Appendix
2. area types study

Approach

This chapter contains a summary of each of the Area Types described in Part 1 of this report. For each of these we have analysed the existing character and suggested a high-level vision. This will lead to the development of the detailed coding for each Area Type.

The characterisation of each of the Area Types is based on a twofold approach: taking into account the current character of the place as well as the expectations of the local authority and the community regarding future development.

To gather community input into the formation of the Area Types, the following engagement exercises have been undertaken:

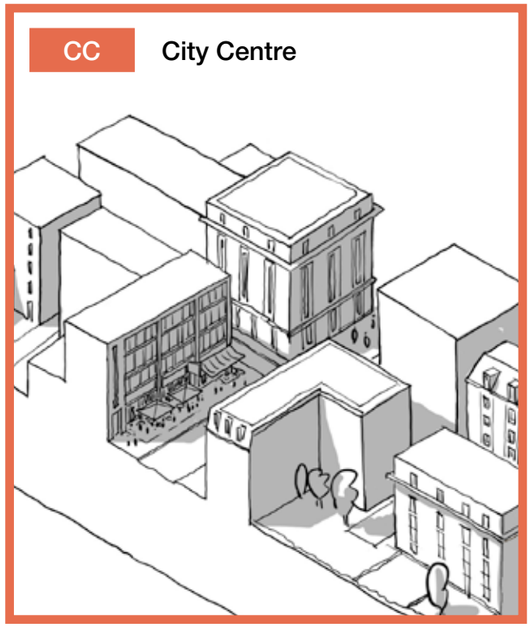
- A community survey was conducted using a series of worksheets. These involved the assessment and measurement of key physical characteristics and dimensions, pertaining to a typical street sample within the respondent's chosen area. Based on a 30-metre stretch of street, the survey provides insights into various aspects such as street linkages, movement and parking patterns, density, built form, architectural features, and more. We received 11 completed surveys from the public, covering sample streets in our proposed Lichfield City Centre, Suburban, Outer Suburban, and Village area types. For the remaining area types, map-based analysis was used to undertake the survey by the project team.
- A community visioning workshop was conducted, to discuss and develop the apporach to the main Area Types used in the District.
- A series of meetings with various departments of the local council, to gain a deeper understanding of the aspects valued by the community and identify areas they would like to see changed.

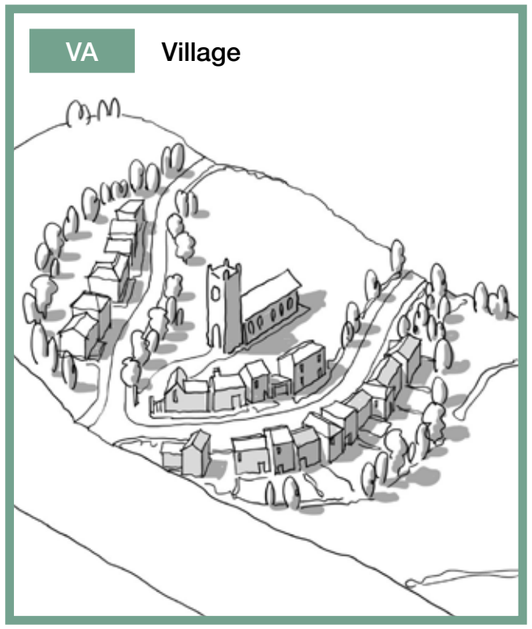
The 'area types matrix' presents the results of this current characterisation analysis, and will form the basis of generating appropriate coding to inform the future scenario for development proposals to follow.

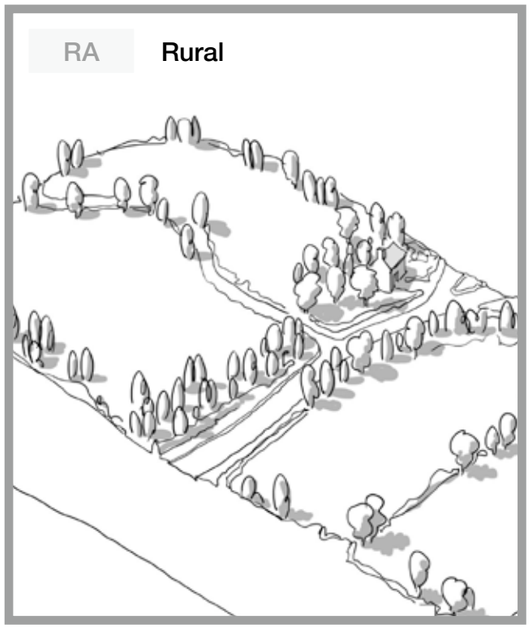
Area Types

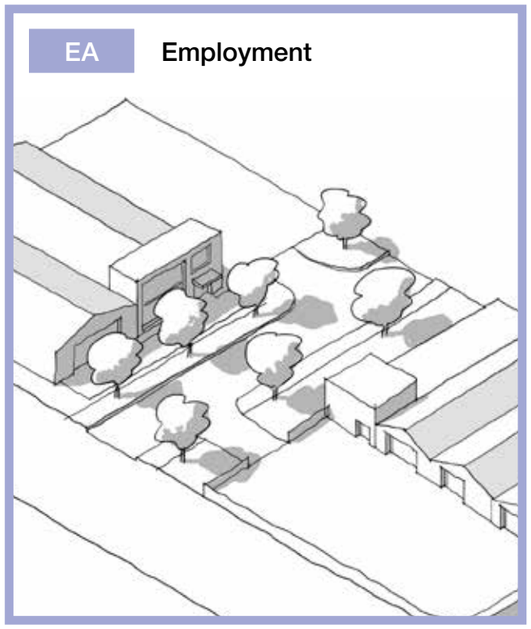
The whole of Lichfield district is divided into a series of Area Types, including:

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









CC: City Centre Area Type

This area type refers to the historic core of Lichfield representing the area covered by the medieval city outside the cathedral precinct. Existing character of this area type is illustrated on this page.

Existing Character

The city centre is largely occupied by retailing, leisure, office and administrative uses. It is a lively shopping centre with both the modern Three Spires shopping centre and traditional shopping streets including Market Square, Bird Street, Bore Street, Conduit Street and Tamworth Street. There is a good range of independent retailers, restaurants and businesses with the food and drink offered largely focused around Bird Street which is mostly pedestrianised.

The principal streets are lined with shops and other public uses and form a rough grid with interconnecting alleyways also with retail uses.

The built form is compact, featuring continuous building lines without set backs and buildings joined to each other via party walls, with occasional narrow alleys to provide access to the rear of the plots. The quality of some of these routes is mixed, with varying surface treatment and approaches of built form framing these streets. The building heights are varied, ranging from 2-4 storeys.

There is a fine grain of buildings with narrow plots and a large variety of architectural styles and materials ranging from medieval half timbered structures through to Georgian and Victorian structures with many being refurbished, updated and changed throughout their history.

Area Type Vision

There are many positive characteristics of the Lichfield City Centre Area Type as identified below:

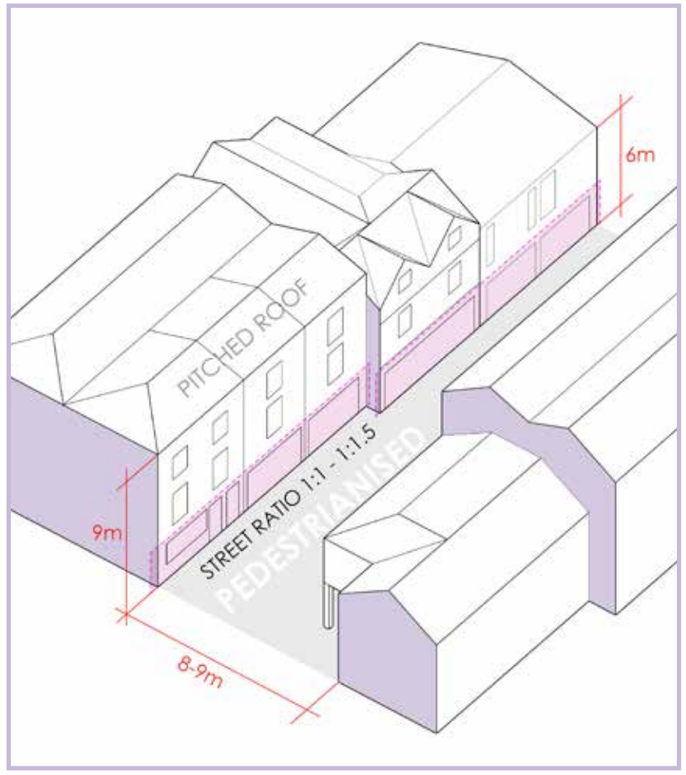
- Good access to public transport both buses and rail and a walkable environment;
- A permeable network of streets, combining two-way traffic, one-way traffic, and pedestrianised high street;
- A good mix of uses with retail services;
- There are some on-street café and outdoor restaurant seating, which generate attractive atmosphere;
- The built form of this area has a strong and consistent character with 2-3 storeys tightly packed buildings that follow a continuous back of pavement building line.
- There are a variety of building styles and materials and many original architectural features.
- The townscape is punctuated by several ‘landmarks’, which provide focal points and guide the visitor around the city, including St Mary’s Church.

However there are also a number of negatives including:

- Lack of pedestrian crossings especially at the Birmingham Road and St Johns Road;
- Cycle paths and routes into the city centre are also limited;
- Lack of community, leisure, cultural and event spaces

We have therefore developed the following vision for Lichfield City Centre Area Type:

To create a high quality heart for Lichfield city with thriving streets of mixed uses, improved accessibility and experience of arriving, and enhanced natural, built and historic environment of Lichfield.



Max Height

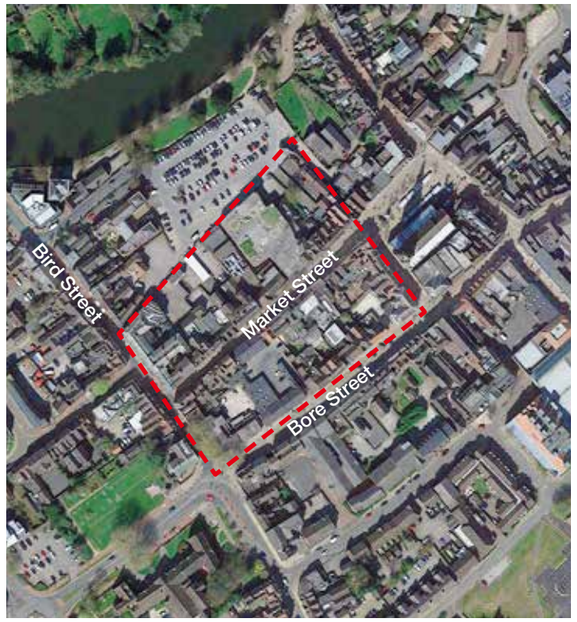
12m

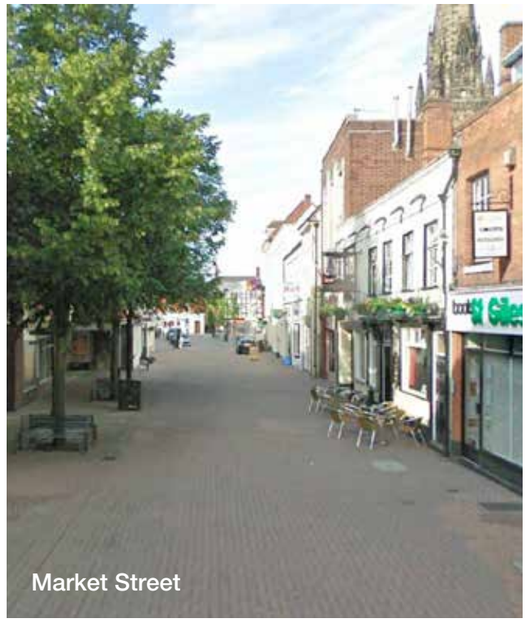
Density Index
dwellings per hectare

varies
(dph)

We took Market Steet as a sample street within Lichfield City Centre area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Lichfield City Centre Area Type Sample Street - Market Street	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Permeable street links to either end but cars aren't allowed through
	Traffic in relation to the street	Streets are pedestrianised
	Street Enclosure	Approx. 1:1.3
	Street Parking	No parking is allowed
	Private Parking	Cars parked in parking courts
Nature	Street Trees	Yes - Trees allocated occasionally
	Bin Storage	In communal bin store
Built Form	Block Type	Continuous terrace block attached with others, rear extensions are prominent and rear courtyard appears to be dominated by retail shops.
	Net Density	N/A
	Building Height	2 to 3 storeys
	Building Setbacks	0
	Back to Back Distances	0
	Building line compliance	Everything lining up with a regular building line
	Gaps between buildings	0
	Active Frontage Proportion	94%
Building Identity	Building design	Several historic buildings feature black and white revival architecture character.
	Roof types	Varied roof line including pitched-roof, hipped roof, roof with chimneys, and flat roof.
	Window types	Ground floor occupied by retail uses with floor-to-ceiling large window. Upper floor framed with white bays window.
	Existing Materials	Majority are built with brick in reddish brown colour and some are painted in off-white.




Market Street

Market Street

CP: Cathedral Precinct Area Type

This area type refers to the historic area around the Lichfield Cathedral which is covered in the Lichfield City Conservation Area. Given the diverse nature of the buildings in this area, we selected a a block in The Close to exemplify their range and characteristics.

Existing Character

This area type has a very different character to the Lichfield City Centre area type, with staggered blocks of buildings along Beacon Street and St John Street and random, lower density development in the Gaia Lane, Stowe and Friary areas.

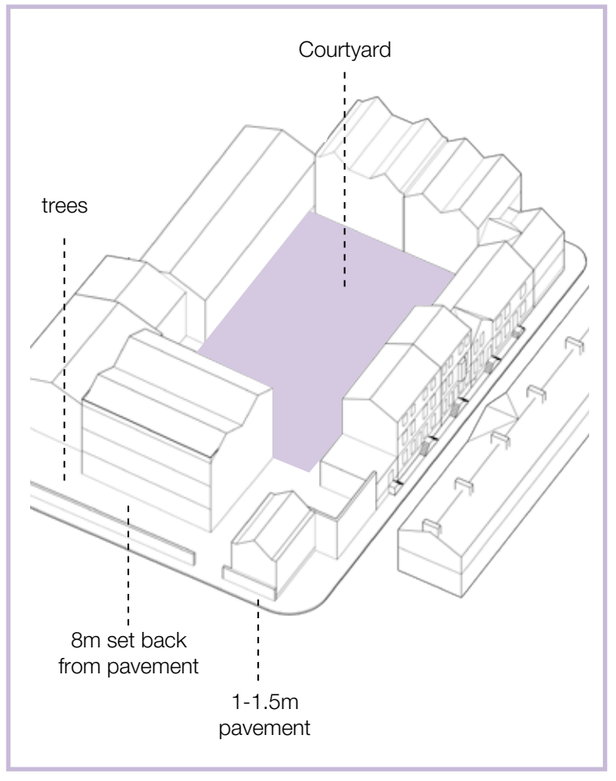
Buildings in this area type are larger compared to buildings in Lichfield City Centre area. The building uses are mixed, including museums such as Erasmus Darwin House, flat complexes such as Vicars' Hall, offices, the cathedral school, and private houses. These buildings stand in their own grounds, with 1.8m - 7m set backs from the pavement, and with mature tree coverage. The large townhouses generally date from the Georgian period and are two or three storeys high with red brick or stuccoed facades, timber sash windows and tiled roofs.

The prominent landmark in this area is Lichfield Cathedral with its three spires, which forms the vistas along the street, and reinforces a traditional image of the historic centre.

Area Type Vision

The historic layout of property boundaries and thoroughfares, the mix of uses, the use of materials, vistas along streets, the spaces between buildings, the presence of trees and soft landscape are all important factors that contribute to the special architectural and historic interest of this area type. It is encouraged to protect and enhance the specific character of this area.

The figure-ground plan shows the footprint difference between this area type and surrounding areas



Max Height

12m

(the central spire of Lichfield Cathedral is 77m high)

Density Index

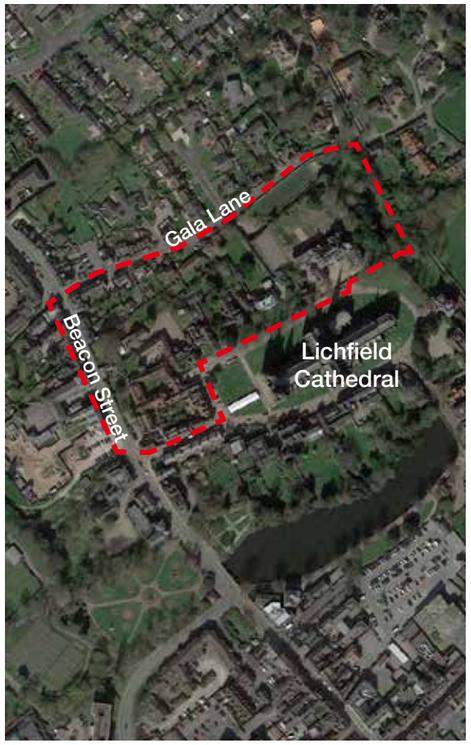
dwellings per hectare

varies

(dph)

We took Gaia Lane as a sample street within Lichfield Cathedral Precinct & City Centre Fringe area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Lichfield Cathedral Precinct & City Centre Fringe Sample Street - Gaia Lane	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Streets link at either end of streets
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.5
	Street Parking	Cars parked on the existing street parking bays
	Private Parking	Cars parked at the parking courts
Nature	Street Trees	No evidence showing street trees exist
	Bin Storage	In communal parking court or on the side of the properties
Built Form	Block Type	Informal block type
	Density	20 dph
	Building Height	2-storey
	Building Setbacks	Varied; building setbacks ranging from 1.8m-7m.
	Rear Garden Depth	10m-20m
	Back to Back Distances	18m-30m
	Building line compliance	Properties following an irregular building line
	Gaps between buildings	2.5m-7m
	Active Frontage Proportion	0%- no active frontage
Building Identity	Building design	The area consists of varied building types including detached houses with back gardens, semi-detached houses, mews and maisonette.
	Roof types	Hipped roof with chimneys
	Window types	Bays windows
	Existing Materials	Brown bricks; few of their walls are painted off-white.



SU-A: Inner Suburban Area Type

This area type refers to the common spread of neighbourhoods surrounding a town or city centre. They are either part of a settlement, such as Lichfield or Burntwood, or exist as a separate suburban types within villages, including Alrewas, Fazeley, Mile Oak & Bonehill, Fradley, East of Rugeley, and North of Tamworth.

Existing Character

This area type is predominantly comprised of 2-storey semi-detached houses, with a density ranging from 30 to 45 dwellings per hectare. The architectural layout of the buildings follows a straight line pattern, forming an informal block layout that aligns with the road structure. Notably, informal on-street parking is prevalent in this area, although cars are also commonly found parked in the front yards of the houses. The buildings in this area showcase a contemporary architectural style, featuring brick exteriors and vertical windows.

Area Type Vision

After assessing a typical plot located within this area type as shown on the page opposite, there are some strong and positive characteristics identified:

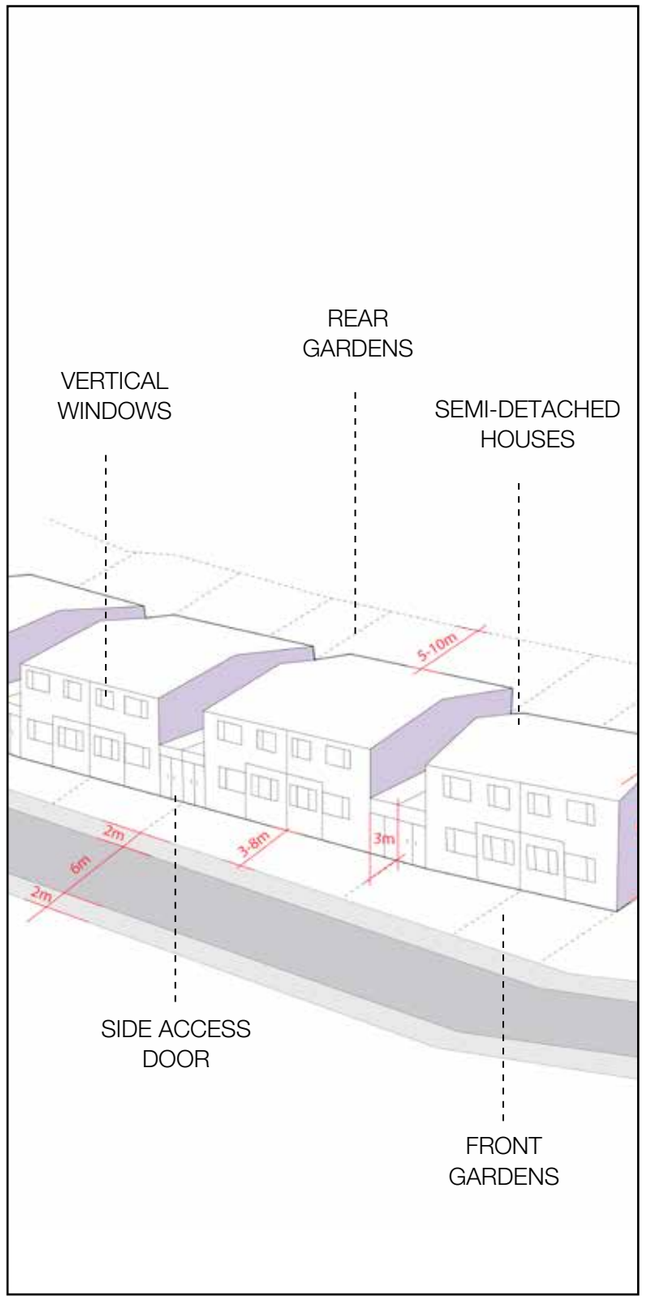
- Consistency of building lines
- Proximity to schools, pubs and local restaurants within 15-min walking distances
- Close to green spaces

However, there are also a number of negatives including:

- Inconsistency of building styles
- Higher density of houses means smaller size of dwellings and less diverse house types
- Proximity to some industrial small clusters

We have therefore developed the following vision for the Village Area Type designed to build on these strengths and address the weaknesses:

To create a cohesive community with a diverse range of house types that can accommodate a wide range of residents, and provide amenities for all.



Max. Eaves Height

9m

Density Index

dwellings per hectare

35-45

(dph)

We took Grange Road in Chasetown from Burntwood as a sample street within Suburban area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Suburban Area Type **Sample Street - Grange Road, Chasetown, Burntwood**	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Streets link at either end of streets
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.5 - 1:1.6
	Street Parking	No allocated on-street parking
	Private Parking	Cars are parked in front gardens
Nature	Street Trees	No evidence showing street trees exist
	Bin Storage	In front gardens
Built Form	Block Type	Informal block arrangement dominated by back-to-back residential houses.
	Density	42dph
	Building Height	2-storey
	Building Setbacks	5m-10m
	Rear Garden Depth	9m-10m
	Back to Back Distances	30m
	Building line compliance	Everything lining up with a straight building line
	Gaps between buildings	1.5m-2m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Predominantly semi-detached houses with front and rear gardens; Occasional recessed and protruding porches.
	Roof types	Hipped roofs with chimneys parallel to the street
	Window types	Vertical windows
	Existing Materials	Bricks and rendered.

SU-B: Outer Suburban Area Type

This area type refers to a lower density residential area situated beyond the immediate suburbs, known for their quieter atmosphere, more green spaces, and a greater emphasis on residential living. In the district, Outer Suburban areas exist in Lichfield, Burntwood, and some village settlements such as Alrewas, Drayton Bassett, Elford, Fazeley, Mile Oak & Bonehill, Shenstone, Stonnall, and Upper London. Existing character of this area type is illustrated on this page.

Existing Character

This area type is typically characterised by low to medium population density (around 20-35 dwellings per hectare), single-family homes, larger plots of land, and a more spread-out layout compared to the denser suburban area. The houses are organised along the main road, and the street connects to only one end. As a result, blocks appeared in a cul-de-sac layout, primarily consisting of residential housing. The architectural style in this area is contemporary, characterised by brick exteriors and bay windows, complemented by roofs parallel to streets.

Area Type Vision

After assessing a typical plot located within this area type as shown on the page opposite, there are some strong and positive characters of this area been identified:

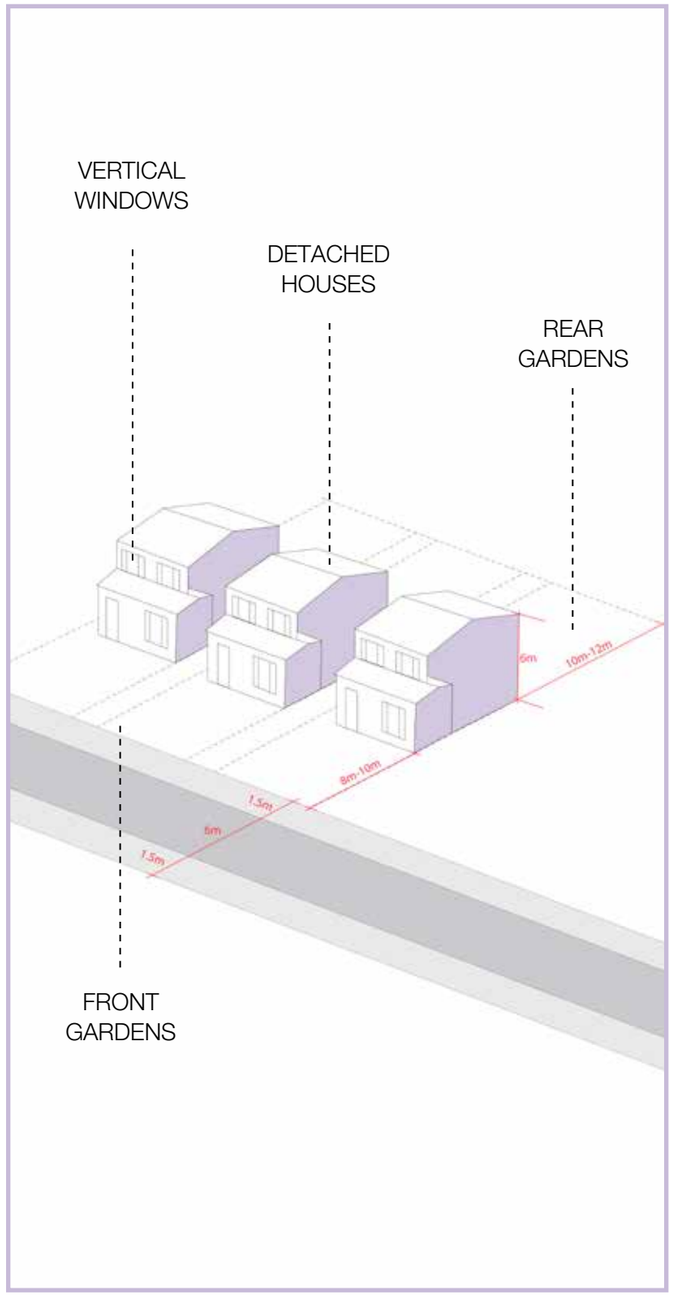
- Consistency of building style
- Existence of public transportation network to the town centre and other areas

However, there are also a number of negatives including:

- Heavily trafficked roads as a physical barrier to pedestrian movement between streets
- Absence of diverse uses, neglecting economic activities

We have therefore developed the following vision for the Outer Suburban Area Type designed to build on these strengths and address the weaknesses:

To cultivate a vibrant and inclusive community that celebrates the distinctiveness of its space and provides a multitude of opportunities for all.



Max. Eaves Height

9m

Density Index

dwellings per hectare

25-35

(dph)

We took Metcalf Close from Burntwood as a sample street within Outer Suburban area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Outer Suburban Area Type **Sample Street - Metcalf Close, Burntwood**	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Cul-de-sacs; Streets link to one-end
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.5
	Street Parking	No evidence showing street parking exist
	Private Parking	Cars are parked in front gardens
Nature	Street Trees	No evidence showing street trees exist
	Bin Storage	In front gardens/In private bin stores
Built Form	Block Type	Informal block arrangement dominated by back-to-back residential houses.
	Density	21dph
	Building Height	2-storey
	Building Setbacks	8m-10m
	Rear Garden Depth	10m-12m
	Back to Back Distances	18m; some of the rear gardens facing open green space
	Building line compliance	Buildings following an irregular building line
	Gaps between buildings	2.5m-4m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Detached houses with front and rear gardens; Front gardens with aesthetic treatment such as plantation along building boundary and tile paving; Recessed and protruding porches
	Roof types	Slated roofs parallel to the street
	Window types	Sash, vertical and bays windows
	Existing Materials	Bricks

SU-V: Village Suburban Area Type

This area type refers to a lower density residential area situated beyond the villages known for organic greenery, more private green spaces, and a greater emphasis on residential living. In the district, Village Suburban areas exist in Lichfield, Burntwood, and some village settlements such as Alrewas, Armitage, Elford, Shenstone, Stonnall, and Whittington. Existing character of this area type is illustrated on this page.

Existing Character

This area type is typically characterised by low to medium population density (around 20-35 dwellings per hectare), single-family homes, larger plots of land with mostly detached houses, and a more organic fabric compared to Outer Suburban. Houses are organised along the main road, and the street connects to only one end. As a result, blocks appeared in a cul-de-sac layout, primarily consisting of residential housing. The architectural style in this area is contemporary, characterised by brick exteriors and bay windows, complemented by variations of roof types.

Area Type Vision

After assessing a typical plot located within this area type as shown on the page opposite, there are some strong and positive characters of this area been identified:

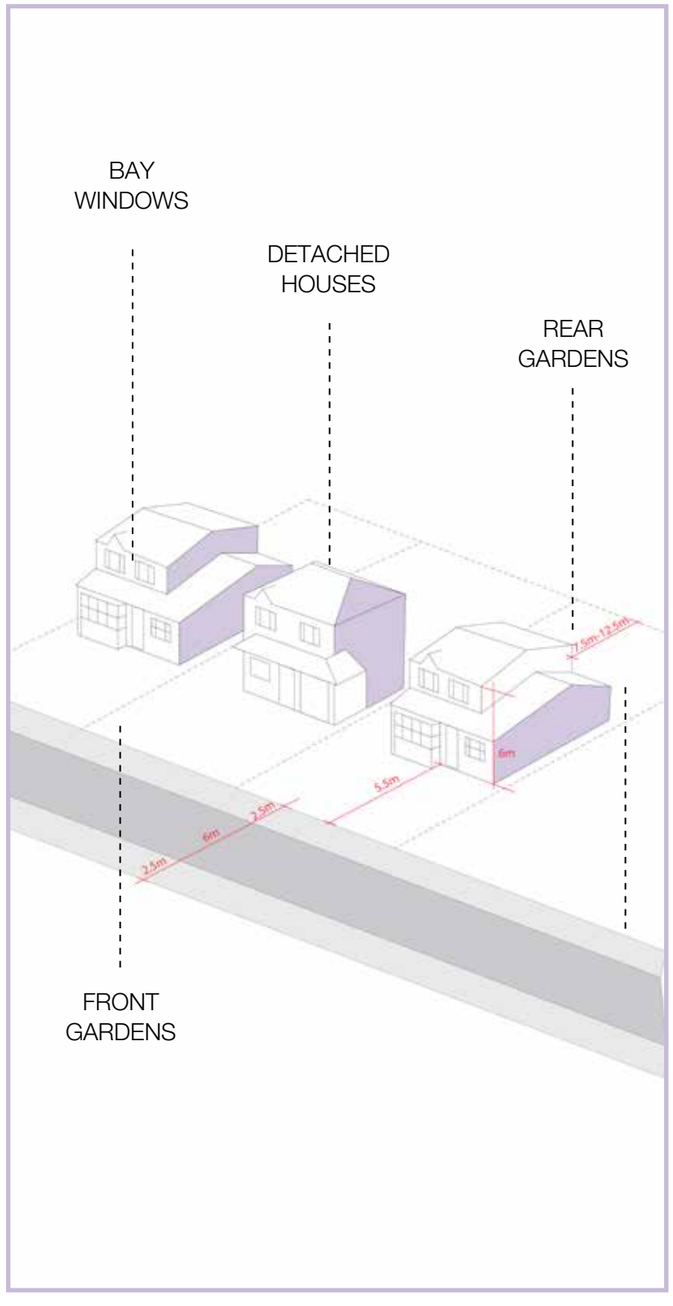
- A balance between public and private green space
- Higher privacy with less traffic options within a lower density neighbourhood

However, there are also a number of negatives including:

- Single-accessed route from the primary road
- Absence of diverse uses, neglecting economic activities

We have therefore developed the following vision for the Outer Suburban Area Type designed to build on these strengths and address the weaknesses:

To maintain the current condition with a better access to public transportation network and economic activities.



Max. Eaves Height

6m

Density Index

dwellings per hectare

25-35

(dph)

We took Metcalf Close from Burntwood as a sample street within Outer Suburban area type. The existing character of this sample street has been analysed using the area type matrix as below.

Village Suburban Area Type **Sample Street - Winchester Close, Armitage**		
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Cul-de-sacs; Streets link to one-end.
	Traffic in relation to the street	One-way traffic
	Street Enclosure	Approx. 1:1.25
	Street Parking	No allocated on-street parking
	Private Parking	Cars are parked in front gardens
Nature	Street Trees	No evidence showing street trees exist
	Bin Storage	In front gardens or on the kerb
Built Form	Block Type	Informal block arrangement dominated by back-to-back residential houses.
	Density	34dph
	Building Height	2-storey
	Building Setbacks	6m-15m
	Rear Garden Depth	10m-11m
	Back to Back Distances	18m-25m
	Building line compliance	Building stepping forward and backwards of a building line
	Gaps between buildings	2.5m-5m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Predominantly semi-detached houses with front and rear gardens; with extended canopy on front doors; Front gardens with aesthetic treatment such as plantation along building boundary.
	Roof types	Hipped roof
	Window types	Vertical windows
	Existing Materials	Bricks in yellowish-brown colour and slated roof

VA-V: Villages Area Type

The village area type refers to small settlements in a rural setting. This area type features in Alrewas, Armitage with Handsacre, Clifton Campville, Colton, Drayton Bassett, Edingale, Elford, Hamstall Ridware, Harlaston, Hill Ridware, Hopwas, Kings Bromley, Longdon, Shenstone, Whittington, and Wigginton. Existing character of this area type is illustrated on this page.

Existing Character

In this area type, it is common to find houses with both front and rear gardens, connected by streets that terminate at one end. These buildings were initially constructed along the main traffic road and gradually expanded outwards. Furthermore, front gardens in this area have well-maintained landscaping and paving treatment, indicating a conscious effort to preserve the appearance of the surroundings.

The predominant housing typology within this area type consists of detached houses and bungalows. These houses exhibit a diverse range of architectural styles, primarily characterised by brick construction with recessed and protruding porches, contributing to the distinct character of the area. Additionally, it is noted that some of the houses feature fenced boundaries, which provide a clear visual demarcation from their neighbouring properties, further enhancing the unique identity of each dwelling.

Area Type Vision

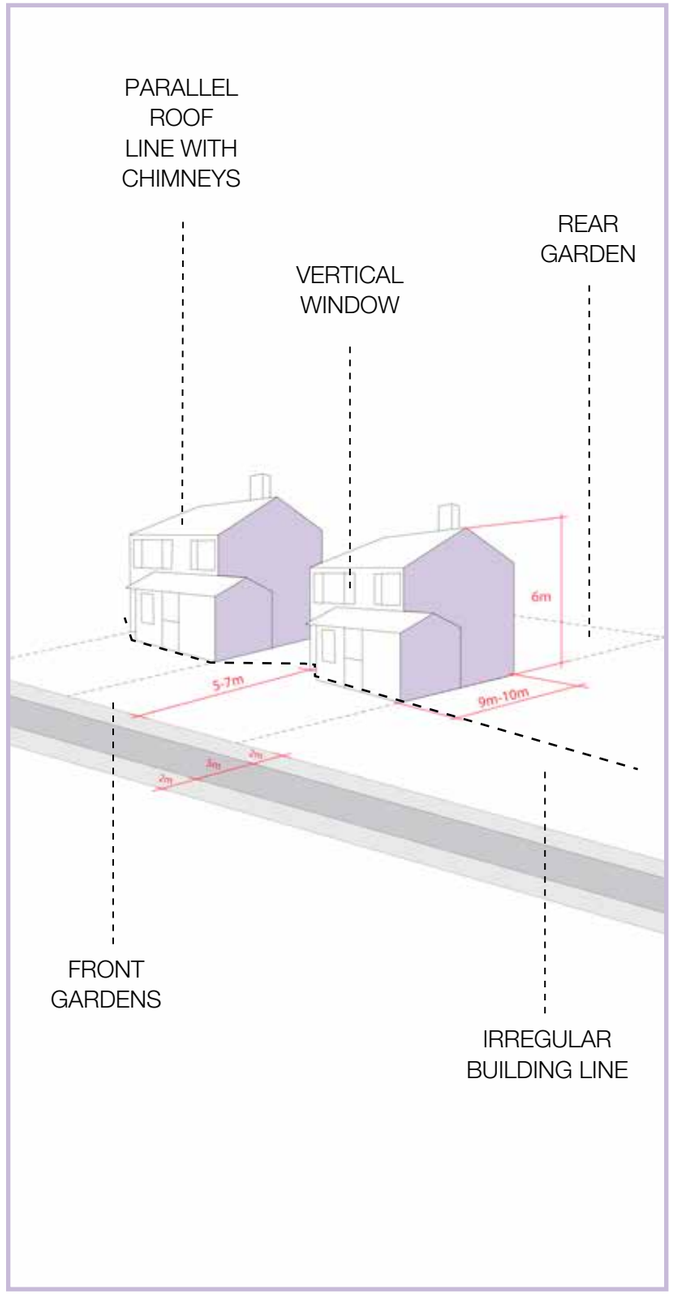
After assessing a typical plot located within this area type as shown on the page opposite, there are some positive characteristics identified:

- Evidence of well-maintained private and public entity such as aesthetic treatment to front garden and paving treatment.
- Historic character

However, there are also a number of negatives including:

- Continuous major traffic road becomes physical barrier to pedestrian movement
- Less provision of public services and amenities

To envision well-maintained assets that contribute to the overall aesthetic appeal of the area while enhancing pedestrian linkages to strengthen the resilience of the community.



Max. Eaves Height

6m

Density Index
dwellings per hectare

10-25
(dph)

The Hill Ridware area has been selected for analysis in order to understand the characteristics of the Villages area type. We took Oaklands Close as a sample street. The existing character of this sample street has been analysed using the area type matrix as below.

Village Area Type **Sample Street - Oaklands Close, Hill Ridware**		
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Streets link at either end of streets
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.5
	Street Parking	No allocated on-street parking space
	Private Parking	Cars are parked in front of the house
Nature	Street Trees	No evidence showing street trees exist
	Bin Storage	No evidence showing bin storage exist
Built Form	Block Type	Informal residential block
	Density	18dph
	Building Height	2-storey
	Building Setbacks	7m-10m
	Rear Garden Depth	6m-9m
	Back to Back Distances	20m
	Building line compliance	Buildings following an irregular building line
	Gaps between buildings	0-1.8m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Detached houses with front and rear gardens; Associated with garages; Occasional recessed or protruding porches. Bungalows spotted along the major traffic road.
	Roof types	Parallel slated roof line with chimneys
	Window types	Dormer, bays and vertical windows
	Existing Materials	Predominantly constructed in bricks and sometimes with off-white painted wall

SU-N: Neighbourhood Suburban Area Type

This area type relates to a specific section within the Chase Terrace area of Burntwood, situated in close proximity to Burntwood Town Centre. Existing character of this area type is illustrated on this page.

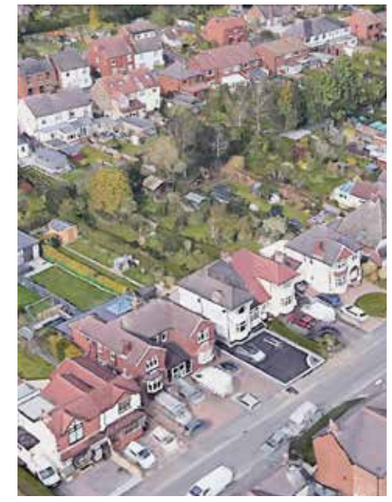
Existing Character

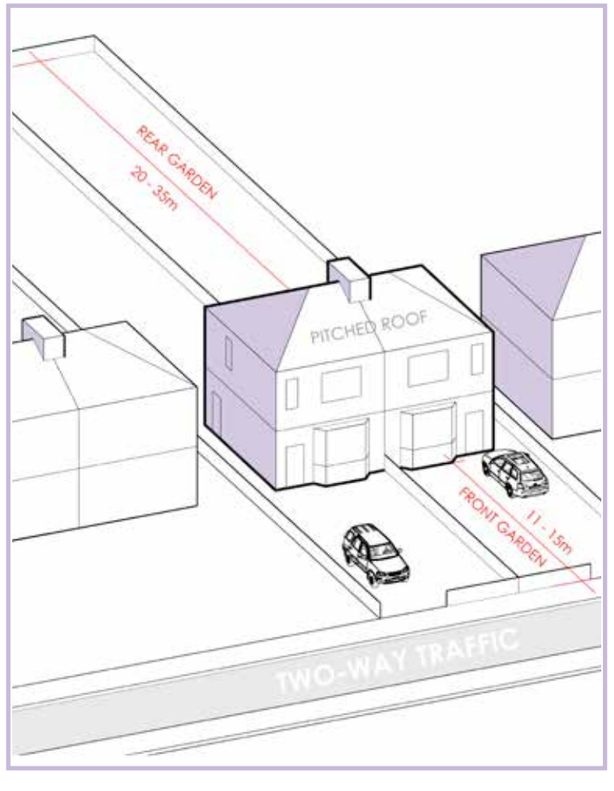
This area type exhibits a notable contrast to the Burntwood Suburban areas. The streets within this area are lined with Victorian terraced houses, which can be found along Chase Terrace itself, as well as its connecting streets such as Water Street, New Street, Princess Street, and Ironstone Road. These streets predominantly feature residential properties.

The architectural style within this area type is characterised by continuous two-storey terrace blocks, each accompanied by spacious back gardens ranging from 20 to 35 metres in size. The presence of private parking spaces is typically allocated within the front gardens of these properties, while occasionally, parking facilities may also be found in front garages. The buildings themselves exhibit a visual composition of red brick facades complemented by off-white painted side walls. The pitched roofs, adorned with chimneys, further contribute to the architectural aesthetics of the area.

Area Type Vision

Understanding and appreciating the unique character and architectural features of this area type is essential for guiding any future development or preservation initiatives within the Burntwood Urban Neighbourhood. By recognising these distinct elements, we can ensure that any proposed changes or enhancements are aligned with the existing fabric and historical context of this particular area, ultimately fostering a sense of harmony and continuity within the wider built environment.





Max. Eaves Height

9m

Density Index
dwellings per hectare

varies
(dph)

We took Cross Street as a sample street within Burntwood Urban Neighbourhood area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Burntwood Neighbourhood Suburban Sample Street - Cross Street, Chase Terrace	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Street links to other street at either end
	Traffic in relation to the street	One-way traffic
	Street Enclosure	Approx. 1:4
	Street Parking	Absence of on-street parking bays, yet cars occurs to be parked half on the kerb on both sides of the street.
	Private Parking	Private parking are generally allocated in front gardens
Nature	Street Trees	No evidence showing street trees exist
	Bin Storage	Located in front gardens
Built Form	Block Type	Continuous terrace block with back garden and front yard, dominated by residential uses.
	Density	21dph
	Building Height	2-storey
	Building Setbacks	2-8m
	Rear Garden Depth	20-35m
	Back to Back Distances	45-50m
	Building line compliance	Buildings stepping forward and backwards of a building line
	Gaps between buildings	1.8m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Detached housing with party wall on one side; Occasional recessed or protruding porches.
	Roof types	Pitched roof with chimneys
	Window types	Vertical and bay windows
	Existing Materials	Red/Brown brick; Off-white painted walls.

VA-A: Little Aston Area Type

This Area Type specifically pertains to the residential settlement area in Little Aston, excluding the industrial area. Existing character of this area type is illustrated on this page.

Existing Character

The buildings within the Little Aston Conservation Area possess a distinct block character that sets them apart from the surrounding suburban area. Predominantly comprised of detached houses, these structures are situated on sizable plots of land, accompanied by extensive front and rear gardens. Each house displays a sense of privacy, safeguarded by well-constructed fences or lush plantations along the building boundaries. In certain cases, access to these houses is facilitated through private streets. The facades of the buildings exhibit variations, with some showcasing a revival architectural style. These structures consist of primary architectural materials such as intricately patterned bricks, clay tiles, as well as painted timber windows and doors. Such architectural elements are prominently observed throughout this remarkable area.

Area Type Vision

After assessing a typical plot located within this area type as shown on the page opposite, there are some strong and positive characters of this area been identified:

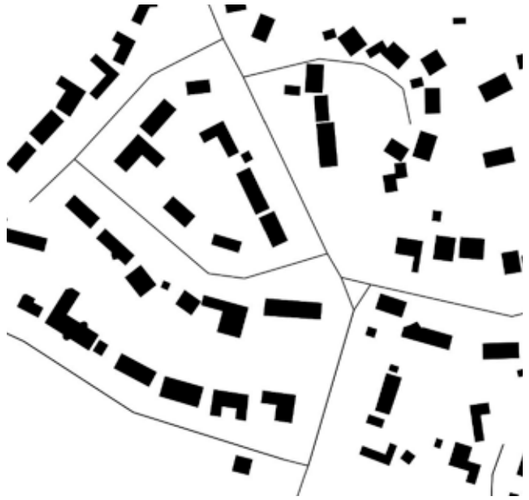
- Unique architectural style and building materials
- Residential houses with high level of privacy
- Rich vegetation and trees

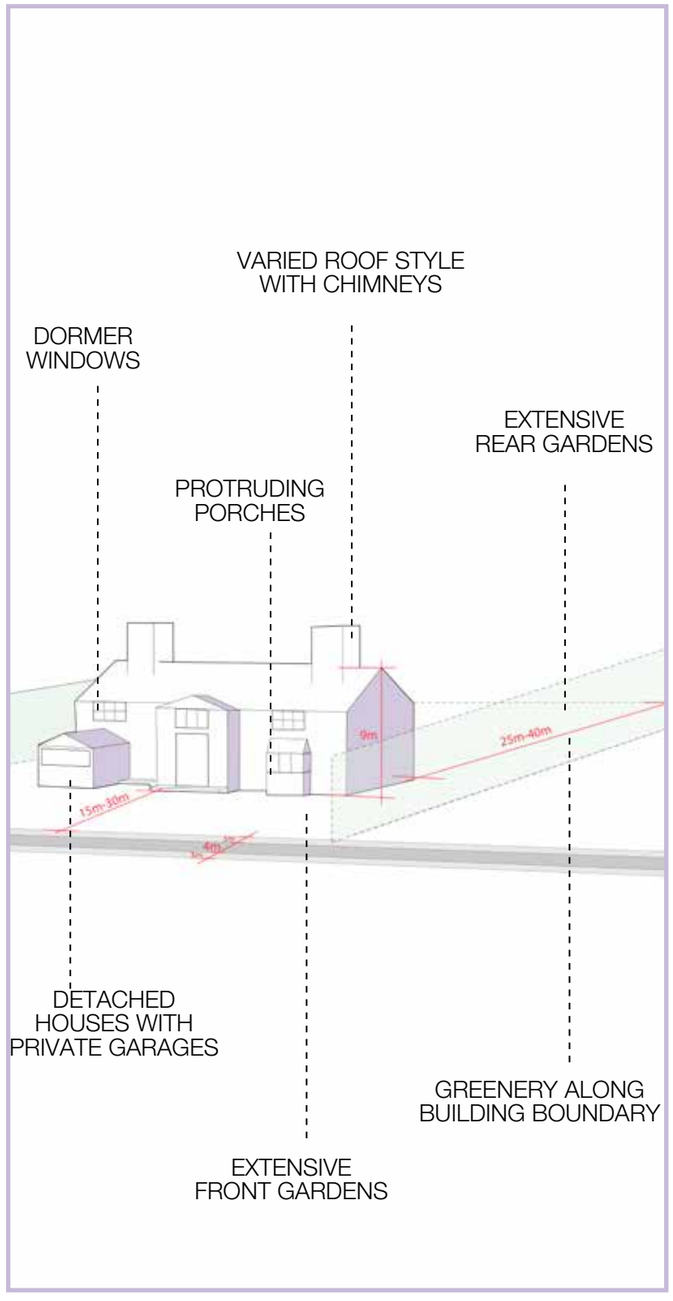
However, there are also a number of negatives including:

- Obvious typological difference between the conservation area and the neighbouring area
- Buildings fall within Conservation Area are restricted

We have therefore developed the following vision for the Little Aston Area Type designed to build on these strengths and address the weaknesses:

To maintain the quality of the existing residential community and strengthen links with its surroundings.





Max. Eaves Height

9m

Density Index
dwellings per hectare

5-10
(dph)

We took Walsall Road as a sample area for Little Aston area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Little Aston Area Type **Sample Street - Walsall Road**	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Cul-de-sacs; Streets link to one-end.
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.6
	Street Parking	No evidence showing street parking exists
	Private Parking	Cars are parked in front gardens
Nature	Street Trees	Street trees exist regularly
	Bin Storage	No evidence showing any bins exist.
Built Form	Block Type	Informal block arrangement dominated by residential houses
	Density	4.5 dph
	Building Height	2 to 3 storeys
	Building Setbacks	15m-35m
	Rear Garden Depth	25m-40m
	Back to Back Distances	35m-50m
	Building line compliance	Properties following an irregular building line
	Gaps between buildings	3.5m-15m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Detached houses with front and rear gardens; Each house appears with high level of privacy protected with well-gated fences or plantation along building boundaries; Facades vary between buildings, with some of them feature revival architectural character. Occasional recessed or protruding porches.
	Roof types	Internal gutters
	Window types	Dormer, sash and bays windows
	Existing Materials	Bricks and rendered

VA-B: Upper Longdon Area Type

This Area Type specifically pertains to the residential settlement area in Upper Longdon. Existing character of this area type is illustrated on this page.

Existing Character

The settlement of Upper Longdon is primarily characterised by a hilly suburban village. It consists of residential blocks that cover the entire main area, interconnected by the spine of Upper Way. The area is a combination of two major types of buildings, one is two-storey detached houses, while the other is one-storey bungalows, both accompanied by front and rear gardens. The architectural style differs between the two types of buildings, the detached houses predominantly feature slated roofs parallel to gables, whilst the bungalows have slated hipped roofs. They are predominantly constructed with bricks and off-wall painted wall, also have bays windows with brown or white frames.

Due to the variation in building styles, some structures are situated immediate by the street without setbacks, while others own larger front gardens. As a results, here is a lack of alignment along the building line within the area.

Area Type Vision

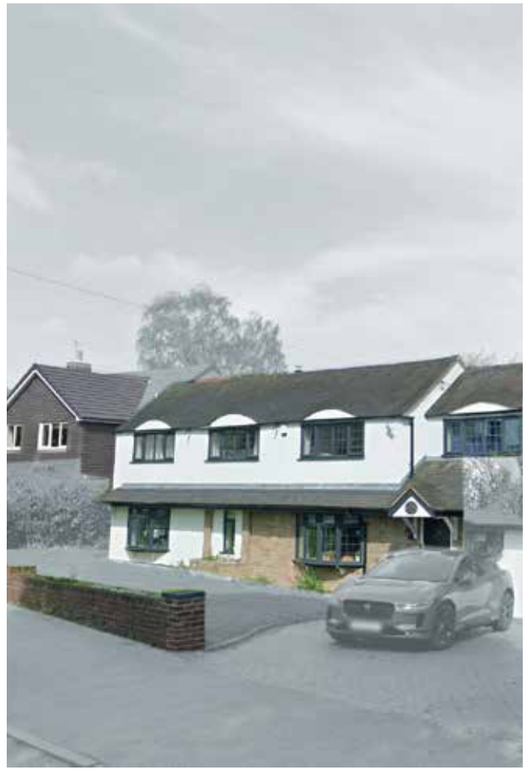
Several opportunities have been identified within this area:

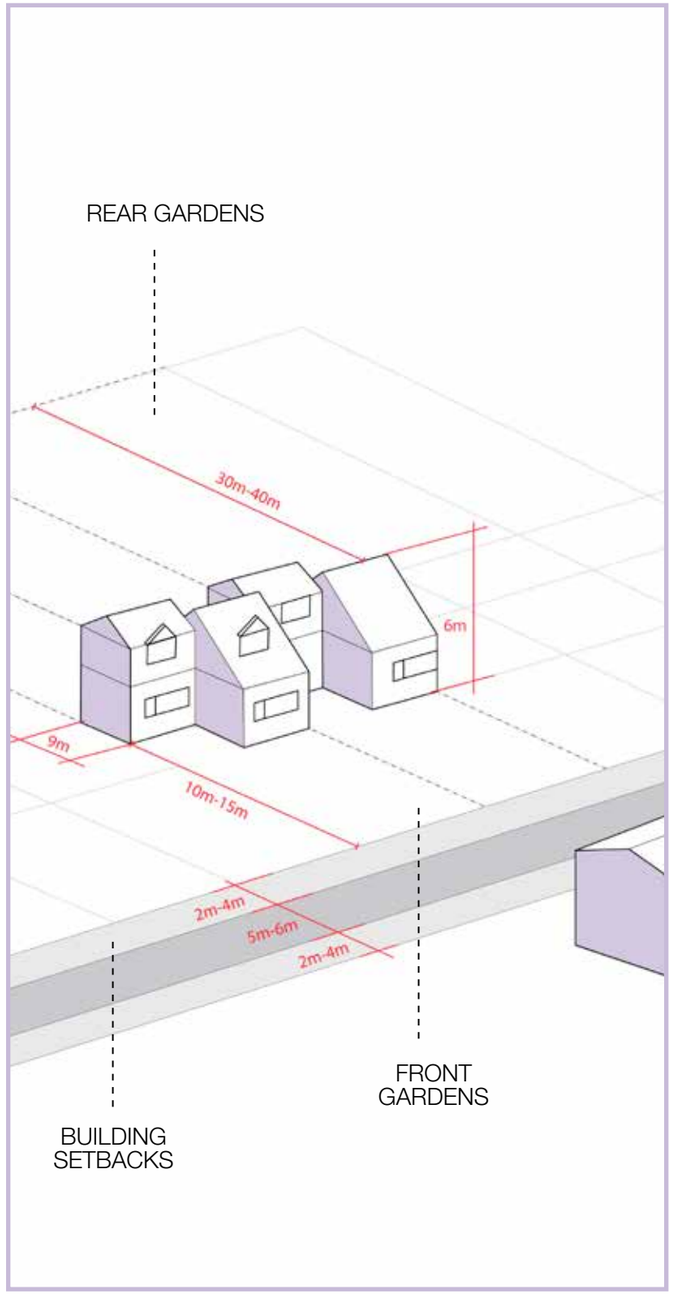
- Existence of landscape treatment and street trees along the road
- Variation of house types reflects the ability to cater different housing needs
- Variety of building styles and materials

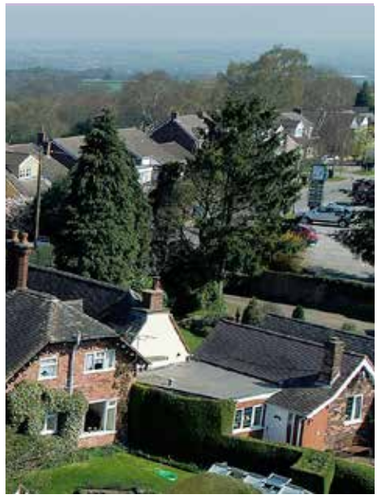
There are also certain threats associated with this area:

- Lack of direct or permeable routes from the north to the south of area
- Unsymmetrical built form
- Monotony of residential uses
- Short distance between street and setbacks affects the privacy of housing
- Absence of civic service such as public transport and community facilities

To improve public services and facilities to support and strengthen the community life of the neighbourhood.







Max. Eaves Height

6m

Density Index
dwellings per hectare

10-15
(dph)

We took Upper Way as a sample area for Upper Longdon area type. The existing character of this sample street has been analysed using the area type matrix as below.

	Upper Longdon Area Type **Sample Street - Upper Way**	
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Cul-de-sacs; Streets link to one-end
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.6
	Street Parking	No evidence showing street parking exists
	Private Parking	Cars are parked in front gardens
Nature	Street Trees	Street trees exist regularly
	Bin Storage	Located in front gardens
Built Form	Block Type	Informal block arrangement dominated by residential houses
	Density	9 dph
	Building Height	1 to 2 storeys
	Building Setbacks	12m-20m
	Rear Garden Depth	15m-70m
	Back to Back Distances	35m-40m
	Building line compliance	Buildings stepping forward and backwards of a building line
	Gaps between buildings	Varied from 1.5m to 3.5m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Detached houses with front and rear gardens; Bungalows with front and rear gardens; Landscape treatment along building boundaries
	Roof types	Detached houses with slated roofs parallel to gables; Bungalows with slated hipped-roofs
	Window types	Vertical window with brown or white frame, sash windows and bays windows
	Existing Materials	Bricks and off-white rendered wall

RA: Rural Area Type

This area type covers the open land between settlements. Typically, these rural areas have a low population density and some small settlements. It includes Green Belt, parkland, agriculture areas, etc. Existing character of this area type is illustrated on this page.

Existing Character

This area type is characterised by its abundance of low-density detached houses nestled amidst greenery. The houses in this rural setting exhibit a diverse range of appearances and construction styles, ranging from cottage houses to brick structures. One common feature among these houses is their possession of larger plots of land and extensive front gardens. This allocated amount of space allows for greater flexibility in the use of the properties and often results in a more organic arrangement, as opposed to a rigid building line. The rural nature of the area also means that there is generally less emphasis on strict infrastructure maintenance, streets in this area type may results lackage of setbacks or regulated treatments.

Area Type Vision

After assessing a typical plot located within this area type as shown on the page opposite, there are some strong and positive characters of this area been identified:

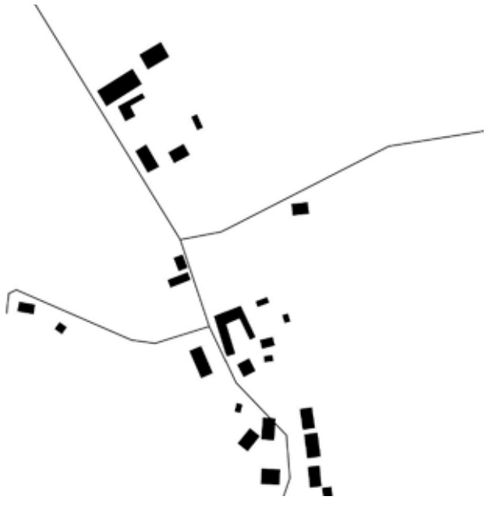
- Larger plot spaces for each dwelling.
- Variety of building styles and materials make buildings identical within this type of low-density areas.
- Proximity to the nature and biodiversity.

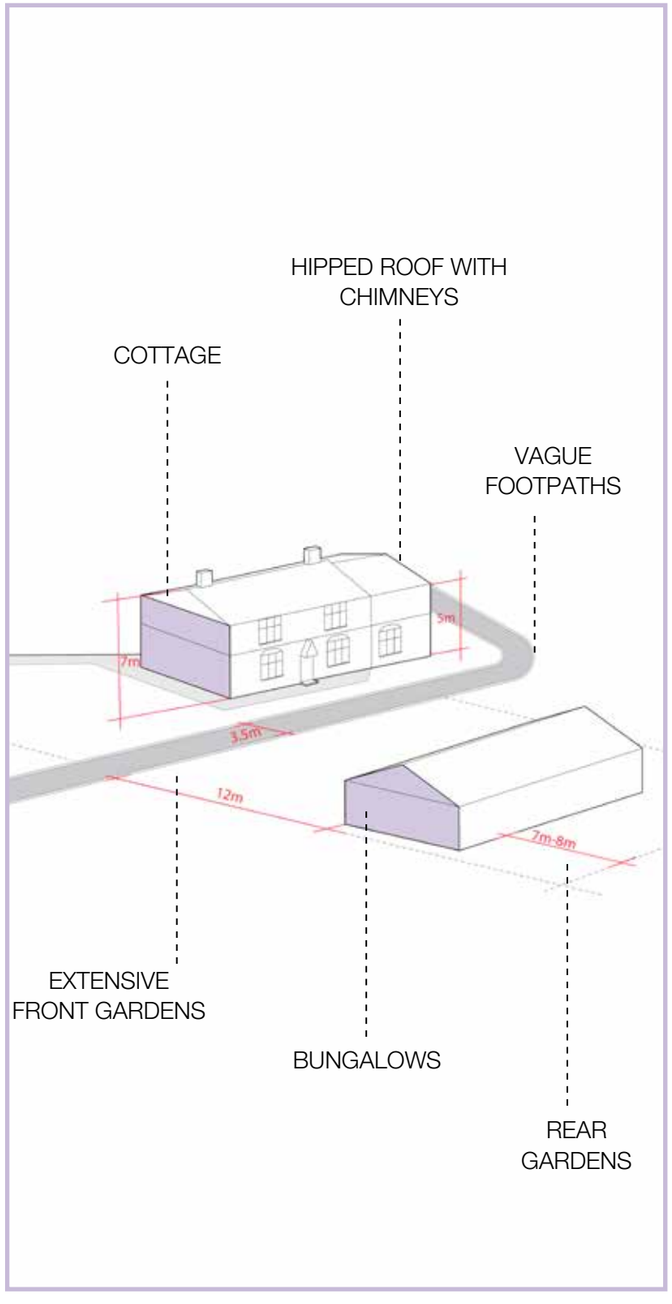
However, there are also a number of negatives including:

- Level of accessibility to the area
- Lack of public facilities and amenities to support the locals

We have therefore developed the following vision for the Rural Area Type designed to build on these strengths and address the weaknesses:

To maintain the openness of the landscape and embraces the natural surroundings while improving public infrastructure to facilitate connections and amenities for adjacent residential communities.





Max. Eaves Height

6m

Density Index
dwellings per hectare

0-15
(dph)

Nethertown is a typical rural area in Lichfield, as a sample area, to understand the characteristics of the Rural area type. The existing character of this sample area has been analysed using the area type matrix as below.

Rural Area Type **Sample area - Nethertown**		
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Street links at one end (cul-de-sac)
	Traffic in relation to the street	One-way traffic
	Street Enclosure	Approx. 1:2
	Street Parking	Absence of on-street parking bays;
	Private Parking	Cars are parked in front gardens
Nature	Street Trees	Existing trees along the road assume to be privately-owned
	Bin Storage	No evidence showing bins exist
Built Form	Block Type	Detached house with front and back garden.
	Density	10 dph
	Building Height	Varied from 1-storey to 2-storey
	Building Setbacks	Varied from 12m - vague footpaths with extensive front gardens
	Rear Garden Depth	7.5m
	Back to Back Distances	N/L; extensive green space at the back of the properties
	Building line compliance	Buildings following an irregular building line
	Gaps between buildings	3m
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Cottage house; Front garden with aesthetic treatment; Mixed of plantation with treatment appears along the building line; Occasional recessed or protruding porches.
	Roof types	Slated hipped roof;
	Window types	Bay windows;
	Existing Materials	Red/Brown brick; Off-white rendered wall

EA: Employment Area Type

This Area Type indicates industrial and commercial areas and business parks. Existing character of this area type is illustrated on this page.

Existing Character

Industrial centres can prioritise the maintenance of high security measures, ensuring privacy and protection. As a result, layouts of the estates follow a block distribution pattern, with streets terminating at each block and large plot sizes. The spaciousness of each block allows for ample surface parking, accommodating both cars and trucks visiting the premises. Typically, warehouse structures are constructed using aluminium, a commonly used material in the industry.

Area Type Vision

After assessing a typical plot located within this area type as shown on the page opposite, there are some strong and positive characters of this area been identified:

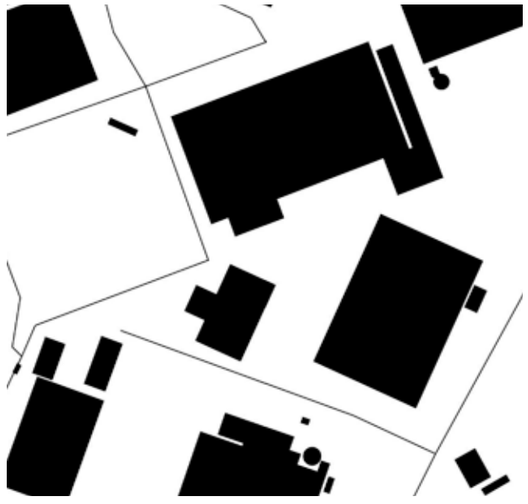
- Cluster of industry strengthen the resilience of the area
- High level of safety measures in the area

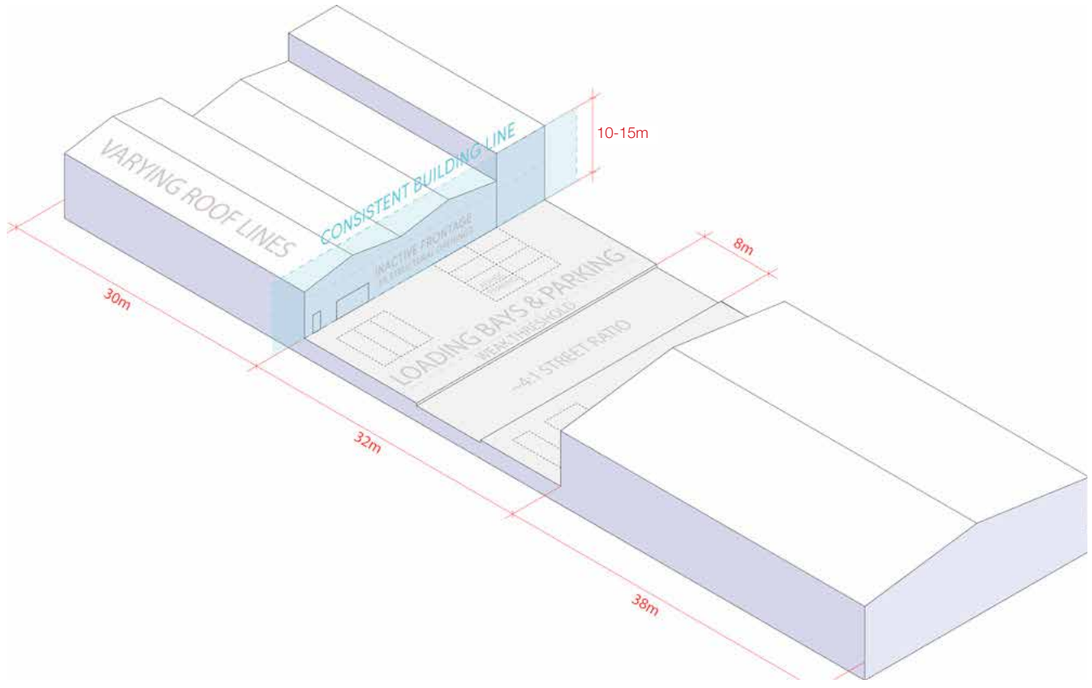
However, there are also a number of negatives including:

- Aggregation of single use premises has less flexibility to change
- Lack of walkability
- Morphologically and physically isolated

We have therefore developed the following vision for the Industrial Area Type designed to build on these strengths and address the weaknesses:

To foster a dynamic and sustainable environment that nurtures an inclusive business ecosystem, drives economic growth, generates quality job opportunities, and enriches the local community.





Max Height

15m

Density Index

NA

We took Fradley Park as a sample area for Industrial area type. The existing character of this sample area has been analysed using the area type matrix as below.

Industrial Area Type **Sample Area - Fradley Park, Fradley**		
	Feature	**Measure/Description**
Movement & Street	Street Linkage	Cul-de-sacs; Streets link to one-end.
	Traffic in relation to the street	Two-way traffic
	Street Enclosure	Approx. 1:1.5 - 1:3
	Street Parking	Cars are parked at gated surface parking spaces
	Private Parking	Cars are parked at gated surface parking spaces
Nature	Street Trees	Street trees exist regularly
	Bin Storage	No evidence showing bins exist
Built Form	Block Type	Blocks are arranged in Cul-de-sacs layout, dominated by industrial warehouses.
	Density	Approx. 0.25unit per hectare
	Building Height	1-storey; 10m
	Building Setbacks	varied
	Rear Garden Depth	varied
	Back to Back Distances	varied
	Building line compliance	Everything following an irregular building line
	Gaps between buildings	varied
	Active Frontage Proportion	0% - no active frontage
Building Identity	Building design	Big box of warehouses; Flat and chunky up to 10-metre per floor; Associated with gated surface parking space; Large open space for containers and storage
	Roof types	Flat roof
	Window types	Vertical window
	Existing Materials	Aluminium

Appendix

3. ENGAGEMENT SUMMARY REPORT

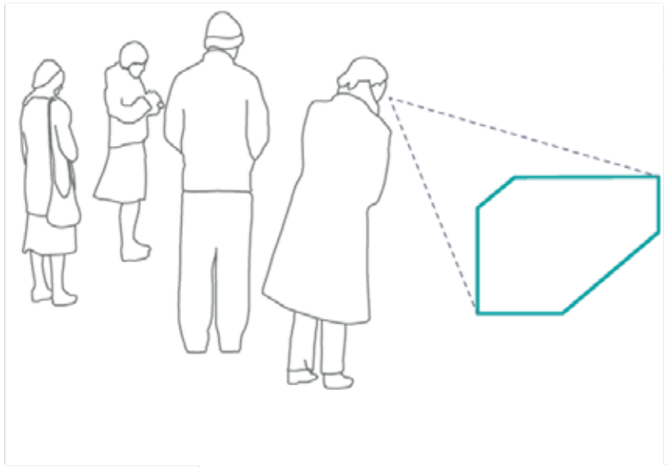
Introduction

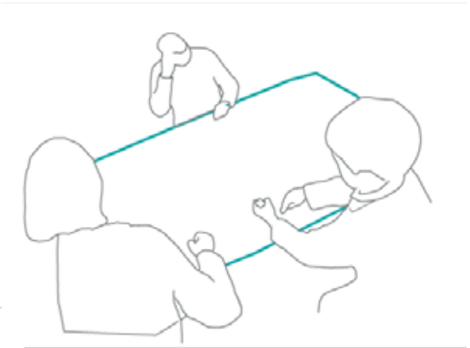
BDP have undertaken several rounds of consultations with stakeholders at all levels. This initially began in Spring 2023 with community workshops in person.

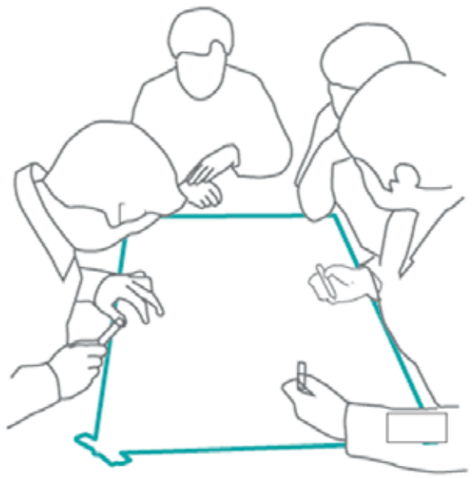
After this, several rounds of engagement followed in order to begin to establish the Area Types, eventually confirming the Design Code would be split into six Area Types.

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

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







1. Community Workshop March 2023

Summary

Lichfield City Council and BDP delivered three engagement workshops across Lichfield for the purpose of introducing community members to the design code, what it will do, and offer an opportunity for the community to share their thoughts and opinions on development design in their local area.

The first workshop was held at Alrewas Royal British Legion on the 7th of March at 1pm-3:30pm with around 20 attendees. Common aspirations that residents held for the design code included an increase in green infrastructure, increased accessibility and connectivity for non-car users (cycling and walking) and for new development to be in-keeping with existing development and the local character. Some challenges that the residents saw for the design code included the issue of traffic volume and speed on country/residential roads, lack of connections to towns/cities outside of Lichfield (for example, Tamworth), air quality on the A38, lack of infrastructure to support new development and a loss of community facilities.

The second engagement event was held at Lichfield Guildhall from 5pm-8pm on the same day with around 45 attendees. Good characteristics that residents felt should be reflected in the design code included the pedestrian access into Lichfield centre, green spaces, heritage buildings, strong local character, and retail provision on the ground floor of buildings. Some issues that the residents felt the design code should address included making the city centre more cycle-friendly by including more cycle lanes and parking, setting a minimum width for roads to avoid narrow roads, and including sustainable features within new developments such as solar panels, heat pumps and EV charging points. Furthermore, the conversion of front gardens to drives for parking, inappropriate signage, generic building styles and the separation of tenures on new housing development, were all raised as issues in Lichfield.

The final workshop was held the next morning, on the 8th of March from 9:30am to 12pm, at Burntwood Leisure Centre with around 12 attendees. Around half of the attendees were local to Burntwood whilst others were from villages around the district. Good characteristics that the residents felt should be reflected in the design code included mixed-use developments (i.e., residential with retail units on the ground floor), multi-generational housing, community services and spaces such as allotments, green spaces, and public footpaths. It was also raised that the neighbourhood plans include many features that should be reflected in the design code. Some issues that the residents felt the design code should seek to address included a dominance of cars and the associated lack of provision of cycle lanes and safe routes for pedestrians, dangerous roads and junctions and concerns over the volume of traffic. Other concerns centred on the design and layout of new build housing, including issues of being 'packed in', having small gardens, and the same designs. Furthermore, there was a suggestion that the design code should seek to maintain the identity of the five areas of Burntwood.

Participant Responses

Lichfield City Centre Workshop

Themes	Good characteristics to reflect in the design code	Issues you think the design code should address
Movement features	• Proximity to railway station • Ease of access to city centre • Close to small shopping centre (Boley Park) • City centre pedestrian access in town – feel safe with pushchair and children • Free parking in the evening • Parking underneath building • Well integrated and well designed car parking provision • Snickets • Footpaths connecting local streets and providing pedestrian route to centre	• Infrastructure must be included • Increased width for parking cars • New development housing with 2 car parking spaces but not side by side, clog the streets • Emergency services access restrictions • Better public transport, affordable, regular • In order to get into the city can there be better cycle lanes / cycle parking / scooter hire • Ensure parking taken into account per property • Pedestrianisation • Making the city more cycling friendly • Cars parked on roads where a rear garage is provided • Fair parking for properties • Where small width roads are with cars – emergency services struggle to manoeuvre • Minimum width roads • Car charging points • Traffic flow • Pedestrianisation (respecting safety and blue badge holders)
Nature features	• Close to water (public space) • Greenery • Open space • Public footpaths • Clean environment • A clear hierarchy of play spaces • Green spaces • Whittington Village Green • Keep green spaces • Lots of green outdoor spaces • Gardens and trees	• Green spaces • More street trees with small areas for resting or where cafes can have outside areas • House frontages all converting front gardens to parking
Built Form features	• Variety of housing / character	• Mixture of styles to reflect different age groups

	• View from City Station to Cathedral – buildings don't obscure • Small centre • Build more flats, tower blocks, fewer houses • Lifetime homes standards • Hidden, integrated, refuse bin storage • Respect local existing architecture • Paris-style tall buildings in city centre • Increase density in city centre, build above shops • The cul-de-sac design of Boley Park is excellent (take a look) • More flats and apartments for young and older people • Lower heights, no blocks • Lower density • Few high rise	• Lower density on outskirts – not overcrowded estates • Mix of affordable and larger houses • Space around dwellings • Energy – increased capacity for heat pumps and electric charging • Housing density / spatial allowances / flexibility • Housing choice in rural areas • Size of garages and driveways • Building material and types • Homes fitter for purpose – bedrooms larger than a bed! • Small housing developments as infill – could be modern design of courtyard type area – high quality materials used • Build flats to generous proportions to encourage downsizing – with lifts - no more than 3 storeys high. • Adoption of building estates • Less driveway – turning rule using too much green space • Solar panels on all new houses at least • Sustainability
Identity features	• History and historic buildings • Sense of community • Period buildings and character • Strong local character, distinctiveness • Variation of design • Rethinking the character of the city • The "higgle de piggle de" nature of buildings • No generic buildings from large companies – must reflect local character • Talk about homes not houses • Protect unique character of the city • Sympathetic to the history	• Better building materials • New developments must be solar friendly – solar tiles, electric car charging points included • Design of buildings – not in-keeping with assets like the cathedral, ugly • Inappropriate signage of shops and other buildings • Design standards – some good design but depends on who is developing • Developer design competitions • Less generic building design – all towns starting to look the same • Delineation between modern and old styles – needs to be more mixed • Modern frontages out of keeping • Integration of tenures, not separate • Respect neighbourhood plan • Developments of high quality including highly affordable homes • Shop front designs should reflect design code
Public Space features	• Off-street parking • Sitting areas outside on streets outside cafes	• Open policy on Section 106 control / local decision on where money is spent • Community infrastructure • Public realm
	• Community spaces e.g., allotments	• Recreational spaces need emphasis
Use features	• Cathedral close • Small local shops and markets – support them to stay • Mixed mode development - businesses/shops on ground floor, flats above • Re-use shops, compulsory purchase is necessary	• Shops and derelict buildings • Resolve Birmingham Road site, which has been derelict for nearly 20 years • Use of flats above shops • Ensure potential for living accommodation considered above industrial / shops • Drainage, water, electric, gas etc • More retail in housing developments • Health needs of aging people – e.g. building homes next to primary schools – sharing facilities, dining, • Access to police support • Secondary schools required • Mixed use buildings (commercial and residential) • Leisure centre should be in city centre – dependent on driving to Stychbrook – where is the knowledge about health for all

Burntwood Workshop

Themes	**Good characteristics to reflect in the design code**	**Issues you think the design code should address**
Movement features	• Traffic free centre • Retain public footpaths • Walking to school made easy • Open pathways (not ginnels) • Cycling • E-mobility access • Walking paths	• Secure cycle parking – lack of • Cycle lanes needed • Lack of cycle paths or easy pedestrian access – too focussed on cars • Parking • Dangerous roads made less dangerous • Main junction in Stonnall village is dangerous and needs redesign (Chester Road A452) • Parking on pavements • Speed humps damage vehicles and does little to slow traffic in village • Stonnall main public house has no off street parking causing traffic issues • Volume of traffic and speed • Main Street in village used predominantly by non villagers – how to persuade them not to (Stonnall) • Remove parking on narrow local village roads • Buses generally

		• Dedicated cycle lanes on main streets • Bus stop walking distances • Safe cycle and pedestrian routes. • Gentreshaw common – nice walking path
Nature features	• Open green spaces • Space for allotments • Open areas and water access • Play parks • No light pollution • Redwood trees, planting more trees	• Suburban biodiversity – hedges, trees, water, verges •
Built Form features	• Not to extend boundaries of village without consent of residents • Good characteristics reflected in the neighbourhood plan for Burntwood •	• New houses with tiny gardens and packed in • Character of houses • Different designs of new builds • Net zero buildings
Identity features	• Maintain history of village • Retain character • Community feel	• Reflect and maintain the identity of the 5 villages in area types
Public Space features	• Quiet at night • Community areas (know your neighbours) • Social seating area	• Crime / vehicle theft
Use features	• Local services: schools, shops, community centre, pubs • Mixed developments / flats above (Sankeys Corner) • Town shopping centre • Multi-generational housing • Local community energy – cheaper than grid	• Infrastructure of services not keeping up with housing developments • More places at local schools • School access • Ensure the right uses are in the right area types e.g. resi in resi type • Consider equine uses and agriculture an provide access to these • Locally produced low cost energy & heating • Fuel poverty

Alrewas Workshop

Themes	Aspirations for the design code	Challenges for the design code
Movement features	• Wider roads • Increase accessibility for non-car users • Self-drive cars policy – e.g. parking for car pooling • Accommodating non-car users on roads in a safe and joined up way • Connectivity • Cycle routes • EV parking • Parking rules	• Upgrade lanes not just A38 • Traffic volume and speed on country lanes • Car parking • Some area types need car planning • Some area types need to be car free • Conflict between motorised transport users (cars) and non-motorised (cycle / scooter) • Accessibility for all users including delivery drivers and emergency services • HS2 – Fradley, Armitage, Whittington • Transport facilities for residents • Bus service links to other settlements
Nature features	• Bigger gardens • Consider the environment • Always an increase in street trees • Retain as much green space as possible	• Drainage and increased water table • Air quality – A38 • Consider wildlife corridors • Planning for street trees • How to preserve nature?
Built Form features	• Avoid 3 storey • Social housing integrated with other housing • Building regs – good standard • Street widths	• Not enough infrastructure for new housing • District-wide • How to stop development value-engineered
Identity features	• New development in keeping with existing vernacular • Integrating old and new • Creating a legacy / future proofing • Maintain quality of design of development • Bring in local character	• Lichfield is so diverse – historic character, rural • Fragmented developments making uniformed developments challenges • Cohesion in design / infrastructure • Reinforce design features • Character vs housing mix
Public Space features	• Coordinated infrastructure access – stop digging up roads for pipes and cables	• Border linkages – with B'ham, Tamworth etc., bus routes, schools etc •
Use features	• Self-sufficient areas	• Health provision (doctors) • Aging population • Maintenance and management – resident group • Community losing community facilities

2. Officer Technical Meeting Responses

Summary

After the formalisation of the Baseline Report, BDP began a series of engagements with Lichfield District Council (LDC) and Staffordshire County Council (LDC) Officers from a variety of teams. The purpose of the engagement was to gain a first-hand understanding of what issues were faced by Officer's and how they wanted these to be addressed. By discussing these topics with key stakeholders, BDP was able to refine the topics within the Code, seek to address key issues and understand the challenges of the District.

The following teams were engaged:

- SCC Highways
- LDC Parking
- LDC Waste and Resources
- LDC Parks and Open Space
- LDC Development Management
- LDC Planning Policy
- LDC Ecology & Conservation

After the initial engagement meetings, further catchup sessions, workshops and clarifications were shared to help shape the development of the Code.

A table of the responses received and how they were actioned has been provided.

Feedback from Officers

Team	Officer	Date and Meeting Title	Point Raised	Related to the Code?	Potential Actions	How resolved (to be filled in in future)
SCC Highways	Mark Evans - Highways	23/03/23 - Movement and Transport	Poor use of materials in the public realm - to the detriment of the visual quality of the area	Yes - Streets	Include materiality and design of new road in the Code	
SCC Highways	Mark Evans	23/03/23 - Movement and Transport	Much of the Street Design in the County is controlled by an outdated piece of policy - SCC Residential Design Guide for Highways (2000). This relies on a rule-based system for the size of adopted highways	Yes - Streets	Review the SCC policy and agree with SCC for street sizing in the code to overule the outdated policy and follow Manual for Streets	
SCC Highways	Mark Evans	23/03/23 - Movement and Transport	Wants to address the inclusion of street trees in the design of new roads and how they incorporate with various other street furniture (lights mainly) - They also have a draft policy about street trees that could be sent to us for review and see how it could fit into the code	Yes - Streets/Landscape	Review SCC street trees emerging policy and consider on-plot / street tree policy	
SCC Highways	Mark Evans	23/03/23 - Movement and Transport	Noted about the size of highway in relation to refuse vehicles - Also would like to future proof the road network to fit larger vehicles	Yes - Streets		
LDC Parking	Nathan Fox	23/03/23 - Movement and Transport	Wanting to encorporate EV Parking capability to part of the code	Yes	Look into the viability of including EV parking provision in new development - SCC have an officer dedicated to this (Mark)	
LDC Waste and Resources and SCC Highways	Mark Fox and Nigel Harris	21/03/23 - Resources and Waste	Refuge Vehicles struggling to fit down the small streets of new developments - reduces productivity and leads to rubbish build up where it is unaccessible	Yes - Streets		
LDC Waste and Resources	Nigel Harris	21/03/23 - Resources and Waste	Parking issues within new developments / overparking mean that the refuse vehicles have little space to navigate the streets	Yes - Streets and parking		
LDC Waste and Resources	Nigel Harris	21/03/23 - Resources and Waste	Smaller trucks may have to be bought in to deal with the smaller streets - less productivity and more cost	No		
LDC Waste and Resources	Nigel Harris	21/03/23 - Resources and Waste	Waste refuse points on larger developments are a big issue - the shared space provided in developments is often too small and not fit for purpose. This coupled with lack of maintainence means LDC will not pick up from these places	Yes - refuse storage	Bin storage on new development should be maximised and layout designed appropriately to minimise impacts	
LDC Waste and Resources	Nigel Harris	21/03/23 - Resources and Waste	With the push to recycle the Government are going to require households to have up to 6 bins - these need to be accounted for / future proofed in the design of new development	Yes - refuse storage		
LDC Waste and Resources	Nigel Harris	21/03/23 - Resources and Waste	Potential to incorporate a shute design for larger development so it can be seperated before it gets to the bin area - suggested the use of basement (iceburg) storage for flats	Maybe - refuse storage	Would be a good idea to push but if they policy is not supportive of it, it'll be difficult to have in a code	
LDC Waste and Resources	Nigel Harris	21/03/23 - Resources and Waste	Lichfield City Centre is very hard to collect from due to the street layout and lack of binstore - leads to rubbish within the public realm and awkward to pick up from	Yes - refuse storage	New design in the city centre should be aware of this issue	
LDC Parks and Open Spaces	Lynn Hammant - Parks Manager	21/03/23 - Parks and Open Space	Encourage focus on the environmental issues - trees, green space, flooding. Council has a drive on reducing carbon impact.			
LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	The council has started to require a % tree canopy cover for major developments but could be firmed up within the design guide	Yes - Nature and Open Space	There are canopy cover baselines for each ward so could look at canopy cover requirements going forward. If there is a baseline, look at identifying areas of deficiency, within the SPD	
LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	Street trees & greenery - The Design Code could set clear rules for new development for street trees and types of planting. The community want to see more trees, more public greenery, more innovative use of green spaces which could be included design guide. The Code should amplify and update the Trees, Landscaping and Development SPD. The Council have stopped adopting public open spaces due to limited resources, so developers keep control and set up a management company to look after them.	Yes - Nature and Open Space	Review the Trees, Landscaping and Development SPD	
LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	Street trees and land ownership - encouraging new street trees to be planted in land that is not conveyed to private ownership. They form part of the street scene and should avoiding putting them in private front gardens to stop removal of trees.	Yes - Nature and Open Space		
LDC Parks and Open Spaces	Lynn Hammant - Parks Manager	21/03/23 - Parks and Open Space	Guidance on hard landscaping - Block paving is better for the environment in terms of flood water drainage but issues can arise with weeds and management which could encourage use of chemicals so getting the right balance, from an environment perspective is important	Yes - Landscaping		
LDC Parks and Open Spaces	Neil Young - Ecology Officer	21/03/23 - Parks and Open Space	From ecology point of view there should always be a net gain to biodiversity and wildlife. For any development, try to ensure that there in something big and small that can help with a positive impact	Yes - Ecology	Code to advise that biodiversity must be designed in from the start. And give examples of how?	
LDC Parks and Open Spaces	Lynn Hammant - Parks Manager	21/03/23 - Parks and Open Space	Ensuring enough bins and benches in parks. Drag distances for bins - ensure well located so vehicles are not close to children playspace	Yes - Green Space		
LDC Parks and Open Spaces	Lynn Hammant - Parks Manager	21/03/23 - Parks and Open Space	The Council do send design suggestions to developers, which could be captured in the design code. Fences should be positioned in hardstanding rather than grass; Hegdes within boudnary of properties; using speed restrictors for highways is awkward and makes it difficult to manoeuvre	Yes - Landscaping		

LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	The Local plan sets a planning policy quantum for green space	Yes - Green Space	Review policy quantum to explore whether this is sufficient and whether the design code could add any additional guidance around how to meet the quantum.	
LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	There is an existing Landscaping SPD (2016) It currently outlines technicalities of planting schemes and what they expect in landscape and landscape details. The Landscape SPD is very comprehensive, but little areas to be updated	Yes - Landscaping	Review Landscaping SPD and assess opportunities where the code can fill in gaps or update policy	
LDC Parks and Open Spaces	Lynn Hammant - Parks Manager	21/03/23 - Parks and Open Space	City holds lots of events. Use of bollards/HVM in city centre for public protection; Something to take into consideration with regards to upcoming Martin's Law, counter-terrorism measures (following Parliamentary process). Will this affect village centres too where events are held?	Yes - Landscaping	The code could look at types of roadblocks i.e. coding for pop up bollards in city centre area type for events and how this affects the streetscape.	
LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	Council's experience of Darwin Park is that parklands are nice and there are some impressive features but wouldn't hold it up as an exemplar development as it took a long time to get it to that stage. There are still huge management issues, 50% of the trees failed. Fundamental design issues - eg where the planting is in relation to dwellings.	Yes - Landscaping		
LDC Parks and Open Spaces	Gareth Hare - Tree Officer	21/03/23 - Parks and Open Space	Successful developments look at design and ongoing management. The council's experience of volume house builders has been that they lack attention to maintenance of open spaces and are so they are in general, poorly maintained. Lots of trees, if not protected by TPO, are taken out within 3-4 years – so making sure developers look at designating parcels of land that are not conveyed but covered by the management company. Development control are constantly trying to enforce better standards where schemes are failing.	Yes - Landscaping		
			There are issues with highways not wanting to adopt street trees – this needs to be addressed with them and considered in the design code.			
LDC Parks and Open Spaces	Lynn Hammant - Parks Manager	21/03/23 - Parks and Open Space	LDC uses the Fields and Trust Guidance for play equipment. Entrance and exit for playspaces. Creating spaces for shade. Drought tolerant species.	Yes - Landscaping	Examine how new playspaces can be designed effectively in the code for new developments - try an incorporate vareity into design and offer better experiences	
			Good to have clear metrics and numeric standards. Would be good for it to act as a toolbox for creating a positive environment but needs to find the right balance in what is good, modern design from the council perspective and what members perspectives are. i.e., there have been arguments with members about them wanting chimneys, but they are no longer relevant in modern building standards – so design code needs codes that embrace modern standards but respect historic character.		Design code will need to fix thresholds for design quality with a clear message of what is fixed and what is flexible.	
LDC Development Management	Kerry Challenor - Planning Officer	22/03/23 - DM Officers Meeting	Code should aim to cover parking layout for resi development as Parking SPD is missing a page on the parking layout. The concern is not just the quantum but the parking layout. Coding can help to reduce dominance of street parking. Address parking sizes. Address parking in relation to where doors are located to address accessibility into homes.	Yes - Parking		
			Hardstanding - developers of large and medium sites have been creating developments that look like a sea of concrete with access roads, parking spaces that are bad, roads that look like triple roads.			
LDC Development Management	Richard Sunter - Householder Applications	22/03/23 - DM Officers Meeting	Concern that the code has the potential to add more case officer burden when writing reports due to the consideration of many documents. Don't repeat policies - concerns that there are multiple policies with many repeating at national, Local and neighbourhood levels + conservation area management plans. This makes it hard for planners in the council to write reports. Existing policies quite vague eg Must reflect local vernacular, Code should be clearer.	Yes	Need to consider how the code may supersede or sit alongside other previous documents. The yes/no nature of the Code may make it easy to assess development. Topic paper on LDC policy framework to be progressed	
LDC Development Management	Richard Sunter - Householder Applications	22/03/23 - DM Officers Meeting	Resources – energy hierarchy, efficiency, embodied carbon – assume these are the remit of Building Control and not planning/ the Design Code. Should not have policies that increase burden of determining appls where other regulatory processes can assess.	Yes - energy	Suggest a topic session on energy to consider LDC policy framework as a whole on net zero carbon and resource saving. Code content can then be determined.	
LDC Development Management	Sarah Atherton - Major projects	22/03/23 - DM Officers Meeting	Good if the DC can refer back to nationally prescribed space standards. Have had developers try to get round them eg by adding a conservatory.	Space standards are already set nationally so not necessary in final code, but can signpost to them		
LDC Development Management	Sarah Atherton - Major projects	22/03/23 - DM Officers Meeting	Need to ensure the details of cycle and bin storage are included. Volume housebuilders are not including discrete bin storage.	Yes - refuse and storage	Look at best practice examples of this to include in DC	
LDC Development Management	Sarah Atherton - Major projects	22/03/23 - DM Officers Meeting	Needs to strike a balance between heritage conservation and sustainable design in Lichfield. Members preferences importance - eg they like chimneys.	Potentially	Things like chimneys can be contentious issues in Lichfield and we need to try to identify these so they do not create issues further down the line	

LDC Development Management	Jack Twomey - Environmental Health	22/03/23 - DM Officers Meeting	Bin locations/stores for flats tend to be a nightmare	Yes - refuse storage	This point has been raised by many and should be included in code	
LDC Development Management	Jack Twomey - Environmental Health	22/03/23 - DM Officers Meeting	Problems with MUGAs close to properties – floodlighting for late night use affects amenity, if to be booked by teams. Minimum distance from housing is needed (currently not specified	Yes - Landscaping and Lighting	Could be added when thinking about outdoor amenity space and lighting and safety	
LDC Development Management	Jack Twomey - Environmental Health	22/03/23 - DM Officers Meeting	Energy efficiency and how designed into the properties - will this be covered.	Yes - Sustainability		
LDC Development Management	Sarah Atherton - Major projects	22/03/23 - DM Officers Meeting	We have problems enforcing BREEAM for non-resi. We set this as a requirement for development over a certain size, but don't have any way of monitoring, expertise in assessing.			
LDC Development Management		22/03/23 - DM Officers Meeting	SuDs design manual to advise on with areas of flood risk.			
LDC Development Management		22/03/23 - DM Officers Meeting	Daylight sunlight - Officers review the reports themselves. We should review the numerical distances at the back of the Sustainable Design SPD (45 degree rule etc).	Yes - Design	Review Sustainable Design SPD on 45 degree rule etc, determined what could be same or updated in the Code	
LDC Development Management		22/03/23 - DM Officers Meeting	Secure by Design - some of the documents relates to planning whereas other is about niche, specific, issues	Yes - Design	Pull out planning related features and see if they can be applicable to the Code	
LDC Development Management	Richard Sunter - Householder Applications	22/03/23 - DM Officers Meeting	Council noted that fire services sometimes don't accept home zones and there are concerns around the number of dwellings served off private access roads. There is a general rule that there should be no more than five on them, and it would be useful to cut down on private drives as a whole as they are not up to highway specification.	Potentially		
LDC Development Management		22/03/23 - DM Officers Meeting	BNG. Code needs to align with work by others, should be in accordance with other strategies. Kristie Charlesworth, the district council ecologist is developing biodiversity, street trees guidance – design code needs to tie into this.		Code could indicate how to accommodate BNG? To review/engage again with KC	
LDC Development Management	Kerry Challenor - Planning Officer	22/03/23 - DM Officers Meeting	Cycle parking often an afterthought. South of Lichfield there is a cycle network, so new development should be required to connect in.	Yes - movement		
LDC Development Management		22/03/23 - DM Officers Meeting	Wheelchair & accessible design in public spaces, with pads next to benches and distances to encourage sitting in a group.			
LDC Planning Policy an Development	John Smith	22/03/23 - Policy and Development Officers Meeting	Great that the Birmingham Road site offers a live site for the Design Code to assist with. Resident consultation ended in early Feb, so lots of feedback to share. Will be a 2 phased approach, developing an opp/cons plan. Design Code for this site will be important	Potentially		
LDC Planning Policy	Patrick Jervis	22/03/23 - Policy and Development Officers Meeting	The Code needs to relate to the emerging Local Plan, although will need to understand how that timetable is impacting on you and vice versa.	Yes	Continue to monitor the status of the emerging local plan and make sure the Code aligns with it	
LDC Planning Policy		22/03/23 - Policy and Development Officers Meeting	Strategic Sites should be included in the Code from the emerging LP, alongside any already adopted/saved. The plan to have these ready to add as an addendum for the Code which can then be formally added in once the new local plan is adopted	Yes	Patrick can provide us with info on the emerging allocations – David Clark providing.	
LDC Planning Policy an Development	Gemma Hill	22/03/23 - Policy and Development Officers Meeting	Would like the Code to make sure we are developing the most sustainable homes. Families, flexibility.			
BDP Planning	Fiona Sibley	22/03/23 - Policy and Development Officers Meeting	FS suggested a topic session on energy and sustainability as this is an area where the DC needs to work alongside wider policy context, and building regs regime. Think about different policy tools the LPA needs to use/have in place, and what the DC can do.	Yes	Arrange topic session - liase with Gemma	
LDC Planning Policy an Development	Patrick Jervis	22/03/23 - Policy and Development Officers Meeting	Property values are relatively high in Lichfield, so officers can usually negotiate on quality, so should be able to adopt a stringent code. They tend to resist the negotiation.	Yes		
BDP Planning	Fiona Sibley	22/03/23 - Policy and Development Officers Meeting	Will be engaging via Gemma with the RPs. Main ones, Bromford and Orbit, do dabble as developers as well as stock management.	Yes		
LDC Planning Policy	Patrick Jervis	22/03/23 - Policy and Development Officers Meeting	Height and massing – if you are in city centre, that is sensitive. Clear parameters for that.	Yes		
LDC Planning Policy	Patrick Jervis	22/03/23 - Policy and Development Officers Meeting	Parking standards – public view tends to be too many houses, not enough parking. The DC could supersede existing SPD. Fire regs making underground parking difficult.	Yes		
LDC Planning Policy	Patrick Jervis	22/03/23 - Policy and Development Officers Meeting	Public realm design. Stipulate how these are designed and has functionality. Landscape SPD sets some metrics but could be more focus on how thses should be designed.	Yes		

3. Community Fieldwork Survey

Summary

As well as the engagement with Officers, BDP also undertook engagement with the public to establish which issues the public most wanted to see addressed.

In April 2023, BDP hosted a virtual event to introduce the concept of the Design Code to members of the public. The Webinar event was attended by around 25 people and was an opportunity to explain the rationale behind the Community Survey and the go over any questions that people had. This event was recorded and made available to view again through a BDP specific landing page.

After the briefing session, the online survey was launched via Survey Monkey. The survey aimed to get responses from the public on a variety of key considerations for the Code. The Survey involved people surveying a selected street, inputting the information into the questions so that BDP could begin to process the urban typologies of the areas.

In total, this survey was undertaken in full by fourteen respondents.

Survey Questions

Lichfield District Design Code

Lichfield District Design Code Community Area Survey

Welcome

Welcome to the Lichfield Design Code survey. By filling out this survey, you will help us understand the distinct features of various locations in Lichfield District. You can also use this survey to tell us what you think are the key concerns locally that you would like the Design Code to address.

Here is what is involved in the community survey:

Step 1: Read through this survey. (you may want to print a hard copy)

Step 2: Select a sample street to undertake your survey - we suggest you pick a section of a street you know fairly well, and that you either like or dislike so you can consider the reasons why.

Step 3: Make a visit to your sample street, either yourself or in a group, to observe its features, focusing on the survey questions. Take photos of your sample street, we suggest taking a set of photos which can help you with step 4.

Step 4: Answer survey questions. Come back to this survey page to answer the questions. Answer as many of the questions as you can. It is fine to skip questions.

You will also find Google Earth useful to create measurements for some of the questions, so have this open on your browser.

Click here for a link to Google Earth.

The survey may take about an hour to fill in, plus time to make a visit to observe your street.

* 1. **Your consent:** By answering the survey questions, you will assist us in creating a set of area types for the district that consider the local context.

Are you happy to give your consent to Lichfield District Council and their consultants at BDP to collect and utilise your survey responses for the purpose of informing the development of the Lichfield Design Code?

You will need to tick the box below and click next to start the survey.

☐ **Please tick to accept and consent to the above and click next to start the survey.**

Lichfield District Design Code

Lichfield District Design Code Community Area Survey
A bit about yourself

2. **About you:** Are you filling this survey out as an individual or as part of a community group / local organisation?

◯ Individual

◯ Community group / local organisation

3. **Your name:** What is your name or name of your community group / local organisation?

4. **Your contact information:**
(please ensure you add a contact email address to update you on the prize draw to win a high street voucher worth up to £100.)

Postal Code

Email Address

5. Your age: We want to make sure we are reaching a range of ages in the coding process, what age category do you fall under?

◯ Under 18 ◯ 18-24 ◯ 25-34 ◯ 35-44 ◯ 45-54 ◯ 55-64 ◯ 65+

Lichfield District Design Code

Lichfield District Design Code Community Area Survey

6. The National Design Guide and the National Model Design Code identify 10 characteristics of well designed places as shown in the image below.

Please rank the following characteristics in order of importance , where 1 is the most important and 10 is the least important to you.

- Context: This relates to the extent that development fits into its surroundings
- Identity: This relates to the design of new buildings
- Built Form: This concerns the height, position and density of buildings
- Movement: This relates to how easy it is to move around on food, cycle and by public transport as well as how cars and parking are accommodated
- Nature: This relates to the way in which development encourages wildlife and planting
- Public Spaces: This relates to the design of streets and other public spaces
- Uses: This relates to the availability do shops facilities and other uses
- Homes & Buildings: This relates to the internal design of homes and buildings
- Resources: This relates to energy efficiency and other environmental measures
- Lifespan: This relates to the way in which new areas are managed

7. What are the key concerns and issues locally that you would like the Lichfield District Design Code to address?

8. **Sample street location:** Once you have chosen and visited your sample street (see first page of this survey for instructions on this), please add its location details below in the boxes :

Street Name

Neighbourhood (if applicable)

City/Town/Village

Postal Code

9. **Street photos:** Do you have any photos of the street you wish to share? (optional upload)

Choose File Choose File No file chosen

10. **Overall character:** Thinking about the ten characteristics of well-designed places set out above, out of 10 stars, how would you rate the character and design of this street?

(feel free to skip and return to questions 9-11 at the end of the survey)

11. Again, thinking about the ten characteristics of well-designed places, what characteristics do you think are successful on your sample street?

12. Again, thinking about the ten characteristics of well-designed places, what characteristics do you think are unsuccessful on your sample street?

Lichfield District Design Code

Lichfield District Design Code Community Area Survey

Movement & Streets

This section relates to the network of streets surrounding your sample street (the design of the street comes later). The way in which the street network is designed will influence the extent to which people walk and cycle, public transport and the impact that cars have.

13. **Streets:** Does your street link to other streets:
(Please tick one option)

☐ 

a) At either end (through street)

☐ 

b) At either end but cars aren't allowed through

☐ 

c) At one end (cul-de-sac)

14. **Streets:** When streets connect at either end they create a 'permeable' network of streets. This tends to reduce walking distances and make areas less car-dependent. By contrast cul-de-sacs remove through traffic but tend to lead to higher car use. Which do you prefer?

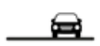
◯ Permeable street

◯ Cul-de-sacs

15. **Cars:**How do cars use the street?
(Please tick one option)

☐ 

a) The street has two-way traffic.

☐ 

b) The street has one-way traffic.

☐ 

c) The street is pedestrianised.

☐ 

d) The street is a shared space or a home zone.

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (a, b, c or d)

16. **Public parking:** The number of cars and where they are parked has a huge impact on the character of places.

Where do does public parking take place?
(Please tick one or more options)

☐ 

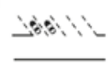
a) On street parking, on one side of the street.

☐ 

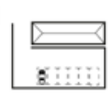
b) On street parking, on both sides of the street.

☐ 

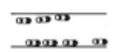
c) In in-line parking bays.

☐ 

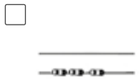
d) In chevron parking bays.

☐ 

e) In rear parking courts.

☐ 

f) No allocated on-street parking.

☐ 

g) Cars parked half on the kerb.

☐ 

g) Parking restrictions.

☐ h) Other restrictions.

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (a, b, c, d, e, f, g or h)

17. **Private parking:** Where is private parking allocated along the street? (Please tick one or more options)

☐ 

a) In front gardens.

☐ 

b) At the side of properties.

☐ 

c) Within properties (integral garages).

☐ 

d) In parking courts.

☐ 

e) On street parking bays.

☐ 

f) Unallocated on-street

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (a, b, c, d, or e)

18. **Cycle parking:** Where are cycles parked? (Please tick one or more options)

☐ 

a) In communal bike stores.

☐ 

b) In bike racks on street.

☐ 

c) In bike stores in front gardens.

☐ 

d) Elsewhere within properties.

☐ 

e) No obvious provision.

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (a, b, c, d, or e)

19. **Bin storage:** Now that most properties have multiple recycling bins they can have a major impact on the character of the street. Where are the bins kept? (Please tick one or more options)

☐ 

a) In front gardens

☐ 

b) In private bin stores

☐ 

c) To the side or rear of the property

☐ 

d) In communal bin stores

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (a, b, c or d)

Lichfield District Design Code

Lichfield District Design Code Community Area Survey

Nature & Open Space

20. **Green space proximity:** All places should be within easy reach of a variety of green spaces. There are a number of standards that set out how close each home should be to each type of open space - see p20 of the National Model Design Code Guidance Notes.
Roughly how close (in metres) is your sample street to the following space?

These distances only need to be approximate, and measured as the crow flies. It can be measured on maps or using the measure tool on Google Earth.

Public park:

Playing fields:

Nature reserve:

Children's play space:

21. **Play provision:** Play spaces and facilities should be within a walking distance from every home. What types of play area are within a walking distance of your sample street?

☐ 

A play area with a few fixed items of play.

☐ 

A play area with at least five pieces of equipment for slightly older children.

☐ 

A play area with at least eight pieces of equipment along with a Multi-use games area (MUGA) and/or a skate park/bike track.

☐ No play areas within walking distance.

☐ Other (please specify)

22. **Biodiversity:** We realise that this will be difficult to judge without a survey but from observation how would you rate the biodiversity of the street?

1 star being 'very little' and 5 being 'very rich.'

(Think about the number of trees, greenery both public and in gardens, green walls and roofs, water features, bird boxes etc...)

very little ★ ★ ★ ★ ★ very rich

Would you change this? If yes, state how you would change it.

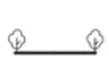
23. **Street trees:** The presence of street trees can play a huge role in the character of a street. Are street trees present?

☐ 

a) Yes, on both sides of the street

☐ 

b) Yes, on one side of the street

☐ 

c) Yes, occasional street trees

☐ d) No

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better?

24. **Street tree distances:** Are street trees arranged far apart or are they regular?

☐ 

a) Far apart

☐ 

b) Regular

☐ Would you change this? If yes, state how you would change it.

Lichfield District Design Code

Lichfield District Design Code Community Area Survey

Density and Urban Grain

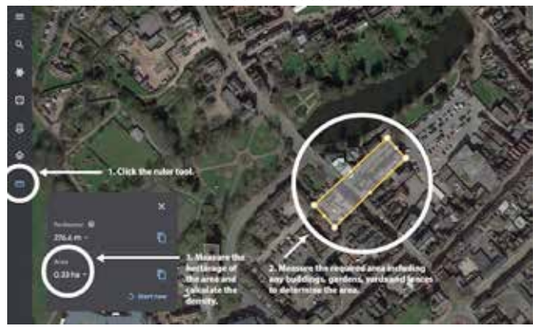
25. **Housing density:** In this question we will walk you through measuring the housing density of your chosen street. (This question can be skipped)

Step 1. Access Google Earth: Click here for a link to Google Earth.

Step 2. Find your street: by typing in the post code of your street into the search bar that will take you to a birds-eye view of your street.

Step 3. Measure the area of your street and surrounding buildings: Choose the ruler tool and click on your map to draw a boundary around your sample street, the surrounding buildings and their gardens. The area should be measure to the rear of the back gardens on both sides of the street (see example). In the right hand box you should see the area of the bounded area. If this is not showing in hectares, click on the drop down menu to convert the area measurement into hectares.

Make a note of this number in hectares.

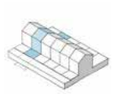


Step 4: Count the number of homes: Count the number of houses/apartments shown within the boundary area you have drawn. If there are terraces or apartments, you will need to count the individual houses and estimate the number of apartments in a building.

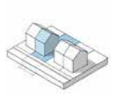
Make a note of this number of homes.

Step 5: Calculate the density: Take the total number houses/apartments (from step 4) and divide this by the total area in hectares (from step 4). This should give you the density of the area on your street as a number dwellings per hectare. Please put this number in below:

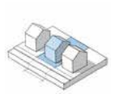
26. **Party wall:** How do buildings join each other?

☐ 

a) On both sides (like terraced housing)

☐ 

b) On one side (like semi-detached housing)

☐ 

c) On neither side (like detached housing)

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (choose a, b or c)

27. **Urban grain:** Some areas are made up of small buildings which makes a fine grain, others are dominated by a few large buildings creating a course grain.

What does the urban grain look like on your street?

☐ 

a) Fine

☐ 

b) Course

☐ Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (choose a or b)

28. **Blocks:** Most traditional development is organised as urban blocks. This is true from historic cities to interwar suburbs. The blocks are created by a network of connected streets and buildings then face onto these streets with their backs facing inwards.

Is your street part of an urban block? Which of the following most closely resembles the layout of the area Around your sample street?

☐ 

a) Perimeter Block

☐ 

b) Informal Block

☐ 

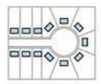
c) Terrace

☐ 

d) Mews

☐ 

e) Courtyard

☐ 

f) Cul-de-sac

29. **Building face:** Do the buildings on your sample street:

☐ 

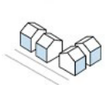
a) Face onto the street?

☐ 

b) Have their back gardens facing onto the street?

☐ 

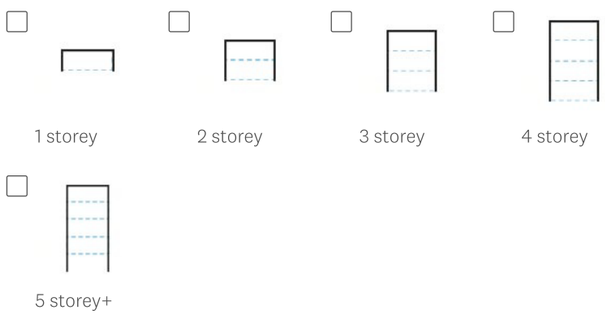
c) Have their side wall facing on the street?

☐ 

d) A combination of the above.

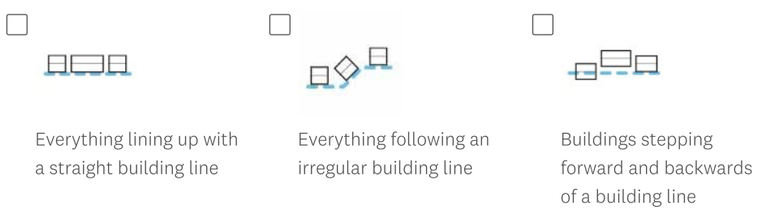
If a combination, what proportion (%) of houses face onto the street?

30. **Building storeys:** How many storeys are the buildings along your street? (You can check one or more options)



31. **Building heights:** Taking an average number of storeys along your street, estimate the average height of buildings along your street.
(This can be estimated by using 3m per storey in modern housing and 3.5m in Victorian housing or offices).

32. **Building line compliance:** Which of the following is closest to the situation on your sample street?



33. **Building set backs:** If the buildings on your street have front gardens what is the approximate distance from the pavement to the building line in metres?

You can use Google Earth to measure this.

34. **Gap between buildings:** If the buildings on your sample street are not joined together, what is the average gap between them in metres?

You can use Google Earth to measure this.

Lichfield District Design Code Community Area Survey

Identity & Resources

Regardless of the style of architecture there are a range of features that make buildings more attractive. Using the following check list look at your sample street and see which features are present and decide which you find attractive:

35. **Building Design:** Are the buildings all the same or is there a variety of designs?

- [ ] a) All the same
- [ ] b) Variety of designs
- [ ] Do you think it would improve the overall street character to change this condition? If so which of the alternatives above would work better? (choose a or b)

36. How would you rank the attractiveness of the area around your sample street?

Very unattractive	Unattractive	Average	Attractive	Very attractive
☆	☆	☆	☆	☆

Would you want this to change in your area? if yes, how?

37. **Entrances:** The ground floor and entrance to buildings plays an important role in how they appear from the street. Are the front doors clearly marked with porches or other features?

- [ ] Yes
- [ ] No
- [ ] Do you find this attractive? (yes/no)

38. **Floor level:** Is the front door level with the street or up (or down) a few steps?

- ◯ a) Level with the street
- ◯ b) A few steps up
- ◯ c) A few steps down
- ◯ Do you find this attractive? (yes/no)

39. **Ground floor:** Is the ground floor of the building different in terms of its design and materials?

- [ ] Yes
- [ ] No

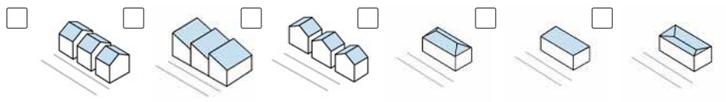
Do you find this attractive? (yes/no)

40. **Front boundary treatment:** What is the boundary treatment of the front gardens along your street sample?

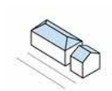
- [ ]  a) Low wall
- [ ]  b) Fence
- [ ]  c) Railings
- [ ]  d) Hedge
- [ ]  e) Combination
- [ ] f) Other (please specify)

41. **Roofs:** The design of roofs is also important to the character of the street and the appearance of the buildings from a distance.

What sort of roofs do the buildings have along your street sample?



- ☐ a) Parallel to the street
- ☐ b) Sawtooth
- ☐ c) Parallel with gables
- ☐ d) Hipped roofs
- ☐ e) Flat roofs
- ☐ f) Internal gutters



- ☐ g) Varied

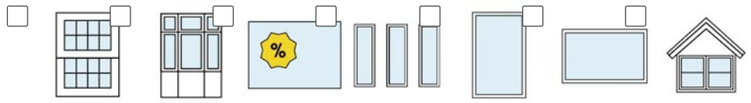
☐ Are there any roof characteristics you prefer for this area?

45. **Electric Vehicle (EV) Charging points:** Area EV charging features well integrated into the streets and / or buildings?

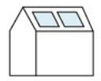
- ◯ Yes – these features are present and are well integrated into the street / building
- ◯ Yes – these features are present and are not well integrated into the street / building
- ◯ No – no features are observed

42. **Windows:** A building's windows are sometimes called the 'eyes on the street' and their design is also important:

What type of windows do the buildings have along your street sample (tick all that apply):



- ☐ a) Sash windows
- ☐ b) Bay windows
- ☐ c) Shop windows
- ☐ d) Modern windows
- ☐ e) Vertical windows
- ☐ f) Horizontal windows
- ☐ g) Dormer windows



- ☐ h) Roof lights

Are there any window characteristics you prefer for this area?

43. **Existing Materials:** What are buildings made of along your sample street? Write every material you can see. Are there any materials that you would like/ not like to see in any future development?

Existing Materials:

Materials you like:

Materials you do not like:

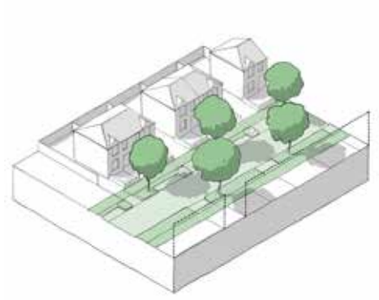
44. **Energy Efficiency:** Can you see any solar PVs installed on any buildings along your sample street?

- ☐ Yes
- ☐ No

Lichfield District Design Code

Lichfield District Design Code Community Area Survey
Public Realm & Wider Context

46.



Public Space: The space between the buildings is taken up with the carriageway, cycle lanes, pavements, on-street parking, grass verges and front gardens.

Which elements in the street elements are present in your street section?

- ☐ a) Carriageway
- ☐ b) Cycle lanes
- ☐ c) On-street parking bays
- ☐ d) Grass verges
- ☐ e) Front gardens
- ☐ Is there anything you would change in the street build up on your street sample? If yes, specify in the box below:

47. **Safety:** Does the street feel supervised and overlooked e.g. by pedestrians, or from overlooking buildings?

- ◯ Yes
- ◯ No

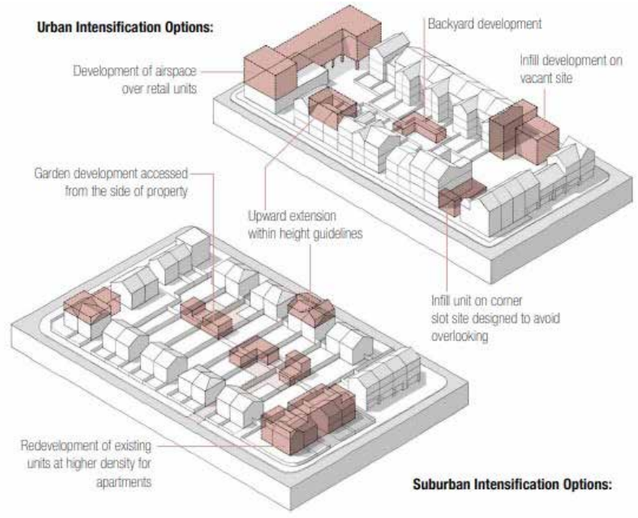
48. **Street lighting:** How good is the street lighting?

Not lit at all	Dimly-lit	Adequately lit	Well-lit	Very well-lit
★	★	★	★	★

49. **CCTV:** Are there CCTV cameras present along your street sample?

- ◯ Yes
- ◯ No

50. **Intensification:** This refers to additions and extensions to existing buildings on the street. Can you identify any of the following extension types in your sample street?



- ☐ a) Rear extension one storey
- ☐ b) Rear extension two storey
- ☐ c) Side extensions
- ☐ d) Attic conversions
- ☐ e) Upward extensions
- ☐ f) Infill development on vacant sites
- ☐ g) New houses built in gardens
- ☐ h) The demolition of houses to build houses or flats

51. **Uses:** Tick the following uses that are present along your sample street:

- ☐ a) Housing
- ☐ b) Housing above other ground floor uses
- ☐ c) Offices above other ground floor uses
- ☐ d) Cafe / Restaurant / Pub
- ☐ e) Office
- ☐ f) Community use facility (nursery / school /place of worship etc.)
- ☐ g) Heath facilities (GP / Dentist / Hospital etc.)
- ☐ h) Unknown

52. **Active Frontage:** An active frontage refers to the ground floor of properties where activity on the ground floor can be seen from the street. It includes shops, cafes, bars and can also include offices and community uses.

What proportion of the street has active frontages?

0% 100%

53. **Local Facilities:** All homes are ideally within walking distance of a range of local facilities. Walking distance is normally defined as 5 minutes walk (400m) or 10 minutes (800m).

Which facilities are within a walking distance of your sample street?
(e.g local high street, local shop, pub, community centre, place of worship, cafe, GP surgery etc.)

5 minutes:

10 minutes:

Are there any missing? (add here)

54. **This is the last question of the survey.** Are you content that you have made any changes to your answers throughout the survey? If you need to revisit any sections, e.g. questions 9-11 on the general character of your sample street, you can do this using the 'Back' button below.

- ◯ Yes - I have finished answering all the survey questions
- ◯ No - I want to go back and review some of the earlier questions

4. Architects and Agents Engagement

Summary

As part of the engagement process, BDP engaged with several of the local architects and agents that process planning applications of various scales. As well as obtaining information from them, BDP was able to update them on the requirements the Code will expect from applications once adopted as an SPD.

The engagement meeting took place in April 2023 and was followed up with various emails and clarifications. The engagement with these stakeholders was very useful as it helped to identify gaps and challenges in existing Policy which architects sort to see change within. Overall, this group welcomed the Design Code as it aims to provide more certainty to applicants when submitting proposals, as it removes some of the subjectiveness. There was some hesitation that a Design Code could restrict more innovative design interventions.

5. Lichfield District Council Public Consultation

Summary

After the finalisation of the Draft Design Code in November 2023, BDP liaised with LDC to run am informal engagement piece with all stakeholders on the full Draft Code. The purpose of this was to obtain feedback on the Code ahead of submission to Cabinet, aiming to reduce the amount of changes before adoption.

This engagement was ran by LDC and they took on comments for an 8-week period (including the Christmas Holidays). Upon reception of all comments, LDC determined which would need amending in the Code, working with BDP to finalise the document ahead of submission to Cabinet. This occured in March 2024.