. ©NMDC

SU3.5 Building Line Variance

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

Setbacks and projections such as balconies are permitted.

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

SU3.6 Building Line Frontage

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

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

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

SU3.7 Building Line Compliance

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

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

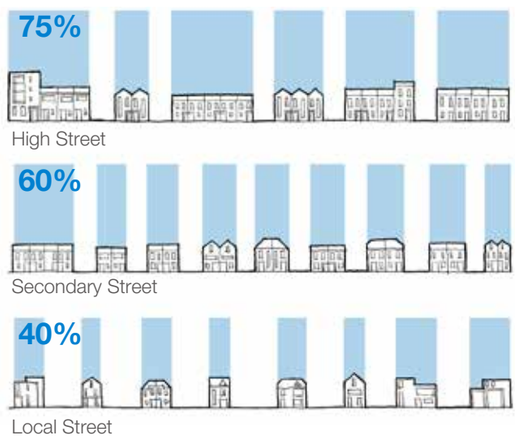


Figure SU.42. Building line compliance of different street types in suburban area.

SU3.8 Building Heights

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

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

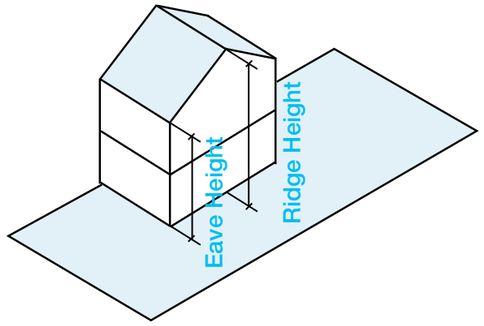


Figure SU.43. Two-storey homes building height

No buildings should exceed an eaves height of **9m**.

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

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

If proposals come forward above these limits, they will need to be assessed against the local context and provide significant justification for an increased height.

4. Identity

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

SU4.1 Scheme design

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

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

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

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

SU4.2 Site Design Codes:

Developers of large schemes (over 100 homes) must include site design codes as part of outline planning applications. These should replicate the provisions of this design code but can go into far more detail on items such as:

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

SU4.3 Architecture

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

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

SU4.4 Set Back

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

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

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

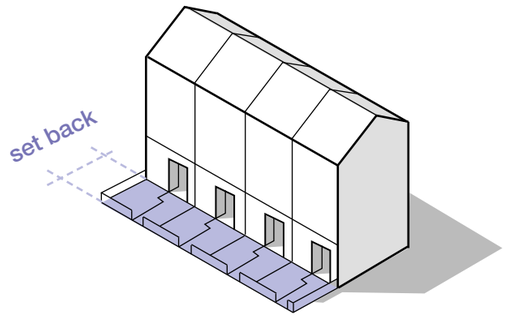


Figure SU.45. Set back from the street pavement.

SU4.5 Ground Floor Design

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

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

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

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

SU4.6 Entrances

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

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

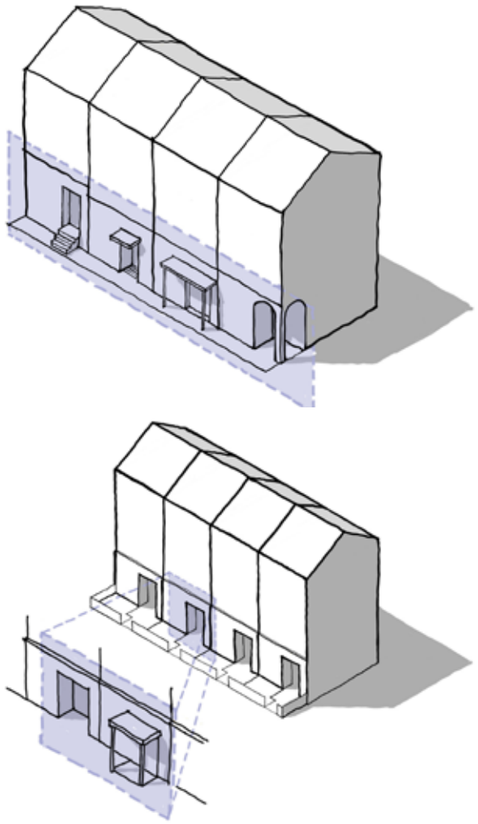


Figure SU.48. Entrance, thresholds and devices such as porches and recesses to mark entrance. © NMDC

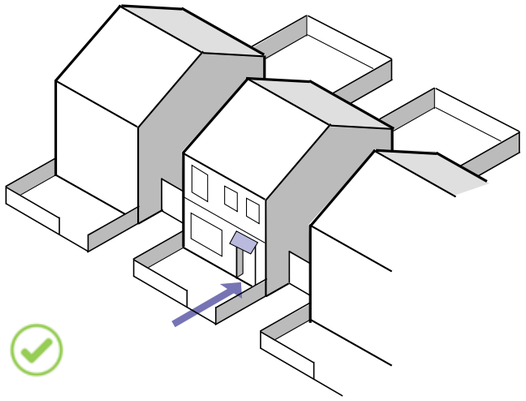


Figure SU.49. Entrance Clearly Seen & Animated From the Street

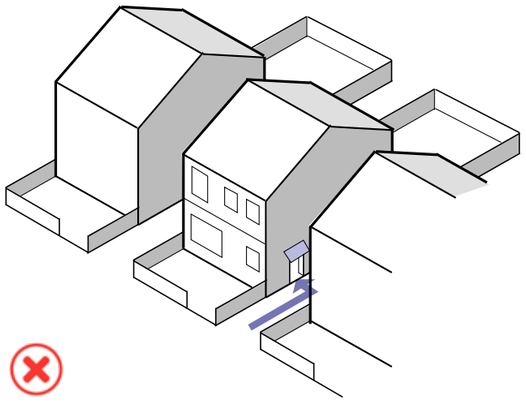


Figure SU.50. Vulnerable Side Entrance

SU4.7 Windows

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

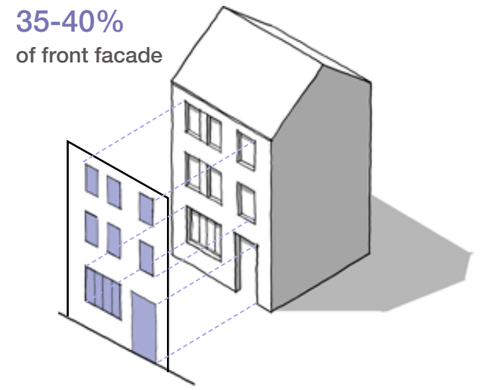


Figure SU.51. Window openings account for 35-40% of the front façade

SU4.8 Roof Design

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

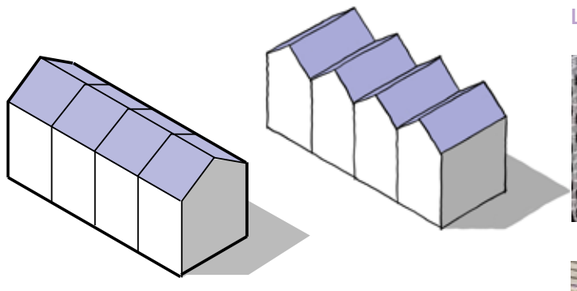


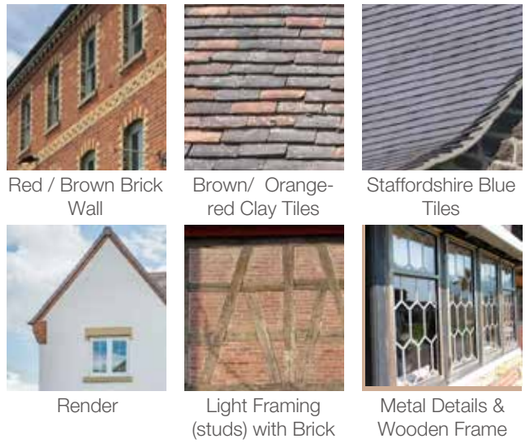
Figure SU.52. a variety of pitched roof configurations

SU4.9 Materials

Materials must predominantly be red brick with terracotta roof tiles, in keeping with the traditional housing in the area. Where due to viability or sustainability concerns the use traditional materials isn't possible, visually similar materials could be acceptable. Large area of render and timber cladding are not permitted.

Sustainable and innovative material options can be considered if justified in terms of design and local context.

Local Materials Used in a Traditional Way



Local Materials Used in a Contemporary Way

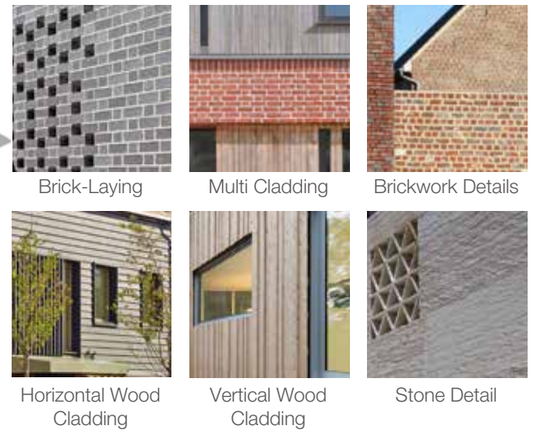


Figure SU.47. Local materials can be used in contemporary way and respect surrounding context

5. Public Realm

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

SU5.1 Street Type

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

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

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

SU5.2 Street Design

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

The highways requirements should be read in conjunction with SCC Guidance.

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

* If this is not feasible, agreements should be reached with LDC to determine an alternative approach.

Primary Streets

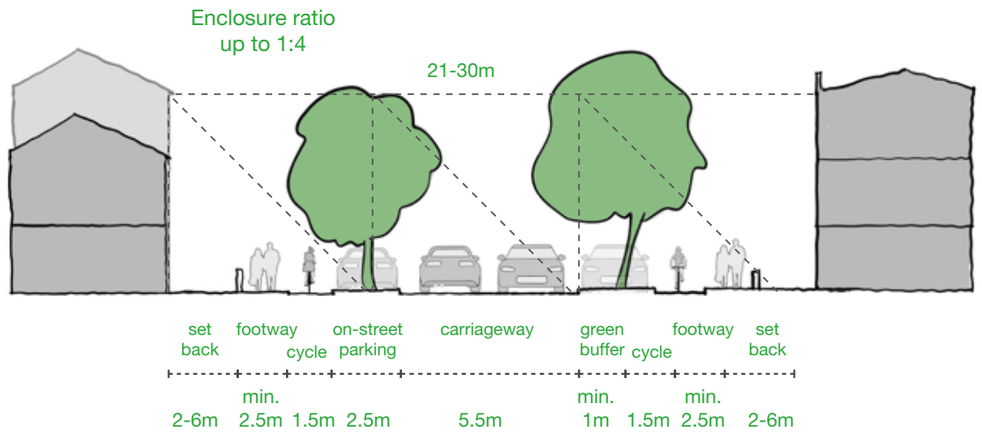


Figure SU.53. An example of a primary street in suburban area

High Streets

(in Suburban local centres)

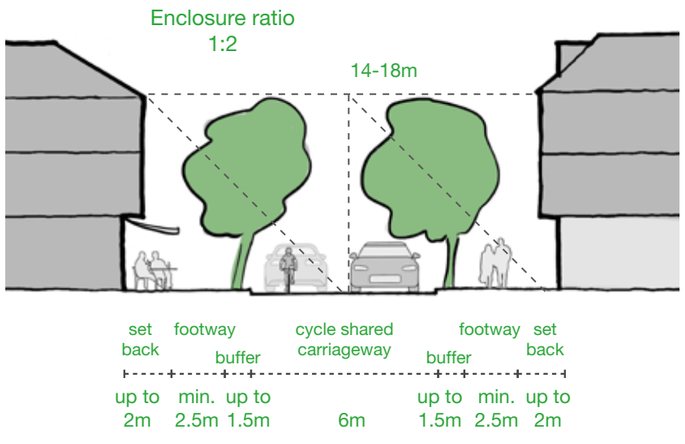


Figure SU.54. An example of a high street in suburban area

Secondary Streets

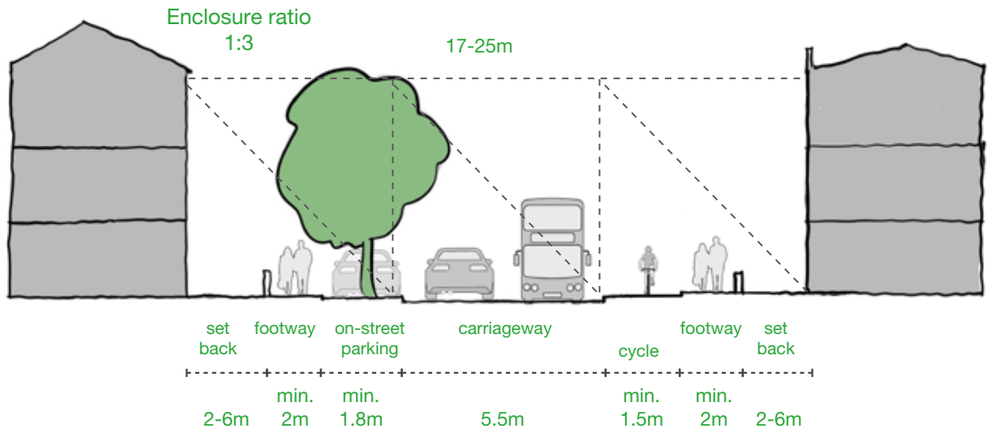
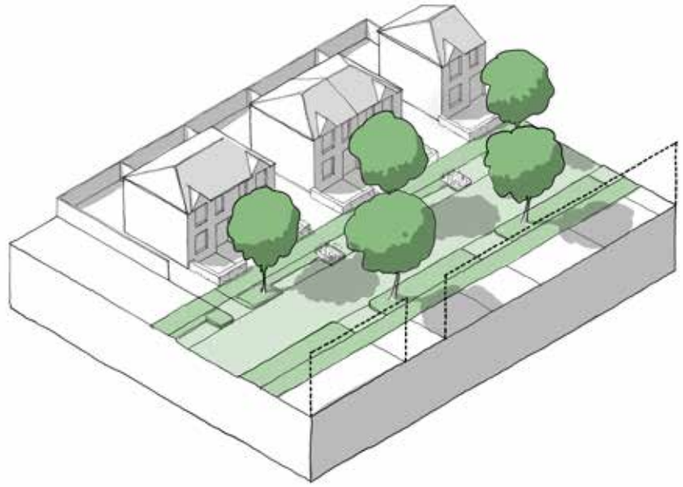


Figure SU.55. An example of a secondary street in suburban area

Local Streets



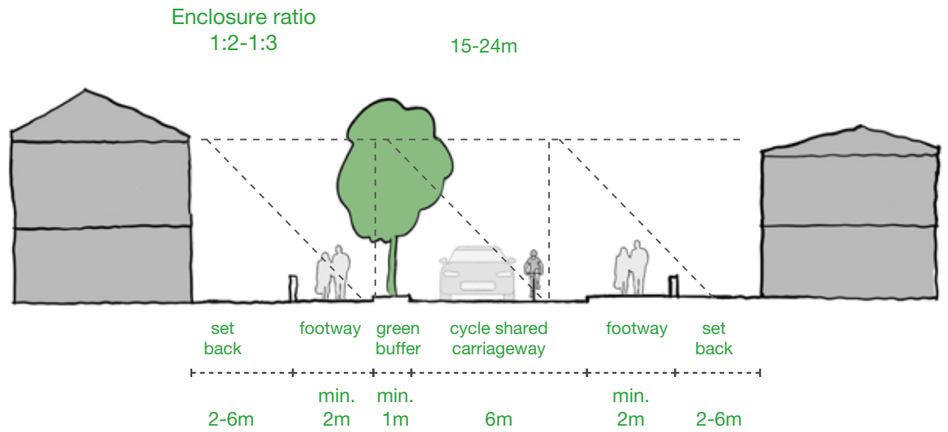
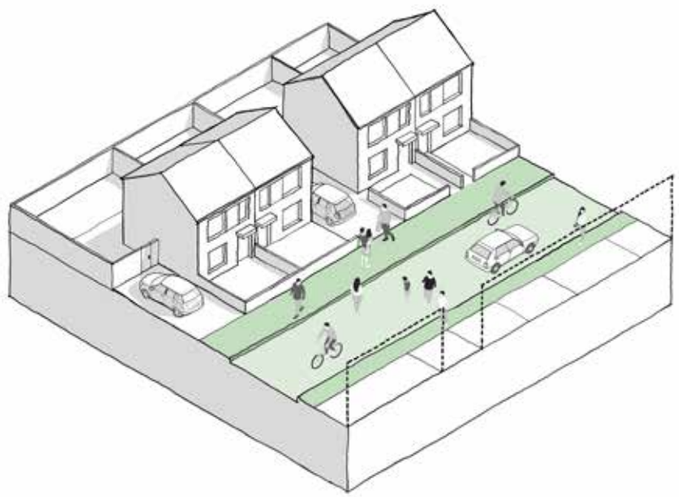


Figure SU.56. An example of a local street in suburban area

Tertiary Streets



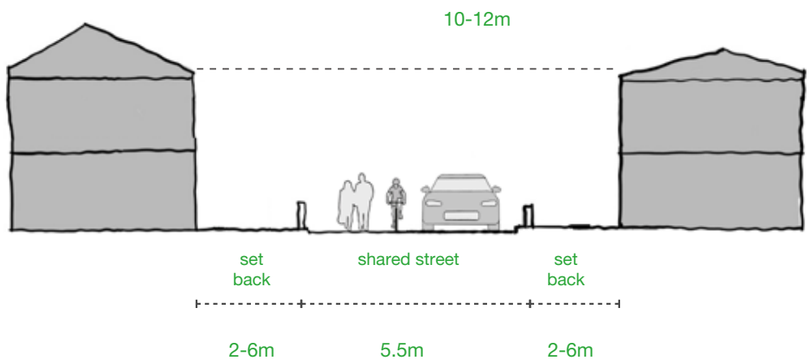
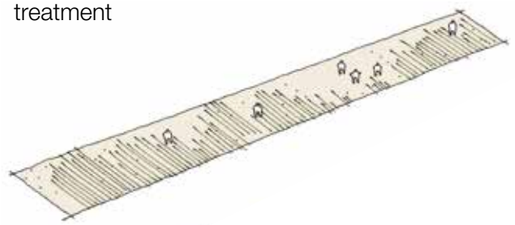


Figure SU.59. An example of a primary street in suburban area

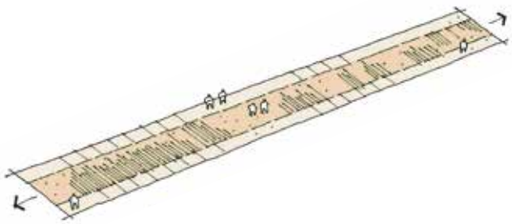
SU5.3 Street Design

When designing new streets consider the following:

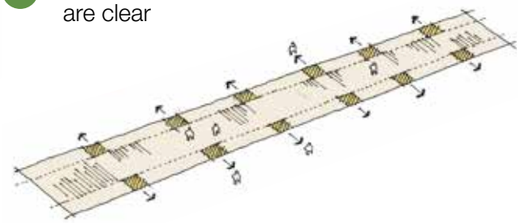
1. Generate a uniform surface treatment



2. Create subtle distinction to aid pedestrians & vehicles



3. Ensure residential entrances are clear



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

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

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

6. Uses

SU6.1 Intensification

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

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

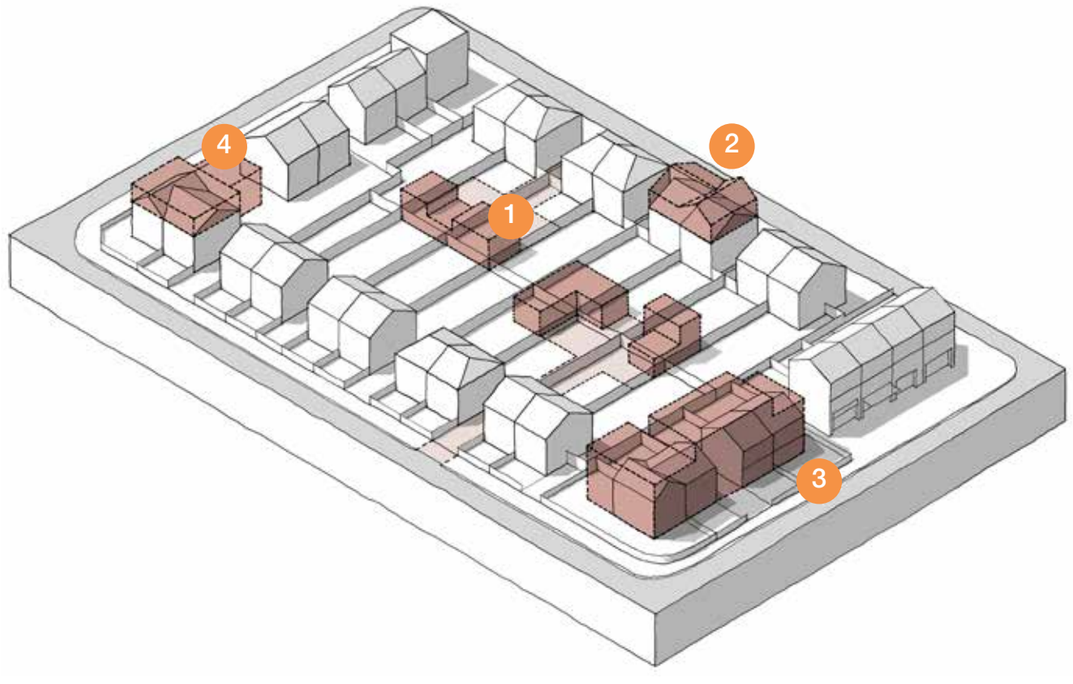


Figure SU.60. Intensification options in suburban area. © NMDC

SU6.2 Extensions

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

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

General principles

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

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

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

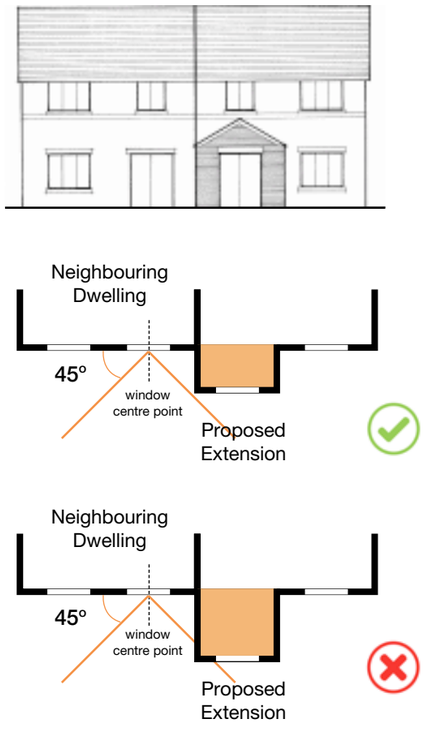


Figure SU.61. Use the 45-degree rule to avoid impact on neighbouring development (Plan)

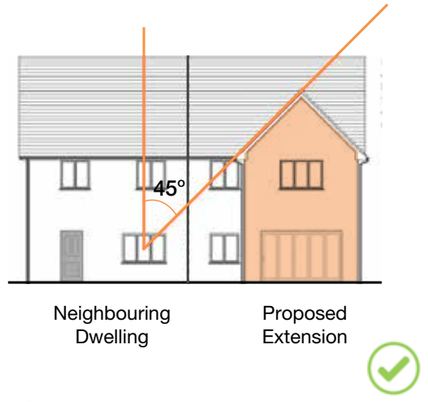


Figure SU.62. Use the 45-degree rule to avoid impact on neighbouring development (Elevation)

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

≤ 50%
of original garden space

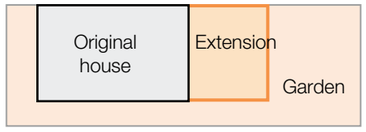


Figure SU.66. Overall extension footprint must not exceed 50% of the original garden space.

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

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

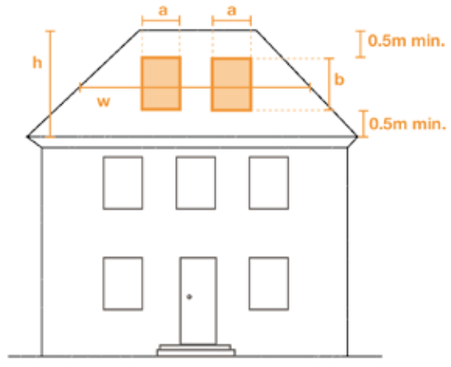
Dormers

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

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

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

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



a1+a2 ≤ 1/2 w
b ≤ 1/2 h

Figure SU.64. Dormer extensions dimensions

Roof Extensions

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

Materials must match the existing property.

Side Extensions

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

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

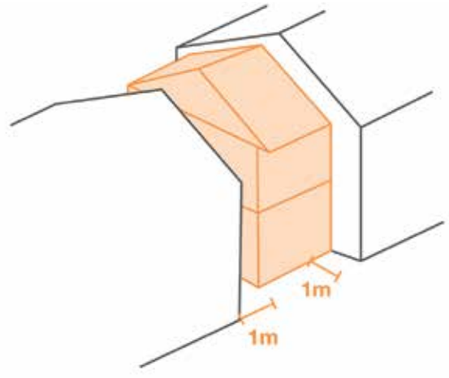
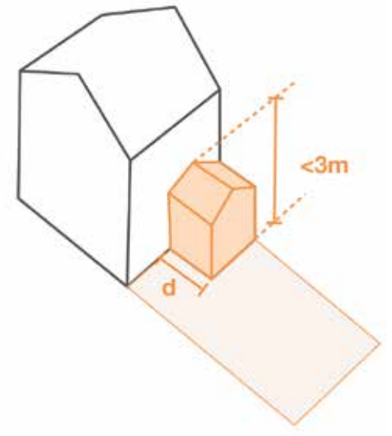


Figure SU.65. Side extension for houses

Rear Extensions

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

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



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

Figure SU.63. Rear extension for houses

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

Porches

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

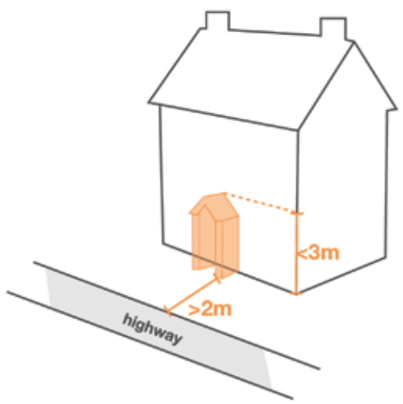


Figure SU.67. Porches extension demensions

Garages

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

Detached garages are not permissible in Conservation Areas.

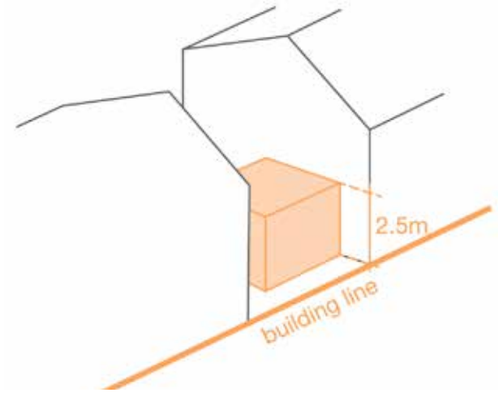


Figure SU.68. Garages approach

SU6.3 Housing Mix

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

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

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

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

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

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

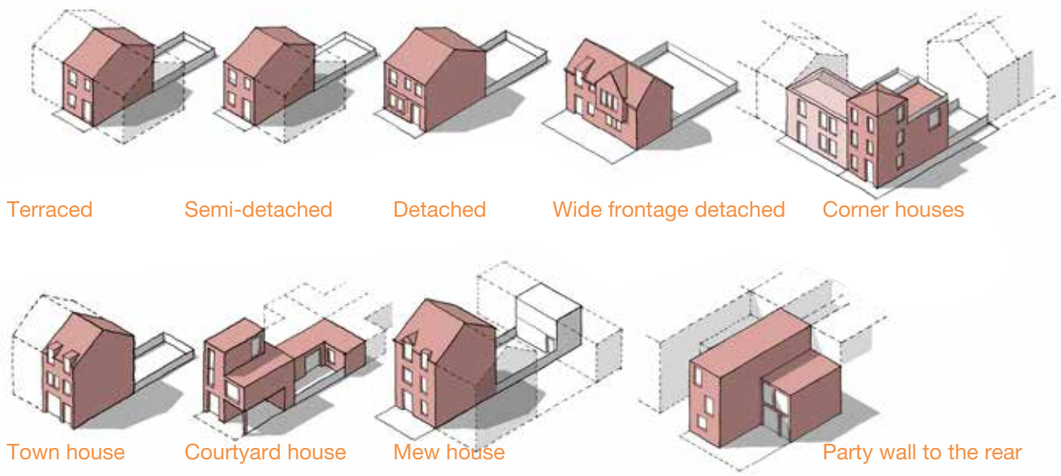
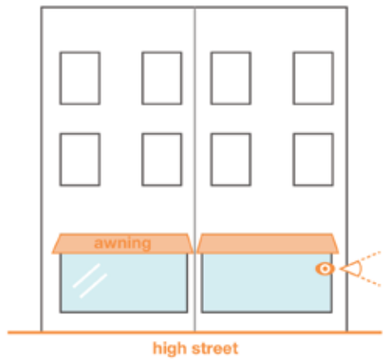


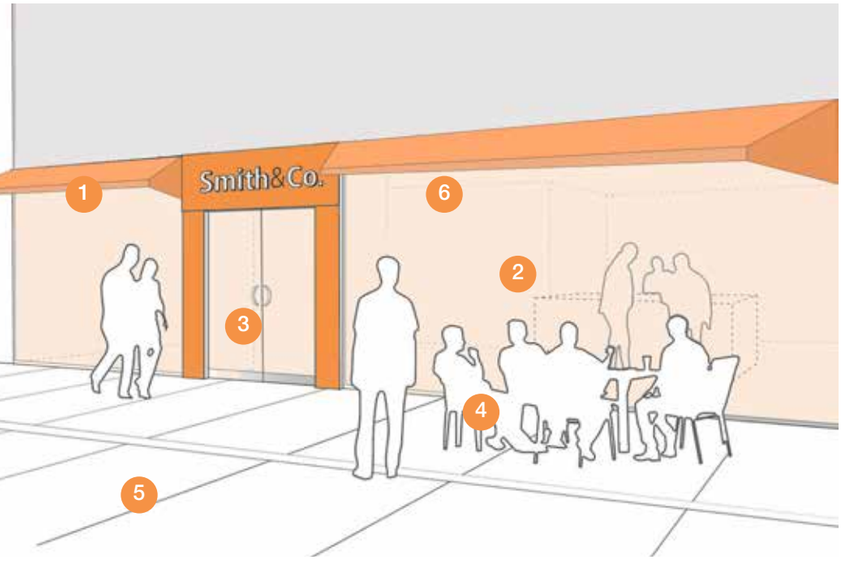
Figure SU.73. Different house types. © NMDC

SU6.4 Active Frontage

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

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





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

Figure SU.74. Active frontage design principles

SU6.5 Access to Facilities

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

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

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

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

SU6.6 Residential Conversions

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

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

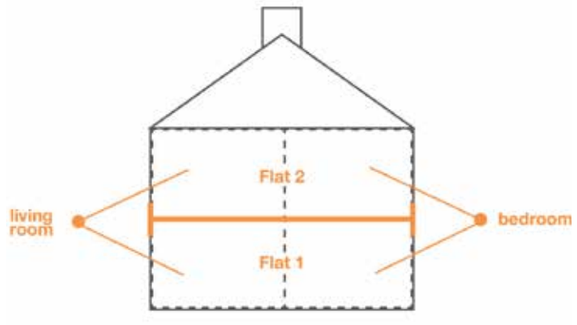


Figure SU.76. Vertical stacking of similar rooms in house conversion

7. Homes and Buildings

SU7.1 Space Standards

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

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

As per the Nationally Described Space Standards:

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

Figure SU.78. Nationally Described Space Standards

SU7.2 Lighting, Noise and Privacy

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

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

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

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

SU7.3 Private outdoor space

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

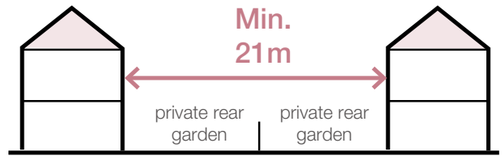


Figure SU.77. Separation distance between rear facing windows

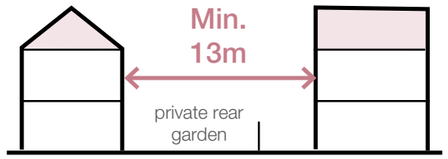


Figure SU.81. Separation distance between rear facing windows and side

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

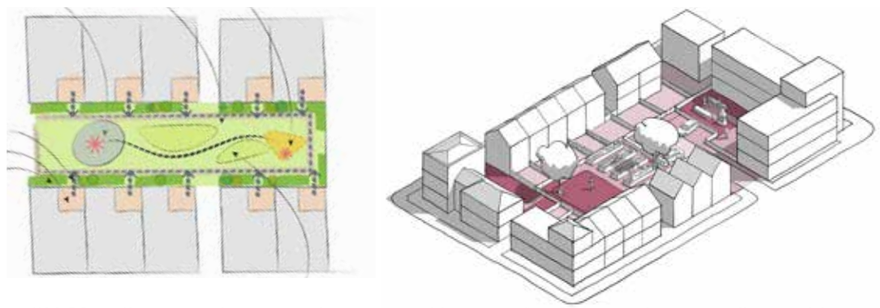


Figure SU.83. Communal courtyard at terraced houses, for the use of surrounding residents

Figure SU.79. Maximise daylight into dwellings

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

SU7.4 Security

New homes should be designed with reference to Secured by Design guidelines, published by the Police.

SU7.5 Inclusive Design & Adaptability

Inclusive elements of design may include, but are by no means limited to, wheelchair accessible and gender-neutral WC provision incorporating baby changing facilities, wide pavements, providing communal spaces to meet and gather, avoiding steep inclines and steps, and providing homes which are easily adaptable for wheelchair users and built to Lifetime Homes standards (either Part M4(2) or M4(3) compliant) where appropriate. All large housing developments (over 100 homes) should include an appropriate level of affordable housing, the quality of which should be indistinguishable from private rented homes in order to encourage social inclusion and community cohesion.

SU7.6 Aging Population

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

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

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

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

8. Resources

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

SU8.1 Energy Efficiency

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

SU8.2 Environmental Performance

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

SU8.3 Sustainable Retrofit

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

Sustainable retrofitting improvements should follow an 'energy hierarchy':

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

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

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

SU8.4 Passive design strategies

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

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

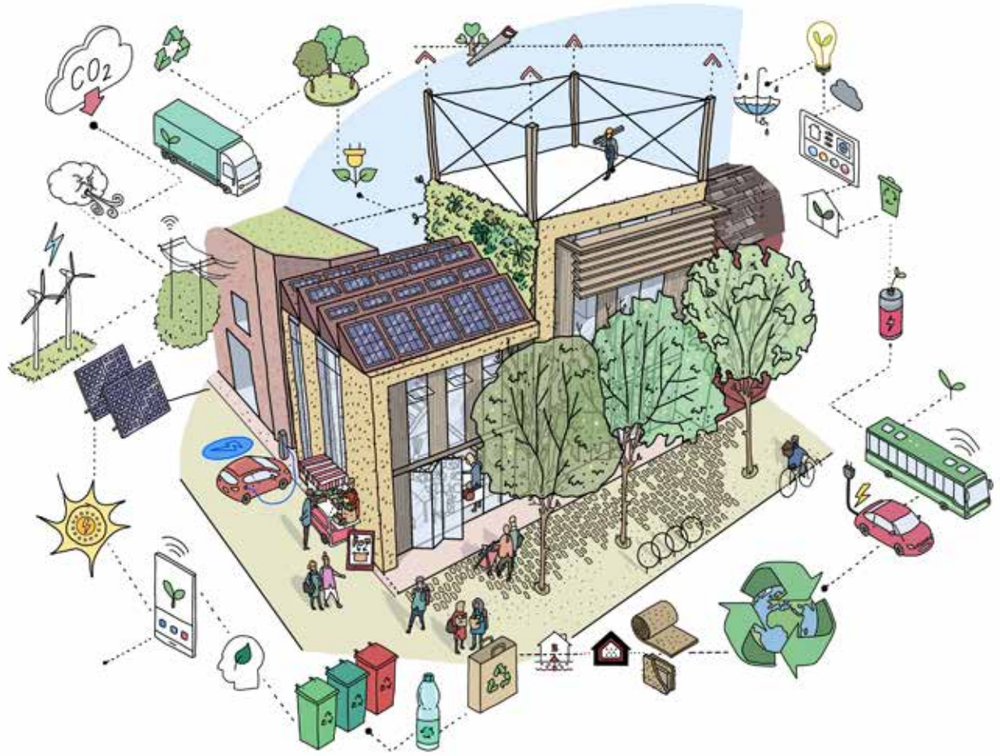


Figure SU.87. Sustainable approach to development

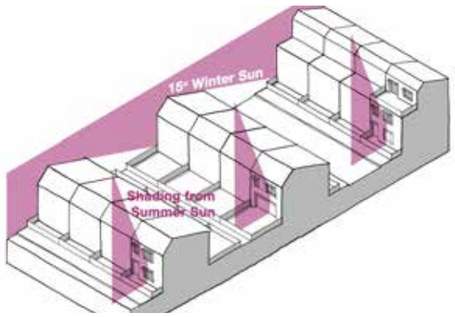


Figure SU.88. Passive design and orientation. © NMDC

Figure SU.89. Ground & Air Source Heat Pumps

Figure SU.90. EV charging point at home

Figure SU.91. Solar Photovoltaic Panels

SU8.5 Renewable Energy

Air Source Heat Pumps

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

EV Charging Points

EV Charging points would be provided in line with national standards.

Photovoltaic systems

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

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

External Wall Insulation

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

SU8.6 Circular economy thinking

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

SU8.7 Whole life carbon approach

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

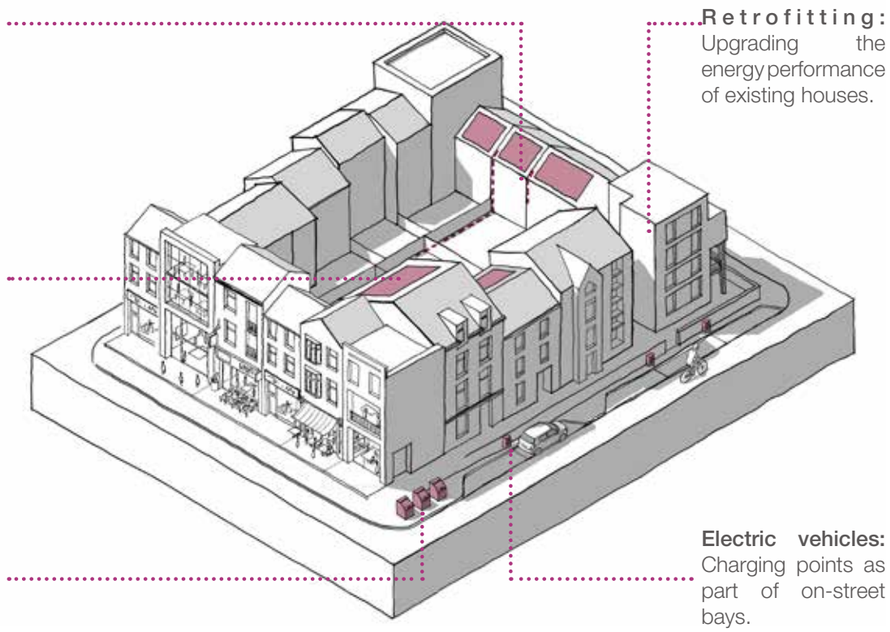


Figure SU.92. Low carbon low energy neighbourhood networks

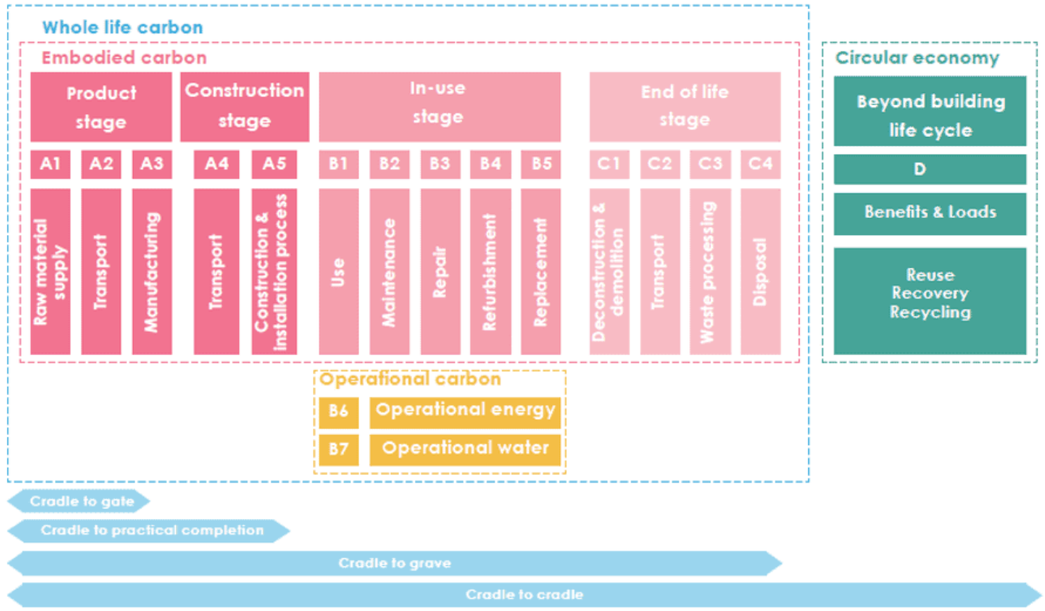


Figure SU.93. The EN 15978 system boundaries, demonstrating the stages constituting a whole life carbon assessment (source: LETI Embodied Carbon Primer)

9. Lifespan

SU9.1 Adoption Standards

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

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

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

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

SU9.2 Innovation and Future Proofing

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

SU9.3 Public Consultation

A program of public consultation is required for all new large schemes (over 100 homes). This should include meaningful engagement with local residents and businesses around a proposed development as well as wider engagement with voluntary organisations and civic groups.

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

SU9.4 Quality of Life

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

SU9.5 Management of Neighbourhood

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

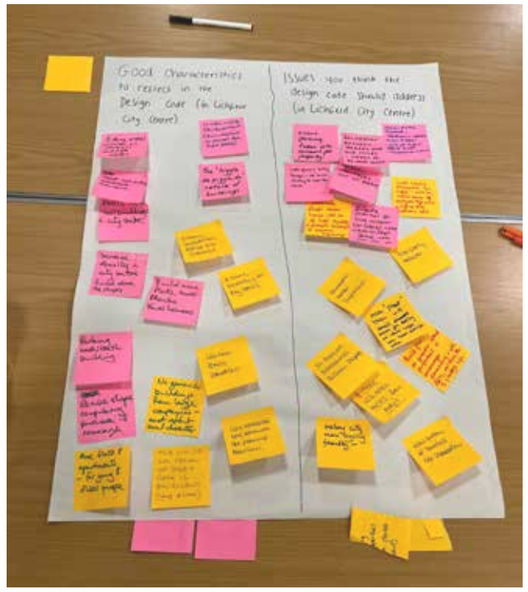


Figure SU.94. Community engagement in Lichfield

VA. VILLAGE AREA TYPE

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

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

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

Split into three sub types:

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

DESIGN CODE

1. Movement

VA1.1 Streets Safety

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

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

Street and building lighting is encouraged, but must take care to avoid light pollution and its detrimental impact on residential amenity.

Figure VA.1. Road to Clifton Campville from Lullington

Figure VA.2. Kings Bromley Road, Alrewas

Figure VA.3. Croxall Rd, Edingale

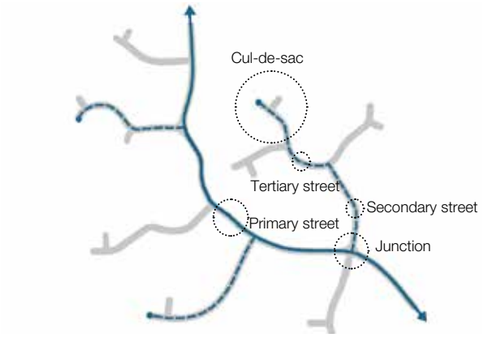


Figure VA.4. Typical street pattern in village area

VA1.2 Walking Routes

Development must exploit any opportunities to improve sustainable transport, including the enhancement of routes to improve access on foot.

Any new section of street should provide footways of **at least 2m** in width, on at least one side. These should preserve and link to existing footways.

VA1.3 Public Transport

New village housing should be within ten minutes walk (800m) of a bus stop, which provide a service of at least one bus every half an hour.

VA1.4 Junctions

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

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

On local streets, pavement crossovers are acceptable.

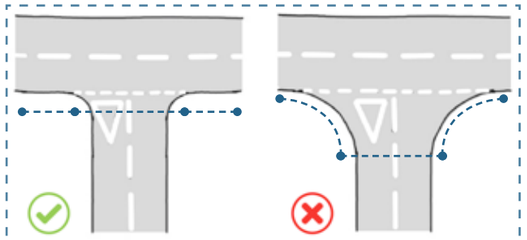


Figure VA.6. Tighter radius allow pedestrians desire line to be maintained and reduces vehicle speeds while turning corners.

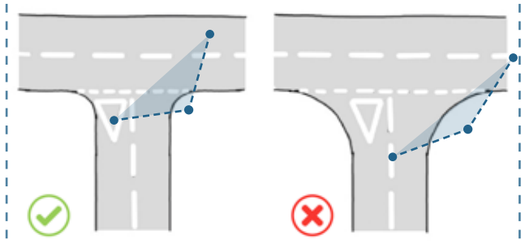


Figure VA.7. Pedestrians don't have to look further behind to check for turning vehicles. Pedestrians can easily establish priority because vehicles turn slowly.

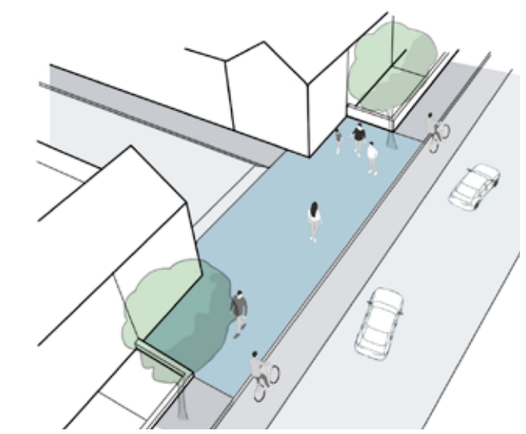


Figure VA.5. Pavement crossover on local streets

VA1.5 Cycling and Micro Transport

Opportunities to improve safe access routes for cycling must be taken.Schemes should provide links to existing off-road cycle routes in proximity.

The type of cycling provision, whether on-carriageway or in segregated facilities, should be determined based on traffic volume, as guided by LTN 1/20 and Active Travel England.

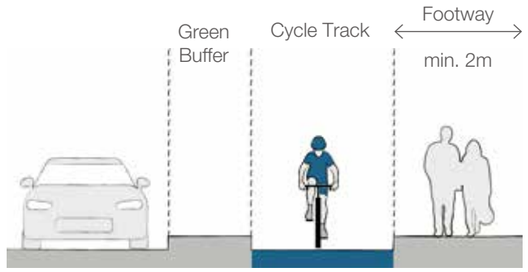


Figure VA.8. Segregated cycle lanes should be provided when necessary.

Figure VA.9. Provide routes and infrastructure for cycling and pedestrians in village area

VA1.6 Emergency Access and Servicing

There should be vehicle access for a pump appliance to **within 45m** of all points within dwellinghouses. Fire and rescue service vehicles should not have to reverse more than **20m** from the end of an access road.

Householders shouldn't need to carry refuse more than **30m** (excluding vertical distance) to storage areas and these should be **within 25m** of any waste collection point specified by the Lichfield District Council.

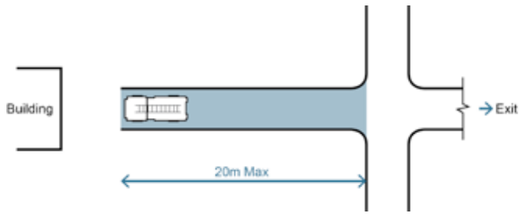


Figure VA.10. Fire and rescue service vehicles should not have to reverse more than 20m from the end of an access road

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

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

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

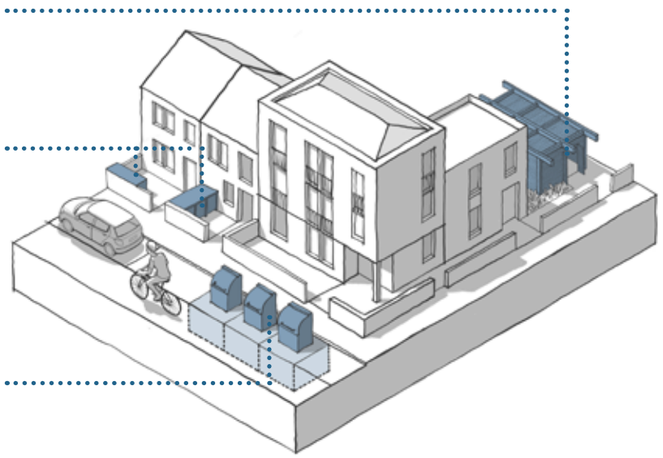


Figure VA.11. Refuse collection options. © NMDC

VA1.7 Parking Standard

Allocated parking must be provided to the following standard:

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

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

All parking will enable electric charging points.

VA1.8 Allocated Parking

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

In-curtilage parking in front gardens is limited to **50%** of the property's frontage, and only where there is room to retain **3m** of frontage as a garden. An exception can be made for blue badge parking.

Landscape should be used to reduce the visual impact of parked cars.

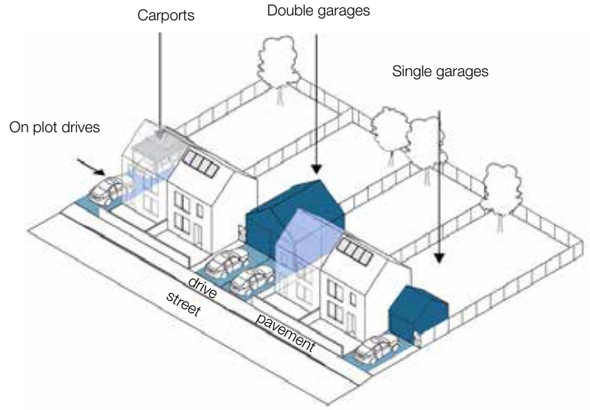


Figure VA.12. General on-plot parking arrangements

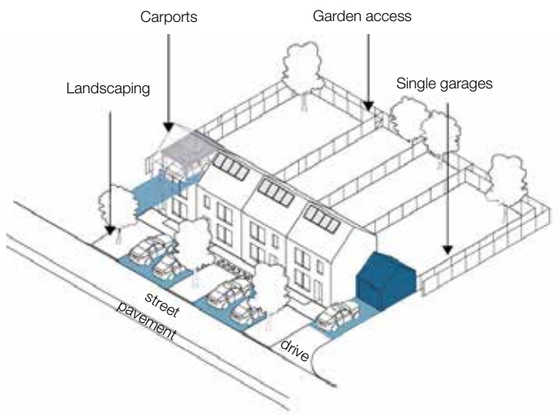


Figure VA.13. General frontage parking arrangements

VA1.9 Garages

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

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

Within Little Aston where large front gardens are present, garages which extend forward of the principal building line and into the front garden may be considered.

Figure VA.14. Garage in Little Aston

VA1.10 Cycle Parking

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

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

Figure VA.15. Examples of cycle parking

2. Nature

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

VA2.1 Open Space Provision

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

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

All development must enhance the provision, quality or accessibility of open spaces and sports, community or leisure facilities, whether by appropriate contribution via planning obligations, or direct provision. This must be integrated throughout the scheme and not on the periphery or allocated to one single area of the site.

VA2.2 Open Space Standard

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

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

VA2.3 Play Space

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

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

- 100m of a Local Area of Play (LAP)
- 400m of a Local Equipped Area of Play (LEAP)
- 1000m of a Neighbourhood Equipped Area of Play (NEAP)

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

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

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

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

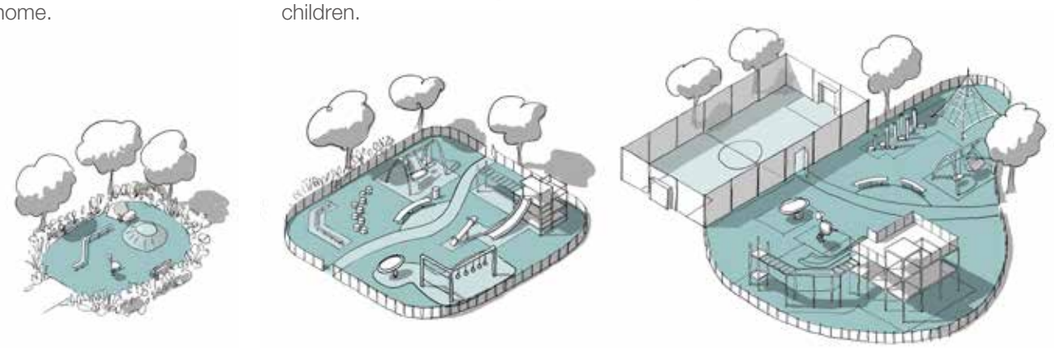


Figure VA.16. Three levels of play space. ©NMDC

Figure VA.17. Natural space in villages

Figure VA.18. Places with overlooked publicly accessible space that creates a sense of safety

Figure VA.19. Open space with playground and community green space

VA2.4 Open Space Design

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

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

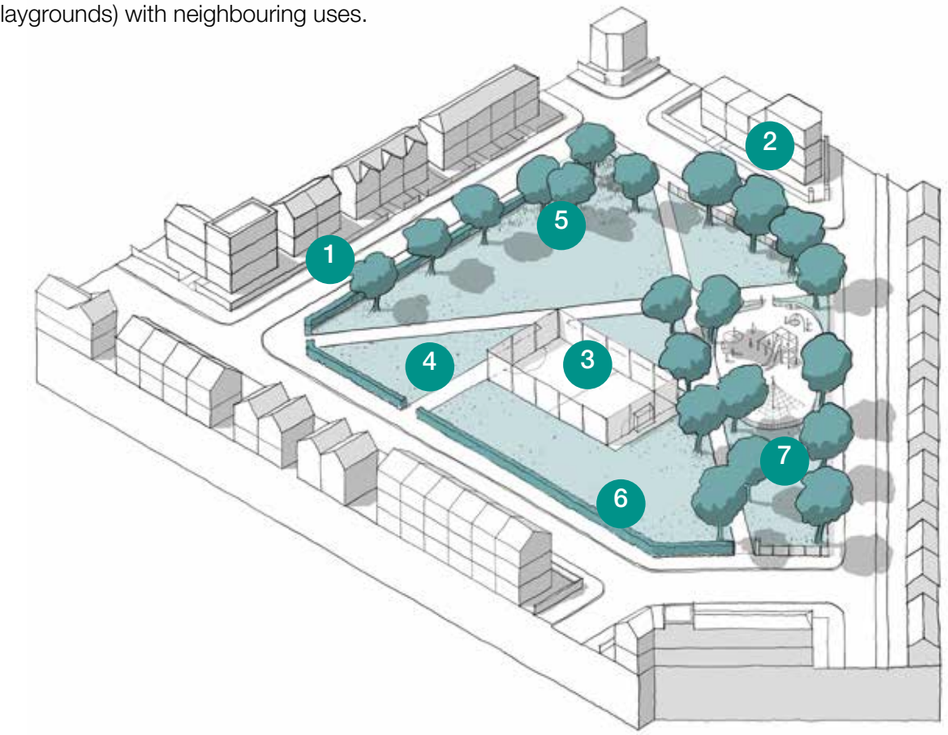


Figure VA.20. Open space design principles. ©NMDC

VA2.5 Biodiversity

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

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

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

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

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

Figure VA.21. Biodiversity improvements

VA2.6 Water and Flood

All major applications in Flood Zones 2 and 3, and schemes in Zone 1 of a hectare or more must prepare a Flood Risk Assessment.

An Emergency Plan (EP) should be provided if relevant pedestrian and/or vehicular access and escape routes of a proposed development would be affected during a flood from any source.

Proposals for all buildings, hard surfacing or extensions should submit a Foul and Surface Water Drainage Statement or have standard drainage conditions attached. This is set to increase in the future because of changes to weather events and sea levels due to climate change.

Where appropriate, new development adjacent to watercourses should allow public access along the water course. Culverted watercourses should be opened and naturalised.

Figure VA.22. Community space with water feature as part of SuDs provision

Figure VA.23. Surface Water Drainage

Figure VA.24. Intervals to allow water into rain garden

VA2.7 Sustainable Urban Drainage

All new development must incorporate Sustainable Urban Drainage Systems (SuDS) to achieve a greenfield run-off rate.

These should be integrated with the overall Landscaping Strategy and existing natural features on site, managed to increase value to wildlife and biodiversity, and additional recreational benefits where possible, while reducing impermeable surface cover.

SuDS can be adapted to suit any site and can contain different and various components, with multiple applications and benefits to achieve sustainable water management. When creating a SuDS network, various factors need to be considered at different scales:

- Masterplan Scale: water demand, efficiency, space provision, river corridors, habitats, soil, landscape, geology
- Site Scale: existing natural drainage patterns, runoff rates, storm water features, amenities, “place making” and landscape character
- Building Scale: water efficiency features, green roofs, living walls, water butts etc.

Please refer to Staffordshire County Council (SCC) SuDS handbook for detailed advice and guidance on SuDS design.

VA2.8 Permeable Surfaces

Hardstanding, driveways and pathways decrease the percolation of water into the ground which increases surface water run-off and in turn contributes to flooding.

New hard surfaces which are not part of the public highway should be designed to be permeable.

Where it falls under the remit of the planning system householders will not be permitted to pave more than 2 thirds of their front garden or 1 third of their back garden.

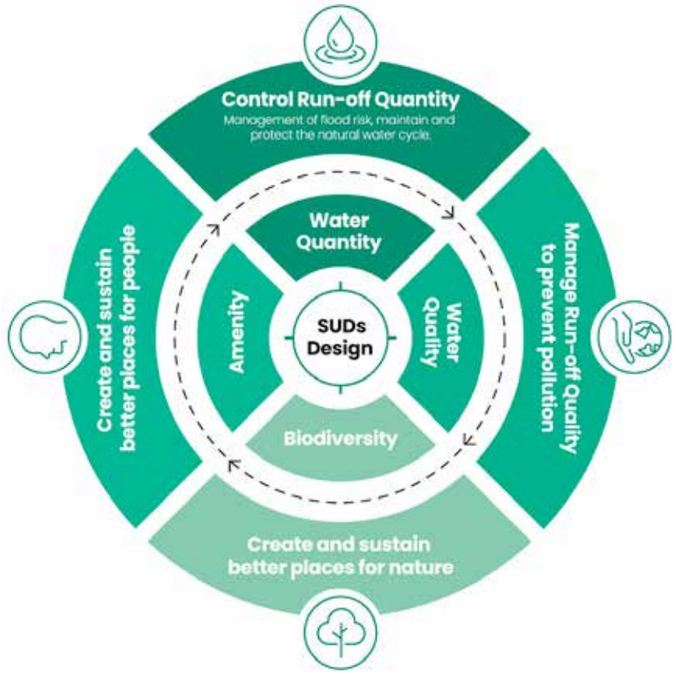
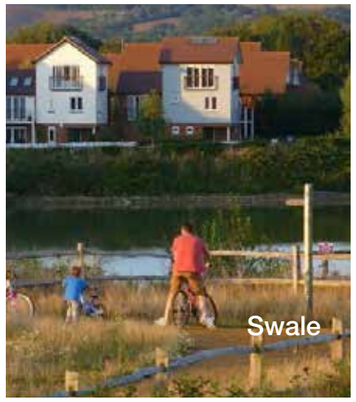
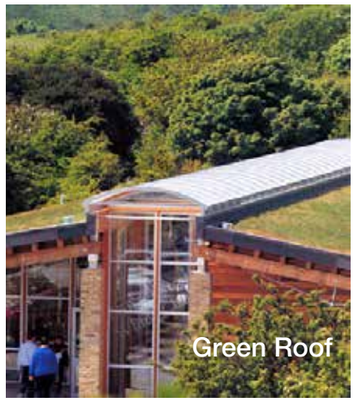


Figure VA.25. Four Pillars of SuDS Design. ©The SuDS Manual C753, Ciria





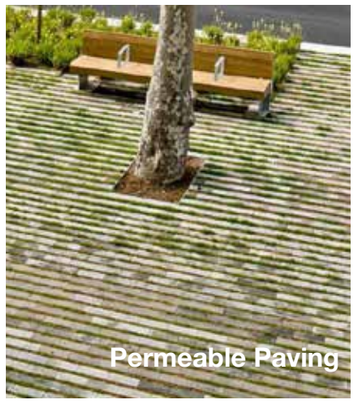


Figure VA.26. SuDS options

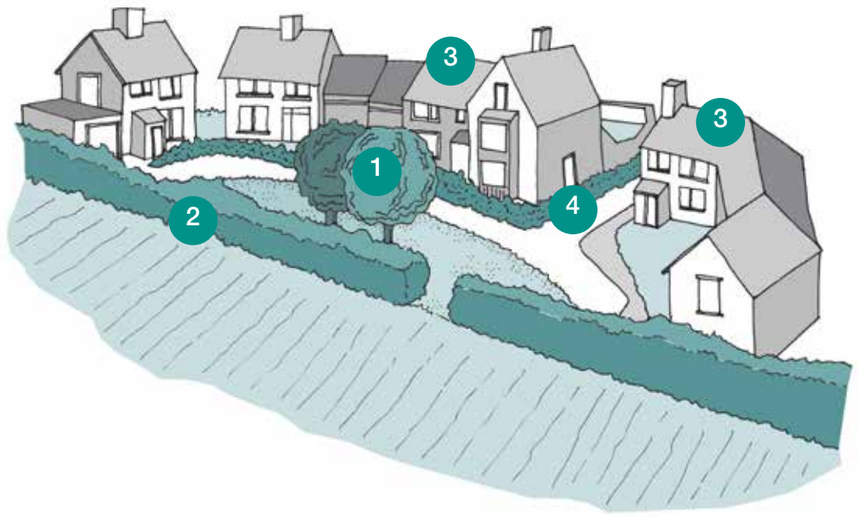
VA2.9 Trees and Boundary treatments

Boundary treatments such as hedges and low walls must be maintained to preserve local character, and included in proposals for new development.

Sites may contain trees protected by Tree Preservation Orders or by Conservation Areas. Where works are proposed which are not immediately required to implement a full planning consent, the relevant Conservation Areas, or with restrictive conditions application a notification procedure must be followed. Restrictive conditions or legal covenants relating to trees, must also be considered and authorisation from the enforcing body is to be gained prior to commencing works. Protected trees must have written authorisation from Lichfield District Council before any works that will impact /harm the tree is undertaken.

In line with local validation guidance an arboricultural survey to BS5837-2012 must be undertaken where there are semi-mature / mature trees /protected trees (TPO or Conservation Area) or hedgerows within the site and/or off-site trees within 15metres of the application site (including street trees). This is irrespective of whether the trees are to be removed or retained. All trees rated A and B (per BS5837-2012) must be retained unless exceptional circumstances can be demonstrated. Arboricultural survey must be undertaken and all trees rated A and B must be retained unless significant and evidenced justification can be demonstrated.

Development must not result in the loss or damage of trees and hedges of good arboricultural, ecological and amenity value, unless mitigated through re-provision of equal of greater ecological, arboricultural and amenity value elsewhere.



1. Retained trees incorporated into a Pocket Park.
2. Retained hedge provides a soft boundary to the proposed development.
3. Houses facing towards the fields, maximising views.
4. Access road with potential for extension to future development.

1. Pocket Park with retained trees and hedge providing a gateway to the development.
2. Absence of strong boundary offering a smooth transition with the existing settlement.
3. Houses facing towards the existing settlement, creating inclusion.
4. Access road connecting to the existing streets.

Figure VA.27. The site's features & natural characteristics are incorporated into design proposals, positively responding to adjoining land uses & character

3. Built Form

Built form relates to the size and position of new buildings and therefore the character of the streets and spaces that they enclose. These issues are probably the most important aspects in creating liveable, walkable, appealing spaces.

VA3.1 Density

The density of new development within the Village Area Type will be:

Village Area Type	Residential Density
VA-A Little Aston	5-10 d/h
VA-B Upper Longdon	10-15 d/h
VA-V Villages	10-25 d/h

There is no higher limit on density and schemes should achieve higher densities around local centres unless Conservation Area guidance or character prevents this.

Guidance on how to measure density is set out in the National Model Design Code Guidance Notes.

Within the Little Aston sub-area, the size of properties and plots has a reduced density of 5d/h. Housing proposals at this lower density are therefore acceptable in this sub-area.

VA3.2 Grain

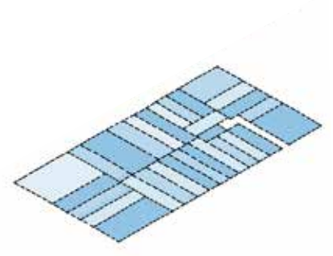
The grain of development relates to the number and variety of buildings in an area. Fine grained areas are made up of lots of different buildings whereas course grained areas are either made up on a few large buildings or a large number of very similar buildings.

All new development in the Village Area Type must be fine grained, and reflect the variety of the local streetscape.

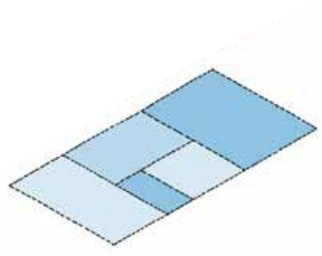
Within the Little Aston sub-area, the architectural style and grain of properties is varied and has a relatively coarse grain. Therefore, more coarse grained development is acceptable in this sub-area type.

example block with fine grained blocks pattern in Alrewas

example block with coarse grained blocks pattern in Little Aston



fine grained blocks pattern



coarse grained blocks pattern

Figure VA.28. Urban grain types. © NMDC

VA3.3 Building Line

In the Village Area type, any new development (eg. infill) should reflect the building line set by the neighbouring buildings in that street. This is likely to be uneven with a level of variance.

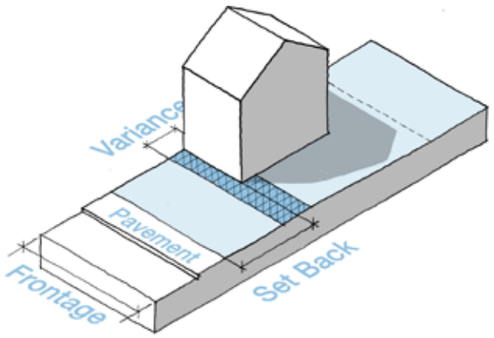


Figure VA.29. Building line characteristics include the following parameters. ©NMDC

VA3.4 Building Line Variance

The front face of all new buildings must demonstrate how it respects and follows the variance within the existing streetscape. A new building **must not vary by more than 0.5m** from the prevailing pattern of the building line.

Special buildings such as schools, or other public buildings may be set back by more than 0.5m from the building line but should maintain a relationship to the street.

VA3.5 Building Line Frontage

All buildings should front onto the building line and take their main access from it.

Buildings should have windows on the principal elevation to enable sight onto the street and preserve character.

On corner blocks, buildings should have windows on elevations which front a highway, and would generally take their access from the more prominent street.

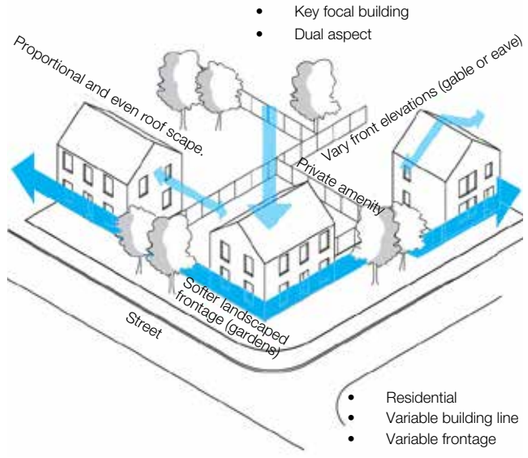


Figure VA.30. General character and built form of village areas

VA3.7 Building Line Compliance

Housing can be detached, semi-detached or terraced. Building line compliance will relate to the type of street and the minimum values will be (see section 5):

Street Type	Building Line Compliance
Primary Streets	65%
Village High Streets	75%
Secondary Streets	60%
Local Streets	60% VA-A 60% VA-B 40% VA-V

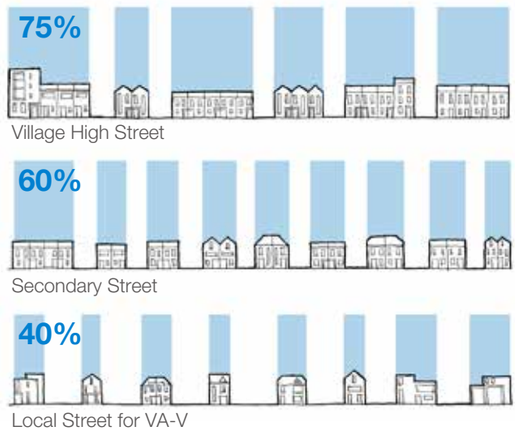


Figure VA.31. Building line compliance of different street types in village area.

VA3.8 Building Heights

Buildings will be predominantly two-storey. Two-storey homes will have an eaves height of **6m**. Some one-storey homes including bungalows will be permitted if this reflects local character.

Total heights **must be no greater than 3m** above the eaves heights, with the exceptions of chimneys and aerials.

Loft conversions and other upward extensions are permissible, within these limits.

Little Aston Area is made up of larger properties. In these instance, much of the housing is three storeys with a height to the eaves of **9m**. This large height is allowable within this area.

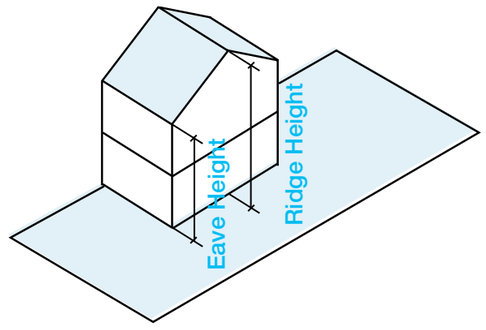


Figure VA.32. Two-storey homes building height

4. Identity

Identity relates to the architectural design of new buildings. This is one of the most important issues in creating attractive new development but also one of the most difficult to write rules about. The code is not prescriptive about a particular architectural style, but encourages all development to use an architect and to prioritise high quality design.

VA4.1 Scheme design

All new housing development must be accompanied by a Design and Access Statement that sets out a rationale for the design of the scheme.

This must include an assessment of the character of the area surrounding the development. This must reference the Conservation Area Guidance if applicable, as well as any Neighbourhood Plan design policies.

This character will include materials, architectural styles, window design, the shape of roofs and architectural detailing.

The Design and Access Statement must show how this analysis has influenced the design of new buildings.

VA4.2 Architecture

The code is not prescriptive in terms of architectural style. Proposals must fit in to their surroundings although this can be done in a historical or a contemporary style.

Developers are encouraged to use architects in the design of new buildings and are encouraged to use a variety of designs that draw inspiration from the architecture of the village, particularly in Conservation Areas where the relevant guidance must be consulted.

VA4.3 Set Back

All new homes in the Village Area Type can be set back from the pavement by **up to 6m** subject to the rules in section 5.

The boundary between the front garden and the pavement should be marked with a low wall which can be combined with a fence or hedge.

At least 3m (width) of the plot must be reserved as a garden.

VA4.4 Entrances

Housing should face onto the street and include the front door.

The front door can be marked by an architectural feature such as a porch or canopy. Front doors should be set back from the pavement edge by at least 2m in the Village Area.

Figure VA.33. A typical house in village area, Alrewas

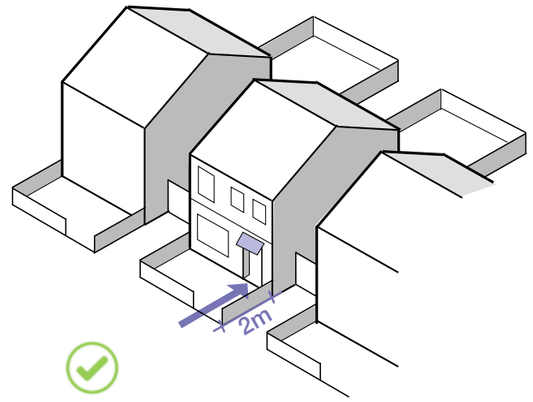


Figure VA.34. Entrance Clearly Seen & Animated From the Street

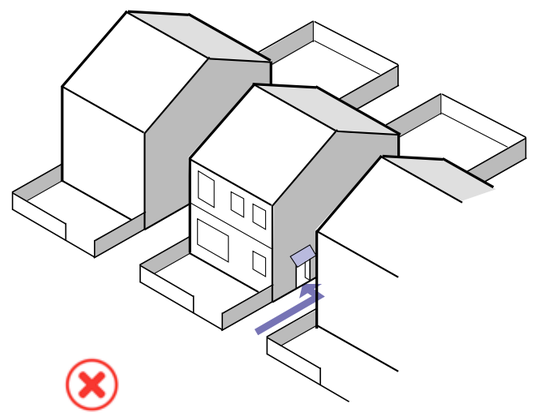


Figure VA.35. Vulnerable Side Entrance

VA4.5 Windows

Windows should be orientated vertically with the use of bay windows and deep reveals. Window openings should account for 35-40% of the front façade to create a well-balanced ratio of solid to void. Window recesses should be considered where appropriate.

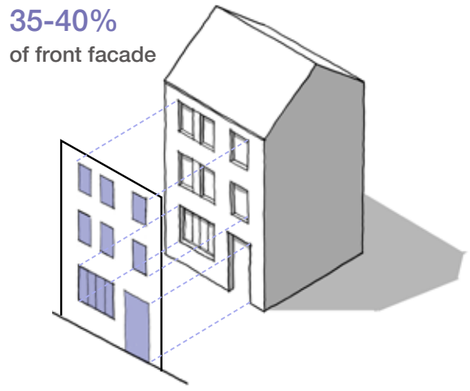


Figure VA.36. Window openings account for 35-40% of the front façade

Figure VA.37. Windows arrangement in village area

VA4.6 Rooflines

Roofs must be pitched but a variety of roof configurations is encouraged.

Roof pitch, ridge height and form should be the same amongst new development.

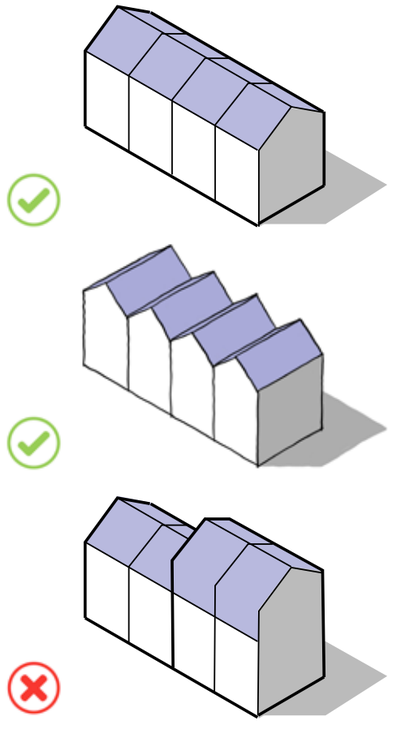


Figure VA.38. Existing roofline in village area

VA4.7 Materials

Materials must predominantly be red brick with terracotta roof tiles, in keeping with the traditional housing in the area. Large area of render and timber cladding are not permitted.

Sustainable and innovative material options can be considered if justified in terms of design and local context.

Local Materials Used in a Traditional Way


Red / Brown Brick Wall


Brown/ Red Clay Tiles


Staffordshire Blue Tiles


Render


Light Framing (studs) with Brick


Metal Details & Wooden Frame

Local Materials Used in a Contemporary Way


Brick-Laying


Multi Cladding


Brickwork Details


Horizontal Wood Cladding


Vertical Wood Cladding


Stone Detail

Figure VA.39. Local materials can be used in contemporary way and respect surrounding context

Figure VA.40. red brick with terracotta roof tiles

Figure VA.41. Large area of render and timber cladding are not permitted

5. Public Realm

Public realm guidance relates to streets and public squares (parks and green spaces are dealt with in section 2). Guidance on streets is based on street hierarchy illustrated in each settlement coding plans in Chapter 2, and the guidance in this section is based on that structure.

VA5.1 Street Type

The design of streets will vary with the type of street. Street design must therefore be based on the hierarchy of streets set out either in the coding plan for existing areas or the regulatory plan for new development.

Not all areas will include all streets but the street hierarchy may include:

- **Primary Streets**: Key routes outside local centre with relatively high volumes of traffic and bus routes
- **Village High Streets**: Key routes lined with shops and other services, normally on bus routes.
- **Secondary Streets**: Streets providing access into neighbourhoods and often with local facilities like schools and churches.
- **Local Streets**: Most other streets providing access to buildings.

VA5.2 Street Design

Where new streets are being created or existing streets are being improved, they should follow the guidance set out in the street sections overleaf.

The highways requirements should be read in conjunction with SCC Guidance.

Street Type	Primary Streets	Village High Streets	Secondary Streets	Local Streets
Traffic	Two Way	Two Way	Two Way	One or two way
Enclosure ratio	1:3	1:1.5	Up to 1:2	Up to 1:2
Width between Building Lines	18-30m	14-18m	14-27m	11-24m
Active Frontage	No requirement	At least 60% of building frontage	No requirement	No requirement
Design Speed	30mph	20mph	20mph	20mph
Building line Compliance	65%	75%	60%	60% VA-A 60% VA-B 40% VA-V
Set Back	up to 6m	up to 2m	2-6m	NA
Parking	On Plot with driveways and potentially service roads on busy streets	On plot to the rear of properties for residents and businesses, on street in marked bays for visitors	On Plot in driveways. Visitor parking on street in marked bays	On Plot in driveways. Visitor parking on street in marked bays
Cycling	Designated lanes in both directions	On Shared carriageway	Designated lanes	On carriageway
Footway	At least 2.5m	At least 2.5m	At least 2m	At least 2m
Street Trees	On at least one side spacings no greater than 30m *	On at least one side spacings no greater than 30m *	On at least one side spacings no greater than 30m *	No requirement

* If this is not feasible, agreements should be reached with LDC to determine an alternative approach.

Primary Streets

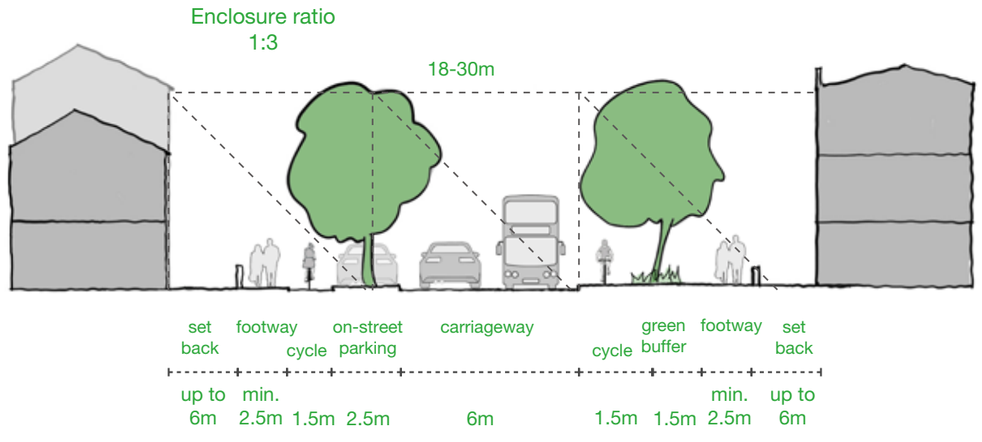


Figure VA.42. An example of a primary street

Village High Streets

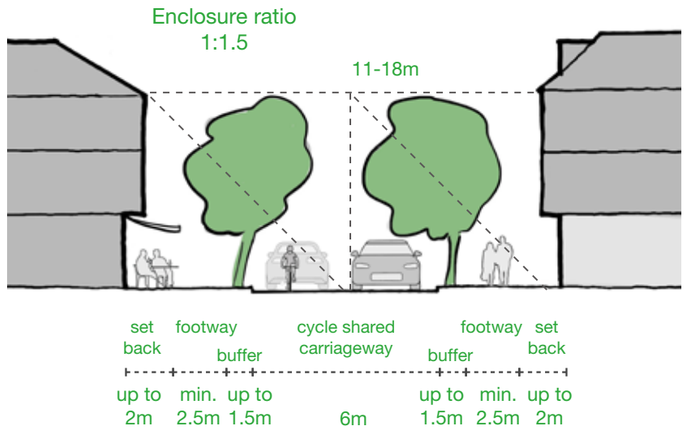


Figure VA.43. An example of a high street

Secondary Streets

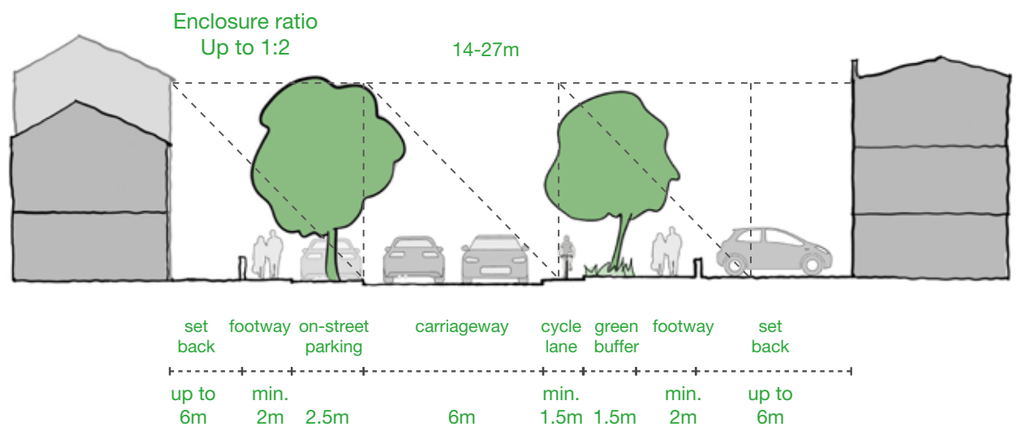


Figure VA.44. An example of a secondary street

Local Streets

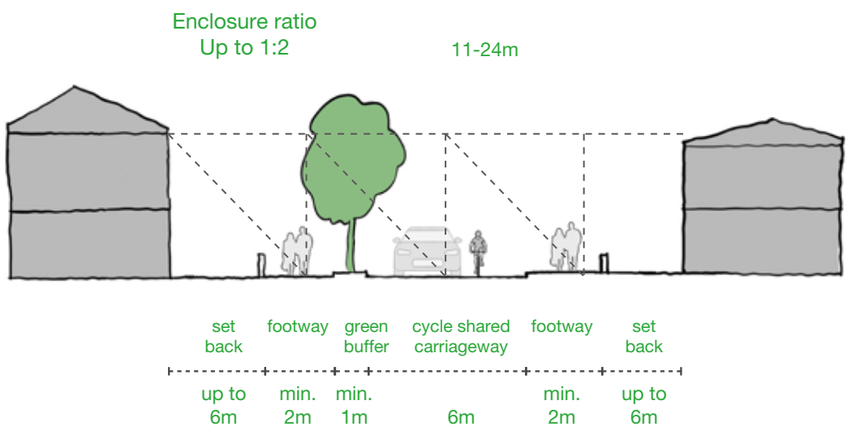


Figure VA.45. An example of a local street

6. Uses

VA6.1 Extensions

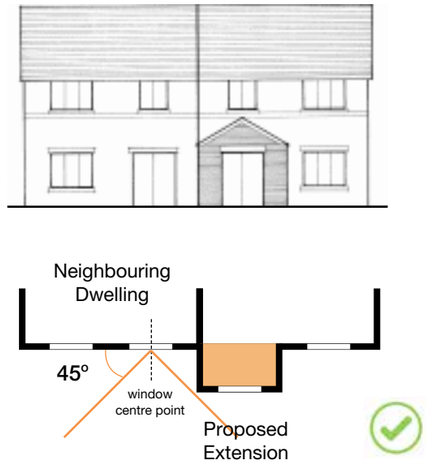
Within the Village Area Type, many existing residential household extensions will be covered by Permitted Development Rights unless these are restricted in Conservation Areas. Those that require planning permission must be of appropriate scale compared to the original dwelling and match the character of the existing area. This will require an assessment based upon the layout, size, scale, architectural design and public view. Typically, the Suburban Area Type will be of a density which supports extensions and alterations to existing dwellings. However, in order to assist the determination of proposals the Design Code sets out the following parameters on extensions to existing residential dwellings:

General principles

Extensions to existing dwellings must not adversely affect the level of amenity enjoyed by neighbouring properties. Impacts to amenity can compromise one or more of the following:

- A reduction in levels of daylight and sunlight to the main windows of habitable rooms;
- A reduction in sunlight to a garden;
- Overlooking resulting in a loss of privacy; and/or
- An increase in the 'sense of enclosure' experienced within a habitable room or garden.

One key way of maintaining the amenity of neighbouring properties is to apply the **45-degree rule**, which means no extension should go beyond a 45 degree line taken from the centre point of nearest window of neighbouring dwelling.



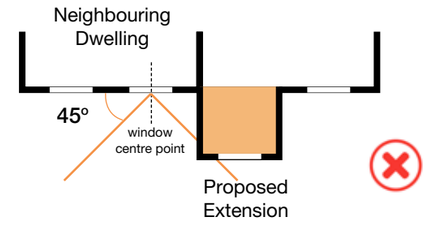


Figure VA.46. Use the 45-degree rule to avoid impact on neighbouring development (Plan)

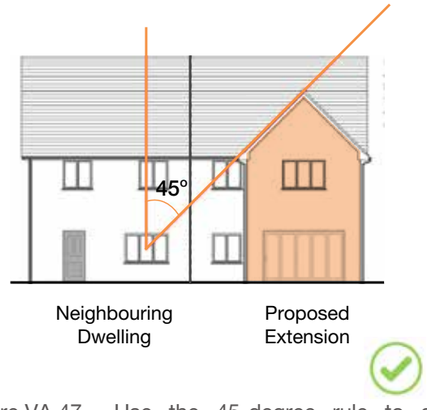


Figure VA.47. Use the 45-degree rule to avoid impact on neighbouring development (Elevation)

The cumulative area of extensions to properties **must not exceed 50%** of the original garden space of a property.

≤ 50%
of original garden space

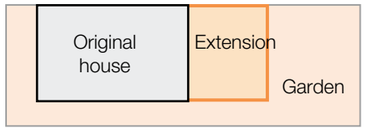


Figure VA.48. Overall extension footprint must not exceed 50% of the original garden space.

All extensions and additions to residential properties must be for residential use unless ancillary.

All proposals should be designed to match the character and appearance of the existing dwelling. In some instances, modern and innovative design can be achieved. This requires a Design and Access Statement setting out the design rationale.

Dormers

The addition of dormer windows, particularly if they are poorly designed in terms of scale, shape and proportion or badly sited, can have severe, detrimental effects on the streetscene. Dormer windows to the front of the roof will only be granted planning permission where they already exist as an established feature of the street. Dormers can be accommodated on rear-facing roof slopes.

In Conservation Areas, no front facing dormers will be permitted. Conservation grade rooflights must be used and will only be permitted on roof slopes that are not visible from the street or public places.

Where dormers are proposed, the following parameters must be met:

- **Size:** a dormer window must be in proportion to the size of the original roof. It **should not exceed half the height of the roof** (measured from the eaves to the ridge) and **should not be more than half the width** of the existing roof on which it is intended to be situated – measured halfway between the ridge and eaves. Often multiple dormers will be more in-keeping than a single dormer. In such instances the sum of the width of the dormers **should not exceed half the width** of existing roof on which it is intended to be situated – measured halfway between the ridge and eaves.
- **Position:** The dormer windows should be set a **minimum of 0.5m** below the ridgeline and a **minimum of 0.5m** above the eaves.
- **Harmony:** roofs to dormer windows should be in harmony with the roof of the host building. Pitched roofs on dormers will generally be the most appropriate design approach.

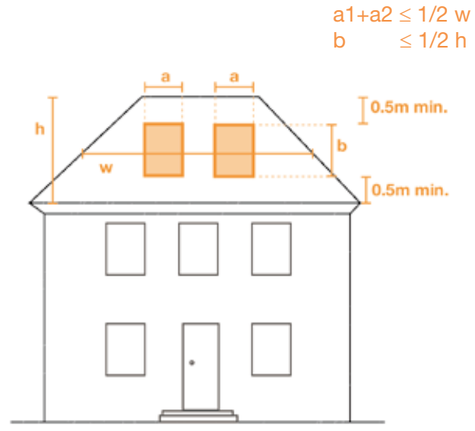


Figure VA.49. Dormer extensions dimensions

Roof Extensions

- Roof extensions, such as hip-to-gable, must respect the size and form of existing roofs.
- They must not exceed the height of the existing roof ridge.
- Materials must match the existing property.
- The Code does not support the upward extension of residential dwellings within the Village Area.
- Extensions to roofs and changes in roof form will not be acceptable in Conservation Areas

Side Extensions

Side extensions must be subordinate to the original house in the terms of their height, scale and bulk. They should be proportionate to the scale of the main house and should be no more than half the width of the existing house. Side extensions should not surpass the front building line of properties.

In order to avoid a 'terracing effect', first floor side extensions must be set back by **at least 1m** from the front building line of the dwelling and **1m** from the side boundary.

In the Little Aston and Upper Longdon sub-areas, side extensions that exceed half the width of the existing house will be considered.

In Little Aston, there no requirement for side extensions to be set back by 1m from the front building line.

Rear Extensions

Rear extensions on properties should be designed to match the materials and roof form of the host dwelling. Pitched roof extensions are preferred over flat roof extensions. Eaves height (excluding parapets) for single storey extensions **must not exceed 3m** in height.

Rear extensions at single storey should be subordinate to the original house. Rear extensions **should not exceed a depth of 3m** for a terraced house (including end of terrace) and **3.5m** for a semi-detached house or **4.5m** for a detached house, measured from the rear elevation of the original dwelling.

Two-storey extensions should avoid being the full width of the property and must not have significant impacts on the amenity of the adjoining neighbours. Where they connect to the main roof of properties, they must remain subordinate and match the roof pitch and form of existing roofs.

Two-storey rear extensions should be compliant with the **45-degree rule** when viewed from neighbouring windows and **should not exceed a depth of 3m**.

In the Little Aston and Upper Longdon sub-areas, single storey rear extensions on detached properties are exempt from the measurements for rear extensions but **must maintain 50%** of the existing (original) garden depth.

In Little Aston two storey rear extensions can be **up to 4.5m** in depth, due to the size of dwellings.

Porches

Porches will be acceptable where they match the style of the existing dwelling and are set back by **more than 2m** from the edge of the highway. They **should not exceed a height of 3m** at eaves and must not be out of character with the host dwelling or wider street scene.

Porches are not permitted in Conservation Areas unless a precedent has already been set for them.

Within Little Aston larger porches are permissible due to the larger scale of the properties and greater setback from the streetscene.

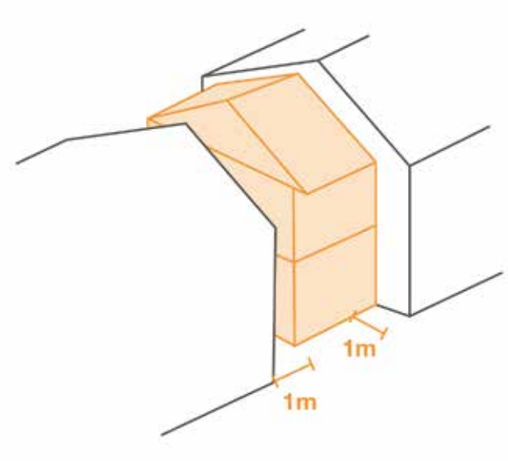
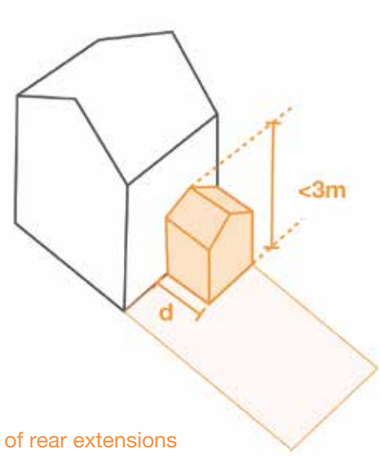


Figure VA.50. Side extension for houses



d = depth of rear extensions
d of terrace house ≤ 3m
d of semi-detached house ≤ 3.5m
d of detached house ≤ 4.5m

Figure VA.51. Rear extension for houses

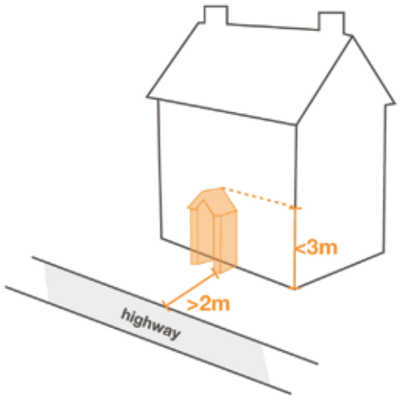


Figure VA.52. Porches extension dimensions

6. Uses

Windows

Replacement windows on dwellings should match the style and material of existing windows in the locality. The reinstatement of more traditional style windows such as sliding sash timber framed is encouraged where this helps to reinstate appropriate character.

Within Conservation Areas, if there is a loss of an original window, it must be replaced with like for like window as the original in both material and style.

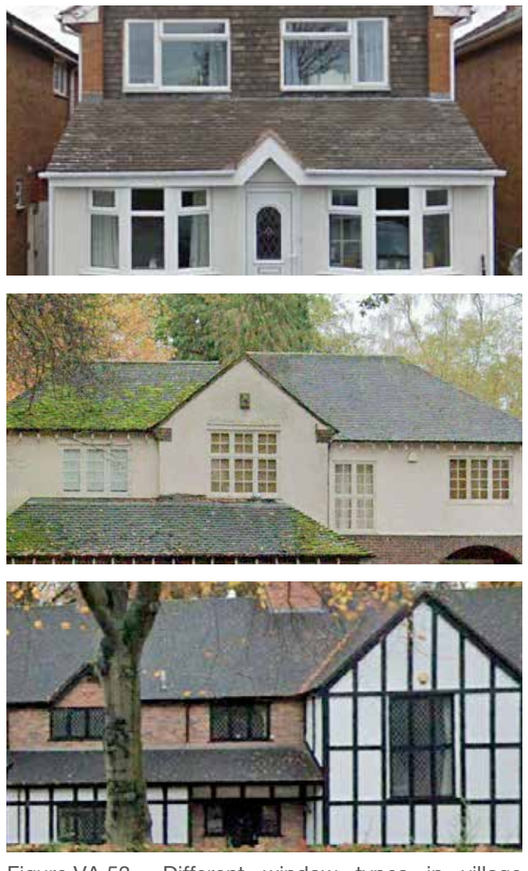


Figure VA.53. Different window types in village areas in Lichfield

Garages

Where detached garages are proposed, these will generally only be acceptable with a **maximum eaves height of 2.5m**, and will only be considered forward of the building line where they do not unduly impact the character of the street scene.

Detached garages are not permissible in Conservation Areas.

Within Little Aston, larger detached garages are acceptable provided they match the design of the host dwelling and do not impact the character of the street scene.

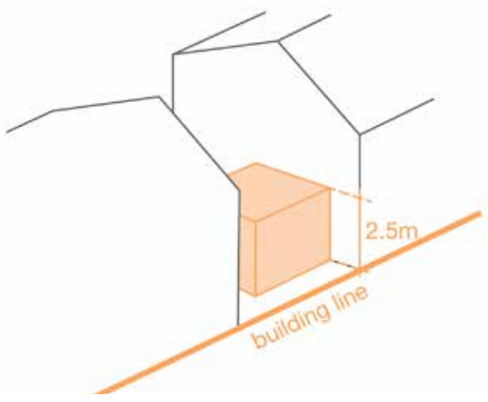


Figure VA.54. Garages approach

VA6.2 Intensification and infill

The creation of new housing and community facilities via infill development and subdivision is encouraged within the Village Area Type, in order to deliver sustainable development for smaller communities.

Infill development must respond positively to the character, appearance and layout of surrounding buildings, and preserve and enhance local and neighbouring amenity.

- Sense of enclosure with connected buildings, with building (A) terminating entrance vista.
- Building proportions and massing relate to context.
- Shared space determined by vehicle tracking.
- Access way and junction appropriate to usage and context.

Figure VA.55. Backland infill approach

VA6.6 Residential Conversions

The Village Area Type has many examples of bungalows. Where bungalows exist, they should not be converted to two storey dwellings via upward extensions and large dormers. Instead, they should retain the features of bungalows, maintaining the low-density character of the village area and the provision of much-needed accessible accommodation.

Conversions of family sized residential dwellings within the Village Area Type will generally not be supported.

Figure VA.56. Traditional bungalows

Figure VA.57. Upward extension or large dormers are not allowed in village area type.

VA6.3 Housing Mix

Rural housing is important to sustain the vitality of rural communities. Housing proposals must be responsive to local circumstances and reflect local needs. New housing should be of a tenure and type that meets an identified need, including affordable housing and housing for older people.

New housing developments will be required to provide affordable homes in accordance with adopted local plan policy. All new housing must be built as tenure blind.

Figure VA.61. Detached house

Figure VA.60. Semi-detached

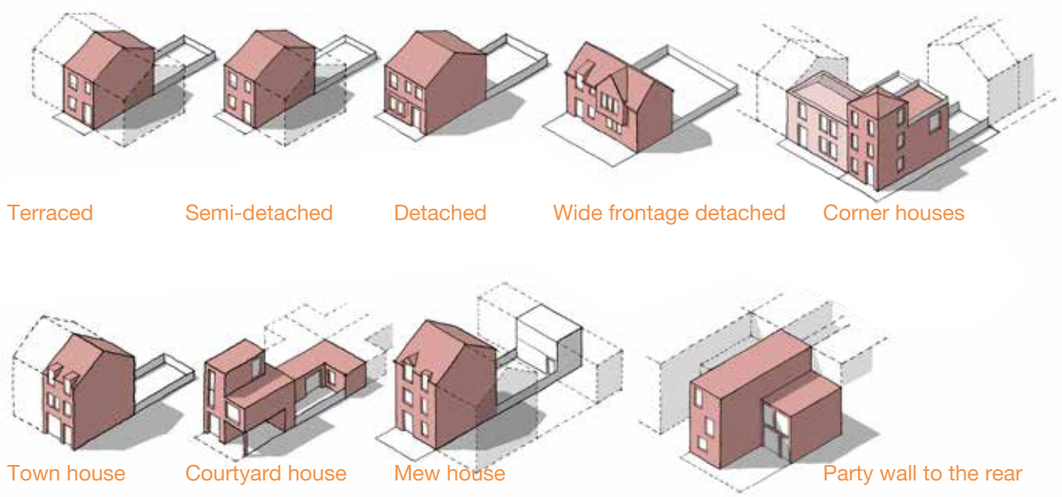


Figure VA.58. Different house types. © NMDC

VA6.4 Active Frontage

Active frontage requirements relate to high streets and secondary streets within the Suburban Area Type, New development on these streets will be expected to achieve a minimum level of active frontage as set out in VA5.2.

Active frontages are defined as shop fronts, commercial or community uses with glazing at the ground floor level so that activities within the building are visible from the street.

VA6.5 Community Facilities

Development must preserve, maintain and enhance local services and community facilities to ensure that villages continue to operate as sustainable communities in the future.

New development should look to integrate new local services that are needed. These must respect local character and residential amenity, and be easily accessible by sustainable modes including walking and cycling.

Facilities should be appropriately placed and connected to residential development, and reflect the table below.

Settlement/ Centre Type (see Local Plan Policy RET SP1)	Maximum Distance from Residential Development to		
	Local Services	Bus Stops	Primary Health/ Education
Village	20 min walk	5-10 min walk	30 min walk

1. Local services: Including community hubs, cultural facilities, local shops, cafes and other food beverage uses where people can meet.
2. Village schools: In village area, schools occupy large sites while it still need to create a clear septation between public and private realm.
3. Medical facilities: Including doctor's surgeries, district nurses, dentists and chemists.

Figure VA.59. Local facilities that should be accessible in all neighbourhoods. © NMDC

7. Homes and Buildings

VA7.1 Space Standards

All new homes must meet the Nationally Described Space Standards and be accessible.

number of bedrooms	number of bed spaces (persons)	1-storey dwellings (sqm)	2-storey dwellings (sqm)	3-storey dwellings (sqm)
1b	1p	39		
	2p	50	58	
2b	3p	61	70	
	4p	70	79	
3b	4p	74	84	90
	5p	86	93	99
	6p	95	102	108
4b	5p	90	97	103
	6p	99	106	112
	7p	108	115	121
	8p	117	124	130
5b	6p	103	110	116
	7p	112	119	125
	8p	121	128	134
6b	7p	116	123	129
	8p	125	132	138

As per the Nationally Described Space Standards:

- A **single bedroom** has a floor area of **at least 7.5sqm**
- A **double (or twin bedroom)** has a floor area of **at least 11.5sqm**

Figure VA.62. National Described Space Standards

VA7.2 Lighting, Noise and Privacy

All new housing must be designed to create acceptable levels of internal comfort and amenity, including daylight and traffic noise.

Buildings must be designed to enable good levels of daylight and sunlight both internally and to neighbours in accordance with BRE209 (2022) guidance, and prevent overheating in accordance with building regulations (Document O).

Privacy distances will be set at **21m between rear facing windows** but not to the elevation facing the street.

Increased separation distances are required where there are significant variations in ground level between new development and existing development. The distance separation between proposed development and existing development should be **increased by 2m for every 1m rise** in ground level, where the proposed development is on a higher ground level.

VA7.3 Private Outdoor Space

All **one/two bedroom** houses should have a garden of **at least 45sqm**. **Three and four bedroom** homes should have a garden of **at least 65sqm,** and **five bedroom** homes should have a garden of **at least 100sqm**. **Apartments** should have access to private or communal space of **at least 10sqm** per unit.

VA7.4 Security

New homes should meet Secured by Design guidelines published by the Police.

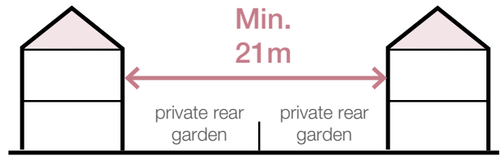


Figure VA.63. Separation distance between rear facing windows

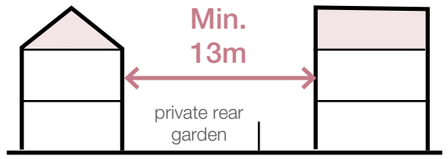


Figure VA.64. Separation distance between rear facing windows and side

Figure VA.65. Appropriately sized back garden, ensuring suitable amenity area

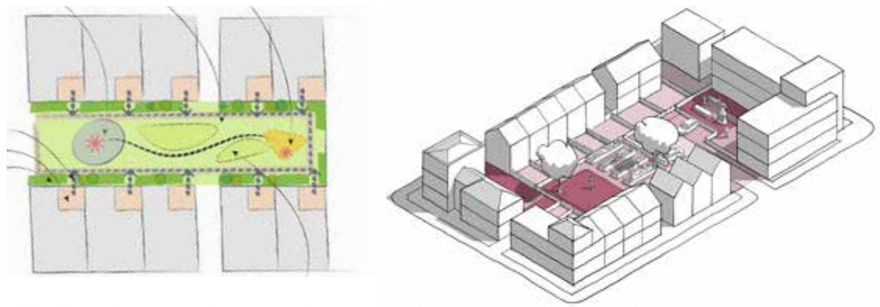


Figure VA.66. Communal courtyard at terraced houses, for the use of surrounding residents

Figure VA.67. Maximase daylight into dwellings

Figure VA.68. Carefully integrated lighting creates safe and usable public spaces.

8. Resources

Thoughtfully designed places and buildings conserve natural resources, encompassing buildings, land, water, energy, and materials. The code addresses the challenges posed by climate change by prioritising energy efficiency and minimising carbon emissions, aiming to achieve net-zero targets by 2050.

VA8.1 Energy Efficiency

New housing will be subject to the Future Homes standard from the date of publication. This mandates levels of energy efficiency and non-fossil fuel heating. The Code expects that all new development will at a minimum meet the requirements set out in this standard. All must incorporate sustainable design principles.

VA8.2 Environmental Performance

New non-residential development will be expected to achieve a minimum environmental performance of BREEAM Good.

VA8.3 Sustainable Retrofit

Given the need to address the climate crisis, LDC will support the retrofitting of properties.

Sustainable retrofitting improvements should follow an 'energy hierarchy':

- Firstly, reducing the use of energy through heating controls.
- Secondly, upgrading the building's thermal efficiency such as improving existing glazing, draught proofing and insulation to conserve energy.
- Thirdly, installing sustainable building services systems such as renewable energy sources.

It is important to respect historic sensitivities and restrictions on interventions which will impact on the character of conservation areas or listed buildings.

Coding principles must be followed to ensure that properties continue to respect the context of the surrounding area.

VA8.4 Passive design strategies

For any new-build design, on-site passive design strategies must be considered from the outset. Passive design uses layout, fabric and form to eliminate or reduce the demand for mechanical heating, cooling, ventilation and lighting. Passive design strategies should be employed to:

- Understand the local, climatic context in which a proposed residential building will be situated.
- Optimise spatial planning and orientation to control solar gains and maximise daylight.
- Manipulate building form and fabric to facilitate natural ventilation.
- Make effective use of thermal mass to help reduce peak internal temperatures.

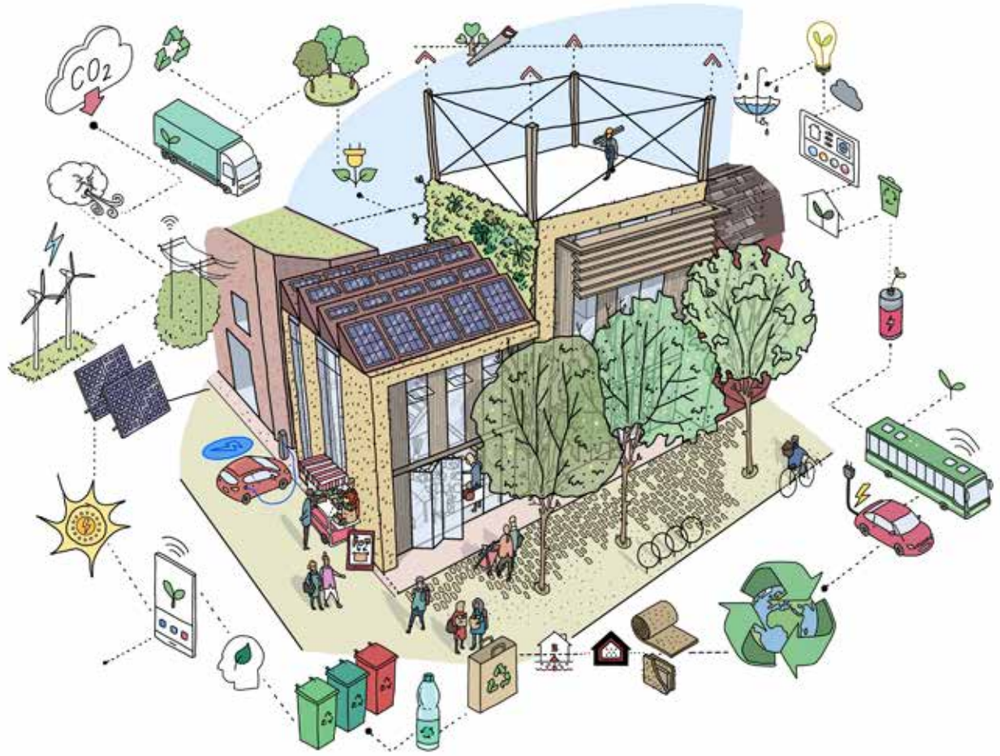


Figure VA.69. Sustainable approach to development

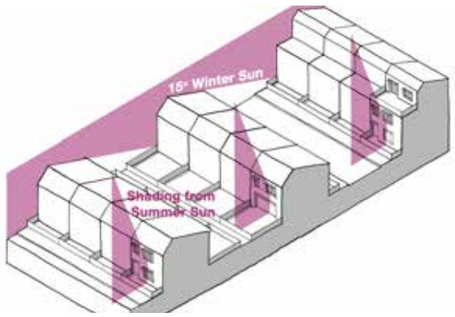


Figure VA.72. Passive design and orientation. © NMDC

Figure VA.71. Ground & Air Source Heat Pumps

Figure VA.73. EV charging point at home

Figure VA.70. Solar Photovoltaic Panels

VA8.5 Renewable Energy

Air Source Heat Pumps

Air Source Heat Pumps can result in significant energy savings compared to gas-boilers. When installing them, the plant must be installed so it is not visible from the street. They should be located away from windows and be attenuated with sound insulation to avoid noise impacts to neighbours

EV Charging Points

At least 20% of new parking spaces should incorporate EV Charging points.

Photovoltaic systems

The inclusion of PV panels or integrated roof tiles will be supported enabling maximum energy capture. PV panels or tiles must be installed uniformly within the roof area to avoid unnecessary clutter and impact to the character of the area. PV panels must not project more than 200mm beyond the plane of the roof and must be at the same angle as the roof pitch.

PV panels should be avoided where they are likely to impact on key views or on the setting of heritage assets.

External Wall Insulation

The finish and materials of external insulation must match the original external appearance of the property.

VA8.6 Circular economy thinking

Before considering any design concepts and solutions for a site, the first step must be to explore all opportunities to re-use or adapt the existing structures on site. This will almost always be the most sustainable solution. Opportunities to refurbish, adapt or extend should be thoroughly explored before any consideration of demolition and new build is made. Where re-use of the structure is deemed impossible, the re-use of the materials embodied in the existing structures must be considered. It is also important to respect conservation areas and listed buildings.

VA8.7 Whole life carbon approach

This covers the operational carbon during a building's lifespan and also the embodied carbon associated with site preparation, construction and end of life demolition. New development should take the steps set out below to ensure that they have sufficiently integrated a sustainable and whole life carbon approach to the energy hierarchy, efficiency and embodied carbon of new build.

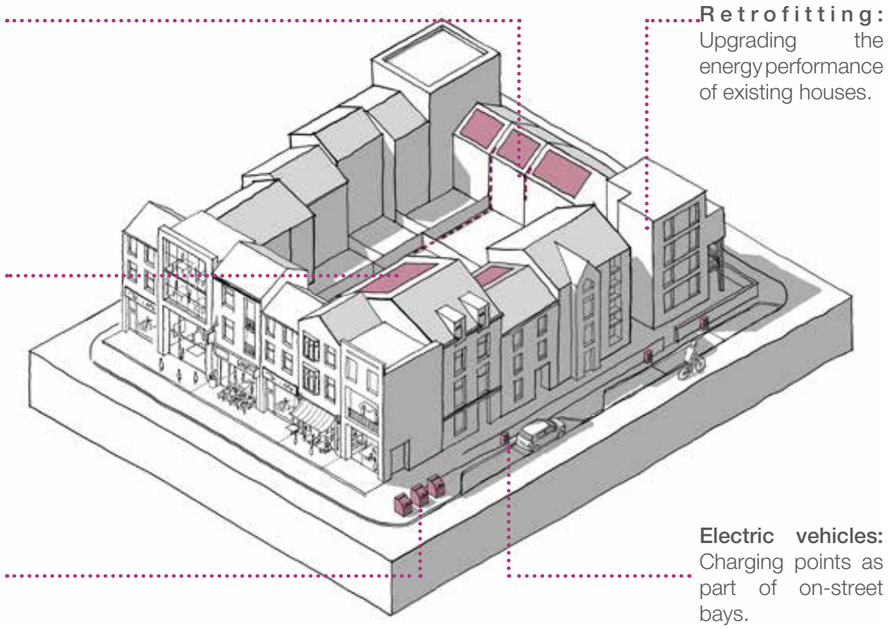


Figure VA.74. Low carbon low energy neighbourhood networks

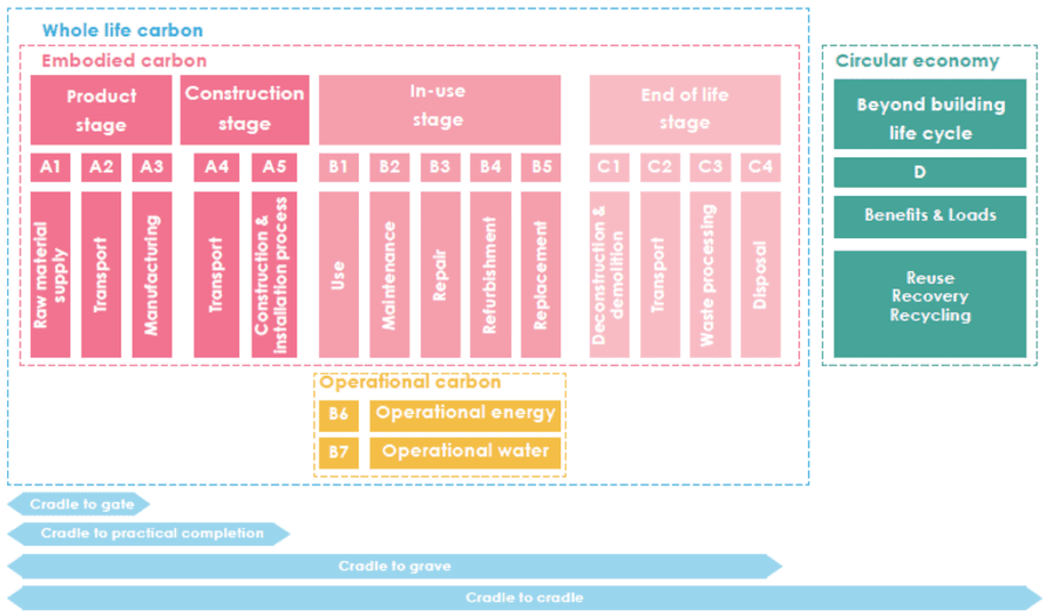


Figure VA.75. The EN 15978 system boundaries, demonstrating the stages constituting a whole life carbon assessment (source: LETI Embodied Carbon Primer)

9. Lifespan

VA9.1 Adoption Standards

In accordance with the Highways Act and its Section 38 provisions, any proposed streets and highways seeking adoption must go through the formal adoption process overseen by Staffordshire County Council.

All streets and public areas that lie outside of the highway boundary that are to be adopted by Lichfield District Council must be designed to the council's adoption standards.

All space that is not to be adopted and which isn't within the curtilage of individual plots must be subject to specified management arrangements such as a management company funded by a service charge.

All schemes including new public realm must include a management map showing the areas to be adopted by each authority and the areas subject to private management arrangements.

VA9.2 Innovation and Future Proofing

The use of innovative, creative or modern design or construction techniques, such as modular building, is encouraged when these result in a high quality of development that responds positively to its setting within Lichfield district. However careful and considerate design will be a pre-requisite from their implementation. All proposed development should work well for everyone and must continue to work well into the future.

VA9.3 Public Consultation

A program of public consultation is required for all new major development. This should include meaningful engagement with local residents and businesses around a proposed development as well as wider engagement with voluntary organisations and civic groups.

A statement of community involvement will be required to be submitted with all planning applications setting out the consultation undertaken, the views expressed and the ways in which these have been incorporated into the scheme.

VA9.4 Quality of Life

New development should contribute positively to the wellbeing and quality of life of both future residents and the wider community. The scheme should make reference to the Quality of Life Framework published by the Quality of Life Foundation (https://www.qolf.org/framework/).

VA9.5 Management of Neighbourhood

New residential development of more than 20 homes should include mechanisms to involve residents in the management of their neighbourhood.

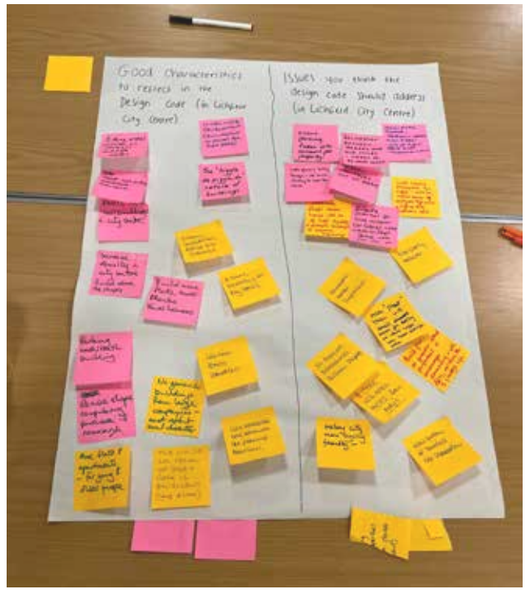


Figure VA.76. Community engagement in Lichfield

RA. RURAL AREA TYPE

The Rural Area Type comprises the countryside outside of settlement boundaries, part of which is within the green belt.

The characteristics of the Rural Area Type are its openness and countryside character. It contributes an important role in the district, providing biodiversity and amenity value, farmland, and separation between settlements to prevent urban sprawl. The intrinsic character and beauty of the countryside is recognised, and preserved. The boundaries around settlements are therefore well defended, and there is a presumption against built development in the Rural Area Type, with some exceptions.

When land within the Rural Area Type becomes formally allocated for development through a Neighbourhood Plan or Local Plan Review, it will be reassigned to the relevant Area Type controlling built development, depending on the nature of the allocation (e.g. the Suburban or Employment Area Type).This code relates to the relatively rare instances when development is permitted within the Rural Area Type.

DESIGN CODE

1. Movement

RA1.1 Sustainable Transport and Access

Development must not cause an unacceptable impact on local roads, residents' access, parking pressure or road and pedestrian safety.

Development must exploit any opportunities to improve sustainable transport, including the enhancement of routes to improve access on foot, cycle and by public transport.

Street and building lighting is encouraged, but must take care to avoid light pollution and its detrimental impact on residential amenity.

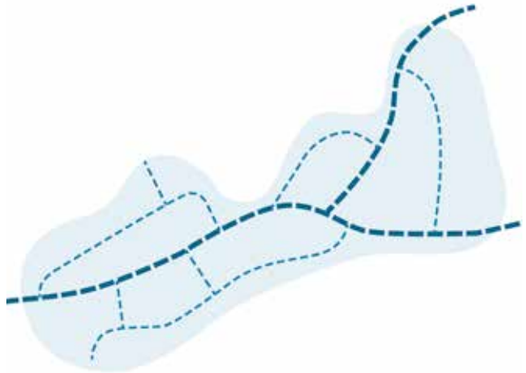


Figure RA.2. Typical street pattern in rural area

Figure RA.1. Road with cycle lane in rural area

RA1.2 Emergency Access and Servicing

Emergency vehicles should be able to access to **within 30m** of every home. Care should be taken to ensure that parked cars don't block this access.

Refuse vehicles should be able to access **within 10m** of all bin stores.

RA1.3 Parking Standard

Allocated parking must be provided to the following standard:

- **3 spaces** for **5 bedroom** homes and above
- **2 spaces** for **3 and 4 bedroom** homes
- **1 space** for **1 and 2 bedroom** homes

Unallocated visitor parking must be provided as **one space per four homes.**

All parking will enable electric charging points.

RA1.4 Allocated Parking

Allocated parking provided on plot should be to the side or rear of the property.

In-curtilage parking in front gardens is limited to **50%** of the property's frontage, and only where there is room to retain 3m of frontage as a garden. An exception can be made for blue badge parking

Landscape should be used to reduce the visual impact of parked cars.

2. Nature

Nature and green space must be protected, enhanced, restored, and replaced, with any new development contributing to biodiversity and preventing flooding.

RA2.1 Conservation of green space

Development must avoid unacceptable harm to local landscape character, natural assets both designated and undesignated, and blue / green infrastructure. Proposals for new buildings must be evidenced with a Landscape and Visual Impact Assessment to ensure protection of the countryside.

RA2.2 Biodiversity

In line with national and local policy, Biodivesity Net Gain shall be achieved on all new development. Please refer to local adopted policy for up-to-date figures.

This can include enhancement or restoration of existing habitats, or creation of new habitats that compliment and contribute to the Nature Recovery Network. Developments must demonstrate where and how this habitat can be incorporated within a scheme.

Development proposals must be supported by the appropriate ecological surveys to identify the potential to impact upon species and habitats, and the latest Biodiversity Metric Calculator where required.

Other ecological enhancement measures should be integrated into development sites including landscaping and planting to increase biodiversity, hibernacula creation, wildlife pond creation, and species boxes i.e., for birds, bats, bees, and hedgehogs.

Fragmentation of habitats should be minimised and opportunities for restoration, enhancement, and connection of natural habitats (including links to habitats outside Lichfield District) should be maximised. This includes retaining and integrating ecological corridors that connect to suitable green spaces within a development and the wider landscape to allow the movement of animals and continuation of viable populations.

RA2.3 Water and Flood

The rural area includes natural flood plain where development will not be permitted.

An Emergency Plan (EP) should be provided if relevant pedestrian and/or vehicular access and escape routes of a proposed development would be affected during a flood from any source.

Proposals for all buildings, hard surfacing or extensions should submit a Foul and Surface Water Drainage Statement or have standard drainage conditions attached. This is set to increase in the future because of changes to weather events and sea levels due to climate change.

Where appropriate, new development adjacent to watercourses should allow public access along the water course. Culverted watercourses should be opened and naturalised.

RA2.4 Sustainable Urban Drainage

All new development must incorporate Sustainable Urban Drainage Systems (SuDS) to achieve a greenfield run-off rate.

These should be integrated with the overall Landscaping Strategy and existing natural features on site, managed to increase value to wildlife and biodiversity, and additional recreational benefits where possible, while reducing impermeable surface cover.

SuDS can be adapted to suit any site and can contain different and various components, with multiple applications and benefits to achieve sustainable water management. When creating a SuDS network, various factors need to be considered at different scales:

- **Site Scale:** existing natural drainage patterns, runoff rates, storm water features, amenities, and landscape character
- **Building Scale:** water efficiency features, green roofs, living walls, water butts etc.

Please refer to Staffordshire County Council (SCC) SuDS handbook for detailed advice and guidance on SuDS design.

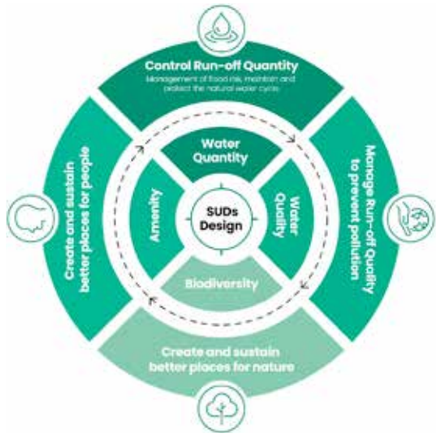


Figure RA.4. Four Pillars of SuDS Design. ©The SuDS Manual C753, Ciria

RA2.5 Permeable Surfaces

Hardstanding, driveways and pathways decrease the percolation of water into the ground which increases surface water run-off and in turn contributes to flooding.

New hard surfaces which are not part of the public highway should be designed to be permeable.

RA2.6 Trees and Boundary treatments

Boundary treatments such as hedges must be maintained to preserve local character, and included in proposals for new development.

Sites may contain trees protected by Tree Preservation Orders or by Conservation Areas. Where works are proposed which are not immediately required to implement a full planning consent, the relevant Conservation Areas, or with restrictive conditions application a notification procedure must be followed. Restrictive conditions or legal covenants relating to trees, must also be considered and authorisation from the enforcing body is to be gained prior to commencing works. Protected trees must have written authorisation from Lichfield District Council before any works that will impact /harm the tree is undertaken.

In line with local validation guidance an arboricultural survey to BS5837-2012 must be undertaken where there are semi-mature / mature trees /protected trees (TPO or Conservation Area) or hedgerows within the site and/or off-site trees **within 15 meters** of the application site. This is irrespective of whether the trees are to be removed or retained. All trees rated A and B (per BS5837-2012) must be retained unless exceptional circumstances can be demonstrated. Arboricultural survey must be undertaken and all trees rated A and B must be retained unless significant and evidenced justification can be demonstrated.

Development must not result in the loss or damage of trees and hedges of good arboricultural, ecological and amenity value, unless mitigated through re-provision of equal of greater ecological, arboricultural and amenity value elsewhere.

3. Built Form

Built form relates to the size and position of new buildings, and their impact on the landscape.

RA3.1 Rural built form

Development in rural areas must make efficient use of its site and avoid unnecessary sprawl. Configuration of new buildings such as for agricultural and economic development should be concentrated and retain the openness of the countryside.

Traditional farmsteads within the Rural Area Type make up a fundamental part of the character of the area and there character should be preserved and replicated in new development.

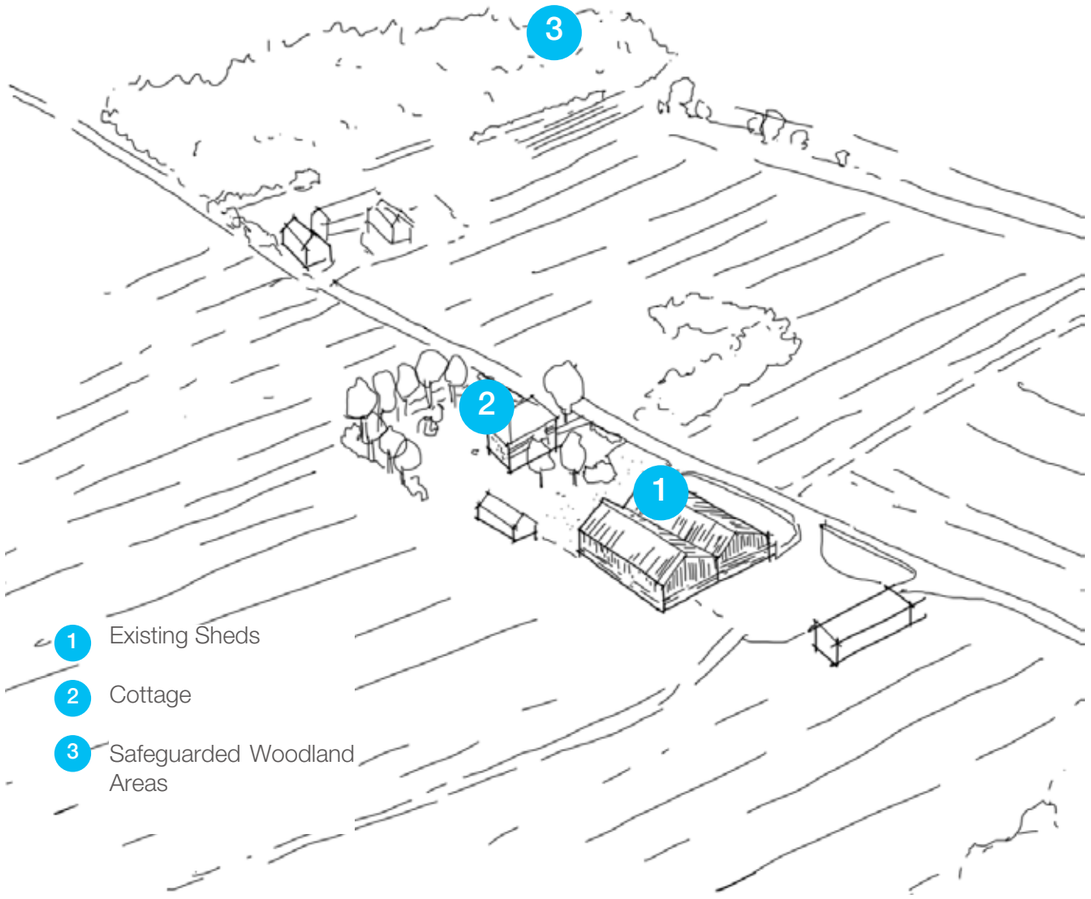


Figure RA.5. Built form in rural area

RA3.2 Building Heights

Building heights must be sensitive to topography, heritage assets and open views across the countryside. Building heights will vary according to the specific local context and must reflect local character, taking their cues from neighbouring buildings. This will typically mean buildings of no more than 2 storeys (7m to eaves). Where three storey buildings are proposed or where agricultural structures exceed 7m this must be justified in relation to the surrounding context.

Total heights **must be no greater than 3m** above the eaves heights, with the exceptions of chimneys and aerials.

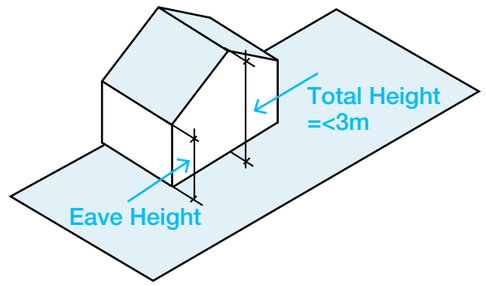


Figure RA.6. Two-storey homes building height

4. Identity

Identity relates to the architectural design of new buildings. This is one of the most important issues in creating new development but also one of the most difficult to write rules about. The code is not prescriptive about a particular architectural style, but encourages all development to use an architect and to prioritise high quality design.

RA4.1 Scheme Design

All new development must be accompanied by a Design and Access Statement that sets out a rationale for the design of the scheme.

This must include an assessment of the character of the area surrounding the development. This must reference the Conservation Area Guidance if applicable, as well as any Neighbourhood Plan design policies. The Lichfield Extensive Urban Survey and Lichfield Historic Environment Assessments may be useful to support the creation of local character assessment.

This character will include materials, architectural styles, window design, the shape of roofs and architectural detailing.

The Design and Access Statement must show how this analysis has influenced the design of new buildings.

RA4.2 Architecture

The code is not prescriptive in terms of architectural style. Proposals must fit in to their surroundings although this can be done in a historical or a contemporary style.

Developers are encouraged to use architects in the design of new buildings and are encouraged to use a variety of designs that draw inspiration from the architecture of the rural area, particularly in Conservation Areas where the relevant guidance must be consulted.

Any proposed extension or redevelopment must be designed as a contemporary or traditional interpretation of local vernacular.

Figure RA.7. Typical architectural style in rural area

RA4.3 Materials

Materials must predominantly be red brick with terracotta roof tiles, in keeping with the traditional housing in the area. Large area of render and timber cladding are not permitted.

Sustainable and innovative material options can be considered if justified in terms of design and local context.

Local Materials Used in a Traditional Way

Red / Brown Brick Wall

Brown/ Red Clay Tiles

Staffordshire Blue Tiles

Render

Light Framing (studs) with Brick

Metal Details & Wooden Frame

Local Materials Used in a Contemporary Way

Brick-Laying

Multi Cladding

Brickwork Details

Horizontal Wood Cladding

Vertical Wood Cladding

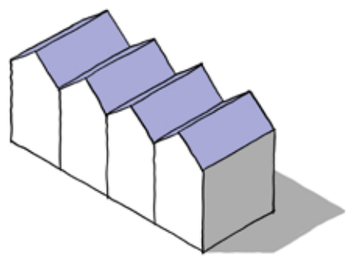
Stone Detail

Figure RA.8. Local materials can be used in contemporary way and respect surrounding context

RA4.4 Rooflines

Roofs must be pitched but a variety of roof configurations is encouraged.

Roof pitch, ridge height and form should be the same amongst new development.



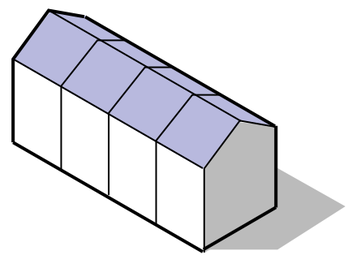


Figure RA.9. a variety of pitched roof configurations

5. Public Realm

Public realm guidance relates to streets and public squares (parks and green spaces are dealt with in section 2). Guidance on streets is based on street hierarchy illustrated in each settlement coding plans in Chapter 2, and the guidance in this section is based on that structure.

RA5.1 Street Type

The design of streets will vary with the type of street. Street design should therefore be based on the hierarchy of streets set out either in the coding plan for existing areas or the regulatory plan for new development.

Not all areas will include all streets but the street hierarchy may include:

- **Primary Streets**: The main roads through the rural area type.
- **Secondary Streets**: Roads and lanes providing access between villages.
- **Local Streets**: Most other streets providing access to properties.

RA5.2 Public Spaces

Any development proposals that would cause unacceptable harm to the local landscape character, or nature conservation will not permitted; proposals must be evidenced with a Landscape and Visual Impact Assessment (LVIA), Townscape and Visual Impact Assessment (TVIA), conservation appraisal and archaeological appraisal. Developments must be in line with the latest policy requirements and best practice.

The highways requirements should be read in conjunction with SCC Guidance.

Street Type	Primary Streets	Secondary Streets	Local Streets
Traffic	Two Way	Two Way	One or two way
Design Speed	40mph	30mph	20mph
Building line Compliance	0%	0%	0%
Set Back	up to 6m	2-6m	NA
Parking	On Plot	On Plot	On Plot
Cycling	Designated lanes in both directions	On carriageway	On carriageway
Footway	At least 2.5m	At least 2m	At least 2m
Street Trees	On at least one side spacings no greater than 60m *	On at least one side spacings no greater than 60m *	No requirement

* If this is not feasible, agreements should be reached with LDC to determine an alternative approach.

6. Uses

RA6.1 New homes

The development of isolated homes in the countryside must be avoided, unless there is an essential need for a rural worker to live close to their business, or the conversion would secure the optimum viable use of a heritage asset, or the development is a conversion, a rural exceptions sites or housing of exceptional quality as defined by the National Planning Policy Framework.

RA6.2 Development in the Green Belt

Policies guiding what can be developed in the Green Belt are clearly set out in the National Planning Policy Framework. This allows for certain types of development including for agriculture and forestry, the replacement of existing buildings, and facilities for sport and recreation, subject to a range of criteria.

RA6.3 Conversions

Conversions of existing redundant buildings in the Rural Area Type such as barns are supported, subject to their operation not having an adverse impact on nearby neighbours or local amenity.

Proposals must enhance their immediate setting, ensuring provision of open space and access.

Figure RA.10. An example of converting existing redundant buildings to house

RA6.4 Rural exceptions sites

Rural exception sites are a specific category of housing development defined by the National Planning Policy Framework. Their purpose is to enable the delivery of affordable homes where development may not normally be allowed, in order to sustain the vitality of rural communities. They are usually small in scale, and situated on the edges of villages.

Proposals for housing via the rural exceptions policy route will be assessed against the coding rules for the Suburban-Village Area Type.

Any kind of affordable housing can be delivered, provided there is adequate evidence of local need. It can be supported by some market housing. Housing must be tenure blind.

Housing proposals must be responsive to local circumstances and character. New housing should be of a tenure and type that meets an identified need, and should consider including housing for older people.

RA6.5 Community Facilities

Development must preserve, maintain and enhance local services and community facilities to ensure that rural communities continue to operate as sustainable communities in the future.

New development should look to integrate new local services that are needed. These must respect local character and residential amenity, and be easily accessible by sustainable modes including walking and cycling.

Facilities should be appropriately placed and connected to residential development, and reflect the table below.

Rural economy

The sustainable growth and expansion of businesses in rural areas is encouraged through conversion and extension of existing buildings and new buildings. The use of previously developed land is encouraged. All such development must respect its local context and character, protect residential amenity; and maintain or improve highway safety.

Figure RA.11. Cluster of agrarian buildings for Stanford Educational Farm

Agricultural buildings

The development and diversification of agricultural and other land-based rural businesses is supported in the Rural Area Type.

Figure RA.12. An example of agriculture building in rural area

RA6.6 Extensions

Extensions in rural areas should be modest and preserve the traditional character and appearance of the original dwelling. Within the Rural Area Type, many existing residential household extensions will be covered by Permitted Development Rights unless these are restricted. Those that require planning permission must be of appropriate scale compared to the original dwelling and match the character of the existing area. This will require an assessment based upon the layout, size, scale, architectural design and public view. The following coding is common to all area types in this code although it is recognised that not all items will be relevant to the rural area type:

General principles

Extensions to existing dwellings must not adversely affect the level of amenity enjoyed by neighbouring properties. Impacts to amenity can compromise one or more of the following:

- A reduction in levels of daylight and sunlight to the main windows of habitable rooms;
- A reduction in sunlight to a garden;
- Overlooking resulting in a loss of privacy; and/ or
- An increase in the 'sense of enclosure' experienced within a habitable room or garden.

One key way of maintaining the amenity of neighbouring properties is to apply the **45-degree rule**, which means no extension should go beyond a 45 degree line taken from the centre point of nearest window of neighbouring dwelling.

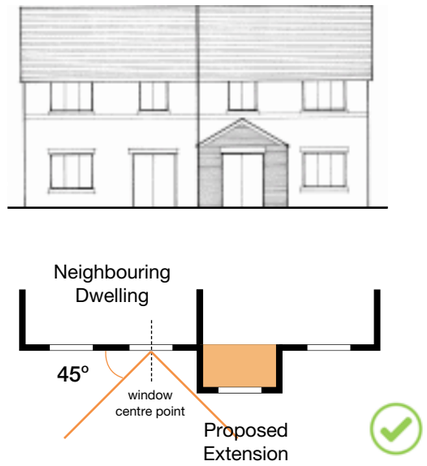


Figure RA.13. Use the 45-degree rule to avoid impact on neighbouring development (Plan)

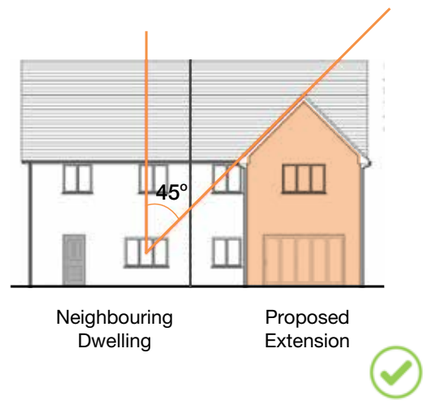


Figure RA.14. Use the 45-degree rule to avoid impact on neighbouring development (Elevation)

The cumulative area of extensions to properties **must not exceed 50%** of the original garden space of a property.

≤ 50%
of original garden space

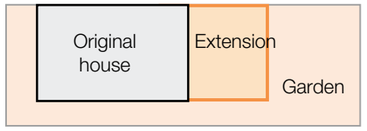


Figure RA.15. Overall extension footprint must not exceed 50% of the original garden space.

All extensions and additions to residential properties must be for residential use unless ancillary.

All proposals should be designed to match the character and appearance of the existing dwelling. In some instances, modern and innovative design can be achieved. This requires a Design and Access Statement setting out the design rationale.

Dormers

The addition of dormer windows, particularly if they are poorly designed in terms of scale, shape and proportion or badly sited, can have severe, detrimental effects on the streetscene. Dormer windows to the front of the roof will only be granted planning permission, where they already exist as an established feature of the street. Instead, the Suburban Code makes allowances for dormers on rear-facing roof slopes.

In Conservation Areas, no front facing dormers will be permitted. Conservation grade rooflights must be used and will only be permitted on roof slopes that are not visible from the street or public places.

Where dormers are proposed, the following parameters must be met:

- **Size:** a dormer window must be in proportion to the size of the original roof. It should **not exceed half the height** of the roof (measured from the eaves to the ridge) and should **not be more than half the width** of the existing roof on which it is intended to be situated – measured halfway between the ridge and eaves. Often multiple dormers will be more in-keeping than a single dormer. In such instances the sum of the width of the dormers should **not exceed half the width** of existing roof on which it is intended to be situated – measured halfway between the ridge and eaves.
- **Position:** The dormer windows should be set a **minimum of 0.5m** below the ridgeline and a **minimum of 0.5m** above the eaves.
- **Harmony:** roofs to dormer windows should be in harmony with the roof of the host building. Pitched roofs on dormers will generally be the most appropriate design approach.

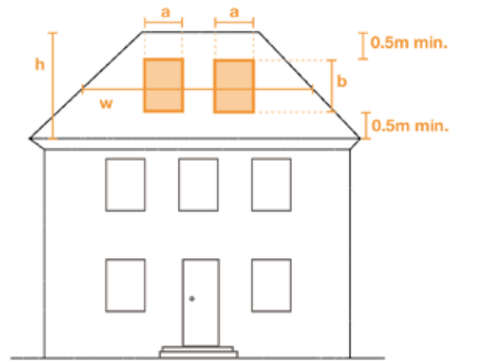


Figure RA.16. Dormer extensions dimensions

Roof Extensions

- Roof extensions, such as hip-to-gable, must respect the size and form of existing roofs.
- They must not exceed the height of the existing roof ridge.
- Materials must match the existing property.
- The Code does not support the upward extension of residential dwellings within the Village Area.
- Extensions to roofs and changes in roof form will not be acceptable in Conservation Areas

Side Extensions

Side extensions must be subordinate to the original house in the terms of their height, scale and bulk. They should be proportionate to the scale of the main house and should be no more than half the width of the existing house. Side extensions should not surpass the front building line of properties.

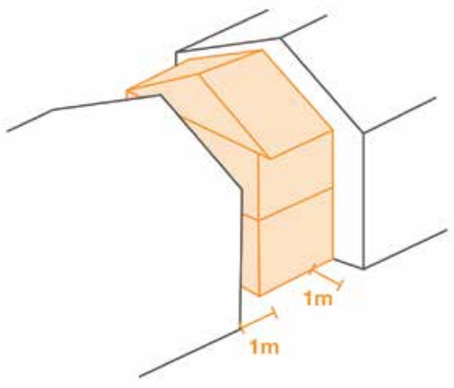


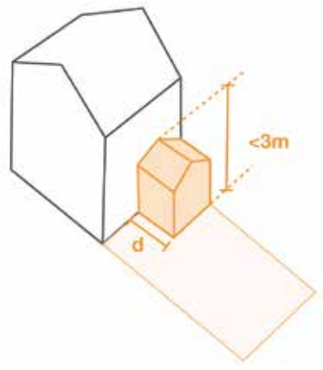
Figure RA.17. Side extension for houses

Rear Extensions

Rear extensions on properties should be designed to match the materials and roof form of the host dwelling. Pitched roof extensions are preferred over flat roof extensions. Eaves height (excluding parapets) for single storey extensions must **not exceed 3m** in height.

Rear extensions at single storey should be subordinate to the original house. Rear extensions should **not exceed a depth of 3m** for a terraced house (including end of terrace) and **3.5m** for a semi-detached house or **4.5m** for a detached house, measured from the rear elevation of the original dwelling.

Two-storey extensions should avoid being the full width of the property and must not have significant impacts on the amenity of the adjoining neighbours.



d = depth of rear extensions
d of terrace house ≤ 3m
d of semi-detached house ≤ 3.5m
d of detached house ≤ 4.5m

Figure RA.18. Rear extension for houses

Where they connect to the main roof of properties, they must remain subordinate and match the roof pitch and form of existing roofs.

Two storey rear extensions should be compliant with the 45-degree rule when viewed from neighbouring windows and should **not exceed a depth of 3m**.

Porches

Porches will be acceptable where they match the style of the existing dwelling and are set back by **more than 2m** from the edge of the highway. They **should not exceed a height of 3.0m** at eaves and must not be out of character with the host dwelling or wider street scene.

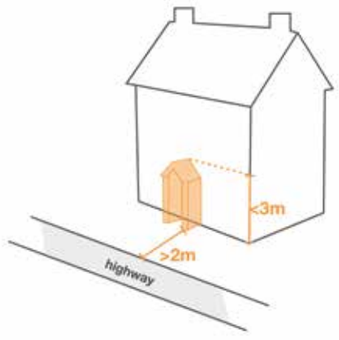


Figure RA.19. Porches extension dimension and garage dimension.

Windows

Replacement windows on dwellings should match the style and material of existing windows in the locality. The reinstatement of more traditional style windows such as sliding sash timber framed is encouraged where this helps to reinstate appropriate character.

Within Conservation Areas, if there is a loss of an original window, it must be replaced with like for like window as the original in both material and style.

Garages

Where detached garages are proposed, these will generally **only be acceptable with a maximum eaves height of 2.5m**, and will only be considered forward of the building line where they do not unduly impact the character of the street scene.

Detached garages are not permissible in Conservation Areas.

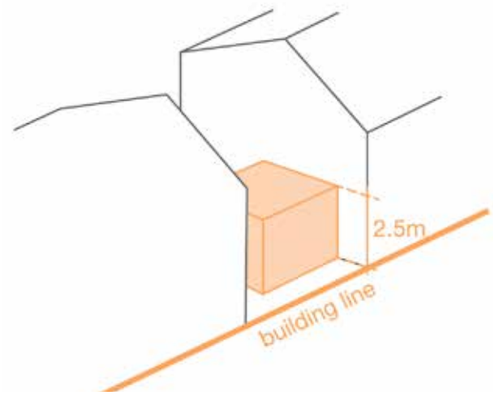


Figure RA.20. Garages approach

7. Homes and Buildings

RA7.1 Space Standards

All new homes must meet the Nationally Described Space Standards and be accessible.

number of bedrooms	number of bed spaces (persons)	1-storey dwellings (sqm)	2-storey dwellings (sqm)	3-storey dwellings (sqm)
1b	1p	39		
	2p	50	58	
2b	3p	61	70	
	4p	70	79	
3b	4p	74	84	90
	5p	86	93	99
	6p	95	102	108
4b	5p	90	97	103
	6p	99	106	112
	7p	108	115	121
	8p	117	124	130
5b	6p	103	110	116
	7p	112	119	125
	8p	121	128	134
6b	7p	116	123	129
	8p	125	132	138

As per the Nationally Described Space Standards:

- A **single bedroom** has a floor area of **at least 7.5sqm**
- A **double (or twin bedroom)** has a floor area of **at least 11.5sqm**

Figure RA.21. National Described Space Standards

RA7.2 Lighting, Noise and Privacy

All new housing must be designed to create acceptable levels of internal comfort and amenity, including daylight and traffic noise.

Housing must be designed to enable good levels of daylight and sunlight both internally and to neighbours in accordance with BRE209 (2022) guidance, and prevent overheating in accordance with building regulations (Document O).

Privacy distances will be set at **21m** between rear facing windows of different dwellings but not to the elevation facing the street.

Increased separation distances are required where there are significant variations in ground level between new development and existing development. The distance separation between proposed development and existing development should be **increased by 2m for every 1m rise** in ground level, where the proposed development is on a higher ground level.

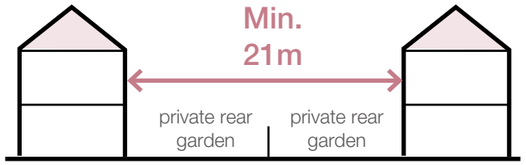


Figure RA.22. Separation distance between rear facing windows

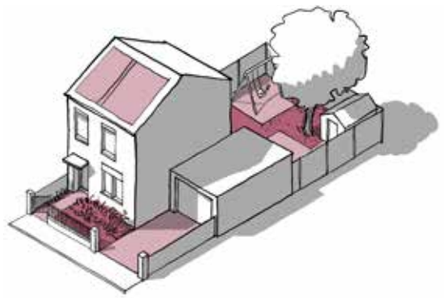


Figure RA.23. Appropriately sized back garden, ensuring suitable amenity area

RA7.3 Private outdoor space:

All **one/two bedroom** houses should have a garden of **at least 45sqm**. **Three and four bedroom** homes should have a garden of **at least 65sqm,** and **five bedroom** homes should have a garden of **at least 100sqm**. **Apartments** should have access to private or communal space of **at least 10sqm** per unit.

Figure RA.24. Maximase daylight into dwellings

RA7.4 Security

New homes should meet Secured by Design guidelines published by the Police.

8. Resources

Thoughtfully designed places and buildings conserve natural resources, encompassing buildings, land, water, energy, and materials. The code addresses the challenges posed by climate change by prioritising energy efficiency and minimising carbon emissions, aiming to achieve net-zero targets by 2050.

RA8.1 Energy Efficiency

New housing will be subject to the Future Homes standard from the date of publication. This mandates levels of energy efficiency and non-fossil fuel heating. The Code expects that all new development will at a minimum meet the requirements set out in this standard. All must incorporate sustainable design principles.

RA8.2 Environmental Performance

New non-residential development will be expected to achieve a minimum environmental performance of BREEAM Good.

RA8.3 Sustainable Retrofit

Given the need to address the climate crisis, LDC will support the retrofitting of properties.

Sustainable retrofitting improvements should follow an 'energy hierarchy':

- Firstly, reducing the use of energy through heating controls.
- Secondly, upgrading the building's thermal efficiency such as improving existing glazing, draught proofing and insulation to conserve energy.
- Thirdly, installing sustainable building services systems such as renewable energy sources.

It is important to respect historic sensitivities and restrictions on interventions which will impact on the character of conservation areas or listed buildings.

Coding principles must be followed to ensure that properties continue to respect the context of the surrounding area.

RA8.4 Passive design strategies

For any new-build design, on-site passive design strategies must be considered from the outset. Passive design uses layout, fabric and form to eliminate or reduce the demand for mechanical heating, cooling, ventilation and lighting. Passive design strategies should be employed to:

- Understand the local, climatic context in which a proposed residential building will be situated.
- Optimise spatial planning and orientation to control solar gains and maximise daylight.
- Manipulate building form and fabric to facilitate natural ventilation.
- Make effective use of thermal mass to help reduce peak internal temperatures.

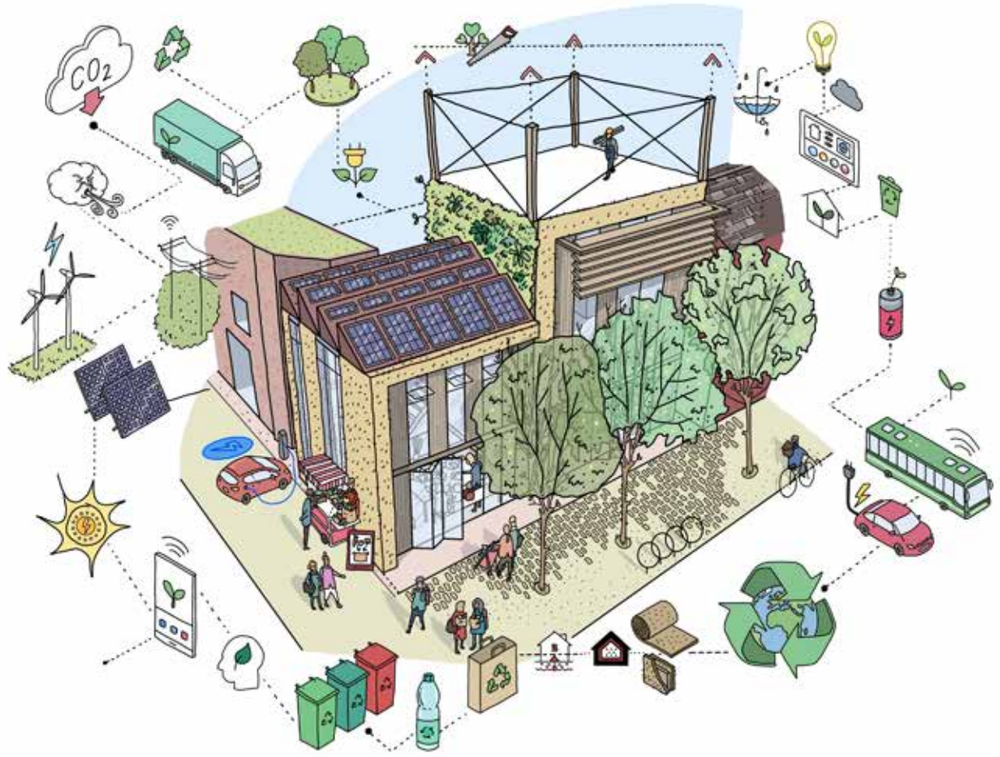


Figure RA.25. Sustainable approach to development

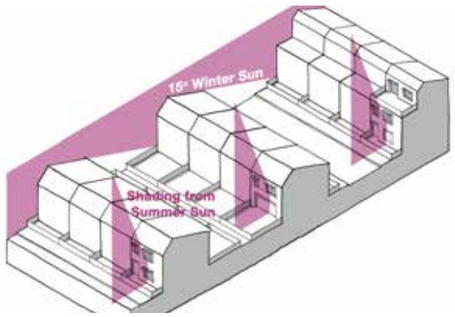


Figure RA.26. Passive design and orientation. © NMDC

Figure RA.27. Ground & Air Source Heat Pumps

Figure RA.28. EV charging point at home

Figure RA.29. Solar Photovoltaic Panels

RA8.5 Renewable Energy

Air Source Heat Pumps

Air Source Heat Pumps can result in significant energy savings compared to gas-boilers. When installing them, the plant must be installed so it is not visible from the street. They should be located away from windows and be attenuated with sound insulation to avoid noise impacts to neighbours

EV Charging Points

At least 20% of new parking spaces should incorporate EV Charging points.

Photovoltaic systems

The inclusion of PV panels or integrated roof tiles will be supported enabling maximum energy capture. PV panels or tiles must be installed uniformly within the roof area to avoid unnecessary clutter and impact to the character of the area. PV panels must not project more than 200mm beyond the plane of the roof and must be at the same angle as the roof pitch.

PV panels should be avoided where they are likely to impact on key views or on the setting of heritage assets.

External Wall Insulation

The finish and materials of external insulation must match the original external appearance of the property.

RA8.6 Circular economy thinking

Before considering any design concepts and solutions for a site, the first step must be to explore all opportunities to re-use or adapt the existing structures on site. This will almost always be the most sustainable solution. Opportunities to refurbish, adapt or extend should be thoroughly explored before any consideration of demolition and new build is made. Where re-use of the structure is deemed impossible, the re-use of the materials embodied in the existing structures must be considered. It is also important to respect conservation areas and listed buildings.

RA8.7 Whole life carbon approach

This covers the operational carbon during a building's lifespan and also the embodied carbon associated with site preparation, construction and end of life demolition. New development should take the steps set out below to ensure that they have sufficiently integrated a sustainable and whole life carbon approach to the energy hierarchy, efficiency and embodied carbon of new build.

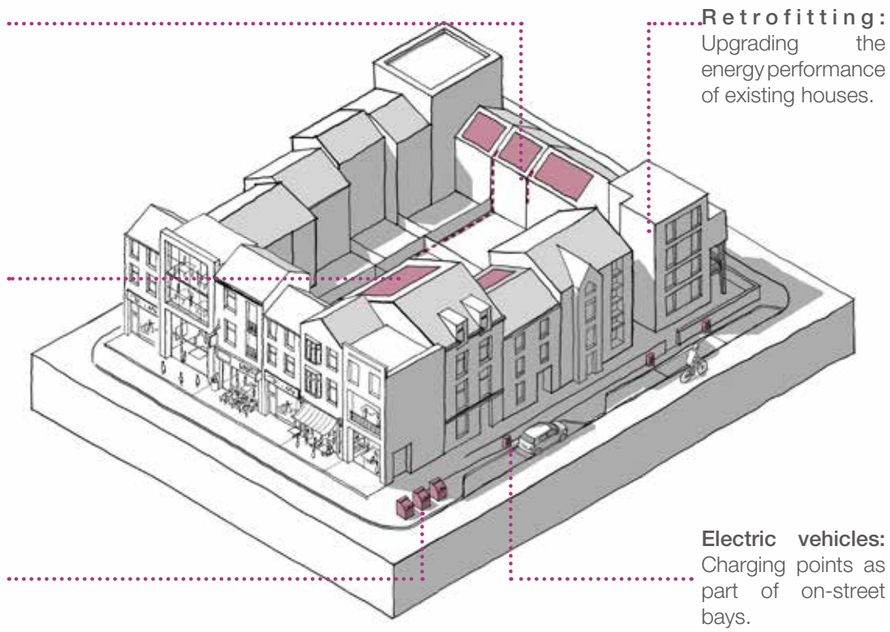


Figure RA.30. Low carbon low energy neighbourhood networks

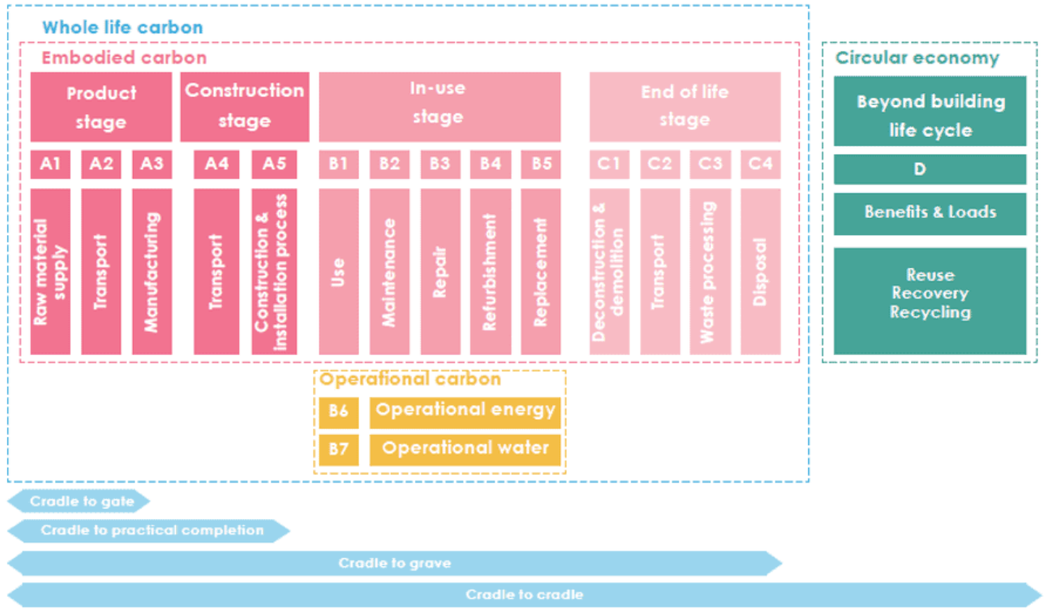


Figure RA.31. The EN 15978 system boundaries, demonstrating the stages constituting a whole life carbon assessment (source: LETI Embodied Carbon Primer)

9. Lifespan

RA9.1 Adoption Standards

In accordance with the Highways Act and its Section 38 provisions, any proposed streets and highways seeking adoption must go through the formal adoption process overseen by Staffordshire County Council.

All streets and public areas that lie outside of the highway boundary that are to be adopted by Lichfield District Council must be designed to the council's adoption standards.

All space that is not to be adopted and which isn't within the curtilage of individual plots must be subject to specified management arrangements such as a management company funded by a service charge.

All schemes including new public realm must include a management map showing the areas to be adopted by each authority and the areas subject to private management arrangements.

RA9.2 Innovation and Future Proofing

The use of innovative, creative or modern design or construction techniques, such as modular building, is encouraged when these result in a high quality of development that responds positively to its setting within Lichfield district. However careful and considerate design will be a pre-requisite from their implementation. All proposed development should work well for everyone and must continue to work well into the future.

RA9.3 Public Consultation

A program of public consultation is required for all new major development. This should include meaningful engagement with local residents and businesses around a proposed development as well as wider engagement with voluntary organisations and civic groups.

A statement of community involvement will be required to be submitted with all planning applications setting out the consultation undertaken, the views expressed and the ways in which these have been incorporated into the scheme.

RA9.4 Quality of Life

New development should contribute positively to the wellbeing and quality of life of both future residents and the wider community. The scheme should make reference to the Quality of Life Framework published by the Quality of Life Foundation (https://www.qolf.org/framework/).

RA9.5 Management of Neighbourhood

New residential development of more than 20 homes should include mechanisms to involve residents in the management of their neighbourhood.

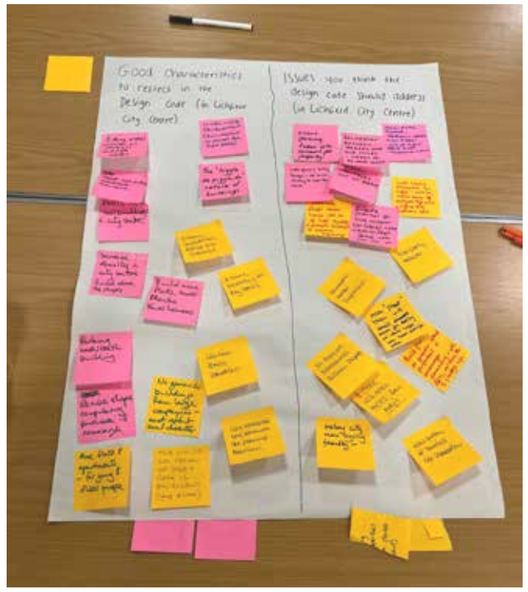


Figure RA.32. Community engagement in Lichfield

EA. EMPLOYMENT AREA TYPE

The Employment Code sets out the parameters for development within existing and proposed industrial and commercial areas, including business parks. The code prioritises the safe movement into and around sites, design of employment buildings and increasing the sustainability of commercial activities.

DESIGN CODE

1. Movement

Employment areas in Lichfield rely on access from large heavy goods vehicles, which park up on the road or in delivery bays. Some employees walk to work or take public transport, though many business parks and industrial estates are car reliant - detracting from the walkability of streets. Pavements are quite wide and buildings are often setback from the road, allowing opportunities to explore landscaped verges, better integrated parking and safer cycle routes.

EA1.1 Street

Streets should be designed to enable easy movement for a wide variety of vehicles - including large delivery vehicles - whilst prioritising the safety of commuters using active travel options.

EA1.2 Street Safety

All streets within the Employment Area Type should be designed to limit traffic speeds.

Design for traffic safety can be achieved in a number of ways through the configuration of roads and the design of carriageways. As there will a high proportion of HGVs and larger vehicles ensuring the highway remains visible is crucial to safety of pedestrians and cyclists.

EA1.3 Public Transport

All new employment locations should be **within 10-minutes walk (800m)** of a bus stop.

These bus stops should provide a service of at least one bus every hour.

If this cannot be accommodated, a contribution outlined within a designated Travel Plan should be made.

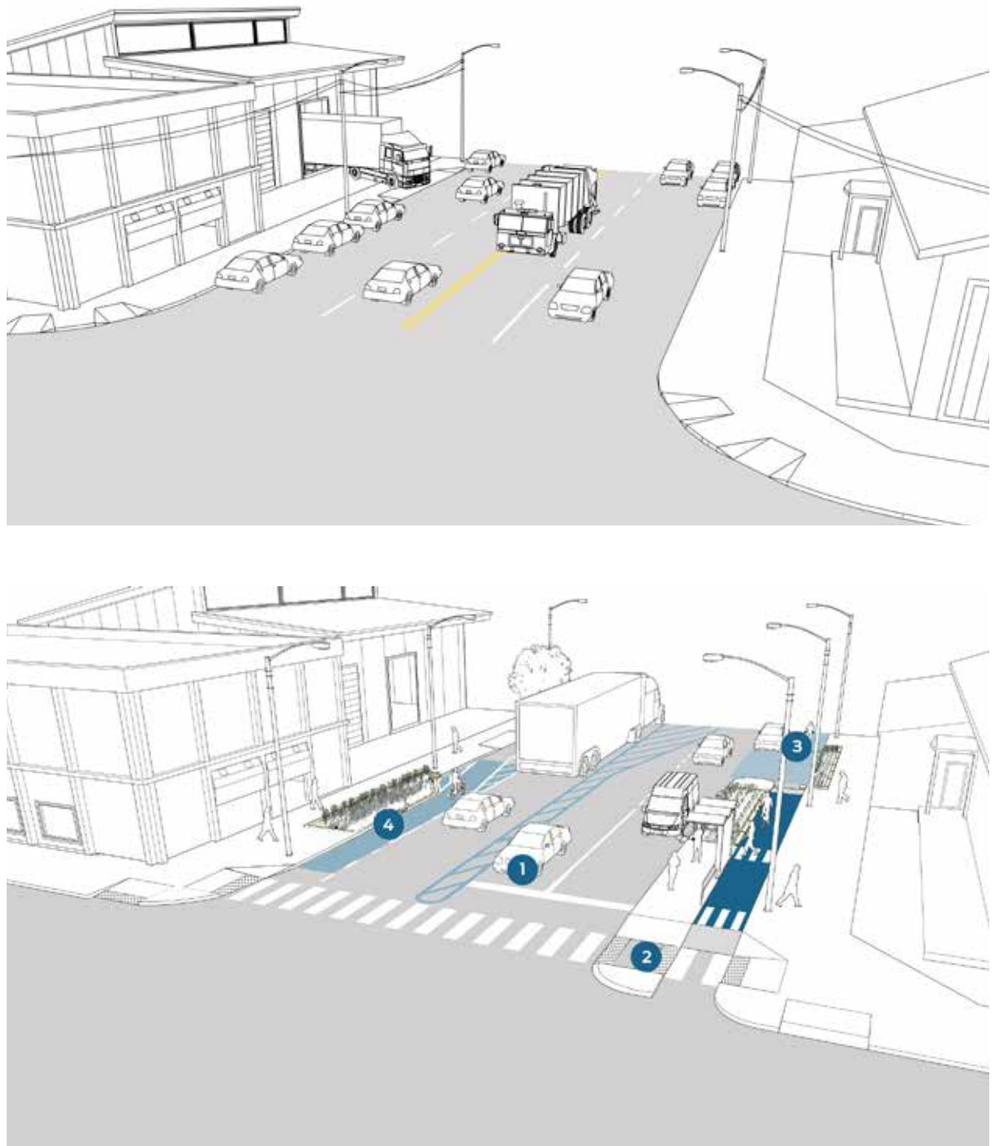


Figure EA.1. Revitalisation of streets in employment area

1 The street has been converted from two lanes in each direction to one, with a left turn pocket where needed. Seize opportunities to align provision of safer cycling and walking conditions with improved storm water infrastructure.

Use green expressions, including biodiversity facilities and street trees, to improve the experience of walking, cycling, and riding transit. Integrate green infrastructure into transit stops and the planting zone to help capture and dissipate water and air pollution from the street.

2 Shorten crossing distances and tighten curb radii to improve pedestrian safety. Where large vehicles are expected to make turns, mountable corner aprons or concrete “pillows” can allow large vehicles to make turns while discouraging car drivers from making high-speed turns.

3 Adding cycle lanes can reveal new space within the cross-section to incorporate green infrastructure, such as bioretention cells in the cycle lanes buffer zone (at least 1.5m if adequate width is available). Cycle lanes are also appropriate for permeable paving treatments. Utilise permeable concrete or porous asphalt to ensure the surface is compatible and comfortable for cyclists.

4 Parking lanes and cycle lanes can often accommodate permeable surface. Limit the amount of storm water run-on from the travel lanes onto permeable pavement parking lanes and cycle lanes, since higher sediment and pollutant loads from industrial travel lanes will incur more frequent maintenance requirements.

EA1.4 Cycling and Micro Transport

Schemes should accommodate segregated cycle lanes on all primary streets.

Employment developments must supply secure cycle parking for **at least 50%** of the total capacity of the intended work force. The level of which should be agreed within a Travel Plan. New employment development should include changing facilities to better facilitate active travel users.

EA1.5 Walking Routes

All streets should provide footways of at least 2m in width on both sites.

New schemes should preserve and link to existing footways.

EA1.6 Emergency Access and Servicing

Fire and rescue service vehicles should not have to reverse more than **20m** from the end of an access road.

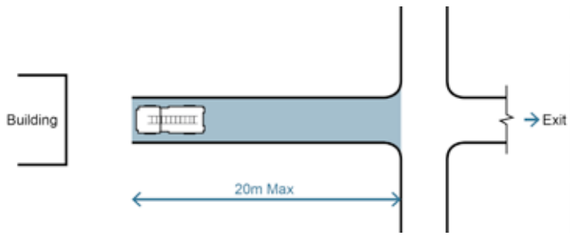


Figure EA.2. Fire and rescue service vehicles should not have to reverse more than 20m from the end of an access road

EA1.7 Bins

Adequate ventilated rubbish and recycling facilities must be provided within buildings or other structures for all refuse bins so that they do not obstruct streets and pavements. Bins should be accommodated where possible to the rear of properties, and should be effectively screened.

The bin provision will be split between recycling and waste.

Figure EA.3. An example of recycle bins in employment area

EA1.8 Junctions and Access

All new and redesigned junctions must ensure that there is **at least a 15m** radius to allow HGVs suitable space to turn safely.

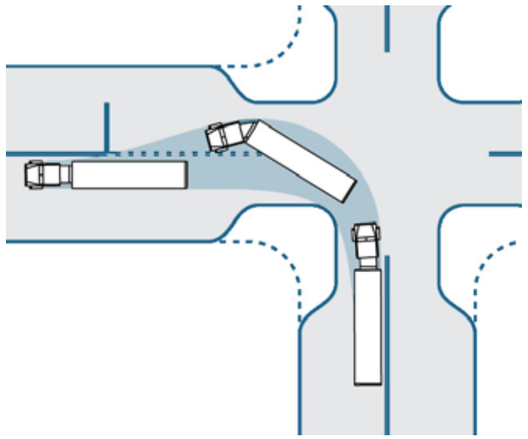


Figure EA.4. Junctions to allow HGVs suitable space to turn safely

EA1.9 Parking Standards

Car parking must be provided in allocated bays within set area within the development. The number of bays should be appropriate to the size of the developments workforce and potential customer base.

At least 20% of parking will enable electric charging points.

EA1.10 Visitor Car Parking

Car parking should not dominate the street scene.

Cars should not be allowed to obstruct pavements, and parking bays should be allocated on streets for delivery vehicles and visitor parking. Delivery vehicle parking will be accommodated to the rear of buildings where possible.

EA1.11 Employee Parking

Where parking is provided by businesses, this should be discreetly integrated into rear parking courts, or screened from the street where provided in front parking yards.

Figure EA.5. Surface Car Parking

Figure EA.6. An example of multi-storey car park in Aachen, Germany

2. Nature

Nature and green space must be incorporated and enhanced, with any new development contributing to biodiversity, maximising habitat connectivity, and preventing flooding.

EA2.1 Open Space Provision

Connections to existing green spaces surrounding employment areas should be enhanced to promote health and wellbeing opportunities for employees. Small communal green spaces should be explored within employment areas allowing space for lunch breaks and socialising.

EA2.2 Open Space Design

Where schemes include new green space or abut existing green space the following rules will apply:

- Landscaping in the form of shrubs and Trees should be utilised on site boundaries to reduce the visual impact of employment buildings
- New development should relocate existing trees and provide trees within developments.
- Green and Blue infrastructure will be supported if successfully integrated into new development.

Figure EA.7. An example of landscape treatment to reduce visual impact of employment buildings in Eindhoven, Netherlands

EA2.3 Biodiversity

In line with national and local policy, Biodivesity Net Gain shall be achieved on all new development. Please refer to local adopted policy for up-to-date figures.

This can include enhancement or restoration of existing habitats, or creation of new habitats that compliment and contribute to the Nature Recovery Network. Developments must demonstrate where and how this habitat can be incorporated within a scheme.

Development proposals must be supported by the appropriate ecological surveys to identify the potential to impact upon species and habitats, and the latest Biodiversity Metric Calculator where required.

Green/blue roofs

Natural river

Species rich meadows

Rain water

Figure EA.8. Precedent examples of potential biodiversity measures

Other ecological enhancement measures should be integrated into development sites including landscaping and planting to increase biodiversity, hibernacula creation, wildlife pond creation, and species boxes i.e., for birds, bats, bees, and hedgehogs.

Fragmentation of habitats should be minimised and opportunities for restoration, enhancement, and connection of natural habitats (including links to habitats outside Lichfield District) should be maximised. This includes retaining and integrating ecological corridors that connect to suitable green spaces within a development and the wider landscape to allow the movement of animals and continuation of viable populations.

EA2.4 Water and Flood

All major applications in Flood Zones 2 and 3, and schemes in Zone 1 of a hectare or more must prepare a Flood Risk Assessment.

An Emergency Plan (EP) should be provided if relevant pedestrian and/or vehicular access and escape routes of a proposed development would be affected during a flood from any source.

Proposals for all buildings, hard surfacing or extensions should submit a Foul and Surface Water Drainage Statement or have standard drainage conditions attached. This is set to increase in the future because of changes to weather events and sea levels due to climate change.

Where appropriate, new development adjacent to watercourses should allow public access along the water course. Culverted watercourses should be opened and naturalised.

EA2.5 Sustainable Urban Drainage

All new development must incorporate Sustainable Urban Drainage Systems (SuDS) to achieve a greenfield run-off rate.

Figure EA.9. Surface Water Drainage

Figure EA.10. Intervals to allow water into rain garden

These should be integrated with the overall Landscaping Strategy and existing natural features on site, managed to increase value to wildlife and biodiversity, and additional recreational benefits where possible, while reducing impermeable surface cover.

SuDS can be adapted to suit any site and can contain different and various components, with multiple applications and benefits to achieve sustainable water management. When creating a SuDS network, various factors need to be considered at different scales:

- **Masterplan Scale**: water demand, efficiency, space provision, river corridors, habitats, soil, landscape, geology
- **Site Scale**: existing natural drainage patterns, runoff rates, storm water features, amenities, “place making” and landscape character
- **Building Scale**: water efficiency features, green roofs, living walls, water butts etc.

Please refer to Staffordshire County Council (SCC) SuDS handbook for detailed advice and guidance on SuDS design.

EA2.6 Permeable Surfaces

Large areas of hardstanding surfaces decreases the percolation of water into the ground which increases surface water run-off and in turn contributes to flooding. Given the large amount of exposed surfaces required within Employment development, all new hard surfaces which are not part of the public highway should be designed to be permeable.

All new hard surfaces which are not part of the public highway should be designed to be permeable, except where robust justification has been provided by the applicant to deviate from this.

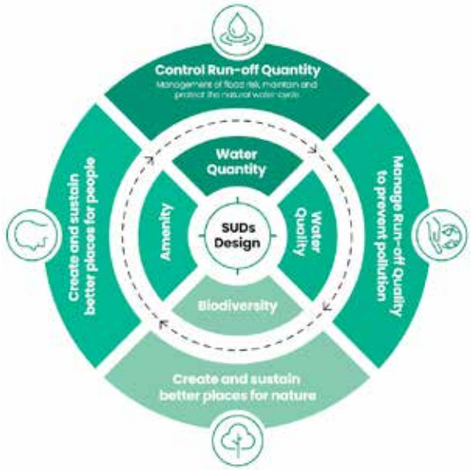


Figure EA.11. Four Pillars of SuDS Design. ©The SuDS Manual C753, Ciria

Green Roof

Permeable Paving

Figure EA.12. SuDS options

EA2.7 Trees and Verges

Primary streets within Employment Areas should be designed to incorporate green space including grass verges, swales and street trees.

Sites may contain trees protected by Tree Preservation Orders or by Conservation Areas. Where works are proposed which are not immediately required to implement a full planning consent, the relevant Conservation Areas, or with restrictive conditions application a notification procedure must be followed. Restrictive conditions or legal covenants relating to trees, must also be considered and authorisation from the enforcing body is to be gained prior to commencing works. Protected trees must have written authorisation from Lichfield District Council before any works that will impact /harm the tree is undertaken.

In line with local validation guidance an arboricultural survey to BS5837-2012 must be undertaken where there are semi-mature / mature trees /protected trees (TPO or Conservation Area) or hedgerows within the site and/or off-site trees within 15metres of the application site (including street trees). This is irrespective of whether the trees are to be removed or retained. All trees rated A and B (per BS5837-2012) must be retained unless exceptional circumstances can be demonstrated. Arboricultural survey must be undertaken and all trees rated A and B must be retained unless significant and evidenced justification can be demonstrated.

Reference To Malting And Barley Crops

All Year Round Interest Colour, Texture And Scent

Evergreen Species Structure

Enhancing Biodiversity and Supporting Wildlife

Figure EA.13. Indicative range of plants and soft landscape

Streets

Introducing Pioneering Species

Post Industrial Pioneer Species

Rustic

Figure EA.14. Indicative range of trees

3. Built Form

The Design Code seeks to create a stronger built form in employment areas, with better definition of fronts and backs, urban blocks and more active frontage to create a safer, more pleasant and more legible urban design.

EA3.1 Grain

The grain of development relates to the number and variety of buildings in an area. Fine grained areas are made up of lots of different buildings whereas coarse grained areas are either made up on a few large buildings or a large number of very similar buildings.

It is recognised in the Employment Area Type there will be a set built form in developments which results in relatively uniform building design. In this instance, uniformity in building design and form is accepted.

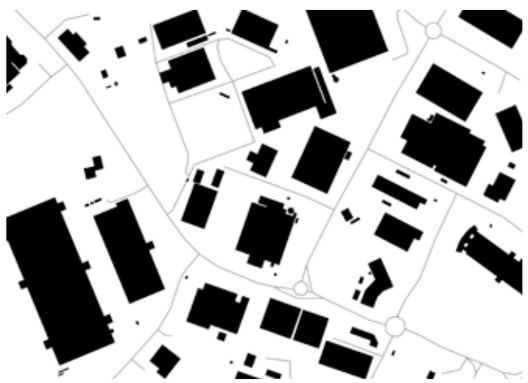


Figure EA.15. An example of urban grain of employment area

EA3.2 Urban Form

Employment buildings typically have an inward facing urban form due to the intended use. This means that the from external views the design of employment sites can be seen as abrupt. Designs should aim to increase the visual permeability of sites by allowing lines of site and integrating landscaping into developments. On larger employment sites, there is a lack of permeability for traffic with service roads remaining unconnected. This is considered acceptable for the intended use.

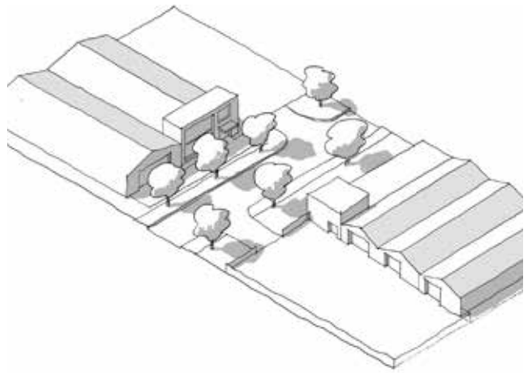


Figure EA.16. Typical urban form of employment area. © NMDC

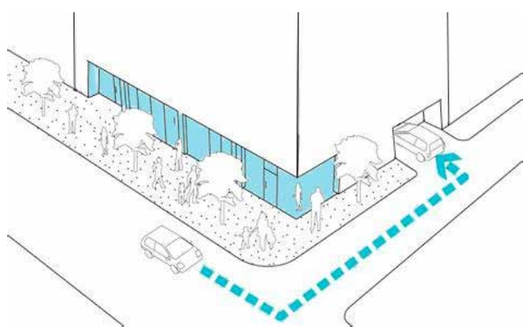


Figure EA.17. Employment building frontage

EA3.3 Building Line

Employment Developments should follow a building line set by the regulatory plan for the site.

EA3.4 Building Heights

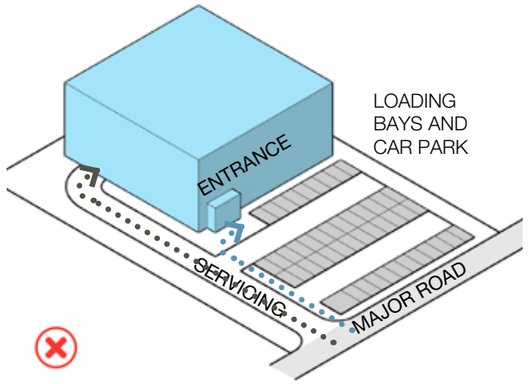
Employment buildings are required to be large in size in order to facilitate a variety of potential uses an equipment. New development should be built to a **maximum height of 15m** (including plant equipment and parapet). Where sites are **within 25m** of residential properties, this height should be **limited to 12.5m**. If develops seek to introduce any taller development, it should be accompanied with an appropriate views assessment and justificaiton of the size.

EA3.5 Building Frontage

The relationship between buildings and their surroundings and the interaction between ground floor uses and public realm define the quality of space people experience. Whilst not all ground floors can accommodate active use appropriated design and relationship to street can help people feel safe and comfortable.

With direct impact on streetscape and human activities, the ground floors, which are along a main pedestrian route and facing to public realm, present opportunity to create active frontages. Where uses allow, the design should aim to:

- Provide storefront windows and highly visible entrances for ground floor commercial uses adjacent to the street and sidewalk;
- Limit staff car parking and servicing areas away from the main entrances of sites.



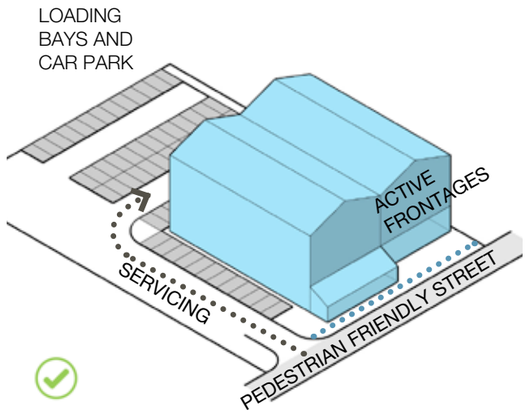


Figure EA.18. Illustrative sketches showing functional employment design with limited relationship to the street (top) and an employment development with frontages which can contribute to an improved street environment (bottom).

4. Identity

The Code does not seek to impose a particular architectural style on new buildings and encourages efforts to promote high quality design including design review, the use of more than one architecture practice using design based tenders or competitions. The following rules relate to the principles that should ally to the design of new buildings.

EA4.1 Scheme design

All new development must be accompanied by a Design and Access Statement that sets out a rationale for the design of the scheme.

This must include an assessment of the character of the area surrounding the scheme. The Lichfield Extensive Urban Survey and Lichfield Historic Environment Assessments would be useful to support the creation of local character assessment.

The Design and Access Statement must show how this analysis has influenced the design of new buildings.

EA4.2 Site Design Codes

Developers of major schemes should include site design codes as part of outline planning applications. These should replicate the provisions of this design code but can go into far more detail on items such as:

- Architectural design
- Materials
- Roof design
- Boundary treatments
- Colours
- Parking and servicing Arrangements

EA4.3 Architecture

The code does not require a particular architectural style but the following principles must be followed regardless of style. New development should encourage variety in architectural styles and create a stronger connection with the street and the surrounding context.

Ground Floor: Entrances should be clearly highlighted, and windows should face the street.

Materials: Materials should include brick and metal cladding, with strong colour themes and graphics to create identity.

Front Façades: Front façades should be detailed to avoid large monotonous surfaces.

Active Frontages: Active frontage should be integrated where possible through employment areas with the inclusion of cafés and offices.

Windows: Windows should face the street with at least 20% of the front facade glazed. Rooflights should also be integrated into buildings with large internal footprints to encourage natural daylighting.

Rooflines: Pitched roof are favoured to flat roofs. Gable roofs should face the street. Where flat roofs are built, green roofs should be considered.

EA4.4 Materials

Materials should include brick and metal cladding, where appropriate.

Sustainable and innovative materials can be considered if justified in terms of design and local context.

Figure EA.19. Light employment facility in Lichfield

5. Public Realm

There are opportunities to improve public realm in employment areas with softer landscape to mitigate flooding and pollution and create a more attractive streetscape. Usable public space and better links through to existing public open spaces should be provided for employees.

EA5.1 Street Type

The design of streets will vary with the type of street. Street design should therefore be based on the hierarchy of streets set out either in the coding plan for existing areas or the regulatory plan for new development.

Not all areas will include all streets but the street hierarchy may include:

- **Primary Streets**: Key routes outside local centre with relatively high volumes of traffic and bus routes
- **Secondary Streets**: Streets providing access into employment sites and often with other supporting facilities like retail, leisure and food store.
- **Tertiary Streets**: Most other streets providing limited local access.

EA5.2 Street Safety

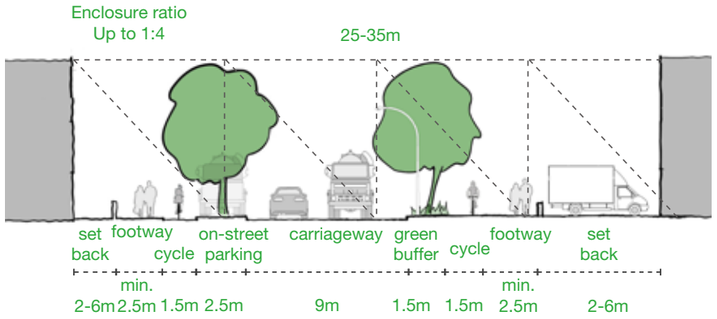
All streets within the Employment Area Type should be designed to manage street safety, with speed limits set by Staffordshire County Council.

Design for traffic safety can be achieved in a number of ways through the configuration of roads and the design of carriageways. As there will a high proportion of HGVs and larger vehicles ensuring the highway remains visible is crucial to safety of pedestrians and cyclists.

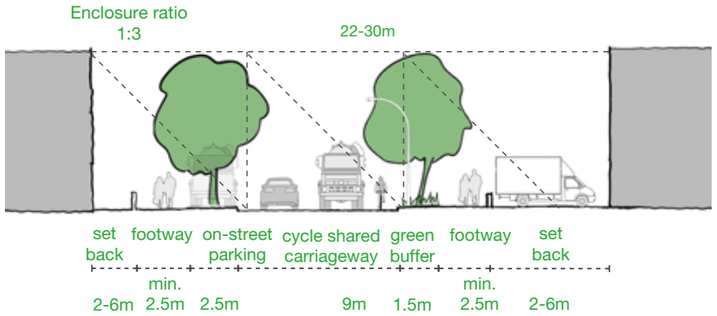
Street Type	Primary Streets	Secondary Streets	Tertiary Streets
Traffic	Two Way	One or Two Way	One or Two Way
Enclosure ratio	up to 1:4	1:3	up to 1:2
Width between Building Lines	25-35m	22-30m	12-24m
Active Frontage	At least 15% of building frontage	At least 5% of building frontage	No requirement
Design Speed	Refer to EA5.2	Refer to EA5.2	Refer to EA5.2
Building line Compliance	50%	50%	No requirement
Set Back	2-6m	2-6m	up to 6m
Parking	On Plot with driveways and potentially service roads on busy streets	On Plot in driveways. Visitor parking on street in marked bays	On Plot in driveways. Visitor parking on street in marked bays
Cycling	Designated lanes in both directions	On carriageway	On carriageway
Footway	At least 2.5m	At least 2.5m	At least 2m on one side
Street Trees	On at least one side spacings no greater than 30m	On at least one side spacings no greater than 30m	No requirement

* If this is not feasible, agreements should be reached with LDC to determine an alternative approach.

Primary Streets



Secondary Streets



Tertiary Streets

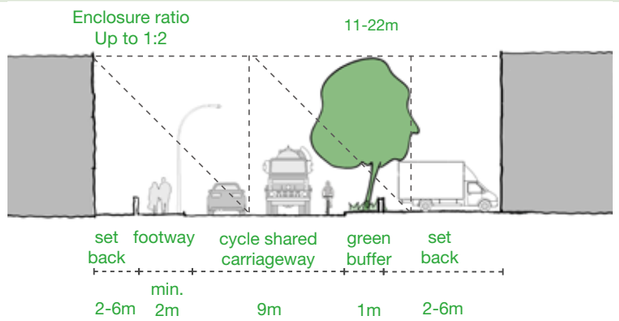


Figure EA.20. Examples of street types in employment area; Top: Primary Streets; Middle: Secondary Streets; Bottom: Tertiary Streets.

6. Uses

Employment areas will mainly provide space for employment use, with light and heavy industry and warehouse/ storage spaces. Office space should also be explored and facilities for employees should be accommodated such as food and drink and local shops.

EA6.1 Employment uses

Employment areas in Lichfield will provide a focus for employment generating uses aligning with occupier demands for accessible locations. New development can offer a mix of employment unit sizes and building types that cater for businesses of varied size and provides them with opportunities for to develop, manufacture and store their production. These are likely to include:

- B2- General Industrial
- B8- Storage or Distribution
- E- Business

Other uses including retail, leisure, and food stores can be provide to complement and support the employment uses.

EA6.2 Extensions and Alterations

Within the Employment Area Type, there will be a variety of existing building designs and forms. If existing buildings require enhancements, they should abide by the following general principles:

- Integrate innovative and contemporary design solutions
- Increase the energy efficiency of the building
- Utilise materials which relate to the character of surrounding areas
- Create a 10% uplift in biodiversity on-site

B2 - General Industrial

Figure EA.22. Example of typical Industrial Units

Figure EA.23. Example of manufacturing Industrial

B8 - Storage & Distribution

Figure EA.24. Example of distribution Centre

Figure EA.25. Example of logistics Centre

E - Commercial, Business and Service

Figure EA.21. Example of offices

7. Buildings

Where employment areas include residential development, industrial activities must not negatively impact on resident health and wellbeing. Visual and noise screening must be considered.

EA7.1 Space Standards

Building Envelope

Delivering flexible facilities can respond to the changing needs of the occupiers while creating the desired economic benefits to the local community.

Health and Wellbeing

The design focus is on creating buildings that are inclusive and encourage health and wellbeing. To facilitate that a consideration should be given at detailed design stage to the layout and factors like:

- natural light
- ventilation
- integration with landscape
- accessibility
- ancillary facilities, including cycle storage, changing rooms, showers etc.

Adaptable Plot

New development within the employment area should be adaptable and flexible.

The distance between two buildings can vary depending on use, location and character of the streetscape.

Flexible Layout

A building footprint (typically measuring 30-36 by 30-36 metres) provides a flexible envelope for different employment uses, and is also flexible to convert on to other uses.

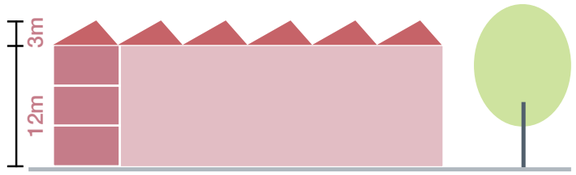


Figure EA.26. Typical Section of employment building

EA7.2 Lighting, Noise and Privacy

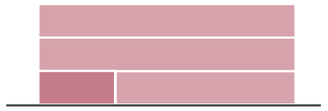
All new employment buildings and plots must be designed to mitigate against the impacts of lighting, noise and privacy for nearby residential uses.

All external lighting used should face into the site and not result in undue light pollution from sites.

To ensure privacy, first floor windows should not directly face residential dwellings and should have a separation distance of at least 25m.

EA7.3 Security

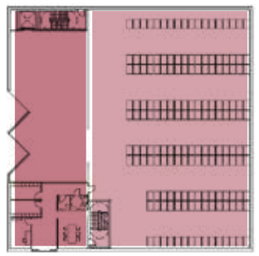
New employment should meet Secured by Design – Secured by Design (SBD) Commercial Guide 2023 published by the Police.



General industry building _ indicative section

CLASS B2 - GENERAL INDUSTRY

Larger units are formed by multiplying the basic building envelope with a maximum of 3 storeys.



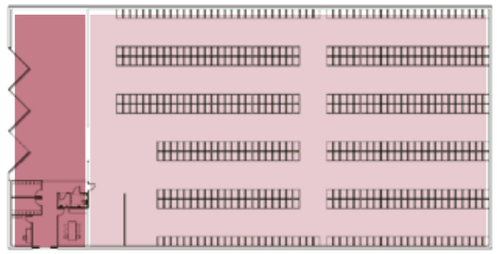
General industry building _ indicative ground floor

General industry building _ indicative upper floor

one storey storage/distribution building _ indicative section

CLASS B8 - STORAGE & DISTRIBUTION

Larger units are formed by multiplying the basic building envelope to produce an extended footprint with a maximum of 3 storeys.



one storey storage/distribution building _ indicative floor plan

Office building _ indicative section

CLASS E - BUSINESS / OFFICE

The typical footprint of office building allows for a flexible configurations depending on the needs of the tenant.

The building can be successfully occupied by one single tenant or subdivided into separate self-sufficient units.

Office building indicative floor plan (single tenant)

Office building indicative floor plan (three tenants per floor)

Figure EA.27. Indicative sketch showing flexible employment building layout

8. Resources

Thoughtfully designed places and buildings conserve natural resources, encompassing buildings, land, water, energy, and materials. The code addresses the challenges posed by climate change by prioritising energy efficiency and minimising carbon emissions, aiming to achieve net-zero targets by 2050.

EA8.1 Energy Efficiency

Will be considered as part of the BREEAM Assessment

EA8.2 Environmental Performance

New non-residential development will be expected to achieve a minimum environmental performance of BREEAM Good.

EA8.3 Sustainable Retrofit

Given the need to address the climate crisis, LDC will support the retrofitting of properties.

Sustainable retrofitting improvements should follow an 'energy hierarchy':

- Firstly, reducing the use of energy through heating controls.
- Secondly, upgrading the building's thermal efficiency such as improving existing glazing, draught proofing and insulation to conserve energy.
- Thirdly, installing sustainable building services systems such as renewable energy sources.

It is important to respect historic sensitivities and restrictions on interventions which will impact on the character of conservation areas or listed buildings.

Coding principles must be followed to ensure that properties continue to respect the context of the surrounding area.

EA8.4 Passive design strategies

For any new-build design, on-site passive design strategies must be considered from the outset. Passive design uses layout, fabric and form to eliminate or reduce the demand for mechanical heating, cooling, ventilation and lighting. Passive design strategies should be employed to:

- Understand the local, climatic context in which a proposed residential building will be situated.
- Optimise spatial planning and orientation to control solar gains and maximise daylight.
- Manipulate building form and fabric to facilitate natural ventilation.
- Make effective use of thermal mass to help reduce peak internal temperatures.

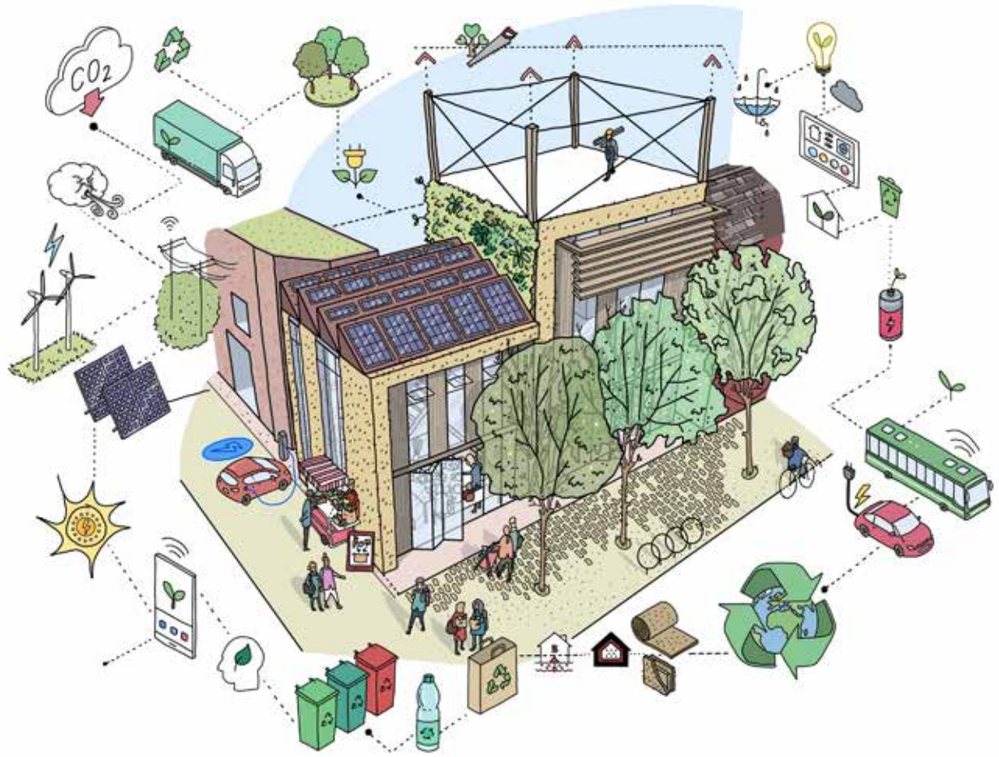


Figure EA.28. Sustainable approach to development

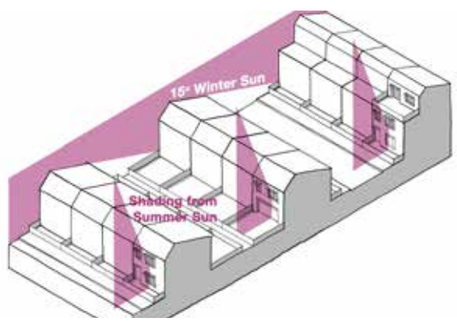


Figure EA.29. Passive design and orientation. © NMDC

Figure EA.30. Ground & Air Source Heat Pumps

Figure EA.31. EV charging point at home

Figure EA.32. Solar Photovoltaic Panels

EA8.5 Renewable Energy

Air Source Heat Pumps

Air Source Heat Pumps can result in significant energy savings compared to gas-boilers. When installing them, the plant must be installed so it is not visible from the street. They should be located away from windows and be attenuated with sound insulation to avoid noise impacts to neighbours

EV Charging Points

At least 20% of new parking spaces should incorporate EV Charging points.

Photovoltaic systems

The inclusion of PV panels or integrated roof tiles will be supported enabling maximum energy capture. PV panels or tiles must be installed uniformly within the roof area to avoid unnecessary clutter and impact to the character of the area. PV panels must not project more than 200mm beyond the plane of the roof and must be at the same angle as the roof pitch.

PV panels should be avoided where they are likely to impact on key views or on the setting of heritage assets.

External Wall Insulation

The finish and materials of external insulation must match the original external appearance of the property.

EA8.6 Circular economy thinking

Before considering any design concepts and solutions for a site, the first step must be to explore all opportunities to re-use or adapt the existing structures on site. This will almost always be the most sustainable solution. Opportunities to refurbish, adapt or extend should be thoroughly explored before any consideration of demolition and new build is made. Where re-use of the structure is deemed impossible, the re-use of the materials embodied in the existing structures must be considered. It is also important to respect conservation areas and listed buildings.

EA8.7 Whole life carbon approach

This covers the operational carbon during a building's lifespan and also the embodied carbon associated with site preparation, construction and end of life demolition. New development should take the steps set out below to ensure that they have sufficiently integrated a sustainable and whole life carbon approach to the energy hierarchy, efficiency and embodied carbon of new build.

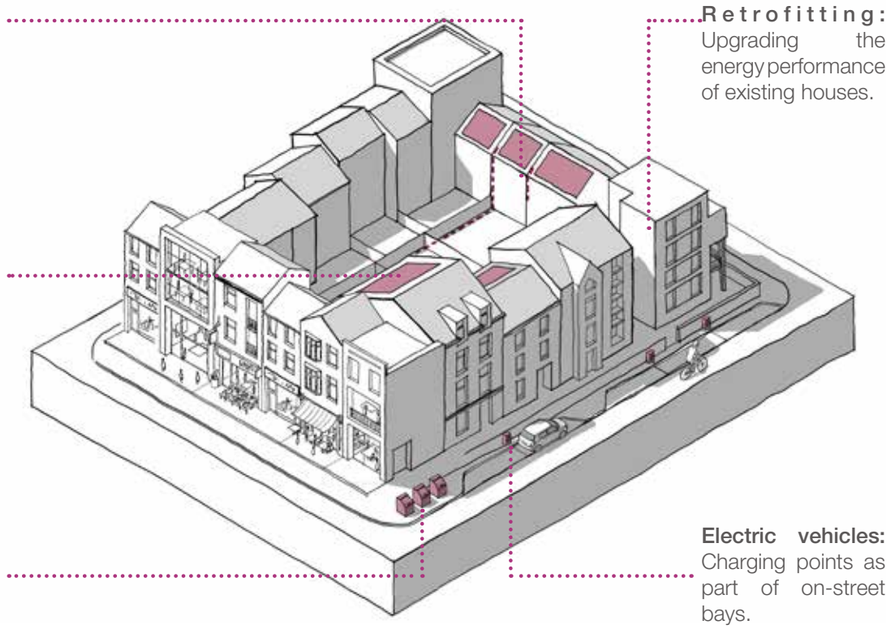


Figure EA.33. Low carbon low energy neighbourhood networks

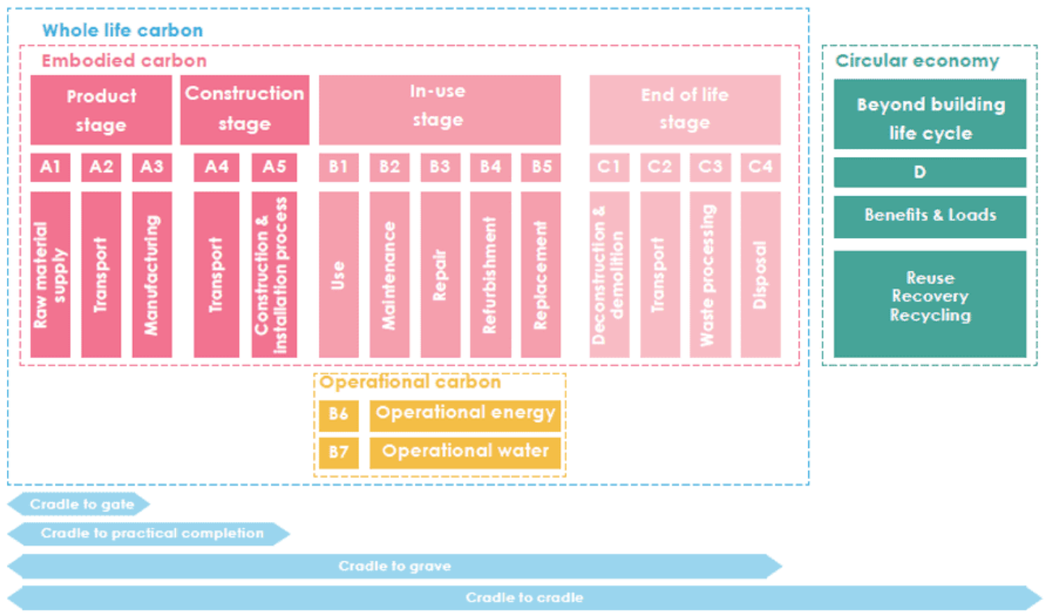


Figure EA.34. The EN 15978 system boundaries, demonstrating the stages constituting a whole life carbon assessment (source: LETI Embodied Carbon Primer)

9. Lifespan

EA9.1 Adoption Standards

In accordance with the Highways Act and its Section 38 provisions, any proposed streets and highways seeking adoption must go through the formal adoption process overseen by Staffordshire County Council.

All streets and public areas that lie outside of the highway boundary that are to be adopted by Lichfield District Council must be designed to the council's adoption standards.

All space that is not to be adopted and which isn't within the curtilage of individual plots must be subject to specified management arrangements such as a management company funded by a service charge.

All schemes including new public realm must include a management map showing the areas to be adopted by each authority and the areas subject to private management arrangements.

EA9.2 Innovation and Future Proofing

The use of innovative, creative or modern design or construction techniques, such as modular building, is encouraged when these result in a high quality of development that responds positively to its setting within Lichfield district. However careful and considerate design will be a pre-requisite from their implementation. All proposed development should work well for everyone and must continue to work well into the future.

EA9.3 Public Consultation

A program of public consultation is required for all new major development. This should include meaningful engagement with local residents and businesses around a proposed development as well as wider engagement with voluntary organisations and civic groups.

A statement of community involvement will be required to be submitted with all planning applications setting out the consultation undertaken, the views expressed and the ways in which these have been incorporated into the scheme.

EA9.4 Quality of Life

New development should contribute positively to the wellbeing and quality of life of both employees and the wider community. The scheme should make reference to the Quality of Life Framework published by the Quality of Life Foundation (https://www.qolf.org/framework/).

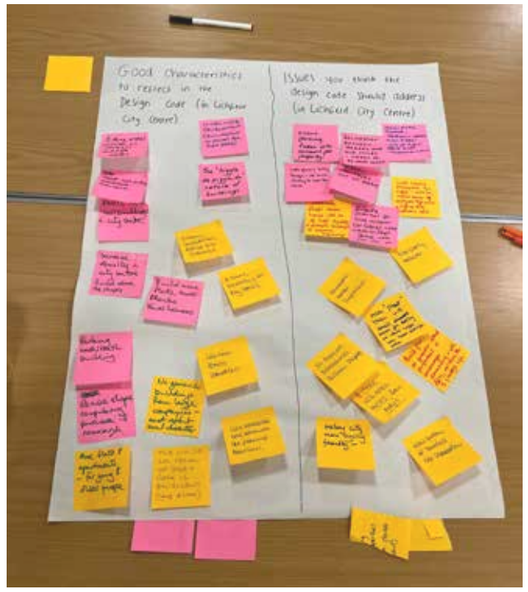


Figure EA.35. Community engagement in Lichfield

4. FRAMEWORK SITES

4.1 Approach

This chapter contains reference to strategic development sites within Lichfield. Framework Plans are requested within the National Model Design Code for strategic site allocations. The sites included in this chapter have been identified within the Lichfield Local Plan Strategy 2008-2029, and include those for major development of over 100 homes or large non-residential development, which are not yet complete.

Where site allocations are incorporated into this Design Code document, a Framework Plan and summary of their planning status is provided. Each site has been designated a relevant Area Type based upon its location and characteristics, including the design principles set out within the site allocation or its subsequent permission.

Once the Framework Sites have been constructed, they will remain within the assigned Area Type. Any development proposals that come forward post-completion will be expected to accord with the Design Code.

There are seven site-specific Framework Plans identified, as follows:

- Land South of Shortbutts Lane (south of Lichfield)
- Cricket Lane (south of Lichfield)
- Land North of Roman Heights (northeast Lichfield)
- Land at Watery Lane (northeast Lichfield)
- Birmingham Road Site
- Land at Arkall Farm, Ashby Road
- Former Rugeley Power Station

4.2 Framework Sites

Land South of Shortbutts Lane

This development site received outline/hybrid planning consent (ref: 21/01956/OUTFLM) in March 2023 for the comprehensive development of the site to provide 500 dwellings, a school and associated community facilities. The residential part of the site was approved in full. The approved masterplan for the site has informed the Design Code Framework Plan. Given the location and context of the site, it has been assigned to the 'Suburban' Area Type.

Figure 4.1. Land South of Shortbutt Lane Site Framework Plan

Figure 4.2. Proposed Masterplan Layout fof Land South of Shortbutts Lane

Cricket Lane SDA

This development site has outline planning consent (ref: 18/01217/OUTFLM) for the provision of 520 dwellings and commercial floorspace. The planning permission requires the production of a site-specific Design Code. The approved masterplan for the site has informed the Design Code Framework Plan.

Given the context of the site, the residential aspect of the site is designated within this Design Code as the 'Suburban' Area Type and the commercial aspect as the 'Employment' Area Type.

At this stage, the developer has submitted two Design Code's for the scheme, one for the residential phase and another for the employment. These were both approved in late 2023. Subsequently, this has been followed up with detailed resereved matters applications (24/00137/REMM & 23/01438/REMM), each is currently under determination.

Figure 4.3. Cricket Lane SDA Site Framework Plan

Figure 4.4. Indicative Masterplan for Land South of Cricket Lane

Land North of Roman Heights

This site is allocated within the Local Plan as Lichfield City Site L2. The first phase of this application has been built out in full under permission 12/00746/OUTMEI. Since then, permission for the second phase of development has come forward to provide 200 additional dwellings (ref: 19/01015/OUTM), and a site-specific Design Code is required of the developer. The approved permission drawings for the site have informed the Design Code Framework Plan included in this document. The fulll site is yet to be formally approved by LDC as it is awaiting the signing of a Section 106 Agreement to approve the application.

This site is characterised within the 'Suburban' Area Type.

Figure 4.5. Land North of Roman Heights (Lichfield) Site Framework Plan

Figure 4.6. Indicative Masterplan for Land North of Roman Heights

Land at Watery Lane

This site is allocated as Site OR7 providing up to 750 residential dwellings. Outline planning permission (ref: 14/00057/OUTMEI) was granted, and followed by Reserved Matters applications all being submitted. The approved masterplan for the site has informed the Design Code Framework Plan. Due to the age of the consent, this site does not have a site-specific Design Code. The main site is now under construction with one remaining Reserved Matters application to be submitted for the Local Centre portion of the development.

Due to its location and characteristics the site is assigned the 'Outer Suburban Area Type'.

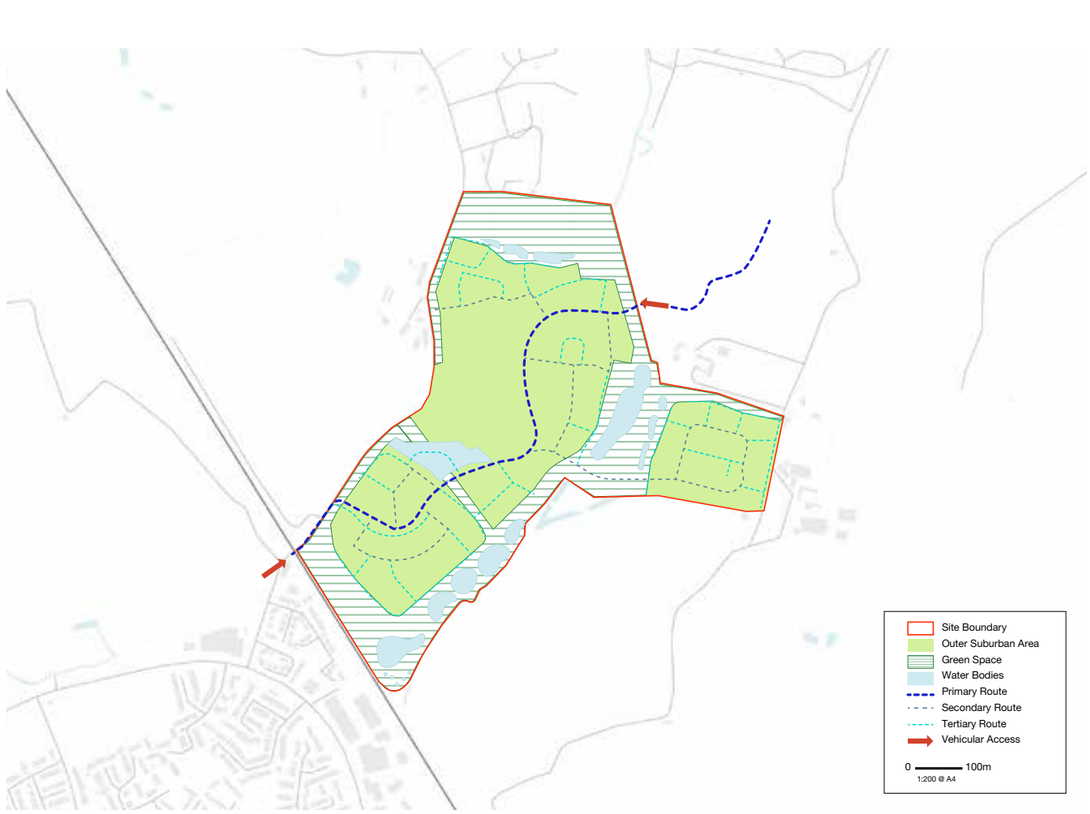


Figure 4.7. Land at Watery Lane (Lichfield) Site Framework Plan

Figure 4.8. Indicative Masterplan for Land at Watery Lane

Birminham Road Site

Within Lichfield City Centre, the Birmingham Road site is allocated as site LC2 for mixed-use development comprising new retail development with residential dwellings. The site is owned by Lichfield District Council, and proposals and a site-specific design code are being prepared, which will be used to shape any future application for the site. Emerging proposals for the site have informed the Design Code Framework Plan.

Given its city centre location, this site has been assigned to the 'Lichfield City Centre' Area Type.

Create Streets is working with Lichfield District Council to prepare the site-specific Design Code for Birmingham Road. The Draft Design Code went out for consultation in late 2023. This is in the process of being finalised and updated with Lichfield District Council.

Figure 4.9. Birmingham Road (Lichfield) Site Framework Plan

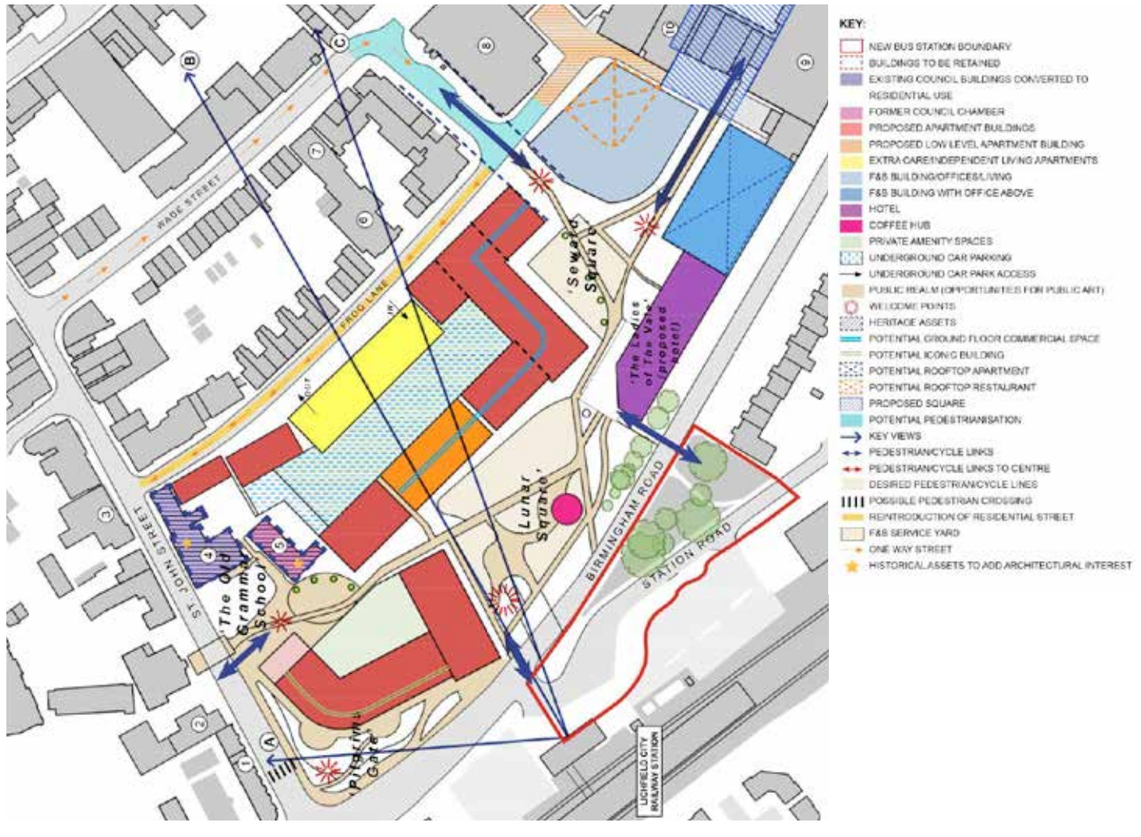


Figure 4.10. Indicative Masterplan for Birmingham Road Site

North of Tamworth: Land at Arkall Farm, Ashby Road

This site is allocated as Site NT1 within the Local Plan to provide up to 1000 dwellings. The site was granted outline consent (ref: 14/00516/OUTMEI) to provide up the full number of residential units. Three Reserved Matters for the site have been submitted and approved by LDC. Due to the age of the permission, no site-specific design code has been created. The approved masterplan for the site has informed the Design Code Framework Plan.

Due to its location and characteristics the site is assigned the 'Suburban' Area Type.

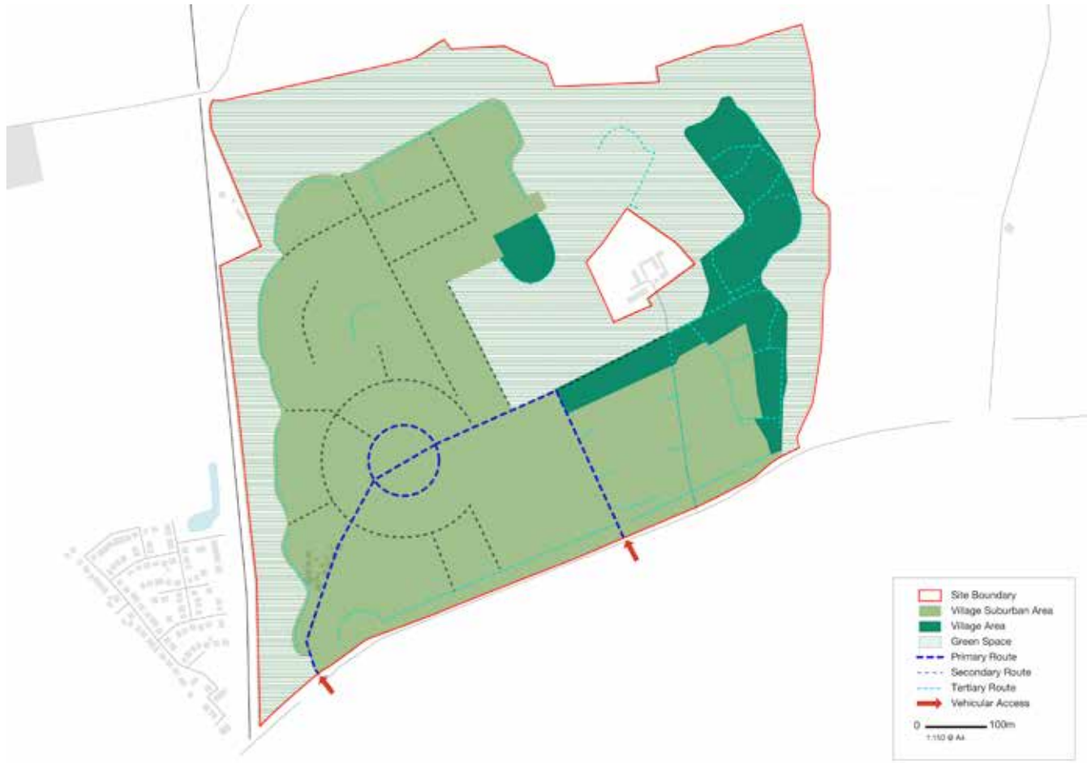


Figure 4.11. Land at Arkall Farm (Ashby Road) Site Framework Plan

Figure 4.12. Indicative Masterplan for North of Tamworth

Rugeley Power Station

The Rugeley Power Station site is a cross-boundary strategic allocation between Lichfield District Council and Cannock Chase District Council, allocated as Site R1. The redevelopment of the site was previously supported by each Council and a cross-boundary outline consent (ref: 19/00753/OUTMEI) was approved. The application is for a large-scale redevelopment of the site to provide 2300 dwellings and associated facilities. Due to the cross-boundary nature of the site, the Framework Plan assigned within the Design Code only applies to the part of the site within Lichfield's boundary. As the lower density proposed development is located within Lichfield, the area has been assigned the 'Suburban' Area Type. There is an existing site-specific Design Code for the site. With more to come forward as separate phases come forward with more detail included.

Figure 4.13. Former Rugeley Power Station Site Framework Plan

Figure 4.14. Indicative Masterplan for Rugeley Power Station