

"Planning a positive future for us all"

# Lichfield District Core Strategy



# Preferred Options

December 2008



Lichfield  
district council  
[www.lichfielddc.gov.uk](http://www.lichfielddc.gov.uk)



## Seeking your views

The purpose of this consultation is to seek broad consensus on the direction of future development across the District. We would like your views and suggestions on the suggested draft Core Strategy vision, our spatial objectives and on the Preferred Option we have identified in order to meet the issues previously consulted on.

We are in the early stages of producing the Strategy and no final decisions have yet been made about the future development of the District; we need your feedback to inform final decisions. A draft Core Strategy is scheduled to be published and placed on deposit in May 2009 when you will have an opportunity to submit formal representations that will be considered by an Independent Inspector through an Examination following submission of the draft Core Strategy, scheduled for August 2009.

Come and visit the Development Plans Team at one of the following venues to find out more and share your views:

Date	Venue	Time
4th December 2008	Harlaston Village Hall	3-7pm
5th December 2008	Fazeley Town Hall	3-7pm
6th December 2008	Burntwood Leisure Centre	10am -2pm
8th December 2008	Little Aston Village Hall	3 - 6.30pm
9th December 2008	Hammerwich WI	3-7pm
10th December 2008	Shenstone Village Hall	3-6.30pm
11th December 2008	Armitage Village Hall	3-7pm
12th December 2008	Fradley Village Hall	3-7pm
13th December 2008	Lichfield Guildhall	3-7pm
16th December 2008	Alrewas Methodist Chapel	4-7pm
17th December	Whittington Village Hall	3-7pm

### How to comment:

Why not use our new, improved online consultation system (Limehouse) to submit your views. It's quick and easy and you also get other benefits. Using the system you can read the draft document and comment on each section in turn. You can also view what other people have said. Not only that, you can sign up for email alerts which will notify you when new documents are published online.

To view the documents and to submit your comments through our consultation centre please visit [www.lichfielddc.gov.uk/newldf](http://www.lichfielddc.gov.uk/newldf)<sup>(i)</sup>

### What to do if you would prefer to send your views by letter or email

You can write to the Council care of the Planning Policy Manager, FREEPOST WV370, Development Services, Lichfield District Council, Lichfield, Staffordshire, WS13 6BR. Or you can email the team at [developmentplans@lichfielddc.gov.uk](mailto:developmentplans@lichfielddc.gov.uk)

Copies of the document are available for inspection at the following offices during normal office hours:

- District Council Offices, Frog Lane, Lichfield, Staffs, WS13 6YZ (08.45 – 17.15 Monday - Friday)
- Burntwood Local Office, Burntwood Library, Sankey's Corner, Burntwood, Staffordshire WS7 2BX (Monday, Tuesday, Wednesday & Friday 09.00 - 17.00, Thursday 09.00 - 13.00)
- Old Mining College Centre, Queen Street, Chasetown, Burntwood, Staffordshire WS7 8QH (Monday-Friday 09.30 -17.00)

And at the following libraries

- Brereton Library, Talbot Road, Rugeley, WS15 1AU (Monday 14.00-17.00, Tuesday & Thursday 09.00-13.00 & 14.00-17.00, Friday 14.00-18.00 & Saturday 09.30 – 13.00)
- Brownhills Library, Brickiln Street, Brownhills, WS8 6AU (Tuesday, Wednesday, Friday 9.30 – 19.00, Monday 10.00 – 18.00 & Saturday 09.30-16.30)
- Burntwood Library, Sankeys Corner, Bridge Cross Road, Burntwood, WS7 2BX (Monday, Wednesday 09.00 – 17.00, Tuesday & Friday 09.00 – 19.00, Thursday 09.00 – 13.00 & Saturday 09.30 – 16.00)
- Burton Library, Riverside, High Street, Burton-upon-Trent, DE14 1AH (Monday, Wednesday, Friday 08.30 – 18.00, Tuesday 10.00 – 18.00, Thursday 8.30 – 20.00 & Saturday 09.00 – 16.30)
- Lichfield Library, The Friary, Lichfield, Staffs, WS13 6QG (Monday, Wednesday, Friday 09.00 – 17.00, Tuesday, Thursday 09.00 – 19.00 & Saturday 09.00 – 16.00)
- Rugeley Library, Anson Street, Rugeley, WS15 2BE (Monday & Thursday 09.00-18.00, Tuesday & Friday 09.00-17.00, Wednesday 09.00-13.00, Saturday 09.00-16.00)
- Shenstone Library, Main Street, Shenstone, WS14 0NF (Tuesday & Friday 09.00-13.30/14.30 – 19.00 & Saturday 09.30 – 13.00)
- Tamworth Library, Corporation Street, Tamworth, Staffs, B79 7DN (Monday & Tuesday 08.30 – 19.00, Wednesday 8.30-18.00 & Friday 08.30 – 18.00, Thursday 10.00 – 18.00 & Saturday 09.00 – 16.00)
- Mobile Library (services operated from Lichfield – two vehicles)

### Deadline for your views

We look forward to receiving your comments by the 10th January 2009.

<sup>i</sup> NOTE: To submit your comments online you will need to register with "Limehouse", our online consultation server. I can assure you that your details will only be stored in relation to the Lichfield Local Development Framework. By registering you can automatically receive updates of our LDF documents and can edit your consultation response before submitting

All comments made will be considered by the District Council before the Core Strategy is prepared.

For further information about the LDF or consultation process please contact the Development Plans Team at the District Council on 01543 308189, 308190/2/6 & 308147/8 or via email at: [developmentplans@lichfielddc.gov.uk](mailto:developmentplans@lichfielddc.gov.uk)

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## 1. Introduction & Preferred Options Summary

**1.1** Planning has a key role to play in supporting and driving development as well as protecting the environment and meeting environmental, social and economic goals. It helps to achieve sustainable development and create more sustainable communities.

**1.2** A Core Strategy is a long-term strategic planning document, which sets out the over-arching vision and strategic objectives for an area, and establishes the planning policy framework necessary to deliver them. The Core Strategy for Lichfield District will set the agenda for development across the District to 2026. This Preferred Options document follows the first formal stage in the formulation of the Core Strategy, the Issues & Options, upon which the District Council consulted the public and other key stakeholders in December 2007.

**1.3** The aim of the [Issues and Options](#) paper was to formally start the debate about the headline planning issues facing Lichfield District and to suggest possible ways, or options, for dealing with the issues. The purpose of preparing a Preferred Options Document is to show the type of strategy that the evidence, the Council has put together, suggests is appropriate and to seek views on spatial development proposals that the Council is considering including within a draft Core Strategy. This involves being more specific about what a strategy would mean in terms of the future development and growth of our towns and villages.

**1.4** The [Issues and Options](#) document received a good level of response from District residents, landowners, agents and developers with nearly 2,800 individual responses being made. This Preferred Options document builds upon the [Issues and Options](#) Report and the feedback received during consultation. It also takes account of the evidence established and the conclusions of the Sustainability Appraisal to date.

**1.5** The document therefore sets out the District Council's proposed spatial strategy for the future development of the District, and for specific areas within the district, which it intends to take forward in the draft Core Strategy document. We now need you to give us your views on the preferred options.

**1.6** The Preferred Spatial Development Strategy is summarised in the box below. The remainder of the Document sets out the context and reasoning for the preferred options, and the proposed vision and strategic objectives for the Core Strategy. In particular it considers separately the issues around the individual settlements of Lichfield and Burntwood and development of our rural areas, before bringing these together to suggest a preferred spatial development strategy for the District.

In the light of the evidence base and the previous consultation responses, it is considered that the preferred development approach should be one which focuses the majority of housing and employment growth on the larger settlements of Lichfield, Burntwood and to a lesser extent some development on the key sustainable rural settlements. Within other rural settlements only limited development should be accommodated to meet local needs. Some growth should occur east of Rugeley and at Fazeley, close to Tamworth, to meet the needs of these two towns, mainly in locations already identified.

This approach is essentially an amalgamation of the previously presented Options 1 & 2 – with approximately 80% of development being focused around the larger settlements and 20% centred on the rural settlements. The approach acknowledges the rural/urban split within the District, and aims to address issues specific to the various locations.

What this means:

- A phased and co-ordinated programme of land releases will be needed to provide a supply of new housing to be developed throughout the period up to 2026.
- Lichfield, as the largest settlement in the District, will be the focus for housing and employment growth in order to maintain and strengthen its role as a strategic centre. Development for housing and employment will be on urban capacity sites and through the creation of sustainable urban neighbourhoods around Streethay and to the south of Lichfield.
- Development within Burntwood will be focused on developing the town centre to meet local needs. Sustainable urban neighbourhoods to the south and south-east of Burntwood (within Hammerwich Parish) to accommodate housing growth on a smaller scale than those proposed around Lichfield.
- Some development within key rural sustainable settlements, with the amount of development that each settlement should contribute to meeting the overall housing need being determined through the consideration of the individual characteristics of each settlement. The existing sustainable rural settlements are: Alrewas, Armitage with Handsacre, Fazeley, Little Aston, Shenstone and Whittington.
- Further significant development at Fradley focused on brownfield land associated with the former airfield and existing village to create a key rural sustainable settlement.
- Provision of housing to meet some of the needs of Tamworth within the existing built up area of Fazeley and some of the needs of Rugeley through urban extensions within Lichfield District.
- Limited development in the smaller rural settlements through exception sites to meet local housing need only.
- Consideration of whether there is a need for flexibility in the Strategy to address potential needs arising from within Tamworth through the preparation of a Tamworth growth and infrastructure study.

## 2. Purpose & Scope of a Core Strategy

### What is the purpose of the Core Strategy?

**2.1** The Core Strategy is the key Local Development Framework (LDF) document. It is a strategic District-wide plan that will put the key strategies and policies in place as part of the process of replacing the current Local Plan. It will guide the way Lichfield District develops in the future. This will influence the physical environment, the way people live and work and will help deliver the needs of the District's residents, employers, retailers and visitors. It will lead to the preparation of further documents that will provide more detailed consideration of site development policies and proposals, in particular an Allocations of Land Document that the Council will commence in 2009.

**2.2** The Core Strategy will therefore set out what the District Council would like to achieve in Lichfield, Burntwood and the rural areas. It will broadly set out what type of development is required in the District up to 2026, how much and where. The Core Strategy will provide the framework for more detailed plan policies and specific sites for development in the District.

**2.3** It is important that those with an interest in development in the District are involved throughout the Core Strategy production process, to provide input into matters such as the Council's approach to housing, employment and retail development as the document evolves.

### What is the scope of the Core Strategy?

**2.4** The final Core Strategy will include:

- A Spatial Vision – painting a picture of Lichfield District as at 2026.
- Strategic Objectives – setting out the main challenges to be met and how the Spatial Vision will be achieved.
- Development Strategy – setting out how different parts of the District should develop. How much development will take place; where will it be located; when will it happen; and who will deliver it.
- Core Policies – both place-specific and general, to support the implementation of the Development Strategy by setting out the basic principles for development. Examples of subject areas likely to be covered by the Core Policies are Sustainable Development, Environment, Employment, Housing, Town Centres, and Recreation.
- A Monitoring & Implementation Framework – so that regular checks can be made to ensure that the Core Strategy policies and proposals are being delivered. The effectiveness of policies will be considered in an Annual Monitoring Report.

### How do we produce a Core Strategy?

**2.5** The production of the Core Strategy will follow a formal process that has been amended through a recent Planning Bill. The key stages in the preparation of a Core Strategy are:

- Pre-production – the evidence gathering stage
- Issues & Options – the participation stage – December 2007 to January 2008
- **Preferred Options – the participation stage – December 2008 to January 2009**
- Publication – a draft Core Strategy available for formal consultation
- Submission – the draft plan stage
- Adoption – the final stage



## 2. Purpose & Scope of a Core Strategy

**2.6** This Preferred Options Document that the Council is now consulting on is no longer a statutory requirement in the Core Strategy preparation process, but the Council still considers that it is necessary to seek further views from the public, interested organisations and consultation bodies before it prepares and publishes a Core Strategy.

**2.7** The preferred spatial development options have been identified for the District, taking into account the key issues identified and consulted on at the previous stages, based on the principles of sustainable development. The Council intends to publish a Core Strategy for formal consultation in May 2009 once it has considered the responses to the Preferred Options. Representations made to the Core Strategy at that stage will be passed to an independent Planning Inspector who will conduct an Examination into the Core Strategy. The Examination will commence with the submission of the Core Strategy to the Secretary of State, which will be later in 2009.

### 3. Planning Policy Context

**3.1** The Core Strategy is required to be consistent with national planning policy and in general conformity with the [Regional Spatial Strategy](#). It also has to have regard to any other relevant plans, policies and strategies relating to the area or to adjoining areas, in particular the Sustainable Community Strategy. Importantly, the Core Strategy should provide local distinctiveness and show how the proposals of other plans and strategies relate to Lichfield District.

**3.2** There is a description of the principal features of national, regional and local policy that will influence the preparation of the Core Strategy within Appendix i. The proposals emerging from the partial review of the [Regional Spatial Strategy](#) will be particularly critical to the Core Strategy as they set key requirements for growth and sustainable development. Some key proposals for Lichfield District included in the review submitted to the Secretary of State are:

- Development in the form of sustainable settlements in Staffordshire will continue to contribute to meeting the Region's housing requirements.
- Strategic housing development outside the major urban areas will be concentrated in and adjacent to 'Settlements of Significant Development'. Areas for new housing, on a smaller scale, will also be accommodated within and adjacent to other urban areas and market towns. These settlements, which need to be capable of creating balanced opportunities for housing and employment, will be identified through Local Development Documents. The proposed regional policy allows for development in villages to meet local housing requirements.
- In relation to housing, the proposed level of housing provision for Lichfield District is 8,000 dwellings. Within this, the District Council needs to consider the needs of Tamworth and Rugeley through joint working with neighbouring authorities.
- There is a requirement to provide a 5-year reservoir of readily available land for general employment for Lichfield District. This is proposed to be 33 hectares for the first five years with an indicative long-term supply of 99 hectares.
- Lichfield City is proposed to be retained as one of the regional strategic centres. Associated with this an indicative level of new office provision is given for the centre, at 30,000 sq. metres. Additional retail provision of 25000 sq. metres is also proposed up to 2021 with a further 10,000 sq. metres up to 2026.
- Proposals for other town centres should be based on meeting local needs.

**3.3** There is a proposal for phasing of housing development that indicates that the development of any green belt sites should generally be phased late in the plan period and after further investigation as to whether they constitute the most sustainable form of development in the local area and represent exceptional circumstances.

#### Sustainable Community Strategy for Lichfield District

**3.4** The [Sustainable Community Strategy \(2006-2021\)](#) has been prepared by the Lichfield District Strategic Partnership and sets a long-term vision and plan for bringing about a sustainable improvement in the social, economic and environmental conditions of Lichfield District. It brings together the needs, interests and aspirations of the community of Lichfield District and is based around 5 strands:

- Sustainable Communities

- Children and Young People
- Safer and Stronger Communities
- Healthier Communities and Older People
- Economic Development and Enterprise.

**3.5** The LDF will provide one of the primary means of delivering the spatial elements of the [Sustainable Community Strategy](#). The key priorities are:

- To champion the principles of sustainable development throughout the District.
- To recognise and focus on the needs of particular communities or neighbourhoods.
- To provide more affordable housing and prevent homelessness.
- Being healthy.
- Staying safe.
- Enjoying and achieving.
- Making a positive contribution to society.
- Economic well being.
- To improve everybody's health, particularly those whose health is the poorest.
- To improve the quality of life and independence of older people.
- To reduce crime and the fear of crime and anti-social behaviour.
- To have cleaner and greener public spaces.
- To empower local people to participate in local decision making.
- To increase the capacity and role of the Voluntary and Community Sector in the delivery of public services.
- To improve the quality of life for people in the most disadvantaged neighbourhoods and improve the responsiveness of service providers.

## 4. Evidence Base

**4.1** One of the main requirements and tests of soundness for the Local Development Framework is that all Development Plan Documents are based upon a robust and credible evidence base. This evidence base is critical to ensuring that the Council has a thorough understanding of the needs and issues of its area and that the delivery of housing, employment, retailing and other requirements is not compromised by a lack of sites, infrastructure constraints or other inadequacies.

**4.2** The evidence base will inform the various components of the LDF and will itself be tested at examination. Lichfield District Council has undertaken a number of studies and assessments and has a programme for further documents that will contribute towards our evidence base and underpin any policies or proposals. A list of published documents is set out in Appendix ii.

**4.3** The evidence base is as yet incomplete and it needs to be recognised that some aspects of work that are currently underway could play a significant part in informing further the nature of a preferred spatial development strategy for the District, in particular in relation to housing growth locations. Transportation assessments that are ongoing are likely to play a significant part in decisions on growth strategies and sustainable transport solutions that will need to accompany them. Nevertheless, it is considered that consultation on a potential development strategy is important now so that views obtained from the process can also inform the decisions on growth strategies.

**4.4** Summaries of the studies and assessments that form the evidence base are available at [www.lichfielddc.gov.uk/evidence](http://www.lichfielddc.gov.uk/evidence)

## 5. Issues

5.1 Eleven issues were set out in the Core Strategy [Issues and Options](#) Document of December 2007, as follows:

### Issue 1

Meeting the Strategic Housing & Employment Requirements (including cross boundary issues).

### Issue 2

Tackling the causes and effects of climate change.

### Issue 3

Responding to the changes in demographics.

### Issue 4

A choice of means of transport.

### Issue 5

Lack of affordable / specialist housing.

### Issue 6

Making Lichfield District a more attractive place for business to locate and invest.

**Issue 7**

High proportions of local people commute by car to work.

**Issue 8**

Protecting Lichfield District's historic environment.

**Issue 9**

Promoting active and healthy lifestyles.

**Issue 10**

Protecting and promoting the natural environment.

**Issue 11**

Tackling pockets of deprivation.

**5.2** Through the consultation process it emerged that the majority of respondents were satisfied that the main issues facing the District had been addressed. Suggestions for additional issues to be addressed however included:

- Increased provision and improvement of facilities and infrastructure.
- Biodiversity – both protection and enhancement.
- Traffic and transport.
- Affordable housing – lack of and suitability of in certain locations.
- Distribution of development throughout Lichfield City and over-development of some areas.
- Provision and protection of public open spaces and green, natural areas.
- Design of new housing – in keeping with the area.
- Specialist housing needs – e.g. Elderly.
- Protection of rural areas.
- Increased car parking.
- Use of brownfield and protection of the green belt.

**5.3** In addition a number of location specific issues were identified through the Issues Consultation undertaken previously:

#### **Lichfield City Issues**

- Protection of the character of Lichfield City from large scale development pressure.
- Lichfield Southern Bypass remains incomplete.
- Lichfield City is a popular destination for day visitors but there is a desire to encourage longer stays.
- Lichfield City's role as a strategic centre in terms of services, facilities, retail and employment.
- Transport movement and accessibility.

#### **Burntwood Issues**

- Need for facilities to complement planned improvements to the town centre including scale.
- Nature and direction of growth.
- Not enough local jobs for local people and high levels of out-commuting.
- Insufficient facilities for young people.
- Chasewater is enjoyed by many for leisure opportunities but it is not achieving its full potential.
- Access is poor.
- Suffers from a negative image and has areas in need of environmental improvement.

#### **Rural Area Issues**

- Declining number of rural key services and facilities, including shops, post offices, doctors, village halls and public houses.
- Many areas are not well served by public transport providing poor access to services and facilities.
- Affordable rural housing supply does not meet demand.
- Role of rural settlements in contributing towards strategic requirements.

## 6. How do you see Lichfield District in 2026

**6.1** The Core Strategy requires the preparation of a vision for how the District will be in 2026, a set of strategic objectives that are consistent with the vision and a spatial development strategy for implementing the vision, and meeting the objectives. The following sections show how the Council has amended its vision and objectives as a result of consultation responses and evidence and has considered further the implications of the broad spatial options that it consulted on in December 2007. In particular it considers potential directions of growth for the urban areas of Lichfield and the contribution that rural areas, or a new settlement might make to a preferred development strategy.

**6.2** The vision of the Strategic Partnership included in the [Sustainable Community Strategy](#) is:-

### Sustainable Community Strategy Vision

“To continuously improve the quality of life for people, both now and in future generations, who live in, work in, and visit Lichfield District.”

**6.3** The Lichfield District Local Development Framework (LDF) will play a major part in helping to achieve these aspirations. Whilst the LDF is a statutory planning document that the District Council is responsible for preparing, local communities must be fully involved in its preparation. The LDF must express the spatial elements of the Sustainable Community Strategy.

**6.4** The broad visions of both Lichfield District Council and Lichfield District Strategic Partnership have been considered in order to draft a specific vision for the LDF. The LDF vision will be used to inform the strategy, policies and proposals of all of the Local Development Documents that will make up the LDF. The LDF vision and policies must also take account of national and regional planning considerations, which impose certain obligations including, for example, the need for housing and employment growth.

**6.5** We have taken into account comments received from the previous consultation and amended the draft vision of how we see Lichfield District in 2026, which will underpin the Core Strategy.

### Draft Core Strategy Vision

Lichfield District will retain and enhance its urban and rural environment while accommodating growth. The District will see significant change and development by 2026 which will be planned and managed so that our neighbourhoods and communities will be sustainable, prosperous, affordable, safe and healthy, and the quality of our environment and countryside will be maintained and enhanced. Regeneration initiatives will have raised the social and environmental quality of neighbourhoods to create a more inclusive community.



## 6. How do you see Lichfield District in 2026

Development will take place in a sustainable manner in line with an agreed spatial strategy, with a focus on sustainable construction methods helping residents improve their environmentally friendly way of life and contributing to a reduction in their carbon footprint. The District will innovate to tackle climate change, environmental performance and maintain and improve its contribution to sustainability. Well balanced, mixed use communities with good service centres will create less need for out-commuting and reduce the number and length of trips made.

The adverse effects of climate change will be mitigated, and the carbon footprint of the District will be reduced. New development will be designed and constructed to the highest possible environmental standards and will contribute to generating part of their residual energy demand. The development of renewable resources and retro-fitting renewable technology to the existing housing stock and industry will be promoted and encouraged. The risk from flooding to homes and businesses will be reduced and new development will mitigate against the risk of flooding.

By 2026 growth in homes and jobs will have been matched by investment in infrastructure and those who live in, work in and visit our District will be able to enjoy access to a wider variety of facilities and high value, fulfilling jobs, based on enhanced skills, helping to improve prosperity in Lichfield, Burntwood and the rural areas. Existing employment locations at Fradley, Lichfield and Burntwood will be largely developed to provide a range of new jobs, with new office jobs being created principally in Lichfield City.

Sustainable urban neighbourhoods will be created allowing residents to live in high quality surroundings in accommodation they can afford and which meets their needs in a distinctive locality. Whether part of the urban areas, villages or countryside, an environment that is more vibrant or, in some cases, more serene will emerge as appropriate and assets will be protected and enhanced. Existing poorer quality residential environments in Burntwood, Lichfield, Fazeley and Armitage with Handsacre will have been improved to provide sustainable, safe and vibrant local communities where levels of deprivation are reduced and opportunities created for improvements to education, skills, training, health, incomes and participation in decision making.

Improvements to public transport networks serving both urban and rural communities and using information technology systems will result in less intrusion by car traffic. Walking and cycling infrastructure will be improved so that it becomes an easy first choice for shorter journeys and where possible takes advantage of corridors.

Both Lichfield and Burntwood will have improved urban public transport networks. Lichfield Southern Bypass will have been completed and there will be improved access to rail services including park and ride facilities on the Cross-City line.

Lichfield City will be a place which values and enhances its rich cultural, streetscape and architectural heritage, while embracing visionary new landmark developments serving all of our residents. The parks forming the green heart of the City and urban fringe will have been improved providing venues for play, leisure, events and activities. Lichfield will be the strategic focus for a wide range of services, shopping, cultural and leisure activities which will be accessible by the improvement in quality and quantity of sustainable routes into the City. Lichfield City Centre will be vibrant day and evening

destination with increased City Centre living and an improved pedestrian environment. All of these factors will help Lichfield be an important regional tourist destination with the facilities to support an increase in tourism.

Burntwood will have a viable and vibrant town centre with a range of shops and other town centre uses that meet the needs of local residents. The town will be promoted as an area of increased and more diverse economic activity, to include new retail, employment, recreational, health and educational resources, further assisting in the regeneration of the area and helping to meet the needs of the resident population of the town. It will be a focus for investment which will concentrate on projects to improve the town's infrastructure and environmental quality. Burntwood will benefit from improved local public and sustainable transport links focused on the town centre and improved access to other urban areas. Chasewater will be a place for local people to access the countryside and enjoy its biodiversity which will be maintained and enhanced through suitable management. The Country Park will have improved facilities, supporting its role as a visitor and sporting destination of regional significance, as well as having restored heathland habitats and contributing to renewable energy technologies.

Some larger rural settlements will have planned and managed growth that supports their role as prosperous sustainable settlements which act as focal points for local people and for those in nearby smaller settlements to access facilities, services and for meeting local housing needs. Smaller rural settlements will see limited growth to meet local needs. Initiatives and projects will be supported that enable local people to access key services and facilities. An enhanced community transport network will enable easier access to key rural services and the towns, with a particular emphasis on connecting the clusters of smaller rural settlements in the east and north of the District.

The countryside will be rich in wildlife and more accessible as a recreational and biodiversity resource through a better connected footpath network and a greater level of informal rural recreation opportunities, particularly in the Tame and Trent Valleys. The Central Rivers area will be an important sub-regional water based facility that will be a major local attraction for informal countryside recreation. There will be enhanced protection of and controlled access through sustainable transport to the Cannock Chase Area of Outstanding Natural Beauty, that retains its landscape quality but also its tranquility. The National Forest and Forest of Mercia will have contributed to a significant change in the landscape including an increased proportion of woodland, restored heathland and habitats linked through green corridors. The varied rural initiatives and the designation of new local nature resources will together provide varied recreation, education and tourism opportunities that will contribute towards the diversification of the rural economy.

### Question 1

What are your views on the amended draft vision?

**Question 2**

Do you consider that it requires any amendments or additions?

**What should we be aiming to achieve?**

**6.6** The District Council consulted on a draft set of strategic objectives for the Core Strategy as part of the Issues and Options consultation, but received less than 40 responses. Only three of the responses disagreed with the identified objectives, however there were several suggestions for amendments, including the need to broaden the approach to climate change issues and that the objectives should be more specific in relation to spatial strategy within the District. The objective that relates to achieving development in the most sustainable locations, whilst protecting the quality and character of existing environments, was considered to be the one that should have the highest priority.

**6.7** In order to achieve this vision, we have amended our draft strategic objectives. These have been renamed 'Spatial Objectives' and are likely to develop further to become more locally distinctive, as the proposals and policies are formulated. The objectives consulted on omitted any specific consideration of regeneration issues within existing communities, particularly residential areas and an additional objective has therefore been included. We have also sought to simplify where possible the way objectives are expressed.

**Spatial Objectives****Spatial Objective 1**

To create a District where development minimises the impact on the environment and helps to mitigate and adapt to the adverse effects of climate change.

**Spatial Objective 2**

To reduce the need for people to travel, whilst increasing the opportunities for travel by sustainable forms of transport, through securing improvements to public transport infrastructure and by facilities to promote walking and cycling.

**Spatial Objective 3**

To carry out regeneration initiatives in those existing communities where the need for improvements to social, community and environmental infrastructure have been identified, in particular, within north Lichfield, Burntwood, Fazeley and Armitage with Handsacre.

#### **Spatial Objective 4**

To meet the overall development requirements for the District, consistent with the Regional Spatial Strategy.

#### **Spatial Objective 5**

To focus residential, employment, community and town centre facilities into high quality developments within the most sustainable locations whilst protecting the quality and character of the existing built and natural environments.

#### **Spatial Objective 6**

To provide new housing that is affordable, well designed and meets the identified needs of the residents of Lichfield District.

#### **Spatial Objective 7**

To ensure that new housing developments contribute to the creation of balanced and sustainable communities.

#### **Spatial Objective 8**

To ensure that employment opportunities are created within the District which contribute to meeting the identified needs of local people.

#### **Spatial Objective 9**

To improve the quality of outdoor and indoor leisure facilities available to residents, by working towards meeting recognised standards for the quantity, quality and accessibility of provision.

**Spatial Objective 10**

To improve our town centres to provide better local opportunities for shopping, leisure, culture and improved accessibility, by providing a wider range of facilities within Lichfield City and through creation of an enlarged town centre at Burntwood that is of a scale to meet its local needs.

**Spatial Objective 11**

To protect the quality and character of the countryside, its landscape and villages from inappropriate development whilst still allowing identified development needs arising in these areas to be met.

**Spatial Objective 12**

To develop and maintain more sustainable rural communities through improvements to public transport facilities and access to an improved range of services.

**Spatial Objective 13**

To protect and improve the quality and diversity of the natural environment.

**Spatial Objective 14**

To protect and enhance the District's built environmental assets, its historic environment and local distinctiveness.

**Spatial Objective 15**

To increase the attraction of Lichfield District as a tourist destination through provision of a greater variety of accommodation, the development of new attractions appropriate in scale and character to their locations and the enhancement of existing attractions.

**Question 3**

Do you agree with the draft spatial objectives identified? Are any amendments or additions required?

**Question 4**

Do you think the draft spatial objectives will achieve the vision?

## 7. Spatial Development Options for Growth

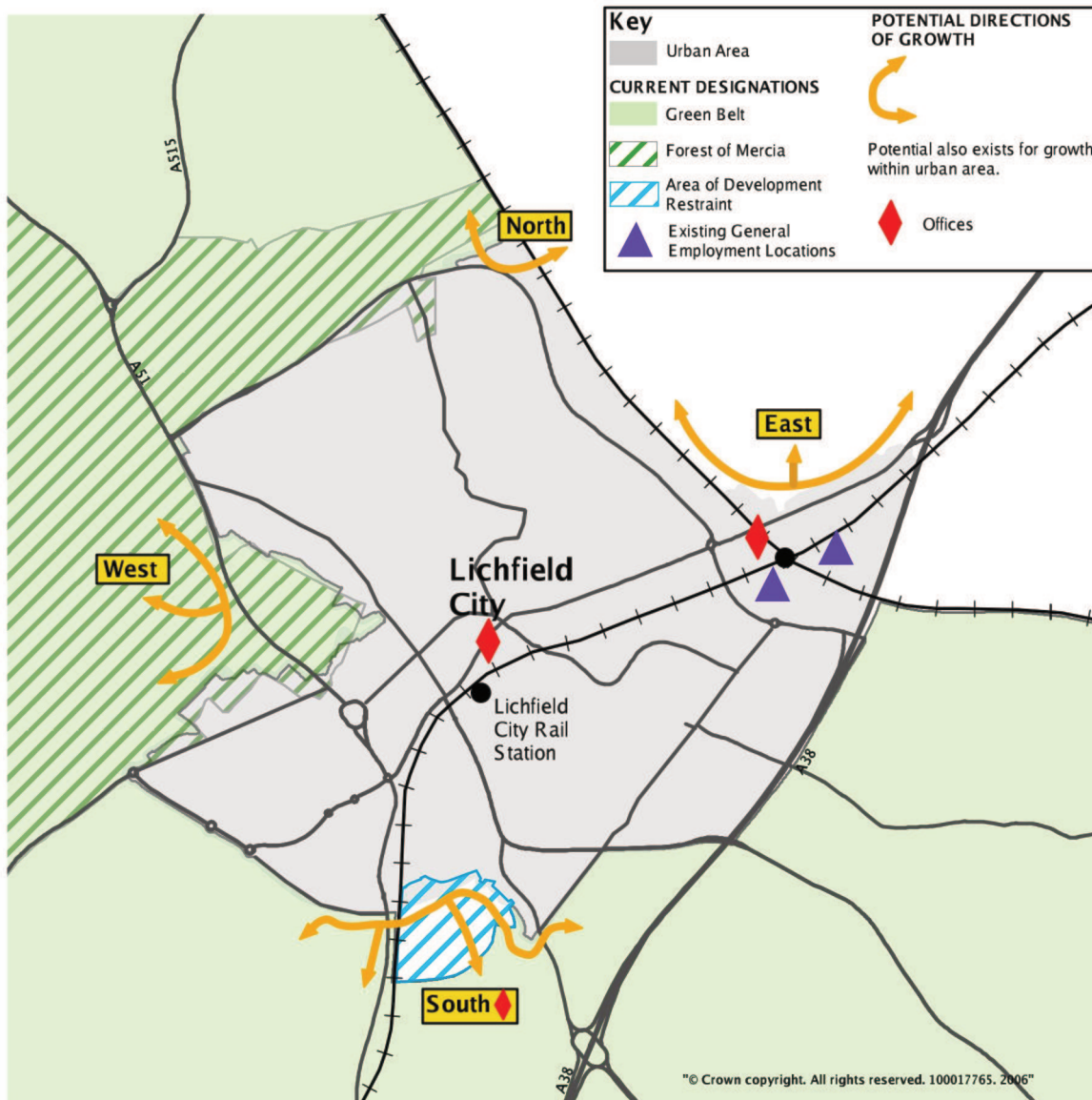
**7.1** Alongside the main issues facing the District, the Issues and Options document proposed four possible broad 'Spatial Options' for the physical location of development across the District that would meet the challenges facing the District in different ways. The Options were:

1. **Town focused development** – focusing development in and around the two largest settlements in the District (Lichfield and Burntwood) and allowing for development within the District to accommodate growth for Tamworth and Rugeley.
2. **Town & key rural village focused development** – allowing development around the two largest settlements in the District (Lichfield and Burntwood) and other sustainable settlements (Alrewas, Armitage with Handsacre, Fazeley, Little Aston, Shenstone & Whittington).
3. **Dispersed development** – allowing dispersal of development to rural settlements with a more limited range of facilities according to local needs.
4. **New settlement development** – allowing for a new settlement to provide the bulk of the housing requirement to 2026, with the remainder directed to urban capacity sites, mainly in Lichfield and Burntwood. The Council had previously identified a general location west of the A38 around Fradley as a potential location but there may be other options.

**7.2** The following sections of this document consider in turn the implications of potential options for growth on Lichfield, Burntwood and the rural areas to consider the question of if growth was required where would it best be located. It is then possible to consider further the implications of the four broad options in order to develop a preferred option.

## 8. How would you like to see Lichfield City in the future?

Map 8.1 Lichfield City: The Spatial Options



### What the evidence tells us...

**8.1 Climate Change:** Lichfield is the most sustainable settlement in the District, having the greatest levels of accessibility to key facilities, services and employment by car-free means of travel. With regard to out-commuting, residents travel an average of 15km to work, and use of private road transport is high, with 88% of employed people travelling to work by car. Focusing growth within the main urban area may assist in increasing levels of public transport usage and generate further investment in sustainable transport systems. However residents have a high ecological footprint, indicating that the existing housing stock is particularly resource intensive and that there is a high reliance on private road transport. It would also allow greatest potential for the development of renewable technologies and would facilitate integration of such technologies with existing infrastructure. The City and its surrounding areas are largely unaffected by flood zones.

8. How would you like to see Lichfield City in the future?



## 8. How would you like to see Lichfield City in the future?

**8.2 Retail:** Lichfield City is a Strategic Centre in the regional retail hierarchy, and is the main administrative, retail, employment, service, cultural and tourist centre for the district. The [Regional Spatial Strategy](#) identifies an additional comparison retail floorspace requirement of 25,000 sq. metres (gross) up to 2021 and a further 10,000 sq. metres (gross) up to 2026. Its retail facilities are above average in terms of vitality and viability, which will be further strengthened by the development of the [Friarsgate scheme](#), which will account for the majority of the comparison goods requirement up to 2021. It has an important role for both convenience and comparison goods, with a small amount of capacity for further development of convenience goods. Although at present there are deficiencies in comparison goods floorspace, the development of the Friarsgate scheme will substantially meet the qualitative need for additional shopping in the City Centre. Thus there is no capacity for any further comparison goods development in the next 5 years beyond that accounted for by present commitments. There is also no floorspace capacity for further bulky goods development in the next five years, beyond that accounted for by a permission granted at Vulcan Road, and only limited floorspace capacity for additional bulky goods beyond 2011.

**8.3 Housing:** Focusing the majority of new housing development in and around Lichfield City would ensure good access to jobs, key services and infrastructure and would also offer a wide range of community facilities. A [Strategic Housing Market Area Assessment](#) indicates a housing need of around 200 dwellings per year and a significant proportion of the demand for affordable housing across the District is within Lichfield City. In terms of affordability house prices in Lichfield are above the national and regional averages, with prices being 8.5 times income on average.

**8.4** A draft [Strategic Housing Land Availability Assessment](#) has identified sites with capacity for 694 units which are currently deliverable or developable. Capacity of 7,055 units was identified over 34 sites which were considered not currently developable. The majority of these sites could form urban extensions to Lichfield. It is clear that to deliver significantly higher numbers of growth at Lichfield, urban extensions would be required. The consequences of developing such sites are discussed later.

**8.5** The City has around 15% 'one person pensioner' households and there is a need to respond to changing household structures and provide a range of house types to meet demand from all sectors of the population.

**8.6** Although relatively Lichfield has little overall deprivation, there are pockets in certain wards in the northern area of the City; notably income, health, employment and education deprivation in the Chadsmead and Curborough wards and also employment deprivation in the Stowe ward.

**8.7 Employment/Offices:** Lichfield City is well placed in terms of the strategic highway network to remain an attractive location for businesses. No new land needs to be allocated for general employment as the portfolio of existing employment estates and allocations of new employment land are sufficient to absorb any future employment growth within the plan period. There is potential to meet up to 20,000sq.m. of the RSS office requirement of 30,000 sq. metres within the city centre. However there is a need for modernisation of some of the existing employment estates and the potential for existing industrial land to be redeveloped for general employment and offices, such as at Eastern Avenue and Crossfield Road. Areas close to Trent Valley Station have potential in particular for offices.

**8.8** Wiltell Road and Greenhough Road, have also been identified as potential office development locations. Offices may also be appropriate in any sustainable urban extensions as part of a mixed use scheme.

**8.9 Landscape:** The city is set within a bowl, with ridges most prominent to the south, west and north, while fading to the east. Development has not extended beyond the ridges and would cause harm to the setting of the city if it did. This therefore limits the scale of potential growth that would be appropriate, particularly to the south, and makes it difficult to consider any new development north beyond Eastern Avenue where existing development is at its most elevated. In landscape quality terms the west and north-west are the most constrained directions. Distant views of the cathedral and other spires are important and protected through current policy and should therefore not be harmed through new development.

**8.10 Biodiversity:** Lichfield City has a Site of Special Scientific Interest (SSSI) at Stowe Pool, which is fed by watercourses coming from the west of the city. Any development in this direction could therefore have the potential to adversely affect the biodiversity of this site. Land to the west of Lichfield City also has important habitats designated as Sites of Biological Interest (SBI) and areas of ancient woodland.

**8.11 Historic Environment:** Lichfield City has a historic core dating back to the medieval period, and a wealth of listed buildings, and conservation areas dominated by the Cathedral. There are many viewpoints of the Cathedral and other spires from around the city, which are set within a mature canopy of trees. These features and views form many of the City's key assets and attractions, and thus future development both within and around Lichfield City should be located where it would have the least impact on this historic environment.

**8.12** An [assessment of historic landscape character](#) has been undertaken to determine the potential impact of future development on such assets as surviving settlement patterns, designated sites (e.g. Scheduled Ancient Monuments, Listed Buildings etc.) and below ground archaeology. The area to the west of Lichfield (South of Abnalls Lane to Pipehill) is the most significant of all the directions of growth identified around Lichfield, and thus medium or large scale development would have a considerable impact upon the nature of the historic landscape and on the historic environment assets of the zone.

**8.13** Land to the east of Lichfield around Streethay has scored lower in the assessment in terms of the significance of the historic landscape. The appraisal states that the area could accommodate medium to large scale development. However adverse effects may be suffered by specific historic environment assets such as the Scheduled moat at Streethay; the dispersed settlement pattern; potential archaeological deposits particularly cropmark sites; and the setting of the canal, and thus potential mitigation strategies would be required.

**8.14** The area to the south of Lichfield also has one of the lower overall scores, and the assessment states that medium or large scale development is unlikely to have a significant impact upon the historic environment assets of the zone, although certain features may however suffer adverse effects, particularly the setting of the Scheduled Monument at Wall if development were to extend towards this area. Other features which may be affected by development include the dispersed nature of the current settlement pattern; and the high potential of sites of Roman date to survive within the area, which has currently seen little disturbance.

## 8. How would you like to see Lichfield City in the future?

**8.15 Open Space/Sport & Recreation:** [Open Space](#) - Although Lichfield is well provided for in terms of formal parks and gardens there is a deficiency in both the quality and quantity of amenity greenspace for informal activities and a lack of quality equipped play areas. There is also a high demand for more allotments in the southern part of the city.

**8.16 Indoor Sports & Facilities** – Lichfield City is well served by indoor sports provision, which serves a wider area than the City alone. There is the potential for further increases in capacity if the facilities at the Friary Grange Leisure Centre are refurbished. There is also a demand for outdoor and lawn bowls facilities and also potential for the accommodation of a 6-lane indoor bowling facility. There is also a need to increase and enhance community facilities within the City, possibly through the provision of an additional community hall, together with demand for a cinema, which will be met through the Friarsgate development.

**8.17 Playing pitches** – A District-wide assessment of playing pitches indicates current deficiencies in junior and mini football pitches in Lichfield, concluding that there is a requirement for 2 additional pitches by 2015. There is a need for 1 additional cricket pitch and 1 synthetic turf pitch (STP) pitch by 2015. The assessment also recommends a new provision standard for 2015 (taking into account additional needs and increases in population) which for Lichfield is 1.01 hectares of accessible playing pitches per 1,000 population.

**8.18 Transport:** Lichfield is by far the most accessible settlement in the District, in terms of sustainable means of travel giving access to key facilities, services and employment. With regard to rail transport, Network Rail's Route Utilisation Strategy identifies improvement issues at Trent Valley station in relation to interchange facilities, lack of one high-level platform and a need to increase car parking capacity. The City is well served by road infrastructure, connecting it with the conurbation and the M6 Toll, and also has good links to the East Midlands and the Potteries. However, the Lichfield Southern bypass remains incomplete. The Highways Agency has identified capacity issues with the A38, such that development either to the north-east or to the south of the City would have an impact on the capacity of this important strategic route. The City has internal as well as inter-urban bus services, although there is a gap in services in the south of the city. Cycle routes are gradually being improved through the Local Transport Strategy.

**8.19 Services & Facilities:** Lichfield as a Strategic Centre has a wide range of services and facilities, most of which are accessible on foot or by a short bus trip. It is a focus for health care and there has been significant investment in a new community hospital. It has secondary school provision which is forecast to have some spare capacity overall. As well as the City Centre providing services for the District as a whole, the City's residential outskirts are also well served by a range of shops, community facilities, and health care services. However, there are areas of the City which would benefit from further provision of certain types of facilities. For example there is a need for a community hall to serve the Darwin Park development.

**8.20 Sustainability Appraisal:** A Sustainability Appraisal (SA) supports future development around Lichfield as being a sustainable option, due to its good accessibility and wide range of services and facilities. The SA concluded that all directions of growth around Lichfield would provide a clear and strong positive impact upon provision of affordable housing for local people in need of a home. In terms of the assessment of directions of growth the appraisal concluded that the direction to the south of Lichfield would have the highest number of benefits and the least number of negative impacts, for all of the directions assessed across the District. Land to the east of Lichfield around Streethay scored well in relation to providing

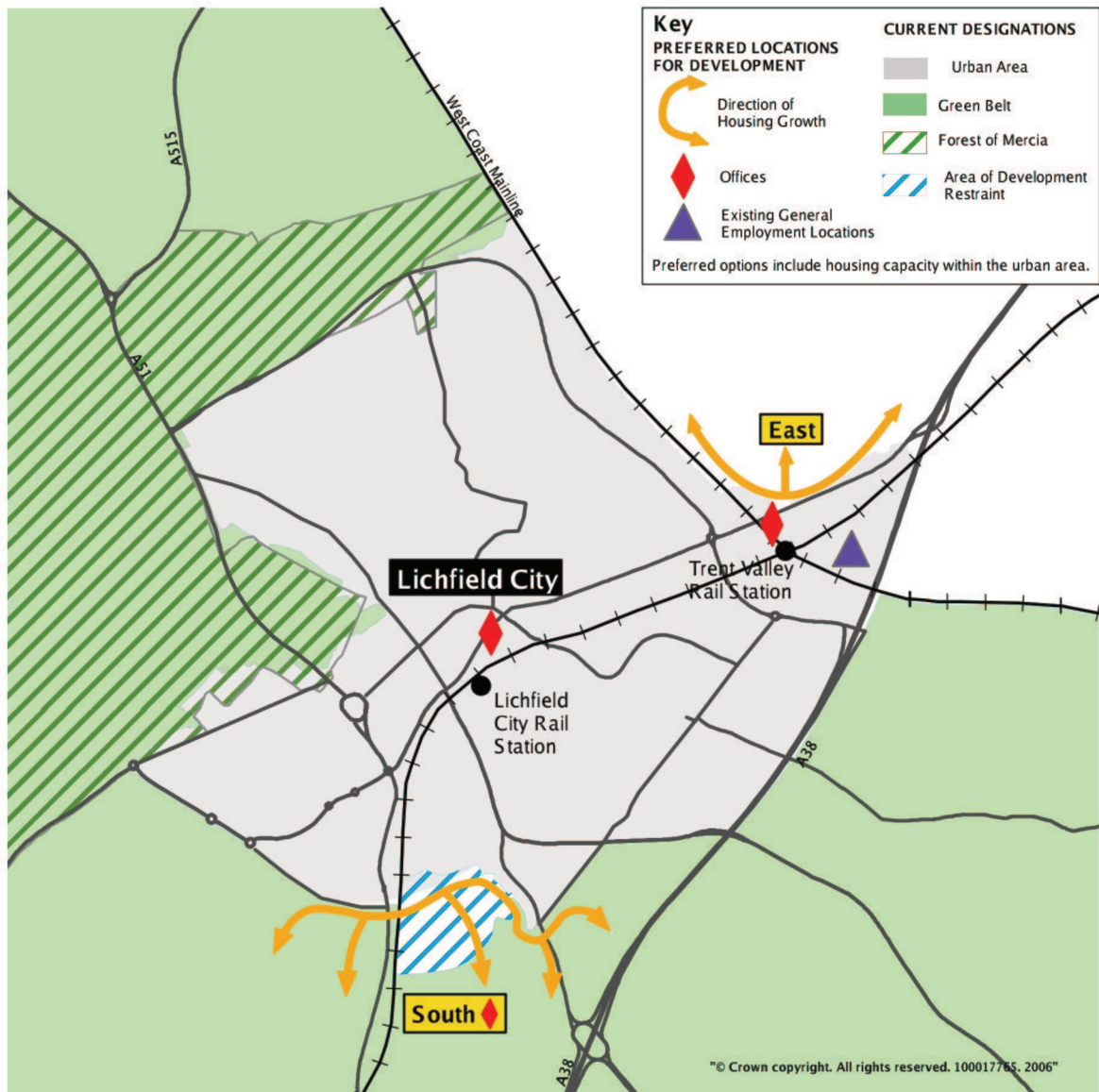
opportunities to reduce trips by car to jobs and services and was relatively sustainable, although the effect of any development upon the site of archaeological importance here would have to be carefully managed and mitigated. The SA gave support for potential growth to the north of Lichfield; this area being well served by public transport and having good access to jobs, services, sport and recreation facilities. Although development to the west of Lichfield was found to have some positive impacts in relation to accessibility, would also have more negative impacts than the other options and was thus the least favoured option around Lichfield emerging from the SA process.

**8.21** In relation to offices an appraisal of the provision of 30,000 sq.m. of offices in Lichfield City Centre scored well in terms of sustainability, particularly in relation to accessibility and on providing a wide range of jobs thereby fulfilling local needs. However some negatives with regard to the potential impact on townscape were identified.

8. How would you like to see Lichfield City in the future?

## The Preferred Option for Lichfield City...

Map 8.2 Lichfield City: The Preferred Spatial Options



## Key Proposals

- Lichfield's role as a strategic centre will be promoted and strengthened
- Around 4000 additional dwellings will be accommodated between 2006 and 2026
- 600 dwellings are already built, and around 900 dwellings could be provided within the urban area
- Around 2500 dwellings will therefore be needed on new sites, & these are proposed to be accommodated as sustainable urban neighbourhoods
- A number of locations for new Sustainable Urban Neighbourhoods have been identified and considered, and the provision of new dwellings within these could be split approximately as follows:

Table 8.1 Preferred Directions of Growth around Lichfield City

East around Streethay	850 dwellings
South Lichfield	1650 dwellings

- Affordable and specialist housing to be distributed throughout the preferred locations for growth.
- Other uses within these neighbourhoods could include retail facilities for convenience goods to meet local needs, leisure and recreation provision, open space and green corridors, education and community uses.
- Retention of existing employment areas, with potential for redevelopment and modernisation of some.
- City Centre development to accommodate offices and around 25,000 sq. metres gross of comparison goods shopping up to 2021 (of which the majority will be within the Friarsgate development).
- Other preferred office locations within the vicinity of Trent Valley Station and potential for a smaller proportion of offices within a mixed use scheme as part of development to the south of Lichfield.
- Improvements to Trent Valley Station to include provision of an additional upper platform and increased car parking
- Completion of the Lichfield Southern bypass
- Potential for renewable energy generation from all new development, and development of Combined Heat and Power (CHP) schemes for strategic housing and mixed use developments where appropriate

**8.22** Other broad locations have been considered and discounted for the following reasons:

**8.23 North-east Lichfield:** Existing development is at its most elevated along Eastern Avenue and the ridge to the north of the city means that any development beyond this in a northerly direction would cause significant harm to the setting of the city and also be detrimental to the quality of the landscape in this location. Other directions would not have such a marked impact upon the setting of the City.

**8.24 West Lichfield:** Although relatively accessible, the development of this area would have a considerable impact upon the nature of the historic landscape and have the greatest adverse affect on historic views and skylines of the city. It would also have a strongly negative impact upon priority habitats and protected species and thus is considered to be the least favoured direction for growth around Lichfield.

### Question 5

Do you agree with the future role for Lichfield City set out above?

## 8. How would you like to see Lichfield City in the future?

### Question 6

Do you consider that the proposed residential development levels are appropriate for Lichfield City?

### Question 7

Do you agree with the preferred, broad directions of growth for Lichfield City?

### Question 8

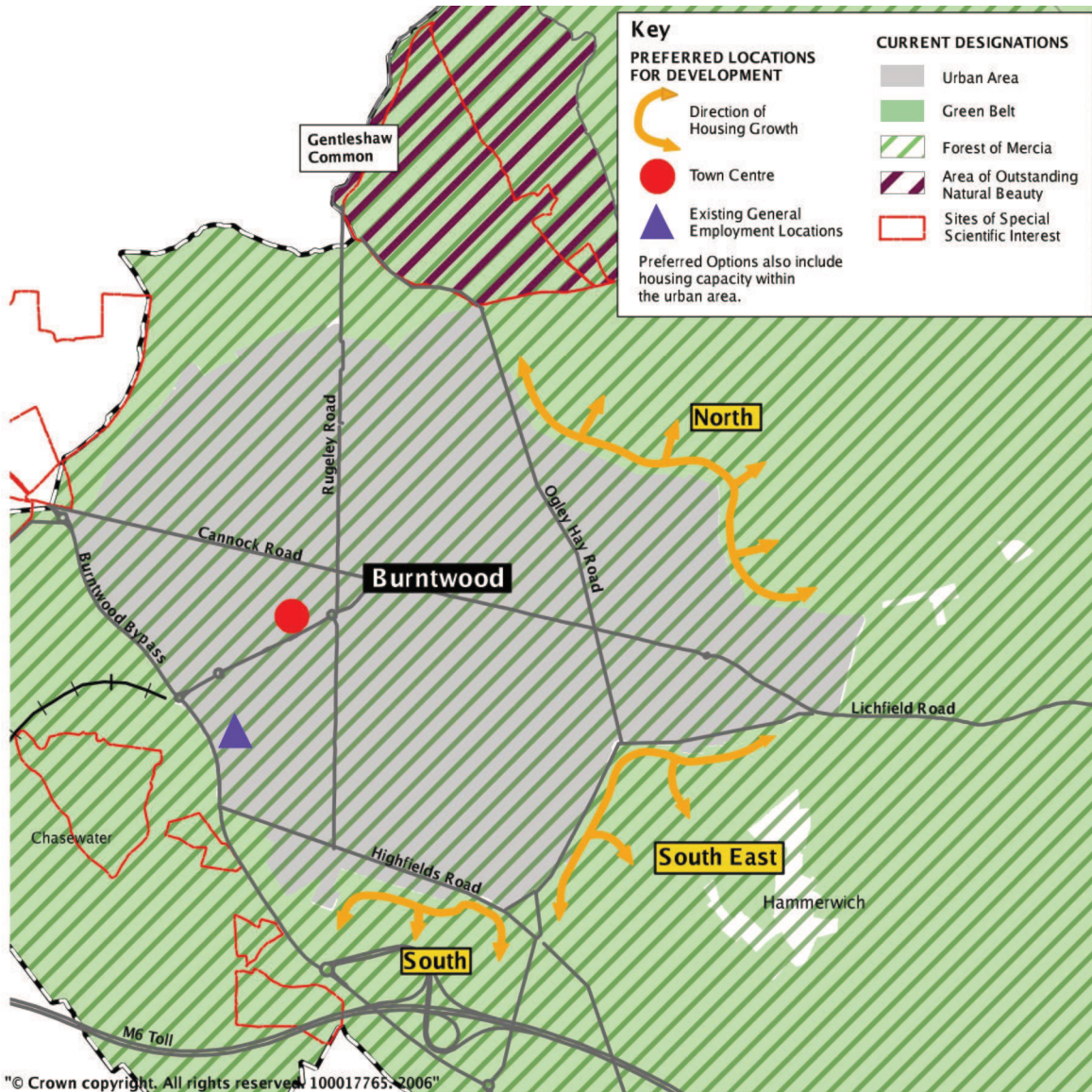
Do you consider that any other broad locations for housing should be included instead or in addition?

### Question 9

What are your views on the preferred locations for office development and should any others be considered?

## 9. How would you like to see Burntwood in the future?

Map 9.1 Burntwood: The Spatial Options



### What the evidence tells us...

**9.1 Climate Change:** Burntwood is another urban area in the District with a reduced level of accessibility to a number of key facilities, services and employment compared with Lichfield. Only 31% of employed people living in Burntwood actually work in Burntwood. Whilst those out-commuting are not traveling as far as those out commuting from Lichfield, 78% of employed people use private road transport. Focusing growth within the main urban area may assist in increasing levels of public transport usage and generate further investment in sustainable transport systems. An increased number of facilities and services at an enlarged town centre would provide greater opportunity for Burntwood residents to work locally and use public transport. It would also allow greatest potential for the development of renewable technologies and would facilitate integration of such technologies with existing infrastructure. Flood zone 3a is evident to the north east, south east and south of the town.

9. How would you like to see Burntwood in the future?



## 9. How would you like to see Burntwood in the future?

**9.2 Retail:** Burntwood is a centre in need of improvement to increase the quantity and quality of shopping in the centre even though its existing retail facilities are just above average in terms of vitality and viability. There is scope to expand Burntwood as a Smaller Town Centre to improve its retail offer but maintain its place in the regional retail hierarchy. The [Core Strategy Retail Study](#) Core Strategy Retail Study considers that by 2021 the total floorspace capacity over and above existing commitments is 2,800 – 4,700 sq.m gross. This additional floorspace capacity would have to be accommodated on the site between Cannock Road and the by-pass at the town centre (Olaf Johnson site) as there are no other suitable sites for new retail development. It is felt that this is an appropriate scale of development in an enlarged town centre as it will help to meet local needs and reduce the amount of leakage to other centres and reduce longer distance car travel to other centres. However, no further retail development should take place until after the approved retail scheme to the north of the by-pass (LCP scheme) has been completed and is fully trading as there is no capacity for additional comparison goods development until after 2011.

**9.3** Burntwood also has several Neighbourhood Shopping Centres that play an important role for those with limited mobility and act as an important community focal point, the largest of these being Chasetown High Street. Through enhancing local convenience goods shopping and environmental improvements these centres will be strengthened.

**9.4 Housing:** The [Strategic Housing Market Assessment](#) indicates a housing need of around 100 units a year. In terms of affordability house prices in Burntwood are slightly more affordable than in Lichfield with house prices 6.9 times higher than income on average. Burntwood has around 13% 'one person pensioner' households and there is a need to respond to changing household structures and provide a range of house types to meet demand from all sectors of the population.

**9.5** The draft [Strategic Housing Land Availability Assessment](#) has identified sites with capacity for 185 units which are currently deliverable or developable. Capacity of 2,725 units was identified over 10 sites which were considered not currently developable. Eight of these sites could form urban extensions to Burntwood. Assessment of existing employment sites indicate that the Mount Road Estate may be difficult to sustain for employment in the long term and potentially may be suitable for housing development if this proves to be the case. This site was not considered in its entirety in the SHLAA and other sites have since been identified such as residential development as part of a mixed use town centre. However, it is clear that to deliver significantly higher level of housing growth at Burntwood, urban extensions would be required. The consequences of developing such sites are discussed later.

**9.6 Employment/Offices:** Burntwood is well placed in terms of the strategic highway to remain an attractive location for businesses. No new land needs to be allocated for general employment as the portfolio of existing employment estates and allocations of new employment land are sufficient to absorb any future employment growth within the plan period. However there is a need for modernisation of some of the existing employment estates such as Burntwood Business Park Zones 2, 3 and 4, which could include some redevelopment. The Mount Road Estate, whilst currently having good levels of occupancy, is considered to be the least attractive site in terms of marketability and consideration should be given to release of the site for alternative uses particularly if any significant business units on the site become vacant.

**9.7** Little office development has occurred in the town centre and only a small amount on the edge of Burntwood. The market view is that Burntwood is not likely to attract further office development on a large scale. Town centre offices may be appropriate as part of a mixed-use scheme, including other services and facilities.

**9.8 Open Space/Sport & Recreation:** [Open Space](#) – There is the greatest deficiency in the District of Parks and Gardens in South Burntwood. There is a deficiency in both the quality and quantity of amenity greenspace, equipped play areas and green corridors.

**9.9 [Indoor Sports & Facilities](#)** – Burntwood is well served by indoor sports provision. There is a demand for a 6-lane indoor bowling facility in the District which Burntwood has the potential of meeting.

**9.10 [Playing pitches](#)** – The District-wide assessment of playing pitches indicates that Burntwood has current deficiencies of junior football pitches (2), mini football pitches (1) and junior rugby pitches (2). The assessment also recommends a new standard for 2015 (taking into account additional needs and increases in population) which for Burntwood is 0.81 hectares of accessible playing pitches per 1,000 population.

**9.11 Historic Environment:** To the north of Burntwood, development could potentially impact upon the nature of the surviving dispersed settlement pattern at Gentleshaw. Any development would need to address how the [historic landscape](#) could be reflected in any development in the area around Gentleshaw and the early field systems to the east and how the development may impact upon the setting of designated sites (including Castle Ring hillfort which lies adjacent). Any development would need to consider impacts upon the known below ground archaeology, plus the archaeological potential of areas where archaeological/historic research has not yet focused.

**9.12** The settlement of Burntwood and land to the east, south and west has a landscape pattern which has been increasingly intensively farmed and the settlement pattern is one of dispersed villages, hamlets and farmsteads. It is considered that there would be less impact on the historic environment if development occurred in this area, although if development was to occur in this area then consideration of the archaeological potential is needed.

**9.13 Landscape:** The town is located at a higher elevation than Lichfield. The most significant features limiting development are Chasewater and associated heathland to the west and rising landform to the north approaching the AONB. There is a very small gap between the southern edge of Burntwood and the northern parts of Brownhills, with a danger of coalescence. To the east of the town, open and undulating landforms make it difficult to limit growth and there is a danger of coalescence with Hammerwich.

**9.14** The Forest of Mercia is one of twelve Community Forests. Whilst it does not strongly influence spatial growth locations, new development within or adjacent to the Forest could potentially contribute to the Forest's objectives.

**9.15 Biodiversity:** Chasewater SSSI lies to the west of Burntwood and this would be a significant constraint to any development to the west of the by-pass. Large scale development within or close to the Cannock Chase AONB could be particularly harmful to the special character of this area and this may restrict development to the north of Burntwood. The Sutton Park to Cannock Chase Biodiversity Enhancement Area extends over a large part

to the west and centre of the District. The policy designation seeks to restore and create new habitat within the area, particularly related to heathland, and new development will need to take account of this with regards to layout and landscaping.

**9.16 Transport:** There has been significant investment in Burntwood's highway network in recent years, through the completion of the Burntwood town centre bypass and the Western bypass giving access to the M6 Toll road. There has also been significantly improved access to the south through road and junction improvements that make journeys by car to Walsall and Birmingham easier. This has improved access to employment locations in the west of the town and the town centre. Whilst highway capacity is not a significant issue for most parts of the town, the road network in some areas has difficulties in terms of its width and alignment and this would potentially have an impact upon the suitability of some potential urban extension locations, particularly those to the north.

**9.17** There are existing bus services within the town including inter urban services, but these need strengthening in terms of access to the town centre at Sankey's Corner, and a lack of regular bus services in the northern part of the town.

**9.18 Services & Facilities:** Burntwood is the second largest urban area in the District but has significantly poorer access to some facilities and services than Lichfield. In particular Burntwood has a small town centre that does not meet the current needs of the town. Some of its services are dispersed into neighbourhood centres or residential areas. The District Council will work in partnership with health and well-being organisations and also with Education services to ensure that there is appropriate provision of these facilities and services for the residents of Burntwood.

**9.19 Sustainability Appraisal:** The SA process concluded that all directions of growth around Burntwood would have a positive impact on providing affordable housing for local people in need of a home. Of the three directions of growth around Burntwood the direction to the south of Burntwood adjoining the settlement and to the north of Burntwood both scored equally, however development in either direction was considered to have as many negative impacts as positive impacts.

**9.20** In terms of the assessment of directions of growth the appraisal concluded that the direction to the south of Burntwood, adjoining the existing settlement, would have the least number of negative impacts and was considered to have a positive impact upon providing increased opportunities & facilities for walking & cycling to jobs and services; providing affordable housing for local people in need of a home and improving choice of transport mode as it has easier to extend existing cycle/bus routes. Negative impacts were identified in relation to protecting locally distinctive settlement character, because of potential coalescence with the conurbation. Thus it is recognised that any development in this direction should be limited.

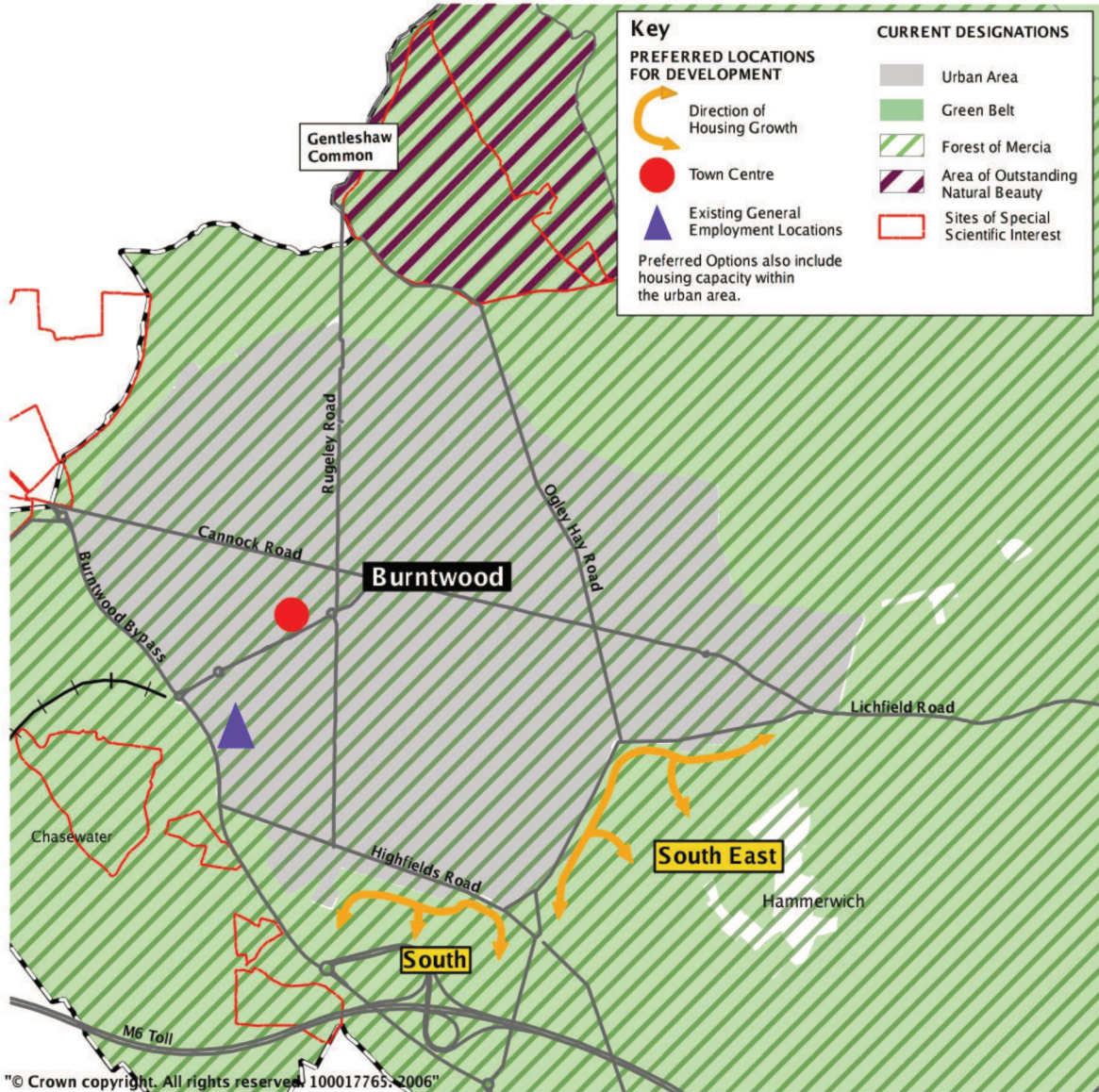
**9.21** With regard to the northerly direction of growth for Burntwood similar positive results were found as for the south-easterly direction of growth. However greater negative impacts were identified in relation to the effect on priority habitats and also on the potential to reduce flood risk. Further negative scores resulted in relation to the ability to provide opportunities to reduce trips by car; providing access to new development for those without a car and reducing the overall impact of traffic sensitive areas, due to poor bus penetration at present.

**9.22** Potential directions of growth to the south-east of Burntwood, towards and incorporating Hammerwich, showed overall a negative impact with positive impacts being similar to those identified for the other directions. Significant negatives were identified in relation to the effect on priority habitats; on the potential to reduce flood risk; and on locally distinctive settlement character, particularly with regard to Hammerwich. This direction also scored negatively in relation to providing opportunities to reduce trips by car and providing increased opportunities for walking/ cycling and improving transport provision and accessibility; partly due to the narrow carriageway through Hammerwich village, which restricts bus access. The SA process also identified that cumulative development to the east and south of Burntwood along with development to the west of Lichfield is likely to result in congestion at the Pipehill road junction (even after its scheduled improvements due shortly.)

9. How would you like to see Burntwood in the future?

## The Preferred Option for Burntwood...

Map 9.2 Burntwood: The Preferred Spatial Options



### Key Proposals

- Focus on developing the town centre to meet local needs.
- Around 1,000 additional dwellings will be accommodated between 2006 and 2026.
- Around 225 of these have either been built or will be accommodated as part of a mixed use development in the town centre and through redevelopment elsewhere within the urban area.
- Around 650-750 will therefore be required on new sites, to be accommodated as sustainable urban extensions.

- A number of preferred locations for new Sustainable Urban Extensions have been identified to the south and south east of Burntwood, both within the Parish of Hammerwich.
- The provision of new dwellings could be split as follows, within these broad locations subject to further consideration of the impacts.

Table 9.1 Preferred Directions of Growth around Burntwood

South of Burntwood	250
South-east of Burntwood	500

- Affordable and specialist housing to be distributed throughout the preferred locations for growth.
- Other uses within these neighbourhoods could include leisure and recreation provision, open space and green corridors and community uses.
- Town centre development of around 17,000m<sup>2</sup> of gross of retail floorspace to 2021 (of which around 10,000 m<sup>2</sup> will be accommodated within the approved Brendewood development and around 3,000m<sup>2</sup> additional floorspace as an extension to Morrisons supermarket).
- Improvements to public transport, walking and cycling infrastructure.
- Improvements to the quantity and quality of open spaces.
- Retention of existing employment areas, with potential for redevelopment and modernisation of some.
- Potential for renewable energy generation from all new development, and development of CHP schemes where appropriate.
- Continuing improvements to the quality of the heathland Sites of Special Scientific Interest through their management, including heathland restoration and recreation.
- Further improvements to facilities and attractions at Chasewater Country Park.

**9.23** Other broad locations for growth were considered and discounted for the following reasons:

**9.24 North of Burntwood:** It was considered that development would result in significant impact on the landscape, historic environment and biodiversity. There is also a lack of access to sustainable transport and development would likely have an adverse impact on the local road network.

**9.25 South of Burntwood and South–East of Burntwood:** The draft [Strategic Housing Land Availability Assessment](#) (SHLAA) identified a number of sites in these areas which would amount to development on a far greater scale than that proposed in the above preferred option. To the south of Burntwood a site with a capacity of over 400 dwellings was put forward through the SHLAA, and to the South-east of Burntwood an amalgamation of sites were identified in the SHLAA with a total capacity of around 1200 dwellings. Development on this scale would have considerable impact on the landscape and give rise to potential coalescence with the settlements of Brownhills and Hammerwich. Thus the preferred development option

## 9. How would you like to see Burntwood in the future?

for these locations proposes significantly lower growth in the order of 250 dwellings to the South of Burntwood and 500 to the South-east, in order to preserve the character distinctions between settlements.

### Question 10

Do you consider that the proposed residential development levels are appropriate for Burntwood?

### Question 11

Do you agree with the preferred, broad directions of growth for Burntwood?

### Question 12

Do you consider that any other broad locations for housing should be included instead or in addition?

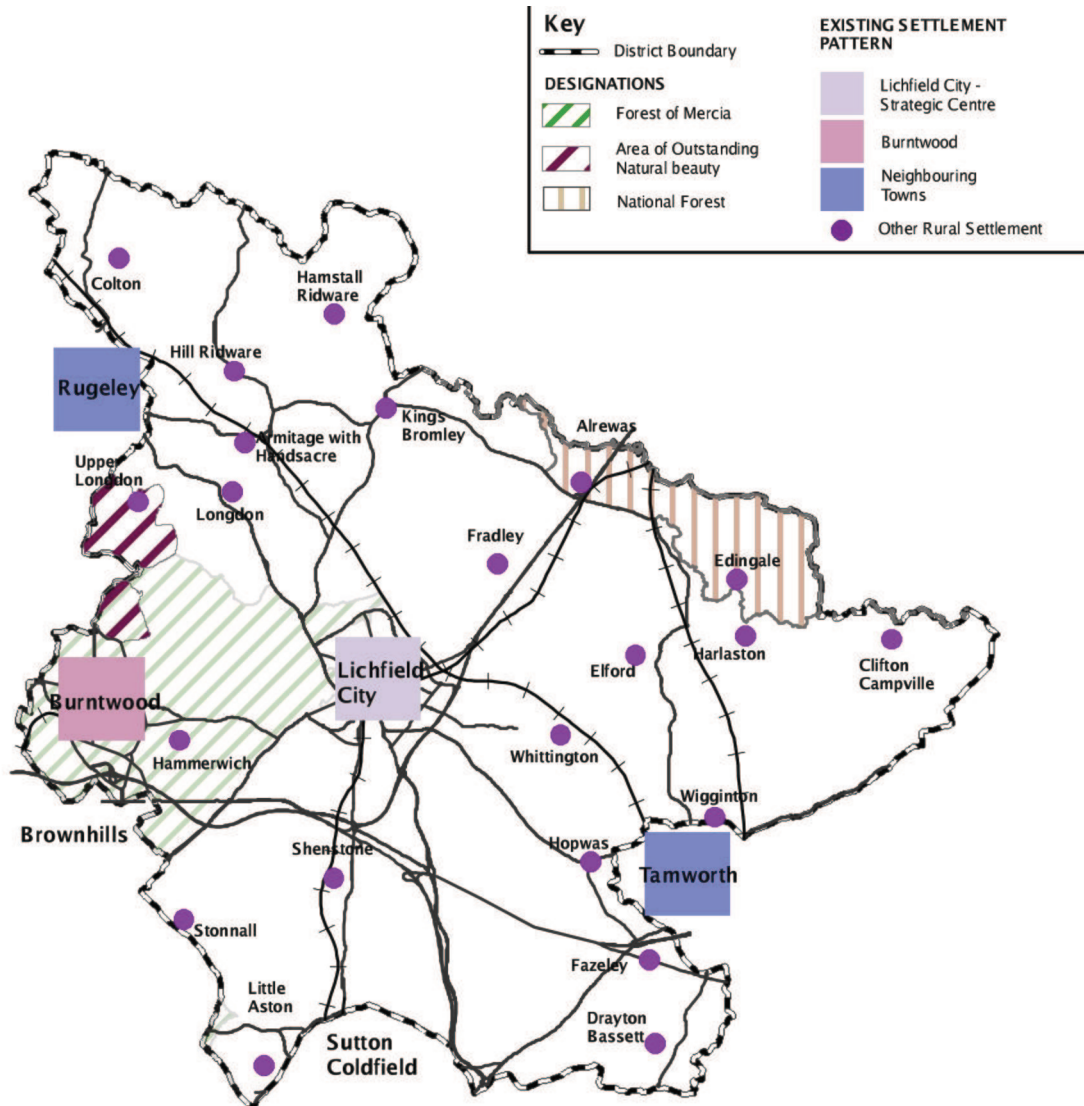
### Question 13

What are your views on the role of the town centre and the mix of uses proposed?

## 10. How would you like to see Lichfield District's Rural Villages in the future?

What the evidence tells us...

Map 10.1 Existing Settlement Pattern



10. How would you like to see Lichfield District's Rural Villages in the future?

**10.1 Climate Change:** In general terms within the district, residents have a high ecological footprint which to a large extent within the rural areas results from a high reliance on car borne trips.

**10.2** Rural settlements that contain a range of local facilities and services can be considered to have the potential to contribute towards reducing the need to travel and thus assist with meeting the challenges of climate change to a greater extent than rural settlements where there are few facilities and poor public transport. Whilst Lichfield is the most sustainable location in the District, some rural settlements, Fazeley and Little Aston for example, have good accessibility to facilities and services within the settlement, but also to a much wider



## 10. How would you like to see Lichfield District's Rural Villages in the future?

range within neighbouring towns. There are also other settlements which could be considered to be more sustainable due to the presence of 'in settlement' services and facilities, good access by sustainable methods of transport to a much wider range of facilities and services in other larger service centres.

**10.3** With two main rivers, The Tame and the Trent and several brook courses, running through rural areas there are a small number of settlements that are at risk from flooding. These include Alrewas, Armitage with Handsacre, Elford and Fazeley.

**10.4 Retail:** Rural residents are largely reliant on the town centres and supermarkets in urban areas within or on the edge of the District for their main shopping retail requirements.

**10.5** Access to shops within the rural areas varies considerably from those typically larger settlements with a good range of shops down to those with none. The presence of shops, the level of variety and overall numbers within settlements are largely the result of a number of factors, such as the size of the local population, location in relation to strategic highways (reliance on passing trade) or adjoining urban area but also importantly they are increasingly under threat by the viability thresholds set by the market operators.

**10.6** In many of the smaller settlements, rural shops are typically combined with a post office function, however, many of these have been lost in some of the more remote settlements and despite some areas witnessing development, such shops have not survived.

**10.7** There is however a significantly different situation in relation to Fradley where major growth has taken place and as a result there is the scope for a new local centre including new convenience goods provision up to 2,300 sq. m. gross. This centre, which will also include other local facilities, has been granted planning permission and is proposed to be constructed during 2009.

**10.8 Housing:** Housing, in particular access to affordable housing, is a key to sustaining rural areas. This is particularly acute in some rural wards such Bourne Vale, Colton and The Ridwares which fall within the top 10% most deprived wards nationally in relation to barriers to housing (2007 Indices of Deprivation). The type of housing demanded varies as does communities views on whether any new housing, including affordable housing, should be developed within the rural area. In fact, surveys indicated significant opposition to housing growth in the rural areas.

**10.9** At present there are limited development opportunities within rural settlements. The [Strategic Housing Land Availability Assessment](#) identified many sites scattered throughout the district, whilst not all are suitable or deliverable, there are potential development options in many locations.

**10.10 Employment:** Employment within traditional rural industries is now very low yet unemployment levels are generally low throughout the rural areas. The majority of settlements have no significant local employment which means that most working residents travel to their workplace destinations and due to the lack of availability of frequent bus services and limited destinations, most people travel by car.

**10.11** There are over 17,000 rural residents area employed, and whilst around 45% work within the district, 55% work outside the district, with 73% travelling to work by car distances of between 15-21km. There are some significant employers located within rural areas however. In particular at Fradley, which is the largest general industrial development location

within the district and is of regional significance. The employment area at Fradley is not yet fully developed and there is a significant area of land remaining that is allocated for employment. Whilst some of the larger rural settlements, such as Armitage with Handsacre, Fazeley and Shenstone also have some employment uses, there are also significant individual employers within the rural areas, such as at Drayton Manor Park and Little Aston Hospital.

**10.12** Another important feature relevant to rural areas is a recent increase in the number of people working from home. This is very high in certain wards, including Kings Bromley (23%), Bourne Vale and Longdon (20%).

**10.13 Landscape and Biodiversity:** The countryside within Lichfield District is very varied with landscape character resulting from varied geology and the presence of the two major river valleys of the Trent and Tame. Heathland is significant in the west of the District and sandstone hills and heaths cover a large area from Hopwas to Canwell. Large parts of the District were historically covered by the former Cank forest. The variety of landscape has created a range of habitats and therefore biodiversity. The result is that many areas of the District are protected through designations relating to landscape or biodiversity, amongst these are Cannock Chase Area of Outstanding Natural Beauty, Sites of Special Scientific Interest north and west of Burntwood and the River Mease Special Area of Conservation. In addition there are a number of long-term partnership projects aimed at delivering landscape scale change within the District and beyond, including the National Forest, Forest of Mercia and the Central Rivers Initiative.

**10.14** The landscape acts as a varied setting for rural communities with nucleated villages and scattered hamlets and farmsteads. With many different settlement types of different sizes and many with conservation areas the impact of development extending beyond settlement boundaries is determined by various factors, not least the scale of proposed development and the aesthetic impact. Such factors need detailed consideration for individual villages.

**10.15 Historic Environment:** There are 21 Conservation Areas within the rural areas, most concentrated around historic settlement centres although some of these contain large open areas such as Mavesyn Ridware, Wall, Longdon Green and Hints. The Trent and Mersey Canal is also a conservation area.

**10.16** A broad [assessment of the historic landscape character](#), including its settlements, has been undertaken and will inform decisions made on the potential impact of future development on surviving historic assets such as settlement patterns, scheduled ancient monument and listed buildings. Considerations for individual rural settlements need more detailed appraisal to inform future allocations policy.

**10.17 Open Space, Sport and Recreation:** an [assessment](#) of green, semi-natural and amenity open space has been undertaken on a settlement basis and the results show variation from those with no shortfall, to settlements with deficiencies such as Little Aston, Armitage with Handsacre and Shenstone. Play space provision for children and young people shows only minor shortfalls in a handful of settlements. [Playing pitch](#) provision appears to be generally good throughout rural settlements with most having an oversupply, however there are some such as Alrewas, Fradley, Whittington and Fazeley that have a significant shortfall. All settlements are within a 20 minute drive of other indoor and outdoor sport facilities.

**10.18 Services and Facilities:** The quality of access to services and facilities for rural areas is recognised as a national issue. It is significant locally in terms of variations between rural communities although it is also recognised that villages within the District do not have the same degree of remoteness as in some parts of the West Midlands Region. A [Rural Settlement Sustainability Study \(RSSS October 2007\)](#) has been prepared to assist in the preparation of policies for sustainable development outside the two main urban areas within rural settlements, focussed on rural settlements identified by an existing settlement boundary.

**10.19** The RSSS considers the presence of key services and facilities within settlements, together with accessibility to other key services and facilities by sustainable transport methods, bus and train. It uses a weighted scoring system to categorise the settlements. The study findings clearly distinguished between settlements, resulting in an existing settlement hierarchy based on accessibility to key services and facilities, such as schools, shops and Post Offices, doctors, employment/retail and medical destinations. This approximately related to the size of the settlement.

**10.20** The study concluded that six rural settlements stood out as being more sustainable than others – and are referred to as ‘key settlements’. They are: Shenstone, Armitage with Handsacre, Alrewas, Fazeley, Whittington and Little Aston. These key settlements scored highly in relation to presence of services and facilities, typically having a much wider range within the settlements and reasonable access by frequent public transport to others. The study identified a second range of settlements that had a smaller range of facilities and/or relatively poorer access to external facilities by public transport. A third level, of small villages with a poor level of access to facilities and services was also identified.

### Summary of Rural Settlement Sustainability Study findings:

#### Key Settlements:

**10.21 Shenstone** scored the highest with one of the best scores for both range of in-settlement services and facilities and in terms of accessibility to others. Shenstone is the only settlement outside of the urban area with direct access to train services (Streethay is included within Lichfield urban area). It has the benefit of being located on the main road network, close to the strategic highway network including the M6Toll, and has a relatively large industrial estate. Whilst the industrial estate has issues related to heavy goods movement, it does form a valuable employment source with scope for redevelopment.

**10.22 Armitage with Handsacre** is the largest of the rural settlements, with development either side of the main A513. It lies close to and has functional links with Rugeley. With a good range of services, located with access to a frequent bus service operating between Lichfield and Stafford, Armitage scored highly. Similar to Fazeley and Little Aston the range and number of shops present may reflect higher levels of patronage derived from passing trade.

**10.23 Alrewas** lies directly adjacent to the A38 between Lichfield and Burton. With a good range of services and accessibility to others via a frequent bus service, it is also likely that passing trade contributes to the current level of provision. There are no general employment estates within the settlement, however Fradley Park is within easy access.

**10.24 Fazeley** lies adjacent to the strategic highway network and Tamworth urban area. It has strong social and functional links to Tamworth, much more than to Lichfield, to which there are limited sustainable transport options. In addition to a wide range of facilities and shops (likely due in part to a wider urban catchment), Fazeley also has a number of successful general employment estates serving the local and wider area.

**10.25 Whittington** is the only key settlement that is not well related to the strategic highway network requiring trips using more rural roads to access services and facilities in nearby urban areas of Lichfield and Tamworth. Like Alrewas, there are no general employment estates within the settlement.

**10.26 Little Aston**, located on the edge of the conurbation has by far the highest number of shops due to the nature of its local catchment. In a similar way to Fazeley due to its location in relation to an adjoining large urban area, Little Aston does not appear to function as a typical rural settlement. There are no general employment estates within the settlement.

### Other Settlements:

**10.27** 5 settlements were identified with scores lying between the most and least sustainable villages: Hopwas, Fradley, Kings Bromley, Streethay and Stonnall. Scores achieved by these settlements are derived from either the presence of limited range of services and facilities and/or their accessibility to good public transport.

**10.28 Hopwas**, whilst a small settlement itself does have limited in 'settlement provision', it scores highly on accessibility to other services due to its relationship with and proximity to Tamworth, which is accessible by a frequent bus service.

**10.29 Fradley**, Whilst it has experienced rapid growth over recent years in terms of employment and residential development on the former airfield, it lacks some aspects of in-settlement facilities and services and therefore did not score sufficiently well to rank it currently as a 'key settlement', despite reasonably good access to services and facilities in Lichfield. As with any settlement score, any significant change to bus services or closure of shops and facilities could alter the settlement sustainability in relation to this hierarchy.

**10.30 Kings Bromley** scores poorly on in-settlement provision, but scores better in relation to accessibility to external facilities, due to the frequent bus services operating to Lichfield.

**10.31 Streethay** has no facilities and services within the settlement but given its location in relation to Lichfield and accessibility to frequent bus and train services, scores highly in terms of accessibility to external facilities. For the purposes of the Core Strategy, Streethay has been considered as part of the urban area.

**10.32 Stonnall**, whilst having a good range of facilities and services for its size, possibly due in part to passing trade, it scores poorly in relation to accessibility by public transport.

**10.33** The remaining settlements are considered to be much less sustainable, and had negative scores from the scoring system used in the study. Some settlements have no facilities or services and no access to a frequent public transport service.

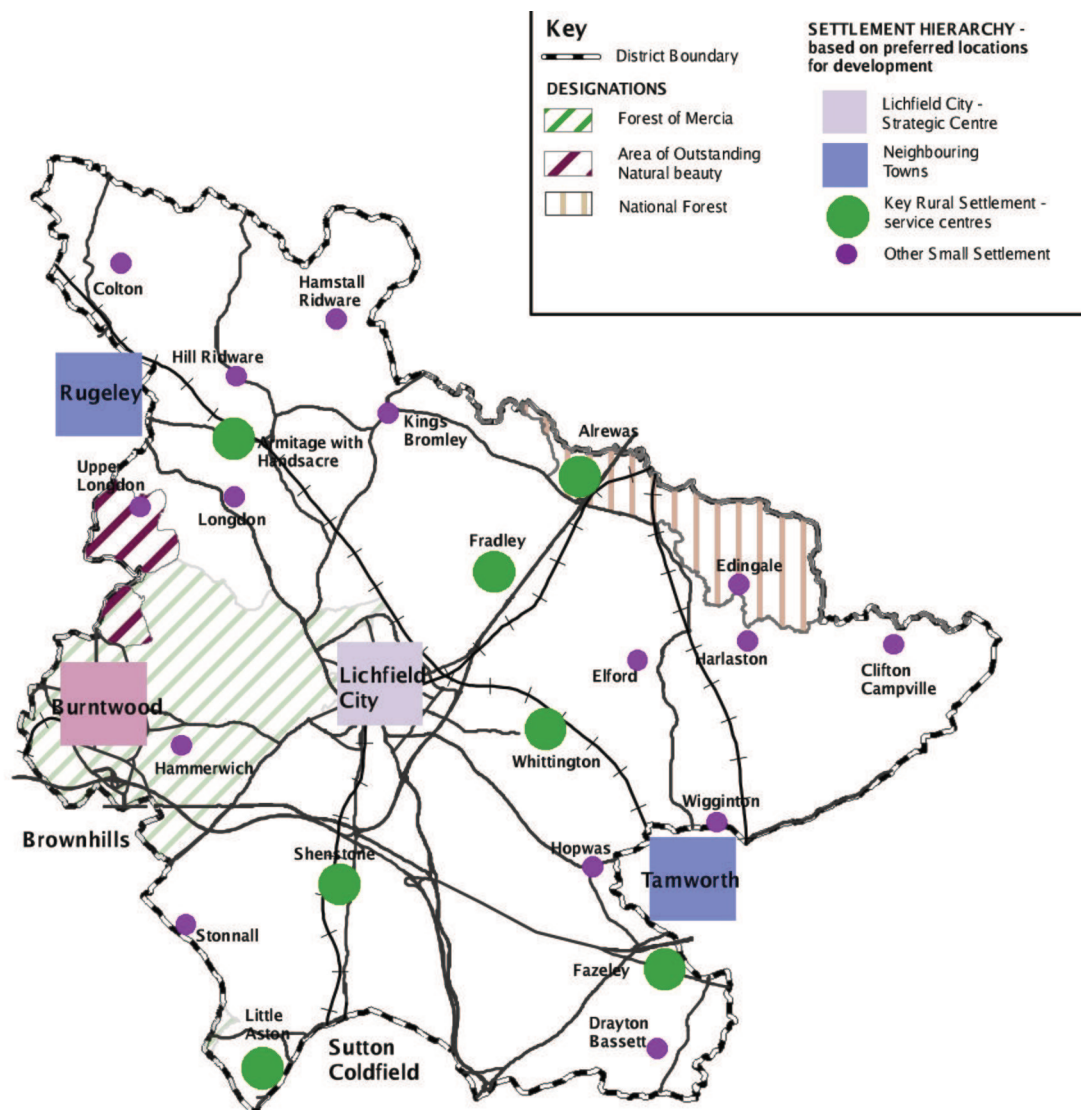
Common to all of these remaining settlements is the lack of frequent bus services and therefore limited access to the services and facilities in the larger urban areas and or key settlements.

**10.34 Sustainability Appraisal:** The Sustainability Appraisal has considered the implications of the potential distribution of growth to rural areas that could result from the published Options 2 and 3. In relation to the Option 2 approach of significant growth of the larger villages, the Sustainability Appraisal considered that this would tend towards encouraging greater car use, which would have implications for sustainable development. In addition it could have an impact on the historic character of the District because most of the key rural settlements included Conservation Areas. With a more dispersed approach to settlement growth, such as that included as Option 3 of the published options, the implications are that the issues identified in relation to Option 2 would be more pronounced, particularly because sustainable transport facilities are poorer in the smaller villages and because the scale of growth required would be poorly related to the size of the settlements.

## 10. How would you like to see Lichfield District's Rural Villages in the future?

## The Preferred Option for the Rural Villages...

Map 10.2 Settlement Hierarchy based on Preferred Locations for Development



10. How would you like to see Lichfield District's Rural Villages in the future?

### Key Proposals

- The aim of the spatial strategy for the rural areas within the District will be to seek to maintain the rural character of the District and to enable the countryside to function as a successful part of the agricultural economy whilst providing increased opportunities for countryside access and appropriate attractions.
- The rural areas will also have an important role in terms of providing homes and jobs. The contribution towards housing provision should be related in scale to access to services and facilities as shown in the settlement hierarchy. Growth in the sustainable rural settlements will help to support them and enable them to provide focal points for the smaller villages, provided this is supported by better public transport. Achieving a means of improving rural public transport is seen as vital.

## 10. How would you like to see Lichfield District's Rural Villages in the future?

- The settlement hierarchy should be amended to include Fradley as an additional key rural settlement. The preferred hierarchy is shown on the Preferred Option diagram.
- Some 20% of the total housing growth requirement to take place within the rural area, principally in the key rural settlements, requiring the provision of some 1,400 new dwellings.
- In addition capacity for some 400 dwellings has already been identified within the rural area within Fazeley, where housing will contribute to the Tamworth housing market. This is covered further in Section 11 on Cross boundary issues.
- The scope for housing growth at individual key rural settlements will be assessed relating to their specific characteristics and constraints (such as conservation areas and flood zones). Evidence to inform these decisions is still being collated, however it is envisaged that the scale of growth for each key rural settlement will depend on the existing size of that settlement and the services provided.
- Development of a significant scale will be provided at Fradley, principally on brownfield land, associated with the former airfield. Growth here will be of a lesser scale to that of the new settlement proposal.
- Rural employment will be encouraged within employment locations associated with the key rural settlements, where there may be some scope for redevelopment for different employment types.

### **Key Rural Settlements - Service Centres: Armitage with Handsacre; Alrewas; Fazeley; Fradley; Little Aston; Shenstone; Whittington**

**10.35** These are the most sustainable settlements in the rural areas with good local social infrastructure, some local employment opportunities and good accessibility to larger centres. They have an important role in terms of supporting their immediate surrounding rural areas and acting as service centres for small villages.

#### **Proposals**

**10.36** Key rural settlement will be a focus for rural development, both housing and limited employment development, to ensure that they are sustained and promoted as service centres. Locations for development of an appropriate scale and nature relative to their capacity and the availability of suitable sites will be determined through later LDF documents, and will form an Allocations of Land DPD.

**10.37** Services and facilities that are essential to sustain rural living to be protected as far as possible.

### **Other Small Villages: Colton, Hill Ridware, Hamstall Ridware, Kings Bromley, Elford, Edingale, Harlaston, Clifton Campville, Hopwas, Wigginton, Stonnall, Hammerwich, Drayton Bassett, London, Upper Longdon**

**10.38** These are villages with a more limited range of services and facilities.

#### **Proposals**

- The emphasis will be on meeting identified local needs only for housing.

- Development on a large scale would be unsustainable in these villages, generating a disproportionate number of additional journeys to access services and facilities outside the village, potentially undermining the proposed spatial strategy for the District as a whole.
- It is proposed to enhance community vitality by protecting and enabling services and facilities that are essential to sustain rural living.
- It is also proposed to support the provision of local, mobile and electronic services that increase the range and quality of services and reduces the need to travel.
- It is proposed to support small-scale new employment development within these settlements, including developments that are for rural enterprise or existing authorised business uses.

#### 10.39 Other Rural Areas:

- The remaining villages, hamlets and countryside will fall within the general definition of 'open countryside' and green belt where appropriate. Further development will generally be inappropriate other than to meet essential local needs and for rural activities.
- Within these areas there are some groups of houses and hamlets which are not identified as 'other smaller villages' because their predominantly open character and loose-knit nature makes infilling inappropriate.
- In the countryside, the character of the District's landscape and its biodiversity will continue to be enhanced and protected in a way which sensitively accommodates the needs of farmers, rural businesses, visitors and residents.
- The major landscape and biodiversity initiatives will continue to be supported and developed to provide a high quality countryside, in particular the Cannock Chase Area of Outstanding Natural Beauty, the National Forest, Forest of Mercia and Central Rivers Initiative

**10.40** Other broad spatial options that were considered and dismissed were those which proposed a greater dispersal of housing growth across the District to include significant growth of smaller villages. In particular it was considered that this approach would lead to an increase in travel by car, and thus be unsustainable.

#### Question 14

Do you agree with the key proposals for the rural areas?

#### Question 15

Do you agree with settlement hierarchy identified?



**Question 16**

Do you consider that the proposed residential development levels are appropriate for the rural areas?

10. How would you like to see Lichfield District's Rural Villages in the future?

## 11. Cross Boundary Considerations

**11.1** The submitted partial review of the [Regional Spatial Strategy](#) indicates that part of the Lichfield District housing allocation of 8,000 dwellings up to 2026 may be related to Tamworth and Rugeley. This is because those towns might have a housing need that cannot be met within their local authority boundaries as the Lichfield District boundary is drawn tightly against their urban areas. The RSS partial review also indicates that such allocations would be dependent upon the outcome of further studies and that in relation to Tamworth these should involve the local authorities of Tamworth, North Warwickshire and Lichfield District, whilst in relation to Rugeley they should involve Cannock Chase District Council, Stafford Borough and Lichfield District.

### What you have told us.....

**11.2** The cross-boundary issues were identified as part of the [Issues and Options](#) consultation, which included development within Lichfield District related to Tamworth and Rugeley as part of the town focused spatial development strategy (Option 1). There was little specific response to that Option that referred directly to Tamworth or Rugeley. Individual points made were, that providing for housing growth for Tamworth or Rugeley would not address an affordable housing shortage within Lichfield District, that Rugeley was occasionally mentioned in the context of this option and dispersed rural development, that in relation to the new settlement option it was noted that this would not address cross-boundary issues with Tamworth. We are aware from previous consultations and the existence of a local pressure group that there is significant local opposition to housing development to the north of Tamworth.

**11.3** Consultations have been undertaken with the planning authorities relevant to the cross boundary issues identified by the RSS review. In the case of Rugeley, where Cannock Chase District Council is preparing its own Core Strategy, the Planning Authority's view is that Rugeley should meet a proportion of the Cannock Chase district housing requirements and is identifying capacity within the town. It is considered however that some growth within Lichfield District would help to sustain the town.

**11.4** In relation to Tamworth, discussions have been undertaken with Tamworth and North Warwickshire concerning housing and employment issues. There are significant infrastructure planning issues in relation to Tamworth that need to be resolved before a clear indication of the long-term capacity of the Borough and how that might impact upon Lichfield and North Warwickshire can be ascertained. It appears from housing land availability studies carried out by Tamworth that the RSS phase 2 submission requirement of 2,900 dwellings can be met within the Borough. However this may leave little by way of flexibility if circumstances change. It is proposed therefore that a Tamworth growth and infrastructure study is prepared before the preparation of the Lichfield District Core Strategy, in order to clarify any requirements that may need to be met within Lichfield District.

### What the evidence tells us...

**11.5** The cross-boundary issues relate principally to housing matters.

**11.6** **Tamworth:** The housing land availability assessment has identified a number of potential housing sites that are physically related to Tamworth. These fall into two groups of sites. One group lies to the north of Tamworth, including areas on the Ashby Road, Browns

Lane and between Wigginton Lane and Comberford Road. The potential housing capacity of these sites if fully developed would be over 3,000 dwellings, although consideration of constraints such as landform and the impact of development upon Wigginton village would greatly reduce this capacity. The second group of sites lies in the Fazeley/Mile Oak area, in particular sites around Bonehill and to the west of Mile Oak. Potential capacity in this area could be in the order of 1,000 dwellings. There is housing capacity within the built up areas of Fazeley for development in the order of 300 dwellings through redevelopment sites and over 50 dwellings have been built since 2006.

**11.7** The [Strategic Housing Markets Assessment](#) identifies Fazeley as being within the local Tamworth Housing Market Sector, where it identifies an annual affordable housing need of around 200 dwellings per year.

**11.8 Rugeley:** Redevelopment of parts of the former Lea Hall colliery lying within Lichfield District to the east of Rugeley have already been granted planning permission as a result of the identification of a Rugeley Eastern Redevelopment Zone in the Staffordshire and Stoke on Trent Structure Plan. These permissions are for 680 dwellings, but development has not yet started. The proposed development will include a shopping and community facilities and part of the site will be developed for employment. The draft [Strategic Housing Land Availability Assessment](#) has identified two further potential sites in the same general location that could provide for further longer-term development related to Rugeley. This additional capacity is around 380 dwellings but is mostly reliant upon the infilling of a borrow pit that is unlikely to be completed until around 2014.

**11.9 Sustainability Appraisal:** The SA process has considered potential development locations around Tamworth and Rugeley, within Lichfield District. In relation to Tamworth housing locations to the north performed poorly in relation to a number of objectives, in particular in relation to impact on landscape and biodiversity, conservation areas and in terms of transport. Locations around Bonehill/Mile Oak were also considered to have an overall negative impact on the sustainability objectives, in particular sites around Bonehill in relation to impact upon conservation areas. In relation to Rugeley the SA considered one strategic scale location, which performed well against the strategic objectives.

### The Preferred Options...

**11.10 Tamworth (Fazeley):** The identified housing capacity of around 400 dwellings, which falls within the Tamworth Housing Market Sector, will contribute to meeting Tamworth's local need in the short term. This level of development within the Tamworth area would contribute approximately 5% of the overall housing requirement for Lichfield District. The Tamworth growth and infrastructure study will need to be completed before it can be concluded whether there are likely to be any additional needs to be met within Lichfield District. However, at this stage it is considered that any additional potential housing locations within the District related to Tamworth that arise from that study may only need to be released if circumstances change in the longer term and should therefore be considered as part of the flexibility that the Core Strategy needs to incorporate.

**11.11 East of Rugeley (Armitage with Handsacre Parish):** There is significant housing capacity already released within the Rugeley Eastern Redevelopment Zone of around 680 dwellings, which will contribute to meeting the needs of Rugeley. It is considered that the

Core Strategy preferred options should allow for further limited release of land within this area for the medium to longer term. The Rugeley area would contribute approximately 12.5% of the housing requirement for the District.

## 12. The Preferred Spatial Development Strategy for the District

**12.1** In the previous consultation on the Core Strategy Issues & Options of December 2007, 4 different spatial options were presented, together with the advantages and disadvantages of each:

- Option 1: Town Focused Development
- Option 2: Town & key rural village focused development
- Option 3: Dispersed development
- Option 4: New Settlement Development

**12.2** Whilst each of these were presented as separate approaches, the consultation report recognised that they were not necessarily mutually exclusive and that a preferred option may be an amalgamation of different spatial options.

### What you have told us...

**12.3** Some 140 respondents answered the questions on a preferred choice of spatial option and this resulted in a spread of opinion between the options. Option 4, the new settlement option, was marginally the most preferred, followed by Option 3, the dispersed option. Option 1, concentrating all growth within urban areas, was least preferred. Respondents also said that if we focused development within existing towns then the majority of new housing should be provided within Lichfield City. Nearly half of respondents considered the identified key rural settlements to be the right locations for accommodating any additional rural area development. Over a third of respondents did not consider that further development should take place in any of the rural settlements. However, of those supporting development in rural settlements, suggestions made for suitable locations included those settlements with sufficient infrastructure and transport, including Fradley.

**12.4** Further details of the analysis of the Issues & Options document can be accessed at [www.lichfielddc.gov.uk/newldf](http://www.lichfielddc.gov.uk/newldf)

### What the evidence tells us...

**12.5** Decisions about a preferred spatial development strategy for the District need to take account of a wide range of factors, including the requirement to meet national and regional policy guidelines and give appropriate weight to the range of evidence prepared to help determine a strategy. At this point some aspects of the evidence required before final decisions are made on a strategy are still being completed, however the range of evidence currently available, related to the various parts of the District, has been reviewed through this document. Taking all of these factors into account it is considered that the aspects of the evidence critical to identifying a preferred spatial strategy are:

- The emerging Regional Spatial Strategy requirements that Lichfield District must provide 8,000 new dwellings between 2006-2026, maintain a 5-year reservoir of readily available land for general employment for Lichfield District and meet strategic office and retail requirements within the strategic centre of Lichfield. Within this there is also a need to consider cross boundary issues.
- There is a need to consider the development needs of all parts of the District, including affordable housing and rural services.

- There is limited housing capacity within existing urban areas to meet the level of new housing required and therefore new land needs to be released that is likely to mean significant greenfield or green belt development.
- Existing employment and allocations for new employment are concentrated at Lichfield, Burntwood and Fradley. Overall there is adequate general employment land within these areas for the future, however there is insufficient potential office capacity within Lichfield city centre to meet all of the strategic office proposal of an additional 30,000 sq. metres. There are, however, potential office redevelopment opportunities in Lichfield around Trent Valley station and office development could be attractive to the south of Lichfield as part of any urban extensions.
- In terms of housing there are potentially deliverable housing locations in many locations across the District that could meet the overall requirement and provide for a degree of flexibility in housing provision. This could include a new settlement.
- The settlements of Lichfield and Burntwood are the most accessible and sustainable of the existing settlements in the District, however consideration of potential directions of growth suggest that some directions would be inappropriate and therefore the scale of growth of the two urban areas needs to be limited.
- Lichfield functions as a strategic centre serving a wider area including Burntwood, where the current facilities require significant improvements, particularly in terms of shopping and other town centre facilities.
- There are several villages within the District that have a degree of sustainability, relative to their size. These could act as a focus for rural growth. There are a range of potential housing locations associated with these villages that may be appropriate extensions to these villages.
- A dispersed approach to meeting housing needs would be likely to result in less sustainable development and a poorer response to climate change issues than more concentrated development.
- The only potential proposal for a new settlement that is likely to be deliverable is the proposal at Curborough.
- Landscape and biodiversity considerations are important within the District giving rise to a need to support the protection and enhancement of existing sites and to seek biodiversity gains from any new development.

## Sustainability Appraisal

**12.6** The overall conclusions of the Sustainability Appraisal process so far are that no one option of the four options presented at the Issues and Options stage would address all the sustainability framework objectives for the District. Thus a range of options would need to be considered in order to address the range of issues affecting Lichfield District in the next 20 years and prepare it for beyond this time. Issues specifically which influence these choices to be made include addressing local housing needs, avoiding loss of distinctive settlements, landscape character and views and harming biodiversity, as well as sustainability issues for the District.

## Conclusions on a Preferred Spatial Development Strategy...

**12.7** There are a number of ways of potentially meeting the range of factors identified above. Meeting the housing requirements is a critical issue for the strategy. It is considered that there are many variations in the balance that could be achieved in housing distribution within the District, in particular between Lichfield, Burntwood and the rural parts of the District.

**12.8** Taking account of the strategic nature of Lichfield and the constraints on Burntwood in terms of facilities and infrastructure it is considered that the balance of additional growth should be related to Lichfield. However this should not be of such a scale or in such locations that would be detrimental to the historic character of the city. To this end therefore there will be a need for Burntwood to accommodate some growth and for rural settlements where there is a reasonable level of sustainability to also accommodate housing growth. It is considered therefore that a preferred development strategy for the District should encompass elements of growth in Lichfield, Burntwood and the sustainable rural centres. Smaller rural settlements should only accommodate limited scale growth at a level to meet local needs. The distribution of recommended housing growth is set out below.

**12.9** The analysis of growth directions has identified preferred directions for growth to the south and east of Lichfield and of a more limited scale to the south and south-east of Burntwood. Within villages, further study is necessary to identify the appropriate scale and direction of growth of individual villages where they are affected by landscape, conservation and access considerations in particular. An exception is Fradley where it is considered that there is scope for significant growth utilising existing employment land and other locations adjacent to the village.

**12.10** In terms of employment growth it is considered that the preferred strategy should be that no new general employment land should be found and that there should be a limited re-allocation of some airfield employment land at Fradley to provide for part of the housing growth requirement. In relation to offices, Lichfield city centre and areas around its edge should be the central focus for office growth, of in the order of 15,000 sq. metres. However opportunities should also be identified for more limited office growth around Trent Valley station and within the growth direction to the south of Lichfield.

**12.11** Any preferred growth strategy should take account of requirements throughout the strategy period, that is, up to 2026. This means that a co-ordinated and phased approach to development is needed that does not release all of the required land to be developed early in the period. This will particularly apply to housing, where the most significant releases are required, but will also apply to maintaining a general employment land supply and the release of land for new office development. The general approach that will be applied to the release of land will be a sequence that seeks to produce an even 'trajectory' of around 400 dwelling completions per year and takes account of the national policy framework in the order of release of site, such that greenfield and green belt releases should follow from brownfield land. An additional factor that will need to be taken into account however, will be the need to co-ordinate the construction of new infrastructure, including highways, where necessary.

### **Other Options Considered but Not Preferred**

**12.12** The preferred development strategy includes elements of the previously identified broad options 1 and 2, and in addition allows for a small level of local needs housing within smaller villages. Options 3 and 4, the dispersed or new settlement options, have been considered but are not preferred.

**12.13** It is considered that Option 3 would not be a sustainable strategy for growth in that it would disperse too high a proportion of growth to settlements within the District that are relatively unsustainable. It would not build upon the existing infrastructure that exists within the District, in particular within Lichfield and Burntwood.

**12.14** Option 4, the new settlement option, only has one realistic location for development that would be deliverable to meet the identified housing requirements. It is likely that it could produce in the order of 3,800 – 4,000 dwellings by 2026, although in order to achieve facilities such as a secondary school it would need to reach in the order of 5,000 dwellings. Whilst it is recognised that the construction of a new settlement would to a large degree reduce the need to develop urban extensions to Lichfield and Burntwood, in assessing this option it is considered that it would result in a number of difficulties. In particular:

- It would be a ‘linked’ new settlement that would still rely on Lichfield for many facilities and services, particularly those related to the city centre – shopping, administration cultural etc. – therefore is unlikely to fundamentally relieve the city of pressure, which was the original concept of a new settlement.
- There are significant highway capacity issues on the A38 that are a major barrier and need major investment – there is a risk that the development could not fund the mitigation of the highway transport issues – eg. through providing a rail station
- This concentrated strategy would not meet the needs of other settlements in terms of local housing needs and affordable housing.
- It would potentially draw investment away from other settlements.
- The argument that it is an appropriate location for growth because it can minimise journeys to work is not proven, because of the limited range of employment types at Fradley.
- There is potential harm to sites of biological importance.
- There is a danger of visual encroachment on the historic setting of Lichfield.
- A new settlement requires totally new infrastructure investment, rather than making best use of existing infrastructure, for example in relation to education provision and transport.

### Preferred Spatial Development Strategy

**12.15** In the light of the evidence base and the previous consultation responses, it is considered that the preferred development approach should be one which focuses the majority of housing and employment growth on the larger settlements of Lichfield, Burntwood and to a lesser extent some development on the key sustainable rural settlements. Within other rural settlements only limited development should be accommodated, to meet local needs. Some growth should occur east of Rugeley and at Fazeley, close to Tamworth, to meet the needs of these two towns, mainly in locations already identified,

**12.16** This approach is essentially an amalgamation of the previously presented Options 1 & 2 – with approximately 80% of development being focused around the larger settlements and 20% centred on the rural settlements. The approach acknowledges the rural/urban split within the District, and aims to address issues specific to the various locations.

**12.17** What this means

- A phased and co-ordinated programme of land releases will be needed to provide a supply of new housing to be developed throughout the period up to 2026.



## 12. The Preferred Spatial Development Strategy for the District

- Lichfield, as the largest settlement in the District, will be the focus for housing and employment growth in order to maintain and strengthen its role as a strategic centre. Development for housing and employment will be on urban capacity sites and through the creation of sustainable urban neighbourhoods around Streethay and to the south of Lichfield.
- Development within Burntwood focused on developing the town centre to meet local needs. Sustainable urban neighbourhoods to the south and south-east of Burntwood (within Hammerwich Parish) to accommodate housing growth, on a smaller scale than those proposed around Lichfield.
- Some development within key rural sustainable settlements, with the amount of development that each settlement should contribute to meeting the overall housing need being determined through the consideration of the individual characteristics of each settlement. The existing sustainable rural settlements are: Alrewas, Armitage with Handsacre, Fazeley, Little Aston, Shenstone and Whittington.
- Further significant development at Fradley focused on brownfield land associated with the former airfield and existing village to create a key rural sustainable settlement.
- Provision of housing to meet some of the needs of Tamworth within the existing built up area of Fazeley and some of the needs of Rugeley through urban extensions within Lichfield District in Armitage and Handsacre Parish.
- Limited development in the smaller rural settlements through exception sites to meet local housing need only.
- Consideration of whether there is a need for flexibility in the Strategy to address potential needs arising from within Tamworth through the preparation of a Tamworth growth and infrastructure study.

Map 12.1 Settlement Hierarchy: Preferred Options

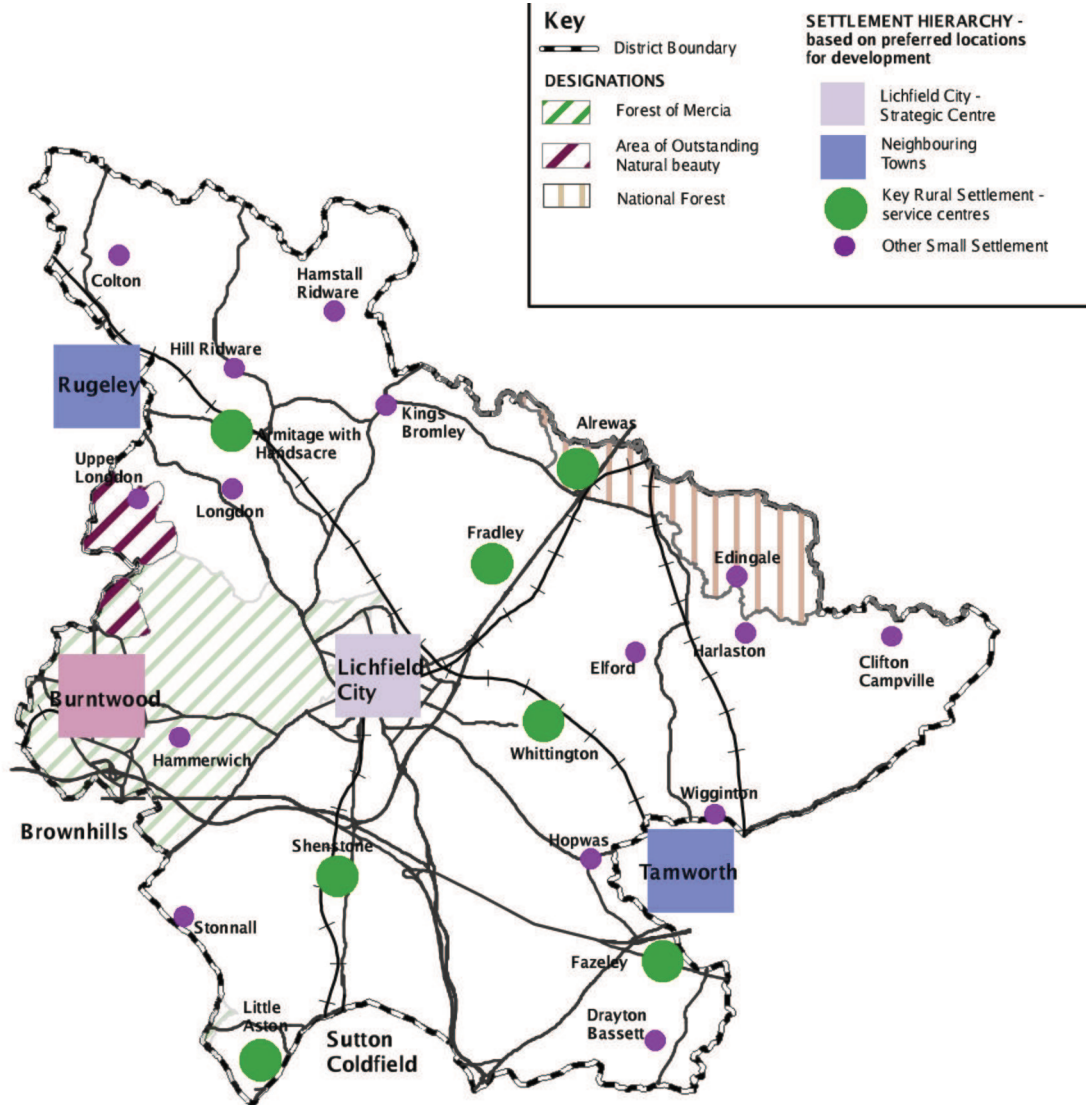


Table 12.1 Apportionment of Housing Growth

Settlement	Approx. Completions Since 2006	Approx. Capacity with Planning Permission	Approx. Deliverable Urban Capacity	Capacity within Directions of Growth	Total	Approx. %
Lichfield	650	600	325	2,500	4,075	50%
Burntwood	50	150	25	800	1,025	12.5%
Tamworth (Fazeley)	75	200	125	0	400	5%
Rugeley	0	700	0	300	1,000	12.5%

## 12. The Preferred Spatial Development Strategy for the District

Settlement	Approx. Completions Since 2006	Approx. Capacity with Planning Permission	Approx. Deliverable Urban Capacity	Capacity within Directions of Growth	Total	Approx. %
Key Rural Settlements	125	250	75	1,400	1,850	20%
Other Rural Settlements						
<b>Total</b>	900	1,900	550	5,000	8,350	100%

### 12.18 Advantages of the Preferred Spatial Strategy:

- Focuses the majority of development in the current, most sustainable locations
- Maximises use of existing infrastructure
- Supports the regeneration of large settlements as a foci for the District
- Helps to tackle pockets of deprivation in urban areas and also in rural wards by decreasing barriers to housing, jobs and services
- Supports and develops services and facilities to ensure sustainable rural communities
- Provides increased levels of rural housing within sustainable locations
- Assists in meeting rural housing needs with provision closer to where need arises
- Accords with national and regional planning guidance to focus on sustainable development locations

### 12.19 Disadvantages of the Preferred Spatial Strategy:

- Need for release of Green Belt land (to the South of Lichfield, around Burntwood and potentially around some key rural settlements)
- Some impact on historic core of Lichfield City and on historic environment of rural settlements
- Public transport improvements required to prevent increased car travel within rural areas

#### Question 17

Do you agree with the preferred spatial strategy for Lichfield District?

#### Question 18

Do you consider we have highlighted the correct advantages and disadvantages of this approach?

## 13. Themes & Subjects for Topic Based Policies

**13.1** In addition to the Spatial Development Strategy the Core Strategy will include a number of topic based policies which will be used to make decisions on planning applications, once the document is adopted. Listed below is a summary of topics that is proposed to be covered by a suite of Core Policies within the Core Strategy. Full wording of draft policies and supporting text will be included within the draft Core Strategy due to be published in May 2009.

- Sustainable Development
- Climate Change and flood risk management/mitigation
- Services & Facilities
- Town Centres and Retailing
- Sustainable Transport:
- Housing
- Employment & Economy
- Historic Environment
- Design and Built Environment
- Recreation, Leisure
- Culture & Tourism
- Natural Environment and designated sites
- Rural areas and countryside
- Regeneration & Neighbourhood Improvements
- Implementation & Monitoring
- Infrastructure
- Planning Contributions

## Appendix i. National, Regional & Local Policy Context

### National Policy

National legislation on LDFs is set out in the Planning and Compulsory Purchase Act 2004, and the planning documents that District Councils need to prepare are governed by this Act. The procedures and considerations for LDFs are set out in regulations known as the Town and Country Planning (Local Development) (England) Regulations 2004 and in Planning Policy Statement 12: Creating Local Development Frameworks.

Guidance on specific subjects such as employment, housing, retail and leisure are contained within national guidance documents known as either Planning Policy Statements (PPS) or Planning Policy Guidance (PPG). This guidance sets out issues such as the importance of re-using brownfield or previously developed land, delivering adequate and suitable housing, protecting green belts, types of open space, and broad locations for shopping.

National planning policy promotes the principles of 'sustainable development', which must be treated in an integral way within Local Development Frameworks, in particular the interrelationship between social inclusion, protecting and enhancing the environment, prudent use of natural resources and economic development.

### Regional Policy

#### West Midlands Regional Spatial Strategy (RPG11)

Regional policy is set out in the Regional Spatial Strategy (RSS), which is currently RPG11 (Regional Planning Guidance for the West Midlands). This was published in January 2008 (to include Phase 1 Revision) and is part of the statutory Development Plan for the District guiding the preparation of the LDF. At that time, the Secretary of State supported the principles of the Strategy but suggested several issues that needed to be developed further. A revision process is therefore being undertaken in three phases and the Lichfield District Core Strategy is being prepared as these revisions are progressing. It is important to note that the revisions to the Regional Spatial Strategy have yet to be completed and that a number of important issues for the District, such as housing and employment figures, have not been finalised. There will be a requirement for the Core Strategy to be flexible in its approach to take account of changes to the regional planning context.

Current RSS policy seeks to enable all parts of the Region to sustainably meet their own needs in a mutually supportive way. Whilst it seeks to focus major development and investment into the Major Urban Areas, such as Birmingham and the Black Country, it also recognises the need for other parts of the Region, particularly the main towns and villages, to build on their locational strengths, environmental qualities, regeneration opportunities and the linkages with their local hinterlands to develop their own distinctive roles and character.

#### West Midlands Regional Spatial Strategy (Phase 2 Revision)

The Phase 2 Revision which is currently underway does not change the vision, principles and objectives of the existing Regional Spatial Strategy (RSS). The aims of achieving urban and rural renaissance therefore continue to apply. However, the revision proposals do include some key differences in the balance of development across the Region which will be fundamental to the Lichfield District Core Strategy.

One of the principal aims of the WMRSS Revision will be to set out housing figures for each Local Planning Authority up to 2026 which will in turn determine the scale of dwelling provision LDFs will need to meet. The overall levels of housing provision in the Region up to 2026 and those of each Local Planning Authority are being determined through the phase 2 review of the RSS. The West Midlands Regional Assembly has submitted proposals to the Secretary of State that involve a net additional housing provision within the Region of 365,000 dwellings by 2026, of which 8,000 dwellings are to be provided within Lichfield District. This is equivalent to a development rate of 400 dwellings per annum, which is slightly lower when compared to recent rates of development. Within this the District Council needs to consider the needs of Tamworth and Rugeley through joint working with neighbouring authorities.

Three levels of housing growth for the Region were originally put forward for consideration in the RSS Spatial Options - January 2007, each based on a different approach with the balance between development in Major Urban Areas (MUAs) and other areas being different under each option.

For Lichfield District the 3 options originally proposed a range of between 6,500 and 16,000 dwellings for the District between 2001 and 2026. In October 2007, following consultation, the Regional Assembly published its 'Preferred Option' which equates to 8,000 dwellings to be provided within Lichfield District between 2006 and 2026.

From 2006 to 2008 there were 885 completions in the District and there remains a committed supply of some 1,888 dwellings. This would mean a net remaining requirement of 5,227 additional dwellings to deliver to 2026 taking into account completions since April 2006 and current outstanding planning permissions.

The revision to the WMRSS also seeks to make stronger links between housing distribution and employment land provision. In order to address future employment land requirements, the Preferred Options document puts forward a five-year rolling "reservoir" approach aimed at quantifying future employment land requirements. The five-year reservoir is identified as 33 hectares for Lichfield District and is based on past trends. The proposals include a long-term requirement of 99 hectares of employment land up to 2026.

At any point in time during the WMRSS period (2001 – 2026) each district would need to demonstrate that there is a portfolio of readily available employment sites (i.e. sites with no major development constraints) which is the equivalent of the reservoir figure. Districts would also need to maintain a land bank of not readily available sites (i.e. land with development constraints) which could be brought forward through the plan period to top-up readily available supply.

### **Other Regional Strategies**

A variety of other regional policy documents have also been prepared or are under review that are relevant to the Core Strategy. Of particular note are the Regional Economic Strategy and the Regional Housing Strategy. The West Midlands Regional Economic Strategy, which has recently been reviewed by Advantage West Midlands, provides the framework for sustainable economic growth and will have connections with the WMRSS Spatial Options. The Regional Housing Strategy seeks to apply the principles of urban and rural renaissance, as set out in the Regional Spatial Strategy, to the Region's housing markets and to guide

decisions on housing investment in the Region, in order to tackle the immediate issues of decent homes and affordable homes. The ultimate purpose of the Strategies is to secure mixed and balanced sustainable communities in the West Midlands.

## Local Policy

### Lichfield District Local Plan

The Lichfield District Local Plan currently forms part of the Development Plan for the District. The Core Strategy and other Development Plan Documents will eventually supersede these policies.

### Sustainable Community Strategy for Staffordshire (Our County, Our Vision 2008-23)

This Strategy focuses on four priorities which are important to the local community and are shared nationally with the Government:

- A vibrant, prosperous and sustainable economy
- Strong, safe and cohesive communities
- Improved health and sense of well-being
- A protected, enhanced and respected environment

### Sustainable Community Strategy for Lichfield District

The Sustainable Community Strategy(2006 – 2021) has been prepared by the Lichfield District Strategic Partnership and sets a long-term vision and plan for bringing about a sustainable improvement in the social, economic and environmental conditions of Lichfield District. It brings together the needs, interests and aspirations of the community of Lichfield District and is based around 5 strands:

- Sustainable Communities
- Children and Young People
- Safer and Stronger Communities
- Healthier Communities and Older People
- Economic Development and Enterprise.

The LDF will provide one of the primary means of delivering the spatial elements of the Sustainable Community Strategy. It's key priorities are:

- To champion the principles of sustainable development throughout the District
- To recognise and focus on the needs of particular communities or neighbourhoods
- To provide more affordable housing and prevent homelessness
- Being healthy
- Staying safe
- Enjoying and achieving
- Making a positive contribution to society
- Economic well being
- To improve everybody's health, particularly those whose health is the poorest
- To improve the quality of life and independence of older people
- To reduce crime and the fear of crime and anti-social behaviour
- To have cleaner and greener public spaces

- To empower local people to participate in local decision making
- To increase the capacity and role of the Voluntary and Community Sector in the delivery of public services
- To improve the quality of life for people in the most disadvantaged neighbourhoods and improve the responsiveness of service providers

### Strategic Plan 2008-2012

The District Council itself has a Strategic Plan which pulls together our existing challenges and commitments, sets out what we know about local, regional and national priorities and considers what we have achieved so that we are clear where we should be concentrating our efforts for the next four years.

**Our Purpose:** Our Council is committed to enhancing the general quality of life of the people who live in, work in and visit our District. We do this through the promotion and improvement of economic, social and environmental wellbeing. This means that sustainable development must be at the heart of everything we do.

### Our Ambitions for the District:

We want to create a clean and safe environment.

- We want to nurture and develop a thriving economy where businesses prosper and our residents have access to local jobs.
- We want our District to be a good place to live with quality housing which meets local people's needs.
- We want people to experience a better quality of life, where leisure and cultural activities that enhance lifelong learning, and access to good health and healthy living opportunities are available to everyone.
- We believe the best way to achieve all this is through a joint effort working in partnership with local people and organisations.

Priorities will be reviewed as part of this process but the aim will be to build upon what has been achieved to date and set out the key aspirations of the Council for Lichfield District. These priorities are reviewed on a regular basis. The current Strategic Plan sets out the following priorities relevant to the LDF:

- Progress the Work on our Two Urban Centres
- Improving the Quality of Life in our Villages
- Tackling Deprivation and Reducing Health Inequalities
- Balancing our Housing Market
- Involving the Community in Setting the District Agenda



## Appendix i. National, Regional & Local Policy Context

- Shaping the Growth of our District
- Feeling Safe in Lichfield District
- Enhancing Community Leadership

## Appendix ii. List of Evidence Base Documents

The evidence base for the Core Strategy will comprise of the following:

- Strategic Housing Land Availability Assessment – an assessment of available sites for housing development within the District which is currently being undertaken by Lichfield District Council (draft published April 2008)
- Strategic Housing Market Assessment –undertaken jointly with Birmingham City and the boroughs of Tamworth and Solihull (published November 2008)
- Rural Housing Needs Survey (published November 2008)
- Planning for Climate Change Background Paper (published October 2008)
- Strategic Flood Risk Assessment – undertaken with other local authorities within Staffordshire (Stage 1 published Jan 2008)
- Employment Land Review – (published Dec 2007)
- Market Assessment for Offices (published November 2008)
- Landscape Character Assessment (published November 2008)
- Conservation Area Appraisals (Clifton Campville, Alrewas, Kings Bromley, Little Aston, Lichfield City published to date)
- Transport Assessment (Stage 1) (published November 2008)
- Playing Pitch Strategy (published Dec 2006)
- Open Space Assessment (published Dec 2007)
- Indoor Sports Assessment (published Dec 2007)
- Play Strategy 2007-12 (published Sept 2007)
- Background Retail Review (published April 2007)
- Evidence on Retail Matters for LDF Core Strategy (published April 2007)
- Gypsy & Traveller Accommodation Assessment – (published July 2008) Local Authorities within the A5 Corridor
- Rural Settlement Sustainability Assessment (published Oct 2007)
- Strategic Landscape & Biodiversity Assessment (published Dec 2007)
- Monitoring of land uses and development.
- A sustainability appraisal scoping report to inform future sustainability appraisals of Local Development Documents.
- An Annual Monitoring Report to assess performance of the LDF (2008 AMR published November 2007)

## Appendix iii. Glossary

Table iii.1 Glossary

<b>Adoption</b>		The final confirmation of a development plan or Local Development Document as having statutory status by a Local Planning Authority (LPA).
<b>Affordable Housing</b>		Including social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should meet the needs of eligible households and remain at an affordable price for future eligible households.
<b>Allocation</b>		The use assigned to a piece of land in a local Development Plan.
<b>Affordable Housing</b>		Low cost market housing and subsidised housing irrespective of tenure, ownership or financial arrangements, available to people who cannot afford to rent or buy houses generally available on the open market.
<b>Annual Monitoring Report (AMR)</b>		A report submitted to Government by local planning authorities or regional planning bodies assessing Local Development Framework or Regional Spatial Strategy production progress and policy effectiveness.
<b>Area of Outstanding Natural Beauty (AONB)</b>		A Site with statutory national Landscape designation to provide special protection of the areas natural beauty. These are designated by Natural England.
<b>Biodiversity</b>		The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.
<b>Brownfield Land and Sites</b>		See 'Previously-Developed Land'.
<b>Bulky Goods</b>		Goods of a large physical nature (for example DIY, furniture, carpets) that sometimes require large areas for storage or display.
<b>Capacity (in retailing terms)</b>		Money available within the catchment area with which to support existing and additional retail floorspace.
<b>Catchment (in retailing terms)</b>		An area, often considered within easy walking or driving distance, in which people are happy travelling to shops.
<b>Combined Heat and Power (CHP)</b>		The use of waste heat from power generation to provide heating for a building or a neighbourhood.
<b>Conservation Area</b>		Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.
<b>Core Strategy</b>		A Development Plan Document setting out the spatial vision and objectives and strategy of the planning framework for an area, having regard to the Community Strategy (see also DPDs).
<b>Cycle Network</b>		An integrated network of both on and off road routes to facilitate an easier and safer journey for cyclists.
<b>Density</b>		In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.

<b>Development</b>		Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land."
<b>Development Control</b>		The process whereby a local planning authority manages, shapes, and considers the merits of a planning application and whether it should be given permission with regard to the development plan.
<b>Development Plan</b>		A document setting out the local planning authority's policies and proposals for the development and use of land and buildings in the authority's area. It includes Unitary, Structure, and Local Plans prepared under transitional arrangements, and new Regional Spatial Strategies and Development Plan Documents prepared under the Planning & Compulsory Purchase Act of 2004.
<b>Development Plan Documents</b>	<b>(DPD's)</b>	DPDs are Local Development Documents that have development plan status. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise. The DPDs which local planning authorities must prepare, include the core strategy, site-specific allocations of land and, where needed, area action plans. There will also be a proposals map, which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report.
<b>Economic Renewal Area</b>	<b>(ERA)</b>	The focus to improve significantly and maintain the physical and business environment, agricultural and rural matters.
<b>Environmental Impact Assessment</b>	<b>(EIA)</b>	Procedure and management technique that ensures that the likely effects of new development on the environment are fully appraised and taken into account before the development is allowed to go ahead.
<b>European Spatial Development Perspective</b>	<b>(ESDP)</b>	An approach to spatial planning intended to achieve the balanced and sustainable development of the territory of the European Union.
<b>Evidence Base</b>		The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area.
<b>Examination in Public</b>	<b>(EIP)</b>	A term given to the examination of the Regional Spatial Strategy, or Structure Plans under transitional arrangements.
<b>Flood plain</b>		Generally flat-lying areas adjacent to a watercourse, tidal lengths of a river or the sea where water flows in times of flood or would flow but for the presence of flood defences.
<b>Government Offices</b>	<b>(GO's)</b>	Representatives of central Government in the regions, bringing together the work of ten government departments.

<b>Green Belt (not to be confused with the term 'greenfield')</b>	A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. Areas of Green Belt within Lichfield District form part of the West Midlands Green Belt. The purposes of Green Belt are to: <ul style="list-style-type: none"> <li>• check the unrestricted sprawl of large built up areas;</li> <li>• prevent neighbouring towns from merging;</li> <li>• safeguard the countryside from encroachment;</li> <li>• preserve the setting and special character of historic towns; and</li> <li>• assist urban regeneration by encouraging the recycling of derelict and other urban land.</li> </ul>
<b>Greenfield Land or Site</b>	Land (or a defined site) which has never been built on before or where the remains of any structure or activity have blended into the landscape over time.
<b>Habitat</b>	The natural home of an animal or plant. Can be often designated as an area of nature conservation interest.
<b>Homeworking</b>	Relates to the growing practice of working from home, especially when related to the use of ICT.
<b>Independent Examination</b>	The process by which an Independent Planning Inspector may publicly examine a 'Development Plan Document' or a 'Statement of Community Involvement', and any representations, before issuing a binding report.
<b>Infrastructure</b>	The basic structures and facilities needed for the operation of a society or organisation. This can be applied to the physical, green and social aspects of a community.
<b>Inspector's Report</b>	A report issued by an Independent Planning Inspector regarding the planning issues debated at the independent examination of a development plan or a planning inquiry. Reports into DPDs will be binding upon local authorities.
<b>Intermediate Housing</b>	Housing at prices and rents above those of social rent, but below market price or rents, and which meet the affordable housing criteria. These can include shared equity, other low cost homes for sale and intermediate rent.
<b>Issues, Options &amp; Preferred Options</b>	The "pre-submission" consultation stages on DPDs with the objective of gaining public consensus over proposals ahead of submission to Government for independent examination.
<b>Listed Building</b>	A building of special architectural or historic interest. Graded I (highest quality), II* or II.
<b>Local Centre</b>	Includes a range of small shops and perhaps limited services of a local nature, serving a small catchment. Sometimes also referred to as a local neighbourhood centre.
<b>Local Development Documents (LDD's)</b>	These include Development Plan Documents, which will form part of the statutory development plan, and Supplementary Planning Documents, which do not form part of the statutory development plan. LDDs collectively deliver the spatial

		planning strategy for the local planning authority's area, and they may be prepared jointly between local planning authorities.
<b>Local Development Framework</b>	<b>(LDF)</b>	The local development framework is a non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents (comprised of development plan documents, which will form part of the statutory development plan, and supplementary planning documents). The local development framework will also comprise the statement of community involvement, the local development scheme and the annual monitoring report.
<b>Local Development Scheme</b>	<b>(LDS)</b>	The local planning authority's time-scaled programme for the preparation of Local Development Documents that must be agreed with Government and reviewed every year.
<b>Local Plan</b>		An old-style development plan prepared by District and other Local Planning Authorities. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions.
<b>Local Planning Authority</b>		The local authority or council that is empowered by law to exercise planning functions. Often the local borough or district council.
<b>Local Transport Plan(LTP)</b>		A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy. Local transport plans should be consistent with the policies and priorities set out in the Regional Transport Strategy as an integral part of the RSS.
<b>Low Cost Market Housing</b>		Small housing units provided without subsidy to meet the needs of households with income levels just adequate to access the housing market.
<b>Mixed use (or mixed use development)</b>		Provision of a mix of complementary uses, such as say residential, community and leisure uses, on a site or within a particular area.
<b>Nature Conservation</b>		The protection, management and promotion of wildlife habitat for the benefit of wild species, as well as the communities that use and enjoy them.
<b>Need (in retail terms)</b>		The balance of supply and demand between retailers and consumers. Often measured in terms of excess expenditure (or money) available to allow new shops to be built.
<b>Neighbourhood Centre</b>		A number of shops serving a local neighbourhood, sometimes referred to as a Local Centre.
<b>Open Space</b>		All space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation. They can also act as a visual amenity and a haven for wildlife.
<b>Planning &amp; Compulsory Purchase Act 2004</b>		The Act updates elements of the 1990 Town & Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduces:

		<ul style="list-style-type: none"> <li>• a statutory system for regional planning;</li> <li>• a new system for local planning; reforms to the development control and compulsory purchase and compensation systems; and</li> <li>• removes crown immunity from planning controls.</li> </ul>
<b>Planning Policy Guidance</b>	<b>(PPG)</b>	Issued by central Government setting out its national land use policies for England on different areas of planning. These are being replaced by Planning Policy Statements.
<b>Planning Policy Statement</b>	<b>(PPS)</b>	Issued by central Government to replace the existing Planning Policy Guidance notes, in order to provide greater clarity and to remove from national policy advice on practical implementation. (Most PPS's are accompanied by Practice Guidance Notes)
<b>Previously Developed Land or 'Brownfield' land</b>	<b>(PDL)</b>	Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Planning Policy's Note 3 "Housing" has a detailed definition.
<b>Protected Species</b>		Plants and animal species afforded protection under certain Acts of Law and Regulations.
<b>Regeneration</b>		The economic, social and environmental renewal and improvement of rural and urban areas.
<b>Regional Planning Body / Regional Assembly</b>	<b>(RPB)</b>	Each of the English regions outside of London has a Regional Chamber that the regions generally call "Regional Assemblies" (not to be confused with the term "Elected Regional Assemblies"). They are responsible for developing and co-ordinating a strategic vision for improving the quality of life in a region. The Assembly is responsible for setting priorities and preparing certain regional strategies, including Regional Spatial Strategies. For example, in the West Midlands the RPB is the West Midlands Regional Assembly.
<b>Regional Spatial Strategy</b>	<b>(RSS)</b>	A strategy for how a region should look in 15 to 20 years time and possibly longer. It identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. The West Midlands Regional Planning Guidance (RPG 11), approved June 2004, is now considered RSS and forms part of the development plan. The RPB has commenced a partial review of the RSS.
<b>Renewable Energy</b>		Energy produced from a sustainable source that avoids the depletion of the earth's finite natural resources, such as oil or gas. Sources in use or in development include energy from the sun, wind, hydro-power, ocean energy and biomass.
<b>Retail Floorspace</b>		Total floor area of the property that is associated with all retail uses. Usually measured in square metres.

<b>Rural Regeneration</b>		Is one of six Regeneration zones designated by Advantage West Midlands in which the majority of funding will be concentrated over the next ten years. It covers rural areas in Herefordshire, Shropshire and Worcestershire and has a population of some 283,000.
<b>Saved Policies / Saved Plan</b>		Policies within Unitary Development Plans, Local Plans, and Structure Plans that are saved for a time period during replacement production of Local Development Documents.
<b>Section 106 Agreement</b>		A legal agreement under section 106 of the 1990 Town & Country Planning Act. See also: Planning Obligations and Agreements.
<b>Sequential approach / sequential test</b>		A planning principle that seeks to identify, allocate or develop certain types or locations of land before the consideration of others. For example, Brownfield housing sites before Greenfield sites, or town centre retail sites before out-of-centre sites.
<b>Shared Equity Housing</b>		Housing available for rent where a proportion is also available to purchase.
<b>Site of Special Scientific Interest</b>	<b>(SSSI)</b>	A site identified under the Wildlife and Countryside Act 1981 (as incorporated in the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure).
<b>Social Rented Housing</b>		Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through a national rent regime.
<b>Soundness</b>		A term referring to the justification of a Development Plan Document. A DPD is considered "sound" and based upon good evidence unless it can be shown to be unsound.
<b>Spatial Planning</b>		Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.
<b>Special Areas of Conservation</b>	<b>(SAC)</b>	Protection for rare and threatened habitats, plants and animals, on land and sea.
<b>Statement of Community Involvement</b>	<b>(SCI)</b>	The SCI sets out standards to be achieved by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions.
<b>Statement of Consultation / Statement of Compliance</b>		A report or statement issued by local planning authorities explaining how they have complied with their SCI during consultation on Local Development Documents.



<b>Strategic Environmental Assessment</b>	<b>(SEA)</b>	An environmental assessment of certain plans and programmes, including those in the field of planning and land use, which complies with the EU Directive 2001/42/EC. The environmental assessment involves the: <ul style="list-style-type: none"> <li>• preparation of an environmental report;</li> <li>• carrying out of consultations;</li> <li>• taking into account of the environmental report and the results of the consultations in decision making;</li> <li>• provision of information when the plan or programme is adopted; and</li> <li>• showing that the results of the environmental assessment have been taken into account.</li> </ul>
<b>Strategic Flood Risk Assessment</b>	<b>(SFRA)</b>	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.
<b>Structure Plan</b>		An old-style development plan, which sets out strategic planning policies and forms the basis for detailed policies in local plans and Development Plan Documents. These plans will continue to operate for a time after the commencement of the new development plan system, due to transitional provisions under planning reform.
<b>Submission Document</b>		A Development Plan Document submitted to the Secretary of State for independent examination before a Government appointed Planning Inspector.
<b>Supplementary Planning Document</b>	<b>(SPD)</b>	An SPD is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' DPD.
<b>Sustainability Appraisal (including Environmental Appraisal)</b>		The process of weighing and assessing all the policies in a development plan, Local Development Document, or Regional Spatial Strategy, for their global, national and local implications. (See also Strategic Environmental Assessment).
<b>Sustainable Communities</b>		Central Government has referred to sustainable communities as 'places where people want to live and work, now and in the future'. Creating communities that are more sustainable will generally mean seeking to provide a range of homes, jobs and facilities that enables people to meet more of their needs locally without the need to make long journeys by private transport.
<b>Sustainable Community Strategy</b>		A strategy prepared by a community to help deliver local aspirations, under the Local Government Act 2000.
<b>Sustainable Development</b>		A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The Government has set out four aims for sustainable development in its strategy "A Better Quality of Life, a Strategy for Sustainable Development in the UK". The four aims, to be achieved at the same time, are: social progress which recognises the needs of everyone; effective protection

		of the environment; the prudent use of natural resources; and maintenance of high and stable levels of economic growth and employment.
<b>Sustainable travel / Sustainable Transport</b>		Often meaning walking, cycling and public transport (and in some circumstances “car sharing”), which is considered to be less damaging to the environment and which contributes less to traffic congestion than one-person car journeys.
<b>Traffic Impact Assessment</b>	<b>(TIA)</b>	An assessment of the effects upon the surrounding area by traffic as a result of a development, such as increased traffic flows that may require highway improvements.
<b>Travel Plan (sometimes called a ‘green travel’ or ‘commuter’ plan)</b>		A travel plan aims to promote sustainable travel choices (for example cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel Plans can be required when granting planning permission for new developments.
<b>Urban open space</b>		Parks, play areas, sports fields, commons, allotments, green corridors alongside rivers/canals/railways and other open areas vital to the cultural, aesthetic and historic heritage of urban life.
<b>Urban Renaissance</b>		The objective of addressing the challenges facing urban areas in the region and to maintain viable and sustainable urban communities.
<b>Viability</b>		In terms of retailing, a centre that is capable of success or continuing effectiveness.
<b>Vitality</b>		In terms of retailing, the capacity of a centre to grow or develop.
<b>Windfall Site</b>		A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most “windfalls” are referred to in a housing context.
<b>World Heritage Site</b>		UNESCO designation of cultural/natural heritage considered to be of outstanding universal value and worthy of special protection.