

Lichfield District



Local Plan Strategy 2008 - 2029

Adopted 17 February 2015

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1 Introduction

Introduction

1.1 This Local Plan Strategy was adopted by resolution of Full Council on 17th February 2015.

1.2 It is a Development Plan Document produced under the Planning and Compulsory Purchase Act 2004 (as amended) to help shape the way in which the physical, economic, social and environmental characteristics of Lichfield District will change between 2008 and 2029. It sets the strategic context, and will be complemented by the Local Plan Allocations Document, to be prepared in line with the timescales set in the Local Development Scheme.

1.3 Further information, including the Adoption Statement, the Sustainability Appraisal and the Local Development Scheme can be found by visiting our website www.lichfielddc.gov.uk/localplan. The team can be contacted by emailing developmentplans@lichfielddc.gov.uk, by telephoning 01543 308192 or by writing to Development Plans; Lichfield District Council, Frog Lane, Lichfield WS13 6YZ.

1.4 If you require the document in a different format please contact us so we can help address your needs in the most appropriate way.

Preparation of the Local Plan Strategy

1.5 The main stages involved in preparing the Local Plan Strategy have included:

- an **Issues and Options** paper which marked the first stage in the process and presented key issues and alternative options
- a **Preferred Options** document which set out our broad approach to managing development.
- a **Policy Directions** document which set out proposed policies for managing development
- **Shaping Our District**, a document which brought together the previous stages for comment.

1.6 An essential part of the process to date has been community engagement. We have set out our approach to involving local communities and stakeholders in formulating our Local Plan within our Statement of Community Involvement (SCI) which was adopted in April 2006.

1.7 The Local Plan: Strategy is based on robust evidence. Specialist and technical assessments have been prepared to inform and justify the policies and proposals contained within this plan. The updated evidence base covers a broad range of topics including infrastructure delivery, housing need and land availability, a review of employment land, retail needs, landscape character, open space and sport, infrastructure and renewables to name but a few. All the evidence can be viewed via www.lichfielddc.gov.uk/evidence and all relevant information relating to the Local Plan can be seen at www.lichfielddc.gov.uk/localplan.

1.8 The District Council has undertaken a Sustainability Appraisal (SA) and a Habitats Regulations Assessment (HRA) to evaluate the sustainability of the proposed strategy, policies and proposals.

Conformity with Other Policies & Strategies

1.9 The Strategy has been prepared in accordance with National Planning Policy (the NPPF) and community plans and strategies:

National Planning Policy

1.10 National planning policy is set out in the National Planning Policy Framework (NPPF) (March 2012). This emphasises the role of sustainability in guiding plans and policies, setting out three key dimensions to sustainable development: economic, social and environmental, which this Local Plan seeks to follow:

- **An economic role:** contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.
- **A social role:** supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **An environmental role:** contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Community Plans & Strategies

1.11 [Our County, Our Vision: A Sustainable Community Strategy for Staffordshire 2008-2023](#) has been prepared by the Staffordshire Strategic Partnership. It is a fifteen year vision to improve the quality of life for all our people, by increasing economic prosperity, improving local services, and developing partnership working. To achieve this vision the following priorities have been identified:

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

1.12 The [A Plan for Lichfield District](#) has been prepared in discussion with the Lichfield District Strategic Partnership and identifies the following strategic themes, under which long-term outcomes have been identified:

Supporting People

We want our District to be a place where everyone shares in an improved quality of life and community well being.

Shaping Place

We want our District to be a place people love to live, work and visit, with a high quality residential, community and commercial environment.

Supporting Business

We want our District to be a place where businesses and enterprise can flourish, and there is a vibrant local economy.

1.13 The Lichfield District Local Plan will provide one of the primary means of delivering the spatial elements of both the Sustainable Community Strategy (SCS) and Plan for Lichfield District.

1.14 The Lichfield District Local Plan will plan, monitor and manage future growth and change in Lichfield District up to 2029, covering a broad range of spatial issues that contribute towards the creation of sustainable communities, including the provision and management of new development, community infrastructure, environmental and heritage protection and measures to help reduce carbon emissions.

1.15 The Lichfield District Local Plan comprises a Strategy and a Land Allocations document, with a number of supporting documents (Table 1.1). Together, these will provide the framework for managing development, addressing key planning issues and guiding investment across the District.

Table 1.1 Local Plan Documents

Local Development Scheme (LDS)	Local Plan Process
Statement of Community Involvement (SCI)	
Local Plan: Strategy	Local Plan Policy
Local Plan: Land Allocations	
Neighbourhood Plans	
Supplementary Planning Documents (SPD)	Interpretation & Guidance
Parish & Other Community Led Plans	
Annual Monitoring Report (AMR)	Monitoring & Delivery
Infrastructure Delivery Plan (IDP)	

How to read this document

1.16 The Lichfield District Local Plan Strategy provides the broad policy framework and establishes a long-term strategy to manage development, provide services, deliver infrastructure and create sustainable communities. The Strategy consists of a vision and strategic objectives, a spatial development strategy, core policies and development management policies and sets out how the strategy will be implemented and monitored. Its effectiveness will be monitored on a yearly basis through the production of an [Annual Monitoring Report \(AMR\)](#) and will be reviewed when necessary.

1.17 The Local Plan: Strategy is divided into a number of chapters. The first section of the document includes a spatial portrait and vision for the District. It sets out the key characteristics of Lichfield District and identifies the strategic issues and challenges facing the District that the Local Plan seeks to address. The vision sets out the type of place Lichfield District should become by 2029. It takes account of existing plans and strategies produced by the District Council and our partners. To deliver this vision a suite of 15 strategic priorities are identified.

1.18 The Spatial Strategy sets out the overall approach toward providing for new homes, jobs, infrastructure and community facilities to 2029 and thus outlines the broad approach that will be followed towards managing change in the District.

1.19 The General Policies section contains broad policies, known as Core Policies, for steering and shaping development as well as defining areas where development should be limited. It will also set out more detailed day-to-day development policies through which development will be delivered. Alongside the Spatial Strategy they will manage change that is necessary to meet the needs of current and future generations. The 'Our Settlements' section contains more specific visions and policies to guide change relevant to each of our settlements.

2 Spatial Portrait of the District

2.1 Lichfield District is located in south-east Staffordshire, and abuts the West Midlands conurbation. The District has two main settlements, the cathedral City of Lichfield and the town of Burntwood, as well as many villages set within a varied and attractive rural area. Some of the rural settlements are physically connected to urban areas that lie within the administrative boundaries of other Local Authority areas, including Little Aston which adjoins Sutton Coldfield and Streetly, and Fazeley which adjoins Tamworth. The town of Rugeley, which lies within Cannock Chase District, sits on the north-western boundary of Lichfield District.

Map 2.1 Sub-Regional Context



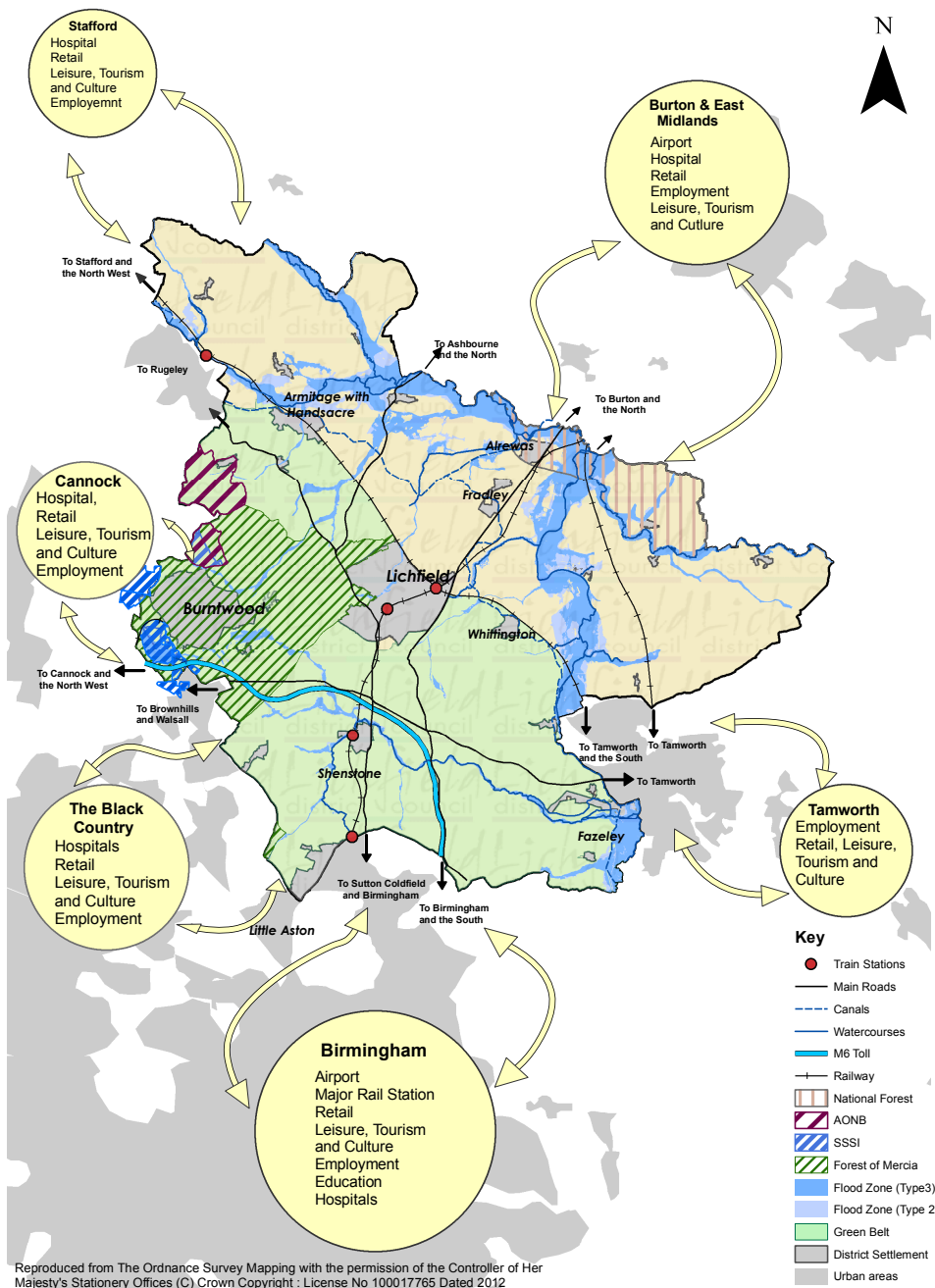
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2.2 Lichfield District is an attractive location for people to live. It has been a significant destination for migrants from the West Midlands conurbation and other nearby towns. In the past this has led to pressure for housing growth over and above the needs arising purely from within the District.

2.3 The availability of jobs, the history of in-migration in the District and the regional pattern of larger town centres all contribute to a high level of travel by residents of the District. High car usage is supported by generally good road connections, with the A38 and A5 being important routes to the north/south and east/west respectively. The construction of the M6 Toll has further increased accessibility and raised the profile of the District as an area for business investment, both in terms of distribution and office market potential.

2.4 Although the availability of a frequent rail service from Lichfield via the cross-city rail line allows a degree of rail commuting, journey to work movements from the District are largely made by car. This is one of the factors, combined with a high level of gas consumption in the regional context, that results in a relatively high level of carbon emissions by District residents and a need for a spatial strategy and development policies that will make a local contribution to reducing these carbon emissions and combating the effects of climate change.

Map 2.2 District Spatial Portrait



Character, Environment & History

2.5 The City of Lichfield is an important historic centre, with a major conservation area based around the Cathedral, a medieval street pattern and historic city centre buildings. The Cathedral spires (the 'ladies of the vale'), are visible from many points in the wider rural landscape. Post war growth has been a feature of the City, which saw some major housing estates developed through 'overspill' agreements, mainly in the north of the City and these are now the subject of initiatives to help their regeneration. More recent housing developments from the 1980's at Boley Park and since 2000 at Darwin Park, have seen further outward expansion and growth of the City, to the south-east and south-west respectively.

2.6 Burntwood is a town that has formed as a consequence of recent growth and is the amalgamation of several smaller settlements through significant residential growth from the 1960's to the 1990's. The character and physical structure of Burntwood is therefore unusual for a freestanding town. The structure and rate of its growth have had consequences that planning policies have previously sought to address, in particular the need for a range of facilities and jobs that are appropriate for a town of its size that enable people to work, shop and access social and recreational infrastructure locally.

2.7 The rural landscape forms the setting for our villages that mainly have an agricultural past: this includes a number of historic farmsteads. Although many rural parts of the District have good quality agricultural land and remain productive, in common with most areas there is now relatively little employment in agriculture. Some of the larger rural settlements have a modern employment base with Fradley providing significant employment opportunities and others with small industrial estates or major employers, notably Armitage with Handsacre, Fazeley and Shenstone.

2.8 Across the District many settlements have access to the canal network which has been an important part of the historic development of many areas. There are 20 village conservation areas within the District, which is an indication of the historic and architectural quality of the rural settlements. The District has 22 conservation areas in total and approximately 800 listed buildings. This indicates the wealth of historic and heritage assets which play a significant part in the character of Lichfield District.

2.9 The landscape of the District is varied due to underlying variations in geology and the presence of the two major river valleys of the River Trent and River Tame that have a confluence to the east of Alrewas. While modern changes to the landscape have been substantial, there remains evidence of former landscapes across the District and therefore historic character of the environment is a significant factor to be taken into account in determining future strategies, including development locations.

2.10 There are several areas of high landscape and nature conservation quality both within and adjoining the District. Of greatest importance are the River Mease Special Area of Conservation (SAC) and the eastern fringes of the Cannock Chase Area of Outstanding Natural Beauty (AONB), where there is a statutory obligation to protect and manage. Lichfield District Council is a partner in this process and recognises the influence that the AONB and SAC needs to have in determining our development strategy. There are also 6 designated Sites of Special Scientific Interest (SSSIs) within the District which need careful management and protection. The varied landscapes within the District are home to a rich biodiversity resource, providing many types of habitats.

2.11 One of the considerations for the Local Plan is the need to stem the gradual loss of biodiversity that has seen a decline in the extent of lowland heathland and loss of local biodiversity sites. Recent years have seen the introduction of sustainable management practices at Chasewater and partnerships such as the Central Rivers Initiative, which both look to make the most of opportunities arising in these areas for management and habitat creation. The Forest of Mercia and the National Forest are both landscape orientated initiatives that seek to fundamentally change the character of parts of the District

and to redress the major loss of woodland that the area has suffered, whilst enhancing the District's biodiversity and playing an important role in providing for recreation and tourism. The area that extends from Cannock Chase to Sutton Park is the subject of on-going work and many projects, some of which cover a wide area which are aimed at promoting the improved management of lowland heathland and enhancement of the area for heathland.

2.12 Part of Lichfield District is covered by the West Midlands Green Belt (see Map 2.2). This has meant that a substantial area within the south of the District has been subject to development restraint for many years and the northern part of the District has been less constrained for rural growth, allowing for employment provision centred around the former Fradley airfield and significant levels of housing growth in Armitage with Handsacre, Fradley and Alrewas.

Community Characteristics

2.13 Although the demographics of different communities within the District vary considerably, there are some general characteristics of the population of the District that have a bearing on future needs, including age structure and the potential implications of an ageing population.

Table 2.1 Population & Ethnic Composition

Population	District	West Midlands	England
Total Population ⁽ⁱ⁾	100,654	5,601,847	53,012,456
Under 16	17.5%	19.5%	18.9%
Working Age ⁽ⁱⁱ⁾	62.4%	63.6%	64.8%
Older People ⁽ⁱⁱⁱ⁾	20.1%	16.9%	16.3%
Ethnic Composition (%) ^(iv)			
White	94.6	82.8	85.5
White Irish / White Other	2.1		
Mixed	1.1	2.4	2.2
Asian or Asian British	1.5	10.2	7.6
Black or Black British	0.5	3.2	3.4
Chinese or Other Ethnic Group	0.3	1.5	1.7

2.14 The 2011 Census shows Lichfield District's population has grown to 100,654 from 93,232 as recorded in the 2001 census, this equates to an increase of 7,422 people (7.9%). Figures show that 20% of the District's population is within the Older People category and 17.5% is under 16 years of age. The proportion of Under 16s is lower than the national and regional averages and the proportion of Older People is higher than the national and regional averages. The number of Older People within the District has grown significantly since the 2001 Census from 15.5% to 20%. The impacts of an

i 2011 Census ONS ©. Crown Copyright, 2011

ii Working age is now defined as 16-64 for males and females

iii Older people are now defined as 65+ for males and females

iv 2011 Census. ONS ©. Crown Copyright, 2011

ageing population is recognised as a national issue, however, these figures show that the ageing of the population within Lichfield District and its movement into retirement and older age groups, could be a greater issue than for many other areas of the region.

2.15 In terms of the working age population for Lichfield District, in 2011 this was 62.4%, compared to 63.6% for the West Midlands as a whole and 64.8% for England. However of these, some 78.5% of the working population were economically active, compared with 74.2% for the West Midlands^(v).

2.16 The ethnic make-up of Lichfield District differs significantly from the regional and national compositions, with people of White British origin accounting for a larger proportion of the population than any other ethnic group (94.6% of the population according to the 2011 Census).

2.17 Lichfield District is often considered to be a relatively prosperous area in the regional and national context, ranking as low as 237 of 348 in Local Authorities ranked for overall deprivation in 2010^(vi). Whilst it is generally true as an indication of prosperity and the health of communities that deprivation in the area is not severe, there are however pockets of deprivation, of different types, that are present. Significant among these are Chasetown and Chadsmead wards in terms of overall deprivation, whilst several rural wards are seen to have barriers preventing access to housing, local services and amenities.

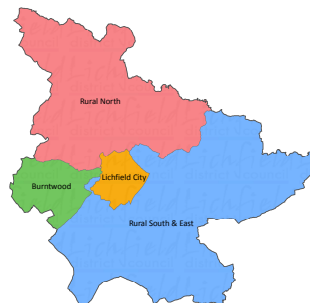
Table 2.2 Indices of Multiple Deprivation

	Indices of Multiple Deprivation (IMD) 2010		
	IMD 2004	IMD 2007	IMD 2010
Rank of Average Score	259	258	237
Rank of Income	258	258	243
Rank of Employment Scale	223	237	231

Housing

2.18 There are four Housing Market Areas identified within Lichfield District in the Southern Staffordshire Housing Needs Study and SHMA Update (March 2012). These are shown on Map 2.3.

Map 2.3 Our Housing Market Areas



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v Nomis Official Labour Market Statistics Jan 2010-Dec 2010
vi Index of Multiple Deprivation 2010

2.19 The overall quality of housing within Lichfield District is generally good and there is a high level of owner occupation, at over 79%, whilst social rented housing accounts for only about 13.5% of the total. The principal issues in relation to housing are affordability and meeting housing requirements.

Table 2.3 Affordability Index ^(vii)

	2008/2009	2009/2010	2010/2011
Affordability Index - Price:Income Ratio	7.78	6.87	7.86

2.20 The [Affordability Index](#) highlights how affordable an area is to live in by dividing house price by income, with lower figures indicating that an area is more affordable to live in. Lichfield District's 'price:income ratio' has increased since 2009/2010 this is a trend that is reflected nationally. In terms of affordability, the ratio of income to house prices is amongst the highest in Staffordshire. Although there are significant variations in affordability within the District, there is a need for more affordable housing in all areas, to serve the needs of Lichfield, Burntwood and rural parts of the District where high house prices and limited availability are significant. In addition there are a range of barriers to accessing housing and services which are particularly prevalent in the rural areas: the rural north in the areas surrounding Armitage with Handsacre (including Kings Bromley, the Ridwares and Blithbury, Colton, the Longdons, Gentlesahaw and Chorley); the Mease and Tame area to the east (including Croxall, Edingale, Harlaston, Clifton Campville and Thorpe Constantine), and the rural south (which includes Wall, Shenstone, Hopwas, Weeford, Hints and Drayton Bassett)^(viii).

Education, Economy & Employment

2.21 There are 47 schools within Lichfield District, including 6 secondary schools or colleges. Staffordshire University also offers a range of courses from its campus based in Lichfield City. The percentage of students achieving high GCSE grades has increased considerably between 2008 and 2010, now sitting slightly above the average for England.

Table 2.4 Education Department for Children, Schools and Families

	2008	2009	2010	Average for 2010 (England)	Source
% of pupils achieving 5+ GCSE grades A*-C ^(ix)	67.6%	70.4%	76.9%	75.3%	Department for Education, 'In Your Area' website 2011
Average 'A' Level Points Score per candidate ^(x)	693.7	707.6	699.1	744.8	

2.22 The percentage of residents with higher level qualifications (levels 4 and 5 i.e. degree level and above or the equivalent) is above both the West Midlands and National average - 15.5% as compared to 11.6% for the west Midlands and 14.4% nationally.^(xi)

2.23 This is reflected in the number of residents who work as managers and senior officials (14%), professional occupations (11%) and associate professional and technical occupations (13%).^(xii)

vii Source: Communities & Local Government

viii Barriers to Housing and Services geographical barriers and wider barriers sub domains, CLG Indices of Deprivation 2010

ix score is for Lichfield District

x score is for Staffordshire County

xi 2001 Census

xii AWM Future Market profiles 2010

2.24 The nature of employment in the District has changed significantly over time with the decline of traditional engineering industries. There has been a substantial increase in distribution activities, particularly with the development of employment at Fradley airfield, however the significance of Lichfield as a centre for administration and professional services has continued. As well as industrial, service and limited agricultural employment the District has a notable minerals industry, now confined to the extraction of sand and gravel within the Tame and Trent Valleys and the sandstone ridge extending from Weeford to Hopwas. The rate of future extraction and locations for working are currently being considered through the preparation of a Minerals Core Strategy by Staffordshire County Council which is the Minerals Planning Authority.

Table 2.5 Employment by Sector (Nomis - Official Labour Market Statistics 2008 latest figures)

Employment by Sector	Number of Employees	Percentage
Manufacturing	5,100	12.8
Construction	2,300	5.6
Distribution, Hotels and Restaurants	8,900	22.3
Transport and Communications	2,900	7.2
Finance, IT and other Business Activities	8,200	20.5
Public Admin, Education and Health	9,100	22.8
Other Services	2,500	6.2
Tourism Related	3,200	8.0

2.25 Tourism is a significant part of the local economy based on the heritage, character and environment of the area, with Lichfield City being a particular focal point. There are a number of individual important visitor attractions within the District whose future needs are factors for the Core Strategy to consider. These include Drayton Manor Park, which lies in the Green Belt on the edge of Fazeley, the developing attraction of the National Memorial Arboretum, the sub-regional attraction of Chasewater Country Park and the Cannock Chase Area of Outstanding Natural Beauty.

Table 2.6 Tourism within Lichfield District 2010

Total number of tourists to the District	3,677,988
Average Tourist Spend (per visit)	£33

2.26 People living in Lichfield District on average earn 12% more than people working in Lichfield District, which is an indication of residents travelling out of the District for higher paid jobs elsewhere, principally within the wider West Midlands. The economic downturn (2008 - 2012) is showing an impact within the District as unemployment within Lichfield District stood at a rate of 5% in June 2011. This is slightly lower than both the Regional and National averages which stood at 8.7% and 7.7% respectively ^(xiii)

Table 2.7 Average Annual Income Gross (Nomis - Official Labour Market Statistics 2011)

	Lichfield (£)	West Midlands (£)	Great Britain (£)
Earnings by residents	£28,574	£24,398	£26,094
Earnings by workplace	£25,319	£24,310	£26,021

Summary: Strengths, Weaknesses, Opportunities & Threats

2.27 The spatial portrait has highlighted some of the key characteristics of Lichfield District. These key strengths, weaknesses, opportunities and threats inform our Vision and Strategic Priorities.

Table 2.8 Strengths, Weaknesses, Opportunities and Threats

Strengths	Weaknesses
<ul style="list-style-type: none"> Lichfield District has always been a place where people have desired to live. Varied townscapes and landscapes across the District including significant heritage and cultural assets. Lichfield City, Burntwood and the key rural settlements provide opportunities for the sustainable development of the District to continue. On average Lichfield is a prosperous District and ranks well within the Indices of Deprivation. Lichfield District performs well at all levels of education, with pupils on average achieving well. Tourism plays a significant part in the District's economy, utilising the range of tourist attractions found throughout the District. Lichfield District has lower than the national average levels of unemployment. 	<ul style="list-style-type: none"> The lack of higher paid jobs within the District contributes towards a high level of out-commuting from the District. Lichfield has a growing population, with a higher proportion of older people than the national average. There are areas of deprivation within Lichfield District. There is a lack of affordable housing within all areas of the District.
Opportunities	Threats
<ul style="list-style-type: none"> Development can consolidate the sustainability of existing settlements within the District. Good transport links make Lichfield District an attractive area for business investment and job opportunities. Opportunities to improve and maintain areas of biodiversity across the District. 	<ul style="list-style-type: none"> A large number of journeys to work are made by car, and when combined with high levels of gas consumption the District has a high level of Carbon emissions. Loss of biodiversity at sites within the District. The house prices within Lichfield District are among the highest in Staffordshire, meaning affordability is an issue for many buyers.

3 Vision & Strategic Priorities

Vision

3.1 The Vision for the District takes account of existing plans and strategies, including the Staffordshire Sustainable Community Strategy (SCS) and the Plan for Lichfield District, along with an extensive evidence base and the views of stakeholders and our local communities to set out what Lichfield District should look like in 2029:

Vision for the District

By 2029, residents of the District will continue to be proud of their community, experiencing a strong sense of local identity, of safety and of belonging. Everyone will take pride in the District's history, its culture, its well cared for built and natural environment, its commitment to addressing issues of climate change, and the range of facilities that it offers. Our residents will have opportunities to keep fit and healthy, and will not be socially isolated. People will be able to access quality homes, local employment, and provision for skills and training which suits their aspirations and personal circumstances. Those who visit the District will experience the range of opportunities and assets in which its residents take pride, will be encouraged to stay for longer and will wish to return and promote the area to others. The need to travel by car will be reduced through improvements to public transport, walkways, cycle routes and the canal network.

New sustainably located development, and improvements to existing communities will have a role in meeting the needs of Lichfield District and will have regard to the needs arising within Rugeley and Tamworth. Such development, coupled with associated infrastructure provision will also address improvements to education, skills, training, health and incomes, leading to reduced levels of deprivation.

The natural environment within the urban and suburban areas and within the wider countryside and varied landscape areas will be conserved and enhanced, and locally important green spaces and corridors will be secured to meet recreational and health needs. Sustainable development will also help protect the biodiversity, cultural and amenity value of the countryside and will minimise use of scarce natural and historic resources, contributing to mitigating and adapting to the adverse effects of climate change.

3.2 Area specific visions have been developed in line with existing plans, strategies, local evidence and as a result of detailed work with local communities, to ensure that local distinctiveness is a key feature of our spatial plan. Visions have been developed for the larger settlements of Lichfield City and Burntwood, and the Key Rural Settlements. Additionally a broad vision for rural areas has also been developed which has scope for further flexibility as communities take responsibility for producing their own plans, such as Neighbourhood or Parish Plans at the local level. These are set out in the 'Our Settlements' section.

Strategic Priorities

3.3 The following Local Plan strategic priorities outline what will need to be achieved to deliver the Vision and address the key issues that have been identified in the District. The Strategic Priorities give direction to the emerging Spatial Strategy.

Strategic Priority 1: Sustainable Communities

To consolidate the sustainability of the existing urban settlements of Lichfield and Burntwood as the District's principal service centres, together with key rural settlements and to ensure that the development of new homes contribute to the creation of balanced and sustainable communities by being located in appropriate settlements and by containing or contributing towards a mix of land uses, facilities and infrastructure appropriate to their location.

Strategic Priority 2: Rural Communities

To develop and maintain more sustainable rural communities through locally relevant employment and housing development and improvements to public transport facilities and access to an improved range of services, whilst protecting the character of our rural settlements.

Strategic Priority 3: Climate Change

To create a District where development meets the needs of our communities whilst minimising its impact on the environment and helps the District to mitigate and adapt to the adverse effects of climate change.

Strategic Priority 4: Infrastructure

To provide the necessary infrastructure to support new and existing communities, including 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.

Strategic Priority 5: Sustainable Transport

To reduce the need for people to travel by directing most growth towards existing sustainable urban and rural settlements and by increasing the opportunities for travel using sustainable forms of transport by securing improvements to public transport, walking and cycling infrastructure.

Strategic Priority 6: Meeting Housing Needs

To provide an appropriate mix of market, specialist and affordable homes that are well designed and meet the needs of the residents of Lichfield District.

Strategic Priority 7: Economic Prosperity

To promote economic prosperity by supporting measures that enable the local economy to adapt to changing economic circumstances and to make the most of newly arising economic opportunities.

Strategic Priority 8: Employment Opportunities

To ensure that employment opportunities within the District are created through the development of new enterprise and the support and diversification of existing businesses, to meet the identified needs of local people.

Strategic Priority 9: Centres

To create a prestigious strategic city centre serving Lichfield City and beyond, an enlarged town centre at Burntwood and a vibrant network of district and local centres that stimulate economic activity, enhance the public realm and provide residents' needs at accessible locations.

Strategic Priority 10: Tourism

To increase the attraction of Lichfield District as a tourist destination through supporting and promoting the growth of existing tourist facilities, the 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.

Strategic Priority 11: Healthy & Safe Lifestyles

To create an environment that promotes and supports healthy choices. To improve outdoor and indoor leisure and cultural facilities available to those that live and work in and visit the District and to ensure a high standard of community safety, promoting healthier living and reducing inequalities in health and well-being.

Strategic Priority 12: Countryside Character

To protect and enhance the quality and character of the countryside, its landscapes and villages by ensuring that development which takes place to meet identified rural development needs contributes positively to countryside character through enhancements to the local environment and preserves the openness of the Green Belt.

Strategic Priority 13: Natural Resources

To protect and enhance and expand the quality and diversity of the natural environment within and outside urban areas and help realise the positive contributions which can be made to address climate change.

Strategic Priority 14: Built Environment

To protect and enhance the District's built environment and heritage assets (including Lichfield Cathedral), its historic environment and local distinctiveness, ensuring an appropriate balance between built development and open space, protecting the character of residential areas, protecting existing open spaces and improving the quality of and accessibility to open space and semi-natural green spaces.

Strategic Priority 15: High Quality Development

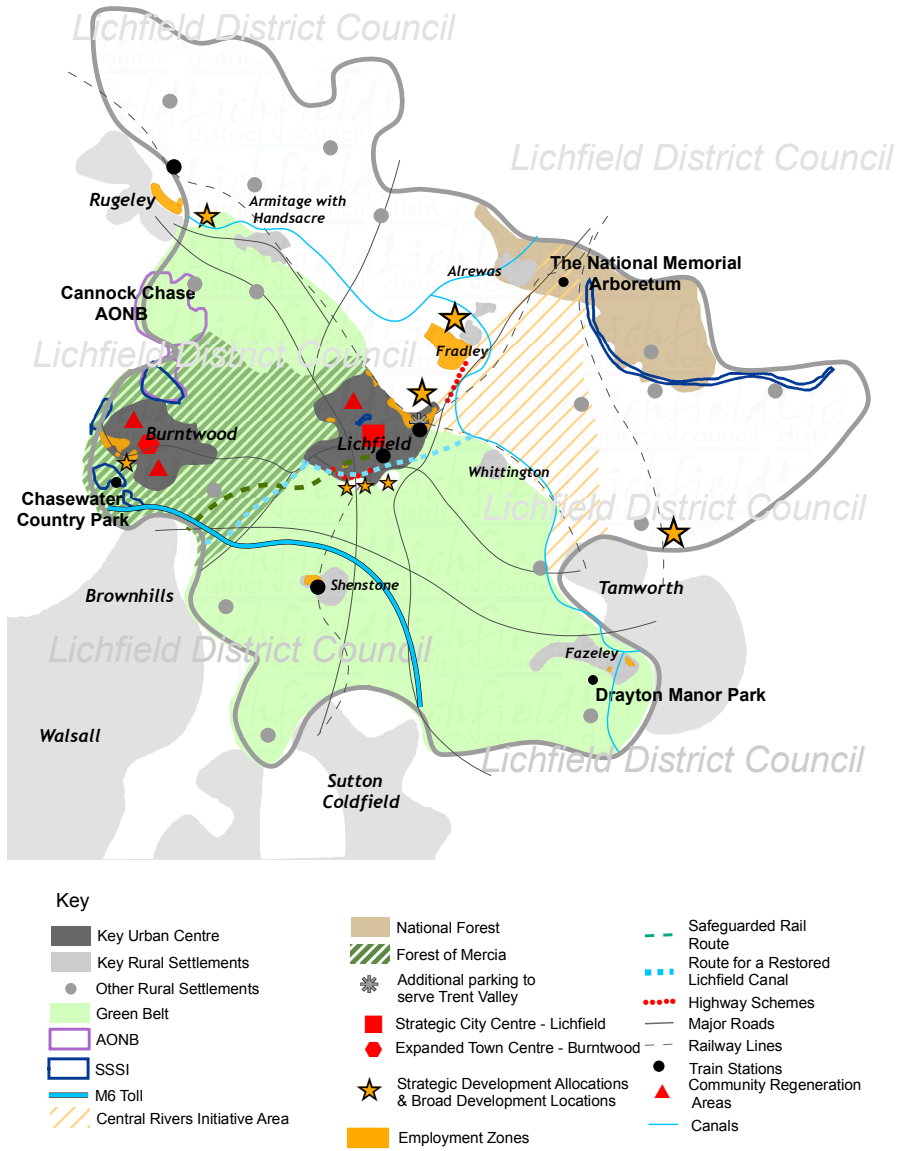
To deliver high quality development which focuses residential, community and commercial facilities within the most sustainable locations whilst protecting and enhancing the quality and character of the existing built and natural environments.

4 The Spatial Strategy for Lichfield District

4.1 The Spatial Strategy sets out the overall approach toward providing for new homes, jobs, infrastructure and community facilities over the plan period and thus outlines the broad approach that will be followed towards managing development and change to 2029. It is consistent with the vision for the District and the strategic priorities needed to implement the vision and provides the link between those objectives and the policies that will guide the implementation of the Local Plan.

4.2 The Spatial Strategy directs development towards the most sustainable locations, as illustrated by the Lichfield District Key Diagram (Map 4.1), and plans for making best use of, safeguarding and improving our existing facilities and infrastructure to create and maintain sustainable local communities.

Map 4.1 Lichfield District Key Diagram including Settlement Hierarchy



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NOT TO SCALE

Core Policy 1: The Spatial Strategy

Lichfield District Council will contribute to the achievement of sustainable development to deliver a minimum of 10,030 dwellings between 2008 and 2029 within the most sustainable settlements, making best use of and improving existing infrastructure. Throughout the District, growth will be located at the most accessible and sustainable locations in accordance with the Settlement Hierarchy (Table 4.1) and the key diagram (Map 4.1). Development proposals will be expected

to make efficient use of land and prioritise the use of previously developed land (PDL). Proposals will promote sustainability by minimising and/or mitigating pressure on the natural, built and historic environment, natural resources, utilities and infrastructure and areas at risk of flooding, whilst also mitigating and adapting to climate change and reducing the need to travel.

The District Council will direct the majority of future development to the following locations, and will work with partners to deliver the infrastructure and facilities required to support this growth:

- Lichfield City Centre/Urban area
- South Lichfield Strategic Development Allocations
- East of Lichfield (Streethay) Strategic Development Allocation
- Burntwood Town Centre/Urban area including East of Burntwood Bypass Strategic Development Allocation
- Fradley Strategic Development Allocation
- East Rugeley Strategic Development Allocation (within Armitage with Handsacre Parish)
- North of Tamworth Broad Development Location
- Key Rural Settlements of Alrewas, Armitage with Handsacre, Fazeley, Shenstone and Whittington

The Spatial Strategy in relation to employment aims to promote greater opportunities for high value employment within the District, including higher wage opportunities in growth sectors related to business, education and research. Part of the strategy is to provide a balanced portfolio of employment land able to accommodate higher value employment opportunities serving both Lichfield and Burntwood and support for investment and redevelopment of older, well located, existing employment sites.

New and improved retail development will be focused on the commercial centres of Lichfield City and Burntwood. In accordance with the identified hierarchy of centres the role of Lichfield City will be protected and strengthened as our strategic centre, whilst an enlarged town centre at Burntwood to meet local retail needs will be supported. In the key rural villages, centres will be protected and enhanced to meet the day to day needs arising within these settlements and from the wider rural areas that they serve. Existing neighbourhood centres, serving the local needs of our urban communities will be supported and protected, whilst new neighbourhood centres to meet the local needs arising from the creation of new communities within our Strategic Development Allocations and Broad Development Locations will be developed.

Fradley will remain a focus for employment, but will also play a major role in meeting housing need with an expansion of the existing settlements. This will be supported by community, education and health facilities, as well as public transport measures and green infrastructure, to assist in the creation of a cohesive and sustainable community.

New rural housing will also be directed mainly towards five identified key rural settlements - Alrewas, Armitage with Handsacre, Fazeley, Shenstone and Whittington. Smaller villages will accommodate housing to meet local needs, mainly within identified village boundaries, unless supported as a rural exception site. Allocations of sites for new rural housing will be considered through the Local Plan Allocations document or through a community led plan where this is in broad conformity with the Local Plan.

Land to the North of Tamworth will assist in delivering further homes, in part, to meet the needs arising from within Tamworth's local housing market. However, the release of land to the north of the Anker Valley will be dependent on essential infrastructure being delivered at an appropriate stage.

To the east of Rugeley (within Armitage with Handsacre Parish) housing and employment growth will be focused on brownfield land at Rugeley Power Station identified through a Strategic Development Allocation. These homes will, in part, meet the needs arising from within Rugeley.

Development will be co-ordinated with an appropriate transport strategy to support sustainable lifestyles and help address climate change. In Lichfield City the completion of the southern bypass and improvements to the A38 and A5 are key highway improvement schemes that will be supported and facilitated. Rail travel will be enhanced through environmental and infrastructure improvements at Lichfield City Station. At Trent Valley Station accessibility will be improved and a new strategic parking facility will be delivered. Proposals for enhancing other rail stations within the District will be supported. To assist in sustainable transport improvements in the longer term, the rail route between Lichfield and Walsall (via Brownhills) will be safeguarded.

The District's significant high quality natural and built environment and key tourism assets will be protected and enhanced in their own right. This is vital to the particular distinctiveness and character of the District, providing opportunities for increased biodiversity, recreation, tourism, inward investment, improved health and wellbeing and sense of local identity. Significant assets include the District's important historic environment and natural, landscape and tourism assets which include conservation areas, Lichfield Cathedral (including views to and from), Cannock Chase Area of Outstanding Natural Beauty (AONB) and Special Area of Conservation (SAC), Chasewater Country Park, The National Forest and the Forest of Mercia, The National Memorial Arboretum, Drayton Manor Park, the Central Rivers area and the green infrastructure corridor which forms the line of the route for a restored Lichfield Canal.

Support will be given to maintaining and improving the health and wellbeing of residents including the delivery of a new leisure centre, or improvements to existing facilities to serve Lichfield City and its hinterland.

In relation to the District's existing communities and settlements, appropriate proposals which contribute to their improved sustainability, cohesion and community wellbeing will be supported. This includes taking account of plans which have been produced by local communities provided that these have been formulated using clear and robust evidence and are in broad conformity with the Local Plan.

The important role of the Green Belt will be recognised and protected, with the majority of new development being channelled towards the most sustainable urban areas of Lichfield and Burntwood, parts of which are bounded by the Green Belt.

Changes to the Green Belt boundary will be made around the southern edge of Lichfield City urban area to meet strategic development needs. The Cricket Lane SDA and the built element of the Deans Slade Farm SDA will be removed from the Green Belt. The Deans Slade Farm SDA will include a country park to the south of the site where the contours of the land begin to rise, and the Green Belt will be realigned to reflect this new, clear and defensible boundary, retaining the open space within the Green Belt. Longer-term development needs beyond 2029 will be considered through the Local Plan Allocations document.

Changes to Green Belt boundaries that do not have a fundamental impact on the overall strategy may be appropriate for all settlements within the Green Belt, with the precise boundaries of these changes being determined through the Local Plan Allocations document.

Limited infill development will also be allowed in Green Belt villages, with appropriate 'infill' boundaries being determined through local community consultation in preparing the Local Plan Allocations document.

Limited affordable housing for local community needs in the Green Belt will be supported on small rural exception sites where the development complies with Policy H2: Provision of Affordable Homes.

Opportunities to enhance the beneficial use of the Green Belt will be supported in line with the National Planning Policy Framework and local Policy NR2: Development in the Green Belt.

Table 4.1 Proposed Settlement Hierarchy

Area	Hierarchy	Residential	Employment	Centres
Lichfield	Strategic Centre	Approx. 38% of housing including Strategic Development Allocations (SDAs) to South of Lichfield and E. of Lichfield (Streethay)	Employment through implementation of existing commitments and redevelopment. Cricket Lane SDA to deliver approx. 12 hectares of employment development.	Major growth in town/City Centre uses: Limit of 36,000m ² gross additional retail within City Centre. A target of 30,000m ² office provision within City Centre Focus for District's leisure activities.
Burntwood	Other Large Centre	Approx. 13% of housing including Strategic Development Allocation (SDA) to E. of Burntwood Bypass	Employment through implementation of existing commitments and redevelopment. Release of poor quality employment sites from the employment land portfolio	Town centre uses to meet local needs: Limit of 14,000m ² gross additional retail within Town Centre. Up to 5,000m ² office provision within Town Centre.
Rugeley	Neighbouring Town	Approx. 11% of housing focused to the East of Rugeley on brownfield land, including Strategic Development Allocation (SDA) ^(xiv)	Employment through implementation of existing commitments.	Not covered within Lichfield District Local Plan
Tamworth	Neighbouring Town	Approx. 10% of housing focused to the north of Anker Valley within a Broad Development Location. ^(xv)	Not covered within Lichfield District Local Plan	Not covered within Lichfield District Local Plan
Fradley	Key Rural Settlements	Approx. 12% of housing including Strategic Development Allocation (SDA) focused on former airfield	Focus for rural employment creation. Employment through implementation of existing commitments at Fradley and redevelopment.	Retention of local services and facilities to meet needs of local population and smaller outlying villages.
Fazeley		Approx. 16% of housing including 440 yet to be allocated between the key rural settlements within the Local Plan: Land Allocations		
Shenstone				
Armitage with Handsacre				

xiv 500 to assist in meeting the needs arising within Rugeley

xv 500 to assist in meeting needs arising within Tamworth Borough

Area	Hierarchy	Residential	Employment	Centres
Whittington			Release of poor quality employment sites from the employment land portfolio	
Alrewas				
Clifton Campville; Colton; Drayton Bassett; Edingale; Elford; Hamstall Ridware; Harlaston; Hill Ridware; Hopwas; Kings Bromley; Little Aston; Longdon; Stonnall; Upper Longdon; Wigginton	Other Rural		Rural employment diversification. Release of poor quality employment sites from the employment land portfolio	Look to key rural settlements for local services and facilities.

Explanation

4.3 The Spatial Strategy must consider issues that affect how Lichfield District, including its countryside should change to meet needs, or be protected from change. Decisions on the distribution of growth are to be determined at the local level whilst having regard to evidence and national policy where relevant. The Spatial Strategy therefore needs to set out the broad parameters for where and how change will be managed within the District and provide certainty on how the District will look in 2029. In relation to housing, in order to meet the requirements of national policy for the identification of future housing supply, there is an additional need to be specific about where housing growth will occur.

4.4 The principles for determining where, when and how new development will take place have been arrived at through a process of considering the issues for the District, then considering a range of possible options for the location of new development, taking an initial view on a preferred approach to development and subsequently refining the preferred approach. All of these stages have been informed by evidence available at the time and the results of extensive consultation with relevant national, regional and local organisations and, most importantly, our local communities.

4.5 Key to the development distribution principles contained within the spatial strategy are the vision and strategic objectives that have emerged through this process. In particular the spatial strategy seeks to achieve sustainable development that is focused on complementing the existing sense of place, ownership and community pride in the area, while addressing those parts of the District where these values may need improving. Emphasis is also placed on mitigating and adapting to the adverse impacts of climate change, reducing the need to travel by car and locating new development, including housing and commerce, in the most sustainable locations in the context of Lichfield and neighbouring districts.

4.6 Following discussions falling under the Duty to Cooperate Lichfield District Council recognises that evidence is emerging to indicate that Birmingham will not be able to accommodate the whole of its new housing requirements for 2011-31 within its administrative boundary and that some provision will need to be made in adjoining areas to help meet Birmingham's needs. A similar situation applies, albeit on a lesser scale, in relation to Tamworth. Lichfield District Council will work collaboratively with Birmingham, Tamworth and other authorities and with the GBSLEP to establish, objectively, the level of long term growth through a joint commissioning of a further housing assessment and work to establish the scale and distribution of any emerging housing shortfall. In the event that the work identifies that further provision is needed in Lichfield District, an early review or partial review of the

Lichfield District Local Plan will be brought forward to address this matter. Should the matter result in a small scale and more localised issue directly in relation to Tamworth then this will be dealt with through the Local Plan Allocations document.

4.7 The '[Plan for Lichfield District 2012-2016](#)' has identified three strategic themes of Supporting People, Shaping Places and Supporting Business. Long-term outcomes have been identified under each of these themes where action is necessary to improve the quality of life for people living and working in the District. The Spatial Strategy is about how the use of space, the sense of place, the creation and improvement of infrastructure and facilities and the protection and enhancement of the environment can contribute to the themes contained within the Plan for Lichfield District.

4.8 The Spatial Strategy is concerned with working towards increasingly sustainable communities, both urban and rural. This means seeking to meet more of our needs and aspirations locally, particularly through improvements to both the quantity and quality of facilities throughout our network of centres and by improving facilities available to local communities, such as greater transport choices, local community centres and the quality, quantity and accessibility of open spaces.

4.9 Better town centres in particular will contribute to several of the SCS themes, including addressing aspects of social exclusion and poverty. Other themes encompassed include providing new and improved recreational and cultural opportunities, enabling people to live healthier lifestyles, promoting the economy and improving the environment. Improving access to existing facilities, enhancing peoples' pride in, and identity with the place in which they live or work, as well as encouraging more visitors to stay for longer in the area are also factors influenced by the Local Plan.

4.10 The Spatial Strategy seeks to concentrate major growth within urban areas alongside improvements to existing key services, facilities and infrastructure. This will contribute to reducing the need for travel, but also provide better opportunities for travel by public transport than a more dispersed growth strategy. Lichfield City is our principal centre and as such this is proposed to be the focus for major growth in town centre uses, such as shopping, offices and leisure activities, as these serve a wider area than their own immediate population.

4.11 Burntwood is a significant freestanding town, made up of different communities, with its own needs, but has limited facilities. The Spatial Strategy seeks to meet Burntwood's needs that are not presently met locally and currently result in residents of the community having to travel to meet many of their employment, shopping and leisure requirements. The residents of Burntwood have a strong sense of community identity which is very separate from that of Lichfield City. However the area lacks a coherent physical sense of place due to being developed from the amalgamation of several smaller settlements, which experienced significant residential growth from the 1960's to the 1990's, and the residents have expressed a clear wish to see more investment in the town. It is proposed to reinforce the integration of the developed area of the former St. Matthews hospital into Burntwood by amending the Green Belt to bring the developed area within the boundary of the town this exercise will be undertaken at Local Plan Allocations stage.

4.12 The rural communities of Lichfield District have a strong sense of identity in their own right. Although seen as attractive and relatively affluent, many suffer from a number of difficulties, such as loss of local shops and services, poor or limited public transport and lack of affordable housing. The means of improving the sustainability of rural communities may not be entirely within the powers of local authorities or part of their traditional functions. However, the emerging Spatial Strategy and the Core Policies that follow could guide the policies and actions of other organisations, enabling the needs of rural communities to be met, for example through health and education provision or by protecting or providing access to flexible community facilities which can respond to the changing needs of the community over time.

4.13 Residents have a strong sense of pride in, and loyalty to, the District but many have to leave in pursuit of more affordable housing or in search of employment. Others remain in the District, or are attracted to live there because of the quality of life it offers but tend to commute into the surrounding conurbations to find jobs. The Local Plan will continue to seek the development of identified employment locations to provide more local jobs and, as a partnership approach, a wider variety of better paid local jobs linked with skills and training opportunities to reduce out commuting levels and also to provide an improved range of local job opportunities.

4.14 A key challenge will be meeting the affordable housing need within the District. Annual affordable housing need (minimum 377) is close to our annual housing target of 478 homes and opportunities are limited in providing new affordable housing alongside open market developments due to issues of viability. New and innovative approaches to provision will therefore need to be explored. Ensuring that such housing is seamlessly incorporated into the wider community to encourage a sense of pride, ownership and belonging will be a vital part of this strategy.

4.15 People who live in and visit the District value the quality of our environment. This includes the historic and built environment and the surrounding countryside, including many areas that are valuable as habitats and landscapes. The Spatial Strategy seeks to protect and in some cases enhance this environment but also to redress some of the losses to habitats suffered in the District by promoting habitat creation and better management of our natural environment.

4.16 The important role of the Green Belt is recognised, and whilst the Spatial Strategy seeks to minimise impact upon the Green Belt, this has to be considered in the light of a range of options including the need to locate development to the most sustainable settlements where there is easy access to a range of existing services and facilities and supporting infrastructure. Additionally, minor changes to Green Belt boundaries may be appropriate to meet local needs or aspirations and to facilitate local and neighbourhood planning in the future. A Strategic [Green Belt review](#) and a more detailed second stage Green Belt review form part of the evidence base which will underpin policy options identified in the preparation of the Local Plan Allocations document as well as informing limited release of the Green Belt to the south of Lichfield City to accommodate essential growth in line with the evidence base. The NPPF also requires the consideration of whether the Green Belt boundary will remain appropriate to meet the District's needs beyond 2029. The evidence suggests there will be a range of options to meet longer term needs but that these might need to include considering longer term growth for the District which could potentially impact upon the Green Belt although not necessarily so.

Wherever development takes place, good design will be crucial to achieving sustainable development, through the prudent use of land, in making a contribution to minimising the use of other natural resources and in tackling climate change. Minimising opportunities for crime and antisocial behaviour and developing 'lifetime communities' in which everyone feels an equal sense of pride and belonging irrespective of their age, ethnic origin, level of mobility or other social or personal circumstances can also be influenced by well designed places and buildings. The Local Plan will therefore incorporate design issues throughout its policies as well as providing links to more detailed guidance.

It is important that communities are able to shape the future of their own communities, planning positively to address local need and aspiration. The Local Plan will support plans produced locally, including Neighbourhood Plans which will form part of the Local Plan and/or a range of other options to include [Parish and Town Plans](#), Local Distinctiveness Studies, Village and Town Design Statements, [Area-wide Landscape Character Assessments](#), local Landscape Assessments, [Conservation Area Character Assessments](#), provided that these have been prepared with thorough and inclusive community involvement, are based on robust evidence and are in broad conformity with the Local Plan.

5 Sustainable Communities

Strategic Priority 1	To consolidate the sustainability of the existing urban settlements of Lichfield and Burntwood as the District's principal service centres, together with key rural settlements and to ensure that the development of new homes contribute to the creation of balanced and sustainable communities by being located in appropriate settlements and by containing or contributing towards a mix of land uses, facilities and infrastructure appropriate to their location.
Strategic Priority 2	To develop and maintain more sustainable rural communities through locally relevant employment and housing development and improvements to public transport facilities and access to an improved range of services, whilst protecting the character of our rural settlements.
Strategic Priority 3	To create a District where development meets the needs of our communities whilst minimising its impact on the environment and helps the District to mitigate and adapt to the adverse effects of climate change.

Introduction

5.1 Climate change is recognised as the most urgent environmental challenge facing the world today. The need to respond pro-actively to this issue has been identified as a major priority for local authorities, and [Lichfield District Strategic Partnership's Carbon Reduction Plan](#) is the first step in the fulfilment of the District Council's commitment to tackling climate change. Planning has a key role to play in ensuring that development minimises its impact on the environment, helps to mitigate and adapt to adverse effects of climate change and reduces carbon emissions, including providing for renewable energy generation, in a sensitive way.

5.2 As a means of tackling climate change, Lichfield District must be a place where sustainable communities are created, where people can work, shop, learn and play near their homes and not have to drive unnecessarily long distances to access employment and other facilities, creating a district where people want to live and work, now and in the future. The District Council is therefore seeking to create communities which meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. Communities must be safe and inclusive, well planned, built and run, offering equal opportunities and good services for all.

5.3 Fundamental to the creation of sustainable communities will be development which embodies the principles of sustainable development at the local level. This means creating a pattern of resource use that aims to meet the needs of the present without compromising the ability of future generations to meet their own needs. The move towards low carbon lifestyles is one way in which the District can respond positively to the challenge of climate change, and thus the spatial development strategy is focused on directing development towards the most sustainable locations, minimising the need to travel and distances travelled, particularly by private car, and providing supporting facilities and infrastructure.

5.4 The National Planning Policy Framework expresses the Government's view that the purpose of the planning system is to contribute to the achievement of sustainable development. Three mutually dependent dimensions to sustainable development are identified as economic, social and environmental. Thus the NPPF notes that achieving sustainable development not only involves positive improvements to the quality of the built, natural and historic environment, but also to people's quality of life. This can encompass a wide range of factors such as assisting in job creation and opportunities, improving the conditions in which people live, work, travel and take leisure, replacing poor design with better quality design, and widening the choice of high quality homes.

5.5 At the heart of the NPPF is a presumption in favour of sustainable development and is reflected in the following policy:

Core Policy 2: Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

Core Policy 3: Delivering Sustainable Development

The Council will require development to contribute to the creation and maintenance of sustainable communities, mitigate and adapt to the adverse effects of climate change, make prudent use of natural resources, reduce carbon emissions, enable opportunities for renewable energy and help minimise any environmental impacts. To achieve this, development should address the following key issues:

- protect and enhance the character and distinctiveness of Lichfield District and its settlements;
- protect the amenity of our residents and seek to improve their overall quality of life through the provision of appropriate infrastructure, services and facilities;
- promote social cohesion and inclusion and reduce inequalities, and ensure access for all sectors of the community to employment opportunities (including safeguarding local jobs through local employment provision), adequate and affordable housing and a range of services and facilities, in both our urban and rural areas;
- assist in the regeneration and evolution of towns and villages and surrounding areas in meeting the changing needs of their population over time and maintain the vitality, viability and vibrancy of local communities;
- be of a scale and nature appropriate to its locality;
- encourage the re-use of previously developed land in the most sustainable locations, and encouraging the reuse of buildings as a sustainable option;
- ensure that development on brownfield sites affected by contamination is remediated and that any ground instability arising from mining legacy or former land uses is addressed;
- reduce the overall need to travel, whilst optimising choice of sustainable modes of travel, particularly walking, cycling and public transport;
- use our natural resources prudently and conserve, enhance and expand natural, built and heritage assets and improve our understanding of them wherever possible;

- minimise and manage water, waste and pollution in a sustainable way, particularly through reduction, re-use and recycling measures in both the construction and use of buildings in line with the requirements of the Code for Sustainable Homes and BREEAM assessments, or their successors, and including incorporating adequate space provision within buildings/layouts for appropriate storage or sorting of materials for recycling;
- give priority to utilising ground infiltration drainage techniques and including sustainable drainage techniques and incorporate other sustainable techniques for managing surface water run-off such as green roofs in new development and in retro-fitting where historic flooding events have been identified;
- guide development away from known areas of flood risk as identified in the [Strategic Flood Risk Assessment \(Level 1\)](#) and Surface Water Management Plan. Where development is proposed in flood risk areas a site-specific flood risk assessment must be undertaken in line with the National Planning Policy Framework;
- avoid sterilisation of mineral resources;
- minimise levels of pollution or contamination to air, land, soil or water, including noise and light pollution and avoid unacceptable uses within source protection zone 1 areas to safeguard water resources and ensure water quality;
- ensure that all new development and conversion schemes are located and designed to maximise energy efficiency and utilise sustainable design and construction techniques appropriate to the size and type of development, using local and sustainable sources of building materials wherever possible;
- maximise opportunities to protect and enhance biodiversity, geodiversity and green infrastructure and utilise opportunities to facilitate urban cooling; and
- facilitate energy conservation through energy efficiency measures as a priority and the utilisation of renewable energy resources wherever possible, in line with the energy hierarchy.

Explanation

5.6 New development within the District must contribute towards sustainable development and enhance the quality of life for our residents now and in the future. Core Policy 3 underpins the Local Plan and sets out the principles against which development proposals will be assessed. The policy seeks to support the wider social, environmental and economic objectives of the District Council in creating and maintaining sustainable communities through the planning system. The strands of social cohesion and inclusion, the protection and enhancement of the environment, the prudent use of natural resources and sustainable economic development are drawn together to ensure that these aims are achieved, in line with the guidance set out in the National Planning Policy Framework.

5.7 Sustainable development is at the heart of local planning and the District Council has a key role to play in reducing carbon emissions, stabilising the climate and adapting to unavoidable changes in the District, such as new housing requirements and infrastructure developments. Managing change in a sustainable way is key to achieving the planning objectives of the National Planning Policy Framework and the District Council's strategic priority of creating a District where development meets the needs of our communities whilst minimising its impact on the environment. This will be fundamentally addressed through locating, designing, servicing and accessing development in the most sustainable way and through focusing on the efficient use of energy and resources, as well as encouraging innovative construction and design techniques, and accommodating renewable energy and decentralised heat and power generation.

5.8 Improving the quality of life for our residents is a key ambition of the '[Plan for Lichfield District](#)' and this policy seeks to achieve that aim through requiring the compatibility of development with a number of fundamental principles to encourage more sustainable lifestyles. Adequate housing provision

will encompass a wide range of house types, as well as homes that are of a high quality design and utilise sustainable construction techniques. Promoting social cohesion and inclusion can be influenced by a variety of factors not just employment and housing opportunities. These include ensuring access to services and facilities such as healthcare, recreation, leisure and cultural pursuits, open spaces and green networks, as well as through greater community engagement and participation.

5.9 The District Council is committed to conserving natural resources which can assist in reducing carbon emissions, and will support and promote the efficient use of energy and resources, including renewable energy schemes, water management and waste minimisation and recycling. This Policy therefore seeks to ensure that new developments should be sited and designed to minimise energy needs and to incorporate the best environmental practises and the most sustainable construction techniques, in order to reduce energy demand, waste and the use of natural resources, including the sustainable management of the District's water resources. The [Water Cycle Study](#) highlights pressure on watercourses and aquifers and advises on suitable drainage systems to reduce surface water flooding. Where flood risk assessments are required, these should follow national guidance, set out in the National Planning Policy Framework. In relation to the safeguarding of water resources and maintaining water quality regard should be had to the [Southern Staffordshire Surface Water Management Plan Phase 1](#) which guides certain land uses away from locations that are key to delivering water supplies to avoid contamination.

5.10 With regard to waste management the District Council also supports the Waste Hierarchy approach as advocated by the Waste Authority: Staffordshire County Council. This approach is fundamental to the Staffordshire and Stoke-on-Trent Joint Waste Local Plan 2010-2026.

Development Management Policies

Policy SC1: Sustainability Standards for Development

Minimum sustainability standards are required for all new build and retrofitted developments to ensure that development minimises environmental impacts, including lowering the demand for energy and water, securing the efficient use of resources and achieving greater resilience to changes in climate.

New development will be expected to achieve the minimum carbon reduction standards as set out in the following carbon targets framework, unless it can be demonstrated that this is not viable:

Year	Domestic Buildings		Non-Domestic Buildings	
	Code Level	CO ₂ Reduction	Code Level	CO ₂ Reduction
2013	Level 4 minimum	26%	Zero Carbon Non-Domestic Buildings	32-35%
	Level 5 maximum	100%		
2016	Level 6	Net Zero Carbon ^(xvi)		38-44%
2019				44-54% + AS ^(xvii)

xvi Definition to be determined by future legislation

xvii Allowable Solutions

The Council will encourage all new **residential** development to examine how it could attain the maximum carbon targets. The District Council has the expectation that where conditions are favourable, the maximum standards will be achieved. The minimum standards are required to be met on all schemes. Development which is proposed in excess of the maximum recommended standards would not be precluded. Development should follow the 'energy hierarchy' of firstly maximising energy efficiency, then utilising low carbon energy and then finally employing off-site offsetting options.

Conversion and refurbishment of existing residential buildings will be expected to meet high standards of the 'BREEAM Domestic Refurbishment' scheme.

Extensions to residential buildings will be expected to improve the overall energy and water efficiency of the existing building.

Achieving improved resource and energy efficiency in the existing built environment will be encompassed in more detail in a Sustainable Design SPD.

Non-residential development over 1000m² should be built to the Building Research Establishment's Environmental Assessment Method (BREEAM New Construction) 'Very Good' standard, and from 2016 to the BREEAM New Construction 'Excellent' standard.

Major refurbishment of existing non-residential buildings or conversions greater than 1000m² floor space should achieve the 'Very Good' Standard of BREEAM 2011, and high standards of the BREEAM Non-Domestic Refurbishment Scheme when launched.

The Council will encourage the incorporation of a proportion of energy generated from low or zero carbon (LZC) energy generation sources. The District Council will encourage the use of low carbon energy technologies where these are 'fit for purpose' for specific developments. The District Council will support the inclusion of biomass boilers in the District and other community heating initiatives to make the best use of available renewable resources. Development proposals will be required to demonstrate that these technologies have been duly considered as part of their carbon reduction strategy.

Any assessment of achieving the above targets should take into account matters of economic viability.

The District Council is developing a Carbon Community Fund (CCF) which will support the achievement of carbon targets through financial contributions. The CCF will support the implementation of off-site carbon reduction measures, which will assist in meeting the appropriate carbon standards, where on site measures are not achievable, with further detail on this to be developed through the Infrastructure Delivery Plan (IDP).

With regard to the management of **water resources** all new **residential** development should seek to achieve Level 4 of the Water section of the CSH. For all **non-residential** development over 1,000m² at least a scoring of two credits within the water section of [BREEAM](#) should be sought ^(xviii).

Explanation

5.11 The NPPF states that "the purpose of the planning system is to contribute to the achievement of sustainable development". One major way of achieving sustainable development is by ensuring the sustainable design and construction of buildings. Reducing carbon emissions in the built

xviii Where reference to any BREEAM standard is made, this shall include any successors

environment is recognised nationally as one way to assist in addressing the impact of climate change. The 'Building a Greener Future Policy Statement' of July 2007 aims to ensure that all new homes built after 2016 will have zero carbon net emissions from all energy uses and the Coalition Government is continuing to pursue this timetable.

5.12 The District Council is committed to reducing carbon emissions from the built environment, and this is reflected in the above policy, but also through the aspirations of the District Council's Carbon Reduction Plan.

5.13 The District Council supports the Government target of at least an 80% reduction in greenhouse gas emissions by 2050, and of at least 34% by 2020 (against a 1990 baseline), as headlined in the Climate Change Act of 2008. The District Council has aligned its carbon reduction targets with those already set at a national level through the Climate Change Act 2008. However, the District Council does not have data for 1990 and so has used 2009-2010 recorded emissions as a baseline, setting an interim target of a 33.37% reduction over the next 10 years, which equates to a reduction of 3.34% per year. In 2010 District wide emissions were 714,800 tonnes of carbon and thus a reduction of 3.34% would equate to a reduction of 23,874 tonnes. As recent data shows, although CO₂ emissions in Lichfield District have decreased by 7.4% overall and by 10.7% per capita between 2005-2010, significant further reductions will be needed in order to achieve the targets set.

5.14 In supporting the efficient use of energy and resources the District Council will promote and assist new development and refurbishment schemes which prioritise energy solutions in line with the following **Energy Hierarchy**:

- **reduce** the amount of energy required (through location, fabric, design and efficiency measures);
- **renew** (or re-use) existing resources (such as utilising waste heat in Combined Heat & Power (CHP) installations or building with reclaimed materials); and
- **recover** (recycle) energy for renewable resources or from waste.

5.15 Adopting the energy hierarchy approach will allow the most appropriate measures to be employed taking into account site constraints for new development. Similarly, this will allow refurbishment schemes to employ the most appropriate measures, taking into account consideration of the building's existing fabric, its orientation and possible historic features. This will then ensure the reuse of heritage assets and prevention of harm to them, whilst also ensuring the appropriate reduction of carbon emissions is achieved.

5.16 For new buildings, reducing carbon emissions can be achieved through utilising the Zero Carbon Hierarchy, which focuses on a combination of:

- **Energy efficiency:** a high level of energy efficiency in the fabric and design of new buildings
- **Carbon compliance:** a minimum level of carbon reduction to be achieved from on-site low and zero-carbon energy supply and/or connections to low carbon heat networks
- **Allowable solutions:** a range of measures available for achieving zero carbon beyond the minimum carbon compliance requirements (including achieving further reductions on-site and a range of off-site measures).

5.17 Lichfield's carbon standard requirements are based upon Building Regulations Part L and achieving high standards will improve the performance of developments against the Code for Sustainable Homes (CSH) and BREEAM (Building Research Establishment Environmental Assessment Method) assessment frameworks. Essentially the **carbon targets framework** for residential development, and the targets for non-residential development, as set out in the policy above, follows this hierarchy and advocates a flexible approach which will allow new development to come forward incorporating a range of appropriate measures. The framework is aligned to the [Code for Sustainable Homes](#) energy credits. The Spatial Strategy proposes that a number of large developments, in the

form of Strategic Development Allocations, will come forward in the near future (i.e. before the zero carbon homes Level 6 standard implemented from 2016 onwards) and the [Staffordshire County-wide Renewable / Low-Carbon Energy Study](#) indicates that it is these larger developments which could support carbon standards above the minimum set out in the above framework.

5.18 Evidence from the [Water Cycle Study](#) and [Surface Water Management Plan](#) has indicated that a high level of implementation of water demand management techniques will be necessary to ensure that current resources are not exceeded and that the water environment is not negatively impacted upon by development. Utilising the CSH and BREEAM assessment methods will ensure that these issues are addressed consistently.

5.19 The District Council's Sustainable Design SPD will provide developers and the wider community with more detailed guidance on renewable energy technology and sustainable construction issues to support the implementation of the above policies.

5.20 With regard to the conversion and refurbishment of existing buildings further details of utilising the BREEAM Domestic and Non-Domestic Refurbishment standards will be encompassed within the District Council's Sustainable Design SPD. Similarly the exact requirements of extensions to existing residential buildings in improving overall energy and water efficiency will be set out in this SPD, following further evidence gathering and analysis.

5.21 To support the targets from 2013 for both residential and non-residential development the District Council will establish a **Carbon Investment Fund** designed to facilitate development to achieve off-site (or 'Allowable Solutions') carbon reductions through a variety of measures, which could include retrofitting of existing properties, urban greening or flood mitigation measures. Further detail on this, including the basis for calculating contributions under this fund is set out in the Infrastructure Delivery Plan (IDP).

Policy SC2: Renewable Energy

Provision should be made for renewable energy generation within Lichfield District to maximise environmental and economic benefits whilst minimising any adverse local impacts. The District should strive to meet a minimum of 10% of its energy demand through renewable energy sources by 2020 through a variety of technologies, including solar, hydro, energy from waste, energy crops, biomass, renewable transport fuels, landfill and sewage gases, wind and geothermal.

Opportunities for renewable energy developments will be assessed on the following basis:

- the degree to which the scale and nature of the proposal reflects the capacity and sensitivity of the landscape or townscape to accommodate the development;
- the impact on local amenity, including residential amenity;
- the impact of the proposal on sites of biodiversity value, ancient woodland and veteran trees;
- the impact on the historic environment, including the effect on the significance of heritage assets and their setting and important views associated with valued landscapes and townscapes; and
- the proximity to, and impact on, transport infrastructure and the local highway network.

Biomass Energy Development

Projects and developments which utilise bio-energy, particularly those using locally derived resources, are supported by the District Council.

In addition to the criteria set out above, opportunities for biomass energy developments will be assessed on the following basis:

- preference should be to utilise brownfield sites or be co-located with other wood processing industries;
- located and scaled to avoid adverse off-site impacts, including any visual intrusion of plant, such as chimney or biomass storage facility;
- located close to the point of demand or adjacent to existing transport corridors;
- located so as to enable locally derived wood fuel/biomass to be utilised, from sustainably managed local woodlands such as the National Forest, Cannock Chase and the Forest of Mercia;
- minimise pollution from noise, emissions and odours;
- minimise emissions and waste products, including airborne emissions, emissions to watercourses and ash;
- minimise any adverse impacts on amenity and on existing residential development.

The use of biomass for domestic or small business heating will be encouraged, including the development of small-scale district heating schemes in Lichfield City and Burntwood town centre and other areas with high heat density, such as Fradley. All major commercial refurbishment schemes (1000m² floorspace or over) should be Combined Heat & Power (CHP) ready and able to connect to a network at the earliest opportunity.

Wind Energy Development

A maximum of six large scale^(xix) wind turbines will be considered within the District to 2020, having regard to the sites identified as having the greatest opportunity for wind energy development shown on the Policies Map. In addition to the criteria set out above, opportunities for wind energy developments will be assessed on the following basis:

- the cumulative impact of the proposal on the wider landscape of Lichfield District and adjoining areas, including important views of heritage assets; and
- appropriate proposals for the restoration of the site following decommissioning.

Explanation

5.22 Utilising renewable energy from a variety of sources within Lichfield District will contribute to reducing carbon emissions. Under EU Directive 2009/28/EC on the promotion of the use of energy from renewable sources the UK has committed to sourcing 15% of its energy from renewable sources by 2020. Exploiting the District's wind and biomass resources is one way in which the District can contribute to this national target. In order to establish local feasibility and the potential for renewable energy generation within Staffordshire the [Staffordshire Strategic Partnership](#) (of which Lichfield District is a member) commissioned a study.

5.23 The [Staffordshire County-wide Renewable / Low Carbon Energy Study](#) has estimated that Lichfield District is capable of meeting around 10% of its energy demand through renewable energy sources by 2020^(xx).

xix The definition of a large scale wind turbine (taken from the Staffordshire County-wide Renewable / Low Carbon Energy Study) is approximately 120m to the tip of the blade at the top of its swept area

xx although the Local Plan runs to 2028 the evidence base has utilised a timescale of 2020 to tie in with Government targets. Policies containing targets to 2020 will therefore be reviewed at this date

5.24 The study has identified that Lichfield District's greatest opportunity lies in the diversion of biomass sources as alternative fuel sources, particularly from wood waste, straw and energy crops; which it is estimated could contribute up to 40% of renewable resources in 2020. As such the District Council will require developers to consider biomass as the preferred solution to meeting the requirements of Policy SC1. It is therefore recognised that demand may arise for both large and small scale bio-energy heat and power plants to utilise this resource and that a criteria-based planning policy is required to manage such development, particularly with regard to minimising the effects on health, biodiversity and heritage.

5.25 For wind energy, scenarios modelled within the study, have identified that six turbines could be installed within the District, which would generate 21% of the modelled renewable energy in 2020. The study has identified six individual sites of greatest opportunity for wind development, considered to have the capacity for three or more large scale turbines at these sites, set out in the [Staffordshire County-wide Renewable/ Low Carbon Energy Study](#).

5.26 However, as with large-scale biomass development, a criteria-based policy for wind turbine development is considered necessary, especially given the attractive and varied environment of Lichfield District, which contains a variety of ecologically and historically sensitive locations, and to protect the amenity of our residents. In order to preserve landscape character the Council will expect that renewable technologies, such as wind turbines, will be decommissioned at the end of their lifespan.

5.27 Further detail and guidance on the application of renewable energy technologies within Lichfield District will be contained within the Sustainable Design SPD. This will encompass further consideration of identifying suitable areas of renewable and low carbon energy sources, in line with the guidance of the NPPF. It is recognised that new renewable technologies may come forward within the plan period, which will be addressed through revisions to the policies of the Local Plan and SPD as appropriate.

Local Evidence Base

[Staffordshire County-wide Renewable / Low Carbon Energy Study](#) (September 2010)

[Southern Staffordshire Outline Water Cycle Study](#) (July 2010)

[Southern Staffordshire Surface Water Management Plan Phase 1](#) (July 2010)

[Strategic Flood Risk Assessment Level 1](#) (January 2008)

[Draft Ecological Study for Lichfield District](#) (August 2009)

[Historic Environment Character Assessment](#) (February 2009)

[Strategic Landscape & Biodiversity Assessment](#) (December 2007)

[Greens and Open Spaces Strategy](#)

[Lichfield District Strategic Partnership Carbon Reduction Plan 2011/2012 - 2012/2013](#)

[Staffordshire and Stoke-on-Trent Joint Waste Local Plan 2010-2026.](#)

6 Infrastructure

Strategic Priority 4

To provide the necessary infrastructure to support new and existing communities, including 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.

Introduction

6.1 The term infrastructure is broadly used for planning purposes to define all of the requirements that are needed to make places function efficiently and effectively and in a way that creates sustainable communities. Infrastructure is commonly split into three main categories, defined as:

- **Physical:** the broad collection of systems and facilities that house and transport people and goods, and provide services e.g. transportation networks, a range of housing including affordable housing, energy (including renewables), water, drainage and waste provision, ICT networks, public realm and historic legacy.
- **Green:** the network of multi-functional open spaces, including formal parks, gardens, woodland, green corridors, waterways, hedgerows, habitats for protected species, street trees, open countryside.
- **Social & Community:** the range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community. It can include the provision of community facilities (education, health care, retail, community centres, places of worship, sports & leisure facilities), local networks, community groups, local projects, skills development and volunteering.

6.2 In general, infrastructure requirements relate to strategic and local need.

- **Strategic infrastructure** refers to facilities or services serving a wide area that may include several communities, the whole District, or further afield - for example improvements to trunk roads or investment in water, sewerage, gas and electricity networks. It may be needed where broader strategies are required to accommodate the cumulative impacts of growth, for example in a sub-region, rather than simply to accommodate the needs of the development proposals of a particular town or village.
- **Local infrastructure** includes facilities or services that are essential to meet the day-to-day needs of specific communities - for example schools, health facilities, a range of housing including affordable housing, community facilities and local green spaces. These are often essential for a development to occur and/or are needed to mitigate the impact of development at the site or neighbourhood level and to help integration into local surroundings.

6.3 It is recognised that there is a requirement for significant investment in infrastructure within and outside the District to support the levels of development identified through the Spatial Strategy. The [Infrastructure Delivery Plan](#) (IDP) sets out the full range of strategic and local infrastructure needs which have been identified arising either directly or indirectly from the Local Plan. The IDP deliberately takes this broad approach to ensure that it not only supports and enables the delivery of essential infrastructure but also identifies and supports wider aspirations linked to the Local Plan, assisting with acquiring funding from a range of sources including sources for which a process of competitive bidding needs to be undertaken. The IDP is a 'living' document and will be updated as local aspirations and priorities change over the plan period.

6.4 It is important that certain elements of infrastructure are delivered at an appropriate time to ensure that the spatial strategy can be achieved. Locally, for each of the Strategic Development Allocations, these elements are specified in the Concept Statements (Appendices C to G) and include key items such as standards for open space provision or a new primary school amongst others.

6.5 In terms of the key elements of strategic infrastructure which need to be delivered as priorities, these are:

- Completion of the Lichfield Southern Bypass to be delivered alongside the South Lichfield Strategic Development Allocation;
- Delivery of improvements to the strategic highway network as identified by the Highways Agency;
- Lichfield City centre improvements including Friarsgate and associated transport improvements;
- Delivery of a town centre for Burntwood;
- Upgrades to water supply and waste water facilities as agreed directly between the water companies and developers;
- Delivery of an additional parking facility to serve the strategic needs of Lichfield Trent Valley station;
- Delivery of secondary education to serve projected need;
- Delivery of improved indoor sports provision to serve Lichfield City and its hinterland.

Core Policy 4: Delivering our Infrastructure

New development must be supported by the required infrastructure at the appropriate stage. The District Council will work in partnership with infrastructure providers, funding bodies, key stakeholders and other agencies and organisations to ensure a co-ordinated delivery of facilities and infrastructure to ensure that the District's communities function in a sustainable and effective manner. This includes continued joint working with other local authorities to facilitate cross boundary needs.

The District Council will seek to protect, and where appropriate improve, services and facilities that provide a key function in the operation of existing communities. Development proposals resulting in the loss of a key facility from a settlement, which is essential to the sustainable functioning of that settlement, will not be supported unless a replacement facility of improved quality, accessibility and size is provided for that community in a sustainable location.

New facilities must be located and designed so that they are integrated, accessible and compatible with the character and needs of the local community.

New development will be required to provide the necessary infrastructure at a timely stage to meet the community needs arising as a result. Development will also be expected to contribute, as appropriate, to strategic projects that support sustainable development and the wider community.

Both strategic and local infrastructure provision will be linked to the phasing of new development. Phasing and specific infrastructure requirements are set out in the Infrastructure Delivery Plan (IDP) and the Concept Statements relating to the Strategic Development Allocations (SDAs) identified in the Local Plan.

Explanation

6.6 Improvements to infrastructure will be fundamental to achieving our ambitions for the development of Lichfield District up to 2029 and are necessary to deal with existing deficiencies and to cater for a growing population. The proposed growth of Lichfield District must be supported by improvements to physical, social and green infrastructure, and where necessary, be delivered in advance of development. This infrastructure will include facilities needed for development to function effectively and to ensure that it is effectively integrated with its surroundings including adjoining established communities.

6.7 It is recognised that the delivery of the full range of infrastructure needs of existing and new communities is dependent on partnership working between a variety of public and private sector agencies. Where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development sustainable.

6.8 Partnership working includes the need to work closely with other local authorities in relation to delivering cross boundary infrastructure needs.

6.9 Infrastructure provision and contributions will be informed by the Local Plan Infrastructure Delivery Plan (IDP). The IDP gives a broad indication of what infrastructure is required within a defined area, where, when, how much it will cost, who is responsible for delivery and how it will be funded during the plan period. The IDP will be updated on a regular basis to reflect up-to-date infrastructure requirements.

6.10 It is recognised that a flexible approach will need to be taken, particularly in relation to delivering social infrastructure for newly established communities as they evolve throughout the plan period. Further consultation with both new and existing communities will therefore take place as the process of developing infrastructure continues.

Development Management Policies

Policy IP1: Supporting & Providing our Infrastructure

To ensure that all new development provides the necessary infrastructure facilities required to create and support sustainable communities, the following will be required:

- The District Council will require all eligible development to provide the appropriate infrastructure on and off site, in line with other policies of the Local Plan and the Infrastructure Delivery Plan;
- For the Strategic Development Allocations (SDAs) reference will be made to the relevant infrastructure requirements as set out in the Concept Statements and Infrastructure Delivery Plan;
- The viability of developments will also be considered when determining the extent and priority of development contributions in line with the Infrastructure Delivery Plan;
- Applications that result in a loss of an existing infrastructure service or facility will not be permitted, unless it can be demonstrated that the facility is clearly surplus to the requirements of the community, or a replacement and accessible facility of equivalent or improved quality is provided to serve that community, in a sustainable location.

Explanation

6.11 Developer contributions will have a significant role to play in infrastructure delivery. The primary source will be from the Community Infrastructure Levy (CIL), but Section 106 Agreements will still, in some cases, also be applicable as will S278 agreements in terms of Highways issues.

6.12 CIL is charged as a tariff upon new development which is eligible to pay the charge (there are a few exemptions). Rates are charged per square metre and are set following a viability assessment to ensure that these are not so high as to undermine the overall deliverability of development in the District. The rates are set out in an independently examined Charging Schedule.

6.13 Not all infrastructure will be able to be funded via CIL. Some infrastructure will be secured by Section 106 agreements. Section 106 contributions can only be obtained when they meet three statutory tests. They must be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

6.14 Infrastructure requirements may need to be adapted or altered to deal with changing circumstances that arise through the plan period, or that need to be refined to take account of site specific requirements identified later in the Local Plan process. During the plan period delivery agencies may have to review their management and investment plans and priorities over time.

6.15 The Infrastructure Delivery Plan will reflect these changing circumstances: it is to be revised at regular intervals and monitored alongside the [Annual Monitoring Report](#), and will be used to inform both the amount and nature of Developer Contributions including those secured through a Community Infrastructure Levy and others through Section 106 Agreements. It will also identify other sources of funding such as grant aid or sources of public or private sector contributions.

Local Evidence Base

[Infrastructure Delivery Plan](#)

7 Sustainable Transport

Strategic Priority 5

To reduce the need for people to travel by directing most growth towards existing sustainable urban and rural settlements and by increasing the opportunities for travel using sustainable forms of transport by securing improvements to public transport, walking and cycling infrastructure.

Introduction

7.1 Improving everyone's access to public transport, their ability to walk and cycle, minimising the need to travel by car and reducing levels of congestion are key ways in which we can make a contribution to mitigating the effects of climate change. An important aspect of this is a strategy for locating growth and change that maximises the opportunities to travel less, particularly by car and to integrate transport choices within developments. The Spatial Strategy for Lichfield District sets out to achieve this, but the issues also need to be addressed by more investment in public transport facilities, to benefit existing and new communities.

7.2 There are transportation strategies for the District that are aimed at delivering the above objectives through sustainable transport systems. An Integrated Transport Strategy was developed by Staffordshire Country Council in 2011 for Lichfield District to help inform the delivery of the Staffordshire Local Transport Plan 2011-26. It includes Local Transport packages for south Lichfield, east Lichfield (including Fradley) and Burntwood. The Local Plan builds upon these strategies and will consider how these address the longer-term needs of the District. The policies and proposals for the Local Plan have taken account of issues concerning how people travel at present and needs arising from new development, in particular from housing and employment growth. The Local Plan seeks to guide future investment in sustainable forms of travel.

7.3 In order to do this, some studies have already been carried out including a [Phase 1 Accessibility Assessment](#) for the District that looks at the accessibility patterns of existing communities. Further work has been carried out examining the preferred distribution for new growth set out in the Preferred Options document, looking at the implications of housing growth for the settlements of Lichfield and Burntwood. The [Transport Appraisal of the Preferred Option for Lichfield City](#) and the [Transport Appraisal of the Preferred Options for Burntwood Town](#) considered how growth in particular locations could be satisfactorily assimilated into the settlements and how existing strategies need to be revised, with new schemes to provide sustainable transport facilities and accommodate traffic where necessary. The transport strategies contained within the Transport Appraisal reports will be revised and included in the next review of the Lichfield District Integrated Transport Strategy.

7.4 Investment in public transport is largely funded through private sector operators with commercial objectives, although there is some support from Local Transport Plan funding to ensure socially necessary services that are not commercially viable are available. There are strategies which identify a number of transport priorities for the District and the ways in which these projects may be funded/delivered.^(xxi) The support of operators is important for future provision and therefore the Local Plan needs to encourage partnership working and co-operation between the private and public sectors.

Core Policy 5: Sustainable Transport

Accessibility will be improved and transport choice widened, by ensuring that all new development is well served by an attractive choice of transport modes, including public transport, footpaths and cycle routes to provide alternatives to the use of the private car and promote healthier lifestyles.

Development proposals will, either individually or collectively, have to make appropriate provisions for:

- Reducing the need to travel;
- Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
- Improving road safety; and
- Reducing the impact of travel upon the environment, in particular reducing carbon emissions that contribute to climate change and not contributing to unacceptable air quality levels.

The District Council will continue to work with partners to improve accessibility, by enhancing sustainable transport opportunities and encouraging development that reduces the need to travel and changes to travel behaviour through a balance of transport measures. Future development within the District will be focused on the most accessible settlements and locations to reduce the need to travel. Developments that are wholly car-dependent or promote unsustainable travel behaviour will not be supported.

Initiatives related to sustainable transport improvements within the District will be supported, including proposals for:

- Improvements to Lichfield Trent Valley station to improve rail connectivity and accessibility, including a new additional parking facility that takes account of existing and future demands and serves the strategic needs relating to the station;
- Improvements to Lichfield City Station and bus station as part of the Friarsgate redevelopment scheme;
- Railway facilities and access improvements and enhancements to the environment around our stations to create attractive gateways;
- Protection of future rail opening opportunities including extensions to the cross-city line and the safeguarding of the Walsall-Lichfield rail line;
- Improved walking and cycling facilities within urban areas, particularly linked to the centres of Lichfield and Burntwood and the integration of new growth within existing settlements by securing good walking and cycling connections within and to new developments;
- The extension of bus services and high quality facilities that promote public transport use to new communities, including the identified Strategic Development Allocations and Broad Development Locations;
- City and town centre improvements in Lichfield and Burntwood that promote improved services and integration of public transport;
- Services that support access to employment opportunities; and
- Reducing the relative isolation of rural communities through public transport improvements, improved walking and cycling links and the continued facilitation of community based transport.

Improvements to the road network will be required, as follows:

- Completion of necessary highway schemes to tackle areas of congestion and to increase highway safety, including the completion of the Lichfield Southern Bypass and schemes identified at Fradley.
- Improvements to junctions on the A38 and A5 Strategic Road Network (SRN).^(xxii)

Explanation

7.5 The Lichfield Transport and Development Strategy (LTaDS) which ran until 2011 informed improvements to transport infrastructure within Lichfield City. Over the course of the strategy (2002-2011) approximately £3.5million was secured through developer contributions to provide for transport infrastructure improvements. This was supported by the [Local Transport Plan \(LTP\)](#) which has now reached its third phase (covering the period 2011-2026). Future transport improvements will be informed by policies within Staffordshire County Council's Local Transport Plan, including the [Lichfield District Integrated Transport Strategy 2011 - 2026](#) and the Infrastructure Delivery Plan.

7.6 A number of specific improvements to transport infrastructure are identified and supported within the Lichfield District Integrated Transport Strategy. This strategy is part of a wider suite of documents looking at the transport infrastructure across all of the authorities within Staffordshire.

7.7 The Lichfield District Integrated Transport Strategy also includes the development of Local Transport packages for south and east Lichfield and for Burntwood. Where development is allocated to meet local needs, such as in rural areas, developer contributions may be utilised with the aim of delivering appropriate local transport mitigation measures in accordance with Core Policy objectives.

7.8 Investment in rail services and facilities are key to encouraging a modal shift away from the high car dependency that currently exists within the District. In particular improvements to Trent Valley Station would enhance the accessibility of the cross-city and west coast main line services and parking improvements, including an additional car parking facility here would support existing and future demand. Improvements to Lichfield City Station (in conjunction with improvements to the bus stations as part of the Friarsgate scheme) will also enhance the accessibility of the cross-city line. There is also a desire to re-open passenger rail links to Burton and deliver a new station at Alrewas and to improve parking and services at stations within the District such as at Shenstone and Rugeley Trent Valley. The Black Country Core Strategy includes the re-opening of the Walsall-Lichfield rail line within its proposals for the Brownhills Regeneration Corridor, and it is important that this line is safeguarded within Lichfield's Local Plan and that the strategy allows for any opportunities to extend services. This is part of a potentially longer route from Burton on Trent to Stourbridge.

7.9 With regard to the strategic road network the Highways Agency has undertaken modelling which identifies that mitigation measures will be required for junctions of the A38 and A5 trunk road network, and developers should carry out further modelling work, in consultation with the Highways Agency, to confirm the extent of the mitigation measures, take account of emerging strategies and/or programmed network improvements. The outcome of this work will identify junction improvements required, timescales and costs for improvements, which will be fed into the [Infrastructure Delivery Plan](#) (IDP) that will sit alongside the Local Plan. In terms of the local road network the completion of key infrastructure such as the Lichfield southern bypass will improve access to new housing and improve the success of city centre regenerations schemes by removing through traffic.

7.10 With regard to the A38, any further modelling work may also require consideration of the outputs from work undertaken by Pell Frischmann and with regard to the A5 the new baseline network post 2014 should include the Government funded 'pinchpoint' scheme at Wall Island. Further work has also been carried out to assess the A5 corridor to identify key improvements to the trunk road network to ensure it continues to function and promote more sustainable forms of travel within the A5 corridor.^(xxiii)

7.11 Meeting future transport needs will require continued and improved partnership working between operators, developers and public sector agencies. The District Council has prepared an [Infrastructure Delivery Plan](#) (IDP) to accompany the Local Plan and the necessary transport improvements required to implement the strategy are identified within it.

Development Management Policies

Policy ST1: Sustainable Travel

The District Council will seek to secure more sustainable travel patterns by:

1. Supporting measures and specific schemes to improve services and facilities for non-car based travel including the promotion of Lichfield City's role as a public transport interchange;
2. Supporting the development of infrastructure for electric and hybrid vehicles, and vehicles utilising other alternative forms of fuel;
3. Requiring development needing access by a large number of people to be located where it is or can be made accessible by non-car means of transport;
4. Requiring Transport Assessments for all developments that are likely to have significant transport implications, to determine measures required on the surrounding highway network and ensure necessary access by all modes of transport;
5. Requiring all major development, including employers and educational institutions, to be accompanied by a site specific travel plan to promote and achieve sustainable travel choices; and
6. Only permitting traffic generating development where it is, or can be made compatible with, the transport infrastructure in the area and takes account of:
 - Number and nature of additional traffic movements, including servicing needs;
 - Capacity of the local transport network;
 - Cumulative impact including other proposed development;
 - Access and egress to the public highway; and
 - Highway safety.

Explanation

7.12 Road transport is a major generator of carbon dioxide (CO₂) emissions and for Lichfield District this sector generated 39% of total emissions in 2009^(xxiv). Reducing the need to travel and successfully improving the sustainability of transport networks, through optimising the choice of sustainable travel modes are therefore priorities for transport policies within the Local Plan. Policy ST1 sets out a range of measures designed to secure more sustainable travel patterns across the District, including strengthening the role of Lichfield City as public transport interchange. The policy also recognises the need to support the provision of infrastructure for electric and hybrid vehicles, as is advocated by the NPPF.

xxiv [2009 Local Authority Figures - Department of Energy and Climate Change](#)

Policy ST2: Parking Provision

The District Council will require appropriate provision to be made for off street parking in development proposals in accordance with its maximum parking standards set out in the Sustainable Design SPD. In considering the level of provision the District Council will have regard to:

1. The anticipated demand for parking arising from the use proposed, or other uses to which the development may be put without needing planning permission;
2. The scope for encouraging alternative means of travel to the development that would reduce the need for on-site parking. This will be particularly relevant in areas well-served by public transport;
3. Provision for alternative fuels including electric charging points;
4. The impact on safety and residential amenity from potential on-street parking and the scope for measures to overcome any problems; and
5. The need to make adequate and convenient provision for disabled parking.

The District Council will require the provision of sufficient, safe, weatherproof, convenient and secure cycle parking and associated facilities within all new developments to assist in promoting cycle use.

Explanation

7.13 The District Council recognises the need to balance parking requirements in order to maximise highway safety with the need to promote sustainable transport choices and reduce carbon emissions. The District Council intends to give further consideration to detailed car and cycling parking standards within a Sustainable Design SPD or through a community led plan.

Local Evidence Base

[Phase 1 Transport Assessment](#) Appraisal of Spatial Options 2008

[Transport Appraisal of the Preferred Options for Lichfield City \(October 2009\)](#)

[Transport Appraisal of the Preferred Options for Burntwood Town \(October 2009\)](#)

[Local Transport Plan 3: strategy plan and implementation plan](#)

[Lichfield District Integrated Transport Strategy 2011 - 2026](#)

[A Strategy for the A5 2011-2026](#)

[Lichfield District Strategic Partnership Carbon Reduction Plan 2012](#)

[Infrastructure Delivery Plan](#)

8 Homes for the Future

Strategic Priority 6

To provide an appropriate mix of market, specialist and affordable homes that are well designed and meet the needs of the residents of Lichfield District.

Introduction

8.1 The amount, location and affordability of new housing in the District to 2029 are key policy areas to be addressed within the Local Plan. Lichfield District is an area of high demand for housing, which has been exacerbated by significant levels of migration into the District, often from higher-income households. This has resulted in house prices that are higher than the average both nationally and in the wider West Midlands. Lichfield District will continue to be an area of housing growth which needs to be addressed in ways which protect the living standards and environment of those already resident as well as those people moving to the area.

Core Policy 6: Housing Delivery

The District Council will plan, monitor and manage the delivery of at least 10,030 homes in Lichfield District between 2008 and 2029 and ensure that a sufficient supply of deliverable /developable land is available to deliver around 478 new homes each year. Lichfield District will seek to provide 70% of housing on previously developed land to 2018 and 50% thereafter.

Housing development will be focused upon the following key urban and rural settlements:

- Lichfield City
- Burntwood
- Alrewas, Armitage with Handsacre, Fazeley, Fradley, Shenstone and Whittington
- Adjacent to the neighbouring towns of Rugeley and Tamworth

There is a requirement to identify new locations adjacent to existing settlement boundaries to accommodate the balance of dwellings which cannot be built on sites within the existing built up areas of the settlements identified above. These are dealt with in detail in the Our Settlements section:

Strategic Development Allocations (SDAs):

Location	Number of Homes
South of Lichfield	450
South Lichfield - Deans Slade Farm	450
South Lichfield - Cricket Lane	450
East of Lichfield (North of Streethay)	750
Fradley	1,250
Land East of the Burntwood Bypass	375
East of Rugeley	1,125 (inc. 500 to meet needs arising within Rugeley)

Broad Development Locations:

Location	Number of Homes
North of Tamworth	1,000 (500 to meet needs arising within Tamworth Borough)

In addition to identified deliverable and developable sites within the rural area, the District Council proposes to apportion an additional 440 properties between the Key Rural Settlements of Alrewas, Armitage with Handsacre, Fazeley, Shenstone and Whittington. Apportionment between these settlements will be set out within the Local Plan: Land Allocations and through further engagement with local communities.

In the remaining rural areas, only the following residential development will be permitted:

- infill development within defined village settlement boundaries (set out in the Local Plan Allocations document);
- affordable housing delivered through Rural Exceptions (see Policy H2);
- changes of use and conversion schemes;
- small scale development supported by local communities, identified through the Local Plan Allocations document or community led plans;
- agricultural, forestry and other occupational workers dwellings.

The overall distribution of new homes, as shown in table 8.1, will be guided by the Settlement Hierarchy, Key Diagrams and Strategic Development Allocation insets.

Residential development will be expected to:

- contribute to the achievement of sustainable communities;
- incorporate high quality design in line with the Sustainable Design and Residential Design Guide SPDs;
- assist in meeting the identified housing needs, including affordable homes and homes with care, within our sub-housing market areas, including the requirements of housing market areas relating to neighbouring Tamworth and Rugeley; and
- deliver the required, identified physical, green, social and community infrastructure requirements necessary to support sustainable communities.

The District Council will support the delivery of a minimum of 14 residential pitches and 5 transit pitches to meet the needs of Gypsies, Travellers and Travelling Showpeople to 2028.

Table 8.1 Housing Distribution & Delivery (excluding windfall allowance)

Settlement	Sub Housing Market Area	Completions 2008 2013	Deliverable Urban Sites (2013-2018)	Developable Urban Sites (2018-2029)	Strategic Development Allocations/Broad Locations	Totals	Overall %
Lichfield City	City of Lichfield	372 (32%)	710 (44%)	730 (51%)	2,100 (35%)	3,912	38%
Burntwood	Burntwood	153	422	400	375	1,350	13%

Settlement	Sub Housing Market Area	Completions 2008 2013	Deliverable Urban Sites (2013-2018)	Developable Urban Sites (2018-2029)	Strategic Development Allocations/Broad Locations	Totals	Overall %
		(13%)	(26%)	(28%)	(6%)		
East of Rugeley	Lichfield District North	271 (23%)	0 (0%)	0 (0%)	859 (14%)	1,130 (xxv)	11%
North of Tamworth	Lichfield District South & East	0 (0%)	0 (0%)	0 (0%)	1,000 (17%)	1,000 (xxvi)	10%
Fradley	Lichfield District North	377 (32%)	485 (30%)	300 (21%)	1,250 (21%)	-	12%
Armitage & Handsacre					Approx. 440 (7%)	1,153 - 1,593	16%
Alrewas	Lichfield District South & East	377 (32%)	485 (30%)	300 (21%)	(to be considered through Local Plan: Allocations & Community Led Plans)		
Fazeley							
Shenstone							
Whittington	Lichfield District North, South & East	377 (32%)	485 (30%)	300 (21%)	Additional to be considered through Community Led Plans	1,153 - 1,593	16%
Other Rural							
Approx. Total:		1,173	1,617	1,430	5,584 6,024	9,804 10,244	100%

Explanation

8.2 Lichfield District will make provision for the delivery of at least 10,030 new homes between 2008 and 2029. This equates to a local requirement of 478 dwellings per year. This will contribute to the requirement of 900 to 955 homes per year required for south east Staffordshire authorities ^(xxvii) as set out in the [Housing Needs Study & SHMA](#).

8.3 In the five years to 1st April 2013 we have delivered 1,131 net new homes within the District at an average rate of 226 dwellings per year. In addition the District Council has identified sites within existing urban areas that could potentially deliver approximately 1,600 homes within the next 5 years and 1,400 homes thereafter, on a range of previously developed and previously undeveloped sites within settlement boundaries. This leaves around 5,900 homes left to identify new sites for.

xxv including 500 to meet needs arising within Rugeley

xxvi including 500 to meet needs arising within Tamworth Borough

xxvii Lichfield District Council, Cannock Chase District Council and Tamworth Borough Council

8.4 Our Spatial Strategy is one that concentrates growth in and around our most sustainable settlements and makes best use of existing infrastructure. The allocated Strategic Development Allocations (SDAs) and Broad Development Locations (BDLs) were considered against alternative options in light of the technical evidence and interim sustainability appraisals published.

8.5 Phasing is one of the most important aspects of delivering the quality and form of development in Lichfield District. The delivery of required new infrastructure will determine how quickly certain areas can be developed and the ability of providers to deliver necessary infrastructure will need to be taken into account. The viability of public and private services, including public transport, required to support the new housing and jobs will also be dependent on land being released in a phased and logical way. Each SDA is accompanied by a Concept Statement setting out the assumed delivery timescales (Appendices C-I). Allocations in line with the Broad Development Location to the north of Tamworth will be considered through the Local Plan Allocations document.

8.6 Regular reviews will take place to ensure that the timing, level and nature of investment in key infrastructure is in line with that originally predicted, and is delivering sufficient capacity to accommodate the development planned. If not, priority will be given to encouraging the provision of key essential infrastructure. This will ensure that significant development does not take place without the essential infrastructure required to support it.

8.7 These regular reviews will also examine the emerging balance between the provision of new housing and the creation of local job opportunities so that any need to provide further stimuli to employment growth is identified at an early stage. Similarly, the reviews will examine the rate of development on brownfield sites. Phasing adjustments may be made where necessary to stimulate the development of brownfield sites where this can be achieved without serious implications for overall targets.

8.8 Importantly, housing within the District will need to reflect a very different demographic by 2029. The strategy needs to ensure the retention of younger people and the economically active, and to address the needs of an ageing population, which is currently exacerbated by older people moving in to the District. It is important that the strategy achieves a change in the demographic balance of the population, and addresses housing affordability issues stemming from the current balance of in and out migration.

Development Management Policies

Policy H1: A Balanced Housing Market

To deliver a balanced housing market, new residential developments will include an integrated mix of dwelling types, sizes and tenures based on the latest assessment of local housing need. There is currently an imbalance of dwelling types within the District. To redress this, the District Council will actively promote the delivery of smaller properties including two bed apartments and two and three bed houses to increase local housing choice and contribute to the development of mixed and sustainable communities. The District Council will also promote the delivery of supported housing and care homes to reflect the needs of the changing demographic profile of the District's population to 2029, and also dwellings built to lifetime homes standards as set out in a Sustainable Design SPD.

Where appropriate, higher density provision will be sought, focused around our most sustainable centres to assist in the provision of smaller units to meet a diverse range of housing needs. The provision of units which allow for home-working will also be supported, particularly in our rural communities.

Explanation

8.9 All additional new housing provided in the District should contribute to the development of mixed and balanced communities. The District Council recognises the need for dwellings of a variety of sizes, types, tenures and costs throughout the District to meet the current and future requirements arising from all types of households, including vulnerable groups with special requirements such as older people, single persons and those with learning disabilities, physical disabilities and mental ill health. Supported housing can include sheltered housing schemes, such as extra care, designed specifically for older people and also supported housing schemes for vulnerable groups, whilst lifetime homes provide accessible and adaptable accommodation for everyone, from young families to older people and individuals with a temporary or permanent physical impairment. The Southern Staffordshire Districts Housing Needs Study identifies a need for nearly 2,000 homes with care to 2028, which is an increase of 134% over existing levels of provision. Shelter have produced a useful [report](#) on addressing the accommodation needs of an ageing population^(xxviii).

8.10 The [Strategic Housing Market Assessment](#) (SHMA) identifies the imbalance of housing types across the District with high concentrations of larger, detached homes, particularly in the rural areas. Consequently it has identified the need for smaller affordable dwellings, particularly those of an appropriate type and size for 'first-time buyers' or 'first-time renters' and families to access. Additionally, the shifting demographic patterns across the age ranges of 60-79 and the over 80s have major implications for meeting the differing and evolving housing and supporting needs of older people living alone. In many of our rural areas issues arise in relation to "asset rich - income poor" home owners, and it is essential that sufficient resources are allocated to appropriate care and support services for older people living alone, as supported by Core Policy 3: Delivering Sustainable Development, Core Policy 4: Delivering Our Infrastructure and Policy IP1: Supporting and Providing Our Infrastructure. The 2012 Southern Staffordshire Housing Needs and SHMA partial update recognises that the number of older people, aged 60 and over, will increase by over 7,000 people by 2028. This places increased demand for both specialist accommodation and also for services and adaptations that will enable people to remain at home, living independently. It is also recognised that there is an issue of under occupation and, particularly in the rural areas, there is a desire for smaller properties to allow people to downsize within their own village.

8.11 The [Housing Needs Study & SHMA 2012](#) update includes an indicative forward requirement for home sizes to 2028 based on assessment of the existing stock, housing need and aspiration. It estimates the following requirements:

Table 8.2 Dwelling Mix

One Bed	Two Bed	Three Bed	Four Bed +
5%	42%	41%	12%

8.12 The [Rural Housing Needs Survey](#) (2008) identified that size of dwelling was the main reason given in relation to residents finding their property unsuitable for their needs in all sub-housing market areas, that is the home being too large for the family's need. The survey results also demonstrated that there was greatest demand for two and three bed properties, particularly by newly forming households.

8.13 The District Council will support local communities in undertaking local housing needs surveys, at the parish or neighbourhood level, to provide greater evidence of local need.

xxviii A Better Fit? Creating housing choices for an ageing population, Shelter April 2012

Policy H2: Provision of Affordable Homes

The District Council is committed to improving housing affordability in Lichfield District. On qualifying sites, the District Council will be seeking a target of up to 40% of new dwellings (including conversions) to be provided as affordable housing.

The overall delivery of affordable housing in the District during the plan period will be related to the ability to deliver in the market conditions that prevail at the time a planning application is made. The District Council will vary this percentage in line with a model of dynamic viability. The levels will be reviewed annually informed by the following factors:

- Market land values;
- House prices; and
- Index of building costs.

The thresholds upon which affordable housing provision will be sought are:

- In Lichfield City and Burntwood, affordable housing will be required on housing developments for 15 or more dwellings or sites of 0.5ha or more in size and in accordance with nationally set thresholds.
- Outside these two main urban areas, affordable housing will be required on housing developments in line with nationally set thresholds.

Affordable housing may be in the form of social rent, affordable rent, intermediate or a mix of tenures. The District Council will normally require at least 65% of the affordable housing on a site to be social rented managed by a registered provider; the precise proportions will be agreed with the District Council having regard to housing needs within the locality of the development and the economic viability of a scheme.

Affordable housing should be provided on site and only in very exceptional circumstances will contributions in lieu, that are broadly equivalent in value to on-site provision, be acceptable.

A flexible approach on thresholds, proportions, tenure, size and type will be taken on a scheme by scheme basis to reflect housing needs in the locality and to ensure scheme viability, subject to an open book approach by developers. Where the flexible approach cannot deliver a viable scheme due to site specific exceptional circumstances, reconsideration of the percentage of affordable housing to be delivered will be undertaken on a scheme by scheme basis.

The District Council will require developments to incorporate and suitably integrate affordable and market housing with a consistent standard of quality design and public spaces, to create mixed and sustainable communities.

Outside of Lichfield and Burntwood, housing development, in addition of those allocated within the Local Plan, will be supported on small rural exception sites, where affordable homes can be delivered to meet the needs of local people from within the SHMA sub-area where there is no conflict with other Local Plan policies and the following criteria are met:

- The majority of the homes provided are affordable;
- The site is adjacent to existing village settlement boundaries;
- A housing need has been identified in the parish, or in one or more of the adjacent parishes, for the type and scale of development proposed;

- The proposed development is considered suitable by virtue of its size and scale in relation to an existing settlement and its services, and its proximity to public transport links and key infrastructure; and
- The initial and subsequent occupancy of affordable homes is controlled through planning conditions and legal agreements, as appropriate, to ensure that the accommodation remains available in perpetuity to local people in affordable housing need.

Explanation

8.14 Lichfield District Council has acknowledged the need for more affordable housing to be provided as one of its priorities in the District. The [A Plan for Lichfield District 2012-2016](#) seeks to create a District 'where people love to live, work and visit with a high quality residential, community and commercial environment.' The District Council will work with others to provide access and choice to a range of market, specialist and affordable homes that meet the needs of our existing and future residents. This strategic aim is further supported by both the District Council's [Housing Strategies](#) and the [Homelessness Strategy](#) which both have the provision of more affordable housing as one of their main priorities.

8.15 An assessment of the housing market in Lichfield District suggests the affordable housing requirement in the District is greater than the local housebuilding target proposed. The Southern Staffordshire Districts Housing Needs Study and SHMA update identifies an annual need of between 377 and 702 affordable homes over a five year period, compared to our overall local annual housing target of 478 dwellings per year. It is therefore not practical to meet all of our identified need, however the District Council will continue to work with Registered Providers (RPs) to maximise opportunities for increased numbers of affordable housing units in addition to homes negotiated through planning obligations.

8.16 The target, on qualifying sites, of up to 40% of new housing to be provided as affordable, is based on the analysis of viability and need. The District Council consider this to be the appropriate maximum target to provide sustainable, balanced communities as part of the overall development strategy. An [Affordable Housing Viability Assessment](#) carried out between 2008-10 confirmed that up to 40% social rented provision was viable at the peak of the market and a further update in 2012 highlighted that, on the basis of a new 'affordable rent' tenure, this would be increased to in the region of 53%. It is accepted that lower levels are likely to be achieved below the market peak. The District Council will assess viability on an annual basis which will determine an overall annual viable target to be published within the [Annual Monitoring Report](#). Achieving a 40% target, on qualifying sites, would deliver in the region of 2,000 affordable homes across the District between 2008 and 2029, which equates to approximately 100 per annum. In 2012 market conditions a more appropriate target would be 20% which would deliver in the region of 1,000 affordable homes to 2029. The detailed mechanisms for assessing the factors of our 'model of dynamic viability' will be set out in the Infrastructure Delivery Plan. Applications that seek to vary the percentage identified by the 'model of dynamic viability' will need to be supported by a viability appraisal which the District Council will ask to be independently assessed, with agreed costs to be borne by the applicant.

8.17 The Southern Staffordshire Districts Housing Needs Study and SHMA Update recommends a percentage split of affordable housing based on an assessment of affordability, of 65% social rent, 15% affordable rent and 20% intermediate tenure (which includes shared ownership). The 2012 study also evidenced the greatest need in the affordable tenure related to 2 and 3 bed properties.

8.18 Affordable housing should be provided by private subsidy and developers are expected to take account of this when negotiating the purchase price for any site. The District Council may support applications for public subsidy or grant from the [Homes & Communities Agency](#), or other relevant body, towards the provision of affordable housing, particularly where a site viability assessment has demonstrated that is not viable to deliver the required target of affordable housing on site.

8.19 The District Council will continue to support the delivery of 100% affordable schemes on small sites within the District, but it is recognised that there may be a need for grant funding to enable such sites to be delivered. The District Council may also seek the provision of specialist and supported affordable housing on major sites to meet identified needs and in these circumstances the District Council will support applications for grant funding to meet any additional costs of providing this housing instead of general needs affordable housing.

8.20 Opportunities for housing development outside the urban areas of Lichfield and Burntwood are more reliant on smaller sites and infill development yet the levels of affordable housing need remain high. The Affordable Housing Viability Assessment has concluded that with higher house prices in the rural areas, the size of the site does not unduly affect viability. This is reflected in the reduced rural threshold in line with nationally set criteria which gives greater scope to deliver affordable housing within the Lichfield District South & East and Lichfield District North sub-housing market areas.

8.21 To enable affordable housing to be provided within the 'other rural settlements' to meet local housing needs, the National Planning Policy Framework (NPPF) allows new affordable housing to be permitted on small sites in or outside, but adjoining existing village boundaries. These are sites which would not normally be released for market housing and should seek to address the housing needs of the local community and, at the discretion of the District Council, small numbers of market homes may be allowed where essential to enable the delivery of affordable units without grant funding. Such need would be most appropriately identified through the preparation of a community led Plan, prepared by the local community and supported by a robust local parish housing needs survey. The provision of affordable homes on any 'exceptions sites' would need to continue in perpetuity and in doing so, would result in all future tenants of those homes being ineligible for the 'right to buy.' This restriction is consistent with the overall objectives of Section 157 of the Housing Act 1985 and the Housing (Right to Enfranchise) (Designated Protected Areas) (England) Order 2009 and will prevent 'exceptions' development becoming part of the private housing market over time.

Policy H3: Gypsies, Travellers & Travelling Showpeople

Sites for Gypsies and Travellers and travelling showpeople will be allocated within the Local Plan: Allocations document. The location of residential and transit sites, in allocating sites and determining planning applications, will be informed by the criteria set out below having regard to other Local Plan policies:

- the site is within or adjacent to Lichfield, Burntwood or a Key Rural Settlement or close to the A5 or A38 corridors;
- in the Key Rural Settlements, the proposal must be of an appropriate size so as not to put unacceptable strain on infrastructure;
- the site is large enough to provide for adequate on-site facilities for parking, storage, play and residential amenity as appropriate and dependent on the number of pitches;
- vehicular and pedestrian access to the site is safe and reasonably convenient;
- the site is located within Flood Zones 1 or 2;

- the site will be able to be landscaped and screened to provide privacy for occupiers and to maintain visual amenity within the landscape/townscape; and
- development of the site should protect the local amenity and environment and will have no significant detrimental impact to adjoining properties or neighbouring land by virtue of noise and other disturbance caused by movement of vehicles to and from the site.

Applications for new sites and refurbishment of existing sites must have regard to the design guidelines detailed in National Guidance.

Explanation

8.22 A number of local authorities across the Southern Staffordshire and Northern Warwickshire area (Rugby Borough Council, Lichfield District Council, South Staffordshire Council, Nuneaton and Bedworth Borough Council, Cannock Chase District Council, North Warwickshire Borough Council and Tamworth Borough Council) commissioned a joint [Gypsy & Traveller Needs Assessment](#) (GTAA) in May 2007. The study was conducted by a team of researchers from the Salford Housing & Urban Studies Unit (SHUSU) at the University of Salford and assisted by staff at the Centre for Urban and Regional Studies (CURS) at the University of Birmingham. The study was greatly aided by research support and expertise provided by members of the local Gypsy and Traveller communities. This study identified a need for an additional 14 residential pitches and 5 transit pitches within Lichfield District to 2026 and we will continue to assess and monitor this need at a local level.

8.23 The approach of this strategy is to locate residential development in sustainable locations that are well served by services and facilities; for this reason the focus of this policy is on Lichfield City, Burntwood and the Key Rural Settlements. The identification of specific sites will be a matter for the Local Plan Allocations document.

8.24 The criteria outlined above have been determined through a combination of the GTAA and the results of public and stakeholder consultation.

Our Local Evidence Base

[Southern Staffordshire Districts Housing Needs Study & SHMA Update \(2012\)](#)

[Strategic Housing Market Assessment 2007-8](#) (December 2008)

[Rural Housing Needs Survey 2008](#) (January 2009)

[Strategic Housing Land Availability Assessment](#) (July 2011)

[Gypsy & Traveller Accommodation Assessment 2008](#) (February 2008)

[Affordable Housing Viability Assessment](#) (April 2009)

[Tamworth Future Development & Infrastructure Study](#) (July 2009)

[West Midlands Farmsteads and Landscapes Project](#)

9 Economic Development & Enterprise

Strategic Priority 7	To promote economic prosperity by supporting measures that enable the local economy to adapt to changing economic circumstances and to make the most of newly arising economic opportunities.
Strategic Priority 8	To ensure that employment opportunities within the District are created through the development of new enterprise and the support and diversification of existing businesses, to meet the identified needs of local people.
Strategic Priority 9	To create a prestigious strategic city centre serving Lichfield City and beyond, an enlarged town centre at Burntwood and a vibrant network of district and local centres that stimulate economic activity, enhance the public realm and provide residents' needs at accessible locations.
Strategic Priority 10	To increase the attraction of Lichfield District as a tourist destination through supporting and promoting the growth of existing tourist facilities, the 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.

Introduction: Employment & Economic Development

9.1 Lichfield District benefits from a diverse local economy, with a large number of sectors and employers based in the area. The District Council aims to build on the strengths of the existing local economy by allocating land for employment and supporting the redevelopment and modernisation of existing employment sites as well as supporting new and more sustainable working practises.

Core Policy 7: Employment & Economic Development

Employment growth will be supported, creating between 7,310 and 9,000 additional jobs to achieve a job balance ratio^(xxix) of 85% by 2029. To contribute to achieving this, the following measures will take place:

- 79.1 hectares of land will be allocated for employment uses, including approximately 12 hectares within the Cricket Lane SDA^(xxx), informed by the employment portfolio as shown within the Employment Land Review. Around 10 additional hectares of land will be defined by the Local Plan Allocations document to ensure flexibility of provision.
- The District Council, working in partnership with business and local communities, will maintain and enhance a diverse local economy and encourage opportunities for inward investment. The high environmental qualities of the District will be safeguarded to attract further investment from new and existing employers and links between the environment and the economy will be fostered.
- Opportunities for new business formations will be actively pursued and the long-term survival of these businesses encouraged, with sustainable forms of business, including home-working, and the expansion of ICT particularly supported where this accords with other policies in this document. Working with partners, the District Council will encourage education and skills development (including proposals relating to voluntary and community organisations), in order to provide employers with access to a skilled labour force as well as reducing levels of out - commuting.
- Within the District, high-value jobs in business, education and research, those supporting a low carbon economy and other key growth sectors will be encouraged in sustainable locations, primarily in Lichfield City and Burntwood. These jobs will retain and enhance

xxix The job balance ratio is the number of jobs in the District divided by the number of economically active residents
xxx Use Classes B1,2 and 8. For class B1 (a) offices, regard must be had to policy CP8 (Our Centres)

local skills; and developers will be encouraged to work with local economic partnerships in promoting opportunities for employing local people and supporting the development of skills in the District.

Support will be given to existing sectors in the District to ensure that they continue to flourish and grow in a sustainable manner. Redevelopment and modernisation of employment sites will be encouraged in order to meet current and future business needs, to encourage them to become more energy efficient, to link effectively with local communities, to provide supporting infrastructure including ancillary facilities for employees, and to minimise the need for additional new land.

Proposals for facilities for employees within large industrial estates will be encouraged where there are no suitable and easily accessible facilities nearby.

Proposals for economic development and diversification of the rural economy will be supported where they do not conflict with other Local Plan Policies.

Explanation

9.2 The main aim of the policy is to focus on attracting high-value employment into the District and ensuring that the appropriate skills are available locally, with strengthened links between employers and the local community. The policy aims to ensure that increased numbers of the District's residents will be able to work closer to home, and/ or access their employment in a manner which enables them to reduce their carbon footprint including the use of sustainable transport and opportunities for home working.

9.3 The portfolio of existing and proposed employment sites as set out in the Employment Land Review provides a good mix and range of industrial and other employment based property and land that is well balanced both locationally and by market sector, with the largest concentration serving the most populated areas.

9.4 This policy seeks to address the current need for more job opportunities within the District for local people and cater for the future requirements of the resident population of the District.

9.5 Over recent years unemployment levels within Lichfield District as a whole have been typically lower than elsewhere within the region however, many highly qualified and skilled residents currently commute out of the District to access employment appropriate to their needs and aspirations.

9.6 It is envisaged that this policy together with other Core Policies will assist in redressing the imbalance between out and in-commuting to and from the District, particularly in relation to movements between Lichfield and the West Midlands conurbation but not at a level that would undermine urban renaissance and inward investment within the conurbation. It is recognised that Lichfield District currently has relatively low levels of economic self containment and commuters will be encouraged to travel by more sustainable means of transport, or by travelling less through supporting home working.

9.7 In order to ensure that the local economy benefits from a wide skills base within the local population, the District Council will work with partners to ensure that education and skills levels are improved, that employers link more effectively to the local community, and that increased numbers of young people are able to find high quality work in the District rather than having to relocate to find employment.

9.8 New business formations will actively be encouraged and access to the labour market in more deprived areas will be supported. The role of the voluntary and community sectors, including Social Enterprise, in helping to develop local skills and participation in the labour market will be recognised and supported.

9.9 Lichfield District's job - balance ratio, at 83.3% based on 2001 Census figures is considerably lower than the West Midlands District average of 88.1%. The target job balance ratio of 85% is considered an appropriate level taking into account local circumstances and the desire to balance economic growth and achieve a more balanced population with the need to provide for the needs of the existing population.

9.10 [The Employment Land Review 2012](#) forecasts job growth in the District of around 7,130 jobs between 2010 and 2028 but to achieve a job balance ratio of 85% it is forecast that 8,926 jobs should be created. Flexibility will need to be allowed for to cater for a potential increase in this number of jobs as a result of changing occupational structure within the District particularly in relation to key growth sectors such as the role played by manufacturing supply chains, the medical technologies sector (especially relating to the development of the Defence Medical Services site at Whittington), the potential for developing a cluster of low carbon technologies, and the expansion of the care industry related to the ageing population. These opportunities will lead to a higher proportion of those in higher earning professional positions living and also working within the District instead of commuting further afield to seek jobs which match their abilities and aspirations.

9.11 Employment and growth in traditional rural industries is low, although it is acknowledged that they form an important part of the rural economy. Unemployment in rural locations is generally low and many residents travel to their place of employment. However there are employment opportunities within the rural areas and these will continue to be supported. The role of existing employment estates within rural settlements is recognised and support will be given to proposals which result through redevelopment in the modernisation of those older employment sites which will aim to maintain their future economic viability.

9.12 Other large employers within the rural area include Drayton Manor Theme Park, St Giles Hospice and the Spire Little Aston Hospital and their importance to the local economy is acknowledged.

9.13 Home-working by residents in rural areas is becoming a significant part of the rural economy and the expansion of broadband, improved mobile phone coverage and other technological advances will help to support this sustainable form of employment. Home- working and other proposals which aim to diversify the rural economy will generally be supported in line with the National Planning Policy Framework. This is explored further in the Rural Development SPD.

9.14 The District Council will continue to support existing employment sites for employment across the District and will support proposals that would result in better, higher quality and more modern employment facilities that are best able to meet the current and future business needs, that result in the longer term, in a portfolio of attractive and viable employment sites. In some instances this may include supporting the relocation of businesses to other locations within the District to help them function effectively. Supporting infrastructure will be an important element of new and modernised facilities, particularly where other services and facilities do not exist nearby: examples could include the provision of adequate outdoor space, a cafe, provision for cyclists or a link to public transport.

9.15 A limited number of employment sites score poorly, are surplus to requirements, have not been able to attract investment or do not function particularly well in relation to their surroundings. The employment portfolio is identified within the [Employment Land Review](#).

9.16 The Local Plan Allocations document will undertake further work in relation to sites which are defined as performing poorly in the [Employment Land Review](#), and sites which have been identified by local communities as needing further investigation in terms of their contribution and potential role in enhancing and delivering a locally sustainable settlement. This will include helping business to relocate within the District where appropriate.

Introduction: Our Centres

9.17 Lichfield District has a wide range of shopping and service facilities. Lichfield City is considered a strategic centre, whilst Burntwood Town is much smaller and currently does not provide for the needs of its catchment population. Key rural centres and neighbourhood centres provide much needed shops and services for local residents to use on a day-to-day basis. New communities proposed as part of the Local Plan will require similar neighbourhood centres to provide retail and services to the locality.

Core Policy 8: Our Centres

Development proposals for retail, leisure, office and cultural facilities will be focused within the commercial centres of Burntwood and Lichfield City in line with the Hierarchy of Centres set out below, having regard to centres outside the District. In Lichfield City and Burntwood, town centre boundaries have been defined and are set out in the Our Settlements section. Retail Assessments will be required in line with Development Management Policy E1. Primary and Secondary Retail Areas will be determined through the Lichfield District Local Plan Allocations document

Leisure uses, cultural development, attractive spaces and a balanced night time economy will be encouraged in both Lichfield City and Burntwood town centres. Management programmes, including environmental enhancements, will be implemented to support existing retailers and attract visitors.

New Neighbourhood Centres providing local services and facilities will be required to meet the day to day needs arising from new communities that are proposed within the Strategic Development Allocations and Broad Development Locations. The diversity of local services will be protected and supported and a mix of facilities in existing Neighbourhood Centres will be maintained to provide for day to day local shopping and service facilities.

Key Rural Centres will be protected and enhanced to provide shops, services, employment and community facilities to meet the needs of local communities within the settlement and as a focus for those living and working in nearby smaller outlying villages.

Improvements to the accessibility of centres will be supported, especially sustainable means of transport together with improvements to traffic management within our settlements.

Table 9.1 Hierarchy of centres

Hierarchy of Centres	Indicative Location (as identified on the policies map)
Strategic Centre (with many shops, services, employment and entertainment which service a much wider catchment than just the local population)	Lichfield
Town Centre (shops and services primarily serving local catchments but providing for main weekly convenience shopping)	Burntwood

Hierarchy of Centres	Indicative Location (as identified on the policies map)
Key Rural Centres (<i>shops and services for day to day needs within villages to serve the wider rural area</i>)	Alrewas, Armitage with Handsacre, Fazeley, Fradley, Little Aston, Shenstone & Whittington
Neighbourhood Centres (<i>shops and services for day to day needs within urban neighbourhoods</i>)	E.g. Boley Park, Curborough, Darwin Park, Netherstowe, Dimbles Lane, Morley Road, Parkhill Road, Chasetown, Swan Island (see Key Diagrams)
Proposed Neighbourhood Centres	South Lichfield, Streethay, East of Rugeley

Explanation

9.18 This policy seeks to protect, enhance and promote the sustainable development of the District's centres, including new centres linked to planned growth areas. Proposals for town centre uses should follow guidance set out in the National Planning Policy Framework directing development in the first instance to within town centre boundaries and in accordance with floorspace limits, whilst the protection and enhancement of rural and neighbourhood centres should be carefully managed. High quality environments and public realm enhancements should also be provided.

9.19 In terms of office floorspace 30,000m² as a gross target is advocated to 2029 in Lichfield City. Generally, the level of net floorspace is equivalent to 85% of a gross figure. On this basis, the gross figure of 30,000m² would generate around 25,500m² of new net floorspace.

9.20 The hierarchy of centres gives guidance on how the centres within the District should meet the needs of their respective catchments and provide local services and facilities in a sustainable way, having regard to centres outside the District.

9.21 Key rural centres provide much-needed shops and services for local residents, including those in smaller outlying villages. They often act as a focus for the local communities. Enhancement of these shops and services should be sought to ensure that the important role that they have within rural communities is not lost or diminished in any way.

9.22 Neighbourhood centres within the urban areas meet the day to day needs of local residents. These centres need to remain viable and should be protected from inappropriate development which would compromise or undermine their role. New neighbourhood centres will be required in areas of growth to serve the populations in those areas.

Introduction: Tourism

9.23 Tourism is an integral part of Lichfield District's economy. The District has a wealth of tourism facilities and activities of local, regional and national importance. It benefits from a good location and transport network near to the West Midlands conurbation, and having an attractive, mainly rural setting. The natural and built assets of the District such as the Cathedral, historic buildings, natural landscape and open countryside contribute positively to the tourism offer.

Core Policy 9: Tourism

The District Council will support the growth of sustainable tourism in the District in line with the principles of Core Policy 3 and where this does not conflict with other Core Policies. As part of this, Lichfield City will be promoted as a centre to access tourist attractions across the District.

To help support the local economy, a variety of types of additional overnight accommodation will be encouraged increasing overnight visitor capacity and enabling longer tourist stays. In line with local evidence, proposals for new hotel developments should be directed within town centres.

The existing local and national tourism attractions in the District, including those in Lichfield City Centre, the National Memorial Arboretum, Drayton Manor Theme Park, Chasewater Country Park, Cannock Chase Area of Outstanding Natural Beauty (AONB), the National Forest and the Forest of Mercia, the Central Rivers Initiative, the Trent Valley Way and the Canal Network will be supported and promoted where they do not conflict with other Core Policies.

New tourism initiatives will be supported where they are of particular local relevance and significance and do not conflict with other Core Policies, particularly in relation to the discovery of the Saxon Hoard, and the development and promotion of the Mercian Trail.

Explanation

9.24 Lichfield District attracts tourists from a wide range of locations to visit the national, regional and local visitor attractions within the District. This together with the District's location within the country and region and its excellent road and rail links means that tourism is an integral part of the District's economy which should be promoted and enhanced.

9.25 In addition to the existing tourism attractions and opportunities which are detailed in the following paragraphs, the District has been the focus of national (and international) attention with the discovery of the Saxon Hoard in the Parish of Hammerwich in 2009. There are likely to be opportunities arising in relation to this and these should be supported.

9.26 A number of key attractions serving the West Midlands region are located within Lichfield District and it is important that these are maintained and enhanced where appropriate. Tourism can help support the vitality and viability of our town centres and villages. Sustainable tourist development is about making a low impact on the environment and local culture, while helping to generate income and employment for local people. Within the rural areas sustainable tourism opportunities should be of a scale and nature appropriate to the locality, linked to existing villages to support local services and facilities, whilst utilising existing transport opportunities.

9.27 Lichfield City provides a host of tourism attractions within its historic centre. These include the Cathedral, Lichfield Heritage Centre, Samuel Johnson Birthplace Museum, Lichfield Garrick, Erasmus Darwin Museum and Beacon Park. These attractions provide wide local and regional appeal and will continue to be supported. A range of accommodation and leisure facilities are available within Lichfield City and its good accessibility attracts visitors and enables the city to act as a focus from where visits to other attractions can take place using sustainable transport means. Within a more local context, the significance of cultural assets and activities are covered under Core Policy 12: Provision for Arts and Culture.

9.28 Chasewater Country Park near Burntwood provides mainly open access recreation and has a lake which is used for water skiing and sailing as well as providing a habitat for wildlife. Chasewater also has a light railway and an Innovation Centre, which offers exhibitions and visitor information. Whilst attracting a good number of visitors, it is considered that further opportunities exist for tourism and local recreation, particularly given the existing good examples of renewable energy and biodiversity enhancement within the site.

9.29 Within the rural areas of the District there are a host of attractions. Drayton Manor Park receives over a million visitors each year making it the most popular tourist attraction in the District and of increasing regional and national significance. Support will be given to its continued development providing that this is in scale and character within its surroundings.

9.30 The National Memorial Arboretum (NMA) is Lichfield's newest large-scale tourism attraction. It is located close to the village of Alrewas, within the National Forest, and is home to the Armed Forces Memorial. Further investment in the facilities at the NMA is envisaged and, providing that it is in scale and context with its surroundings, this will be supported by the District Council.

9.31 Diversification related to the enhancement of the National Forest could help to regenerate the local economy and contribute to an improved range of leisure, woodland recreation and biodiversity opportunities and therefore initiatives which are of a scale and nature appropriate to their setting will be supported.

9.32 There is a large canal network within the District, comprising the Trent and Mersey, Coventry and the Birmingham and Fazeley Canals. Tourist attractions based around the canals for example those located at Fradley Junction and Fazeley, include boat hire and holiday accommodation. There is potential to enhance the use of canals as green corridors between locations within the District. The positive contributions the route for a restored Lichfield Canal and heritage towpath trail would make to tourism, recreation and the creation of a green corridor are also supported by the District Council. Connection of the Lichfield Canal to the wider canal network would be subject to a detailed water study demonstrating an adequate water supply can be provided to support its use and an assessment which demonstrates there will be no significant impact upon the Cannock Extension Canal SAC or on the functions and ecology of the wider canal network. Collaborative working with the relevant local planning authorities, Environment Agency, Canal and River Trust and Natural England is proposed on these matters.

9.33 The District Council, as a partner in the Central Rivers Initiative, will continue to support its objectives and work to help realise the unique economic and tourism benefits of the Tame and Trent Valley corridors.

9.34 In conjunction with promoting the District's existing attractions and developing new ones, proposals for a variety of additional overnight accommodation will be supported. More overnight capacity will enable larger numbers of visitors to stay and potentially result in longer stays within the district to the benefit of the local economy.

Development Management Policies

Policy E1: Retail Assessments

In line with local retail evidence, thresholds for retail assessments will be set as follows:

Centre	Assessment Required	Assessment may be Required
Lichfield	Over 1,000m ² gross	Under 1,000m ² gross
Burntwood	Over 500m ² gross	Under 500m ² gross
Other Centres	Over 100m ² gross	Not Required

Explanation

9.35 Local evidence has been prepared to determine suitable thresholds at which retail assessments will need to be undertaken. In terms of Lichfield City, in setting the thresholds the appraisal has considered the existing Friarsgate scheme in terms of its impact on the viability and vitality of other centres in Lichfield District as well as the cumulative impact of Friarsgate and potential other development in Lichfield City in the longer term.

9.36 The conclusion is that development at Friarsgate and a mixed use scheme to the rear of Bird Street would not have an unacceptable impact on centres within the catchment of the potential development.

9.37 Similarly an impact assessment has been undertaken in relation to an enlarged Burntwood town centre on the vitality and viability of centres within the Burntwood catchment. This assessment takes into account approved schemes within the town centre boundary as identified in the Our Settlements section and concluded that individually and cumulatively, this would not have an unacceptable impact on centres both within and beyond the catchment of the potential development.

Our Local Evidence Base

[Employment Land Review](#) (February 2012)

[General Employment Land - A Market Assessment](#) (November 2008)

[The Offices Market - A Market Assessment](#) (November 2008)

[Evidence on Retail Matters](#) (November 2011)

[Supplementary Report on Need](#) (April 2010)

[Tourism Background Paper](#) (April 2009)

[Tamworth and Lichfield Economic Strategy 2011](#)

[Demographics Background Paper](#) (April 2009)

[Southern Staffordshire Districts Housing Needs Study and SHMA Update 2012](#)

[West Midlands Farmsteads and Landscapes Project](#)

10 Healthy & Safe Communities

Strategic Priority 11

To create an environment that promotes and supports healthy choices. To improve outdoor and indoor leisure and cultural facilities available to those that live and work in and visit the District and to ensure a high standard of community safety, promoting healthier living and reducing inequalities in health and well-being.

Introduction

10.1 There are many factors which contribute to creating healthy, safe and sustainable communities. People need to be able to access a choice of facilities and activities to suit their needs, formal and informal, indoor and outside, which enable them to keep fit and well, both physically and mentally. People also need to feel they belong to communities, to find them accessible and welcoming, clean and free from pollution, to feel a sense of pride in their area, and to feel safe, as this contributes to their sense of wellbeing, which in turn can be a major contributory factor to the state of their health.

Core Policy 10: Healthy & Safe Lifestyles

The District Council will, with its partners, create an environment where the healthy choice is the easy choice.

The District Council will enable people to live healthy and safe lifestyles by facilitating access to a range of high quality and well maintained open spaces, playing pitches, sport, recreation, play facilities and cultural assets which are relevant to, and meet the needs of local communities. New spaces, facilities and assets will be designed to minimise opportunities for crime and anti-social behaviour, to maximise accessibility and to be integrated with surrounding communities and existing infrastructure, including green infrastructure. Initiatives which support participation and volunteering will be supported where appropriate.

Initiatives which enable or improve access to healthy food, for example food co-operatives or allotments, will be supported.

Where appropriate, the District Council will support the development of new or improved facilities and initiatives which contribute to improved and accessible local health care, the physical and mental wellbeing and safety of the community, including [active design](#) and high quality design which minimises opportunities for crime and antisocial behaviour in line with Policy BE1.

The co-location of facilities will be encouraged so that different types of open space and facilities for sport and recreation can be located next to each other and in proximity to other community facilities for education and health.

The District Council will support appropriate initiatives which encourage homes to use energy efficiently to improve the quality of life of our residents. Measures such as better insulation will guard against cold and damp and a range of measures to encourage shading will reduce the urban heat island effect and guard against heat intensity, both seeking to prevent potential ill effects on health.

The District Council will ensure that the current high standard of air quality in the District is monitored and maintained and, where possible, improved with no decline in standards being deemed acceptable as a result of new development.

The District Council will ensure that community infrastructure needs generated by new residential, commercial and industrial developments, such as open space, walk and cycle ways, sport, recreation, children's play and civic and community spaces are provided in a way that best meets the needs of those new communities.

The District Council will seek to preserve and improve footpath and cycle connections between urban areas and the countryside. New developments will be expected to include multi-functional greenspaces in accordance with Policy NR6 which connect the development to the wider rights of way network and areas of accessible countryside.

The loss of existing recreational open spaces (both extent and quality), including linear recreational routes will be resisted where it can be shown there is an existing or future need unless it can be clearly demonstrated that alternative spaces of an equivalent or a higher standard are being provided in a location which is equivalent or better, improves access and results in no loss of amenity or environmental quality or quantity. Where such spaces, routes and/ or facilities are lost any replacement must be made available prior to the loss of the original facility.

The District Council will support appropriate initiatives which address poor health indicators and antisocial behaviour issues across the District, and 'hot spots' in identified wards.

Explanation

10.2 The Local Plan can help people to lead healthier lifestyles in many different ways. The availability of a variety of good quality and accessible community infrastructure such as open spaces, walkways and cycleways, sports and recreation facilities and cultural assets is vital to enabling peoples' continued and improved health and wellbeing and will be safeguarded. A combination of protecting, replacing, improving and promoting existing spaces and facilities and developing new ones will provide opportunities for residents and visitors to participate in a variety of activities which suit their needs and interests, reducing the need to travel and ensuring a range of provision and opportunity locally. This should include increased opportunities for volunteering in relation to the organisation and management of facilities, activities and events. It is vital that spaces and facilities are maintained to a high standard. This applies equally to both existing and new communities.

10.3 The Local Plan needs to enable and support the provision of facilities which fulfil local and community needs in addressing health issues and matters relating to safer communities. It is important that consideration is given to ensuring the accessibility of facilities and spaces to all sectors of the community, not just in terms of travel times but also, for instance, in terms of taking account of the needs of those with mobility or sensory issues, such as the provision of play equipment for children with disabilities, the development of a hydrotherapy pool or the provision of a sensory garden. This flexible approach seeks to ensure that support is provided to all sectors of the community in addressing a range of needs which are likely to emerge over the plan period.

10.4 The District's ageing population means that there are likely to be increasing problems resulting in ill health from poorly insulated and damp properties which are expensive to heat: an especially significant concern for those on low incomes. Supporting schemes which address these issues will help to mitigate some of the health impacts of an ageing population. However, health issues as a result of issues relating to poor insulation and damp do not just relate to the elderly so it is important that they are addressed as a whole. Likewise, encouraging more shading, particularly in urban areas, is relevant to all sectors of the population but over-heating can affect the very young and the elderly disproportionately.

10.5 The District has low levels of pollution and generally good [air quality](#) and this needs to be maintained and, where possible, improved to prevent future problems of ill health developing through declining standards. An Air Quality Management Plan is in place to deal with pollution issues at Muckley Corner.

10.6 Certain wards within the District have been identified as having particular problems in terms of poor health which need addressing. These are: Armitage with Handsacre; Boney Hay; Burntwood Central; Chadsmead; Chasetown; Curborough; Fazeley; Leomansley; Stowe and Summerfield, all of which have at least one health indicator which is statistically worse than that for England as a whole^(xxxi)

10.7 There are particular 'hot spots' for antisocial behaviour, crime and disorder across the District: these include Chasetown, north Lichfield, Leomansley and Fazeley [Lichfield District Council Strategic Assessment 2011](#) However, these are not the only areas where such incidents occur, and it is important that a preventative approach is taken in terms of discouraging crime and antisocial behaviour by good design (see also Policy BE1: High Quality Development), as well as a supportive approach to initiatives across the District which help to address these issues.

Core Policy 11: Participation in Sport & Physical Activity

Where appropriate, the District Council will seek to encourage, protect and enhance existing sport facilities, and other assets which encourage participation in physical activity, safeguarding sites for the benefit of local communities.

The provision of a leisure facility to serve Lichfield City and its hinterland in an appropriate and sustainable location incorporating a new sports hall (of a size to accommodate 6 badminton courts), swimming pool and learner pool will be allocated through the Local Plan: Allocations document. Alternatively, improvements to existing leisure facilities in Lichfield City equivalent to 6 additional badminton courts and a minimum 25m 4 lane swimming pool and learner pool will be supported.

Initiatives to enhance and increase accessibility to sports facilities will be supported, including the provision of supporting infrastructure such as small stadia, floodlighting, training and changing facilities and other relevant infrastructure where this does not conflict with other policies in this document.

Support will be given to proposals which address deficiencies in junior football pitches, and to the creation of new facilities where unmet demand is identified, in line with the standards set out in Policy HSC2: Playing Pitch Standards.

Support will be given to relocation proposals and the provision of extra playing fields where this fits with club development plans and local shortfall and where this does not conflict with other policies in this document.

Support will be given to the provision of new playing fields, tennis courts and bowling greens where this accords with the playing pitch, tennis and bowls strategy and / or the wishes of the local community and where this does not conflict with other policies in this document.

Support will be given for appropriate improvements to community infrastructure including community buildings and grounds and the community use of school facilities to enable them to offer a range of facilities and services that meet the needs of the local community particularly

xxxi [Health and well being profile for Lichfield District Council December 2010](#).

where this would facilitate opportunities to accommodate activities that promote healthy lifestyles. Other infrastructure which contributes to healthy lifestyles, such as allotments, skate parks and play facilities and walking and cycling routes, will be supported in appropriate locations.

Support will be given for initiatives which encourage increased levels of participation by under-represented groups in sport and physical activity.

The loss of existing facilities and assets (both extent and quality), including playing fields, tennis courts, bowling greens, indoor sports facilities and range of open spaces, will be resisted where it can be shown there is an existing or future need unless it can be clearly demonstrated that alternative facilities of an equivalent or better standard in terms of quantity are being provided in a location which is equivalent or better, improves access and results in no loss of amenity or environmental quality. Where such spaces and/ or facilities are lost, any replacement must be made available prior to the loss of the original facility.

Explanation

10.8 The availability and accessibility to formal indoor and outdoor sports facilities has a direct impact on opportunities to promote the good health and well-being of residents. Indoor sports provision has been assessed using [modelling software](#) which looks at sports halls and swimming pools in terms of the existing position in relation to the individual facilities. It looked at their location and immediate catchment in terms of accessibility, the age of facilities, the demand in relation to hours of opening as well as the potential implications of increases in participation and population over the plan period. Its conclusions show that existing indoor facilities within Lichfield City and Burntwood are generally busy with demand exceeding supply and that they are used not just by local residents but also by those living outside the District. It is recommended that additional facilities be provided to meet the needs of existing and projected demand within Lichfield City to serve the City and its hinterland – the equivalent size of 6 badminton court sports hall and swimming pool including a separate learner pool.

10.9 An outdoor [playing pitch, playing pitch, tennis and bowls strategy strategy](#) was completed in 2012 and looked at the provision in relation to football, rugby, hockey, cricket, tennis and bowls. It concluded that there are insufficient pitches to meet demand in some settlements and an imbalance between the facilities that are required and the type of pitches available. There are also opportunities to improve the quality of provision. The District provision per 1,000 population at 2011 was 1.30ha. When projected population and participation changes are taken into account, as well as the need to reconfigure pitch provision, it recommended that similar levels of provision are needed, with a minimum of 1.23 ha per 1,000 population being required to meet demand by 2029.

10.10 There are particular shortfalls in provision for junior football, in training facilities for rugby, in satellite facilities for cricket, in playing pitch capacity for hockey and in bowling facilities in Lichfield and the east of the district. There is also locally evidenced latent demand for tennis provision in particular parishes as detailed in the Playing Pitch, Tennis and Bowls Strategy.

10.11 It is recognised that a number of other sports are also played in the District, and the policy is designed to be sufficiently flexible to allow their needs to be addressed to encourage high levels of participation in a range of sporting activities to suit a variety of needs and abilities.

10.12 It is important that sports facilities have the necessary infrastructure to encourage participation and maximise their usage: this will depend upon the nature of their use, and location, for example floodlighting or changing facilities.

10.13 It is also important that other local facilities in communities are used to best effect, and so schemes which, for example, encourage schools to allow community use of their sports facilities should be encouraged and supported.

10.14 In addition to indoor sports and outdoor sports pitches there are several other important sporting venues such as Chasewater (sailing and water skiing) and Curborough Sprint Course (motor racing and cycling). These and other facilities are also important resources that contribute to varied portfolio of activities and their importance must be recognised not just in relation to Lichfield District but also to the wider area beyond and their role safeguarded.

10.15 Many village halls and community buildings, as well as other facilities such as extended schools and places of worship in both urban and rural areas, offer a range of indoor activities run by a variety of organisations from the public, private and voluntary sectors. Typically the larger community halls are found within larger settlements having been built in more recent years as a result of new residential development. It is important that such facilities are protected, and improved where necessary, to ensure that communities continue to have access to local facilities. Community centres are especially important in areas of health inequality as they can be used as hubs to promote healthy lifestyles, enabling the delivery of targeted outreach services as well as a range of activities.

10.16 It is important to ensure that provision caters for a wide range of interests, needs and abilities, and is able to encourage more people in under-represented groups^(xxxii) to participate.

Core Policy 12: Provision for Arts and Culture

Existing assets, facilities and venues for cultural events, activities and the arts will be protected and support given to their appropriate improvement.

New proposals which provide additional art and cultural assets, including public art, or which result in a positive contribution to the overall art and cultural portfolio will be supported where appropriate, particularly in areas where a shortfall has been identified and this will be considered in conjunction with Core Policy 8.

Support will be given for initiatives which encourage increased levels of participation by under-represented groups in arts and cultural activity.

New strategic housing and commercial developments will incorporate public art.

Explanation

10.17 Art and cultural assets contribute in bringing communities together. Some assets, for example Lichfield Cathedral, the Garrick Theatre and the National Memorial Arboretum, play a key role in shaping the distinctiveness, identity and environment of the District. Promoting and investing in art and cultural infrastructure and activities contributes to sustaining a vibrant local economy from tourism, including the evening and night time economy, as well as raising the District's profile. Many such assets also contribute to the overall quality of the built environment and the sense of local pride and belonging which this instills.

10.18 Art and cultural assets, facilities and opportunities do not just centre on the big 'honeypot' attractions. Being able to participate in a variety of activities which serve a range of needs and interests contributes to peoples' sense of health and wellbeing and it is important that these groups have the option of a variety of venues to choose from which are accessible, affordable and suit their varied

xxxii [Sport England Active People Survey 2010](#)

needs. Such assets and facilities can range from school and village halls and places of worship to purpose built community centres, arts studios and workshops and more informal meeting places. A particular shortage of such facilities has been identified in Burntwood. There is also an aspiration to deliver a more focused arts and cultural centre in Lichfield City.

10.19 Having other places to hold events is key to local residents' sense of community, belonging and pride in an area and therefore contributes significantly to their health and wellbeing. From village fairs and country shows, charity events and fun-runs to the larger events such as the Lichfield Festival, Burntwood Wakes and the Bower, these events have evolved around community passion and enthusiasm. Ensuring sufficient provision of well maintained, suitable and high quality spaces and places from Lichfield Cathedral to community halls, parks, gardens, and schools is a key element in being able to achieve this.

10.20 The consideration of cultural assets, facilities and opportunities is a wide ranging issue, and for this reason this policy needs to be cross referenced to other policies relating to infrastructure provision, centres, tourism, natural resources and the built environment which directly reflect local distinctiveness.

Development Management Policies

Policy HSC1: Open Space Standards

The District Council will support appropriate proposals that improve the quantity, quality and accessibility of green spaces, particularly where deficiencies have been identified.

All open space, sport and recreation facilities identified in the [Open Space Assessment](#) will be protected and minimum standards set as follows.

Open Space Type	Standard	Additional information
Play	All residents living in the District's towns or villages to be within 480m / 10 minutes walk time of an equipped play facility. All new Strategic Development Allocations to provide equipped play to ensure all parts of the development are within 480m / 10 minutes walk time of a safe and over-looked equipped play facility.	Appropriate proposals to improve the quality, quantity, variety, accessibility and range of age groups served by individual play facilities will be supported, including the provision of opportunities for less formal / natural play. The involvement of communities, users and providers at an early stage must be demonstrated and proposals should take into account those elements considered important as set out in the Open Space Assessment
Amenity Green Space including parks and gardens	All residents living in the District's towns or villages to be within 480m / 10 minutes walk time of an amenity green space. All new Strategic Development Allocations to provide high quality amenity green space at a minimum rate of 1.43 ha per 1,000 population	Appropriate proposals to improve the quality, quantity, variety and accessibility of amenity green spaces will be supported. Proposals should take into account those elements considered important as set out in the Open Space Assessment
Natural / semi natural green space (including woodlands,	The District Council will work towards achieving the following in the long term: one accessible 20 ha site within 2km of home; one accessible 100 ha site within 5km of home; one accessible 500 ha site within 10km of home; 2 ha accessible natural green space within	Appropriate proposals to improve the quality, quantity, variety and accessibility of natural and semi natural green spaces, including access to woodland, will be supported. All semi-natural green spaces will be protected or suitably mitigated where identified for development. Their

Open Space Type	Standard	Additional information
canals, lakes, rivers and other green infrastructure).	480m / 10 minutes walk time from home; a statutory Local Nature Reserve at 1 ha per 1,000 population.	potential to accommodate increased visitor numbers will be monitored and appropriate measures for mitigation of adverse impacts applied to ensure that there is no harm caused.
Allotments	<p>New allotment space will be provided in conjunction with the Lichfield City Strategic Development Allocations (East of Lichfield and South Lichfield) at a minimum of 1 plot (150sqm) per 32 households. Other Strategic Development Allocations will provide or contribute to the provision of allotments at the same rate, where there is local evidence of unmet demand.</p> <p>Allotments will be well maintained and well managed and will be designed so as not to have a detrimental visual impact upon the wider landscape. Depending upon the location, in some circumstances this may require restrictions upon the number and type of buildings which can be erected to serve the site such as individual sheds.</p>	For existing communities, the creation of new allotments for residents to grow their own produce will be supported in sustainable locations where there is evidence of local demand.

For other developments where no standards are specified such as green corridors, cemeteries, churchyards and civic spaces, their benefit will be recognised and support will be given in appropriate circumstances that include opportunities to improve their quantity, quality or accessibility.

Design of new green and open spaces, or the redesign of existing spaces will take account of current guidance, minimising opportunities from crime and antisocial behaviour and maximising accessibility for all sections of the community.

Proposals for new green spaces and sustainable green corridors will be supported where they strengthen links between settlements, facilities and services and contribute to creating healthy and sustainable communities.

The creation of new open spaces not linked to new residential or commercial developments will be supported where they accord with other policies within the Local Plan including the restoration of sites worked for minerals, the creation of heathland and tree planting.

Explanation

10.21 The availability of quality and accessible recreation, sport and green spaces contributes to encouraging healthy lifestyles and sustainable, quality environments. Within the District there are many such spaces and facilities that are of varying quality which are well used, these include leisure centres, parks, equipped children's play areas, outdoor football/rugby pitches, allotments, semi-natural green spaces and amenity green spaces.

10.22 Some green spaces act, or have the potential to act, as corridors for movement by sustainable methods such as walking or cycling. Some have the potential to have their profile raised, thus increasing their use by sustainable means, not just for recreational trips but also for work or shopping, where they are accessible to and link existing communities and facilities.

10.23 Other green spaces considered include allotments and natural/semi-natural green spaces, both of which contribute to the overall landscape and environment.

10.24 Allotments provide space for growing vegetables, a pastime which has been popular particularly in Lichfield City where there continues to be a demand which exceeds supply. In other areas, demand cannot be so easily predicted so would need to be locally evidenced (for example by Parish Councils). Good management of allotments is important. In some areas there is potential to have a negative impact upon the local landscape and so in some - but not all - locations it may be appropriate to minimise this by placing restrictions upon the number of buildings which are allowed on the site, but also being mindful of the need to make appropriate provision for safe storage of tools etc so users do not have to be totally reliant upon a car to transport materials to their plot.

10.25 Areas of semi-natural green spaces are scattered throughout the District varying in size from substantial areas such as Cannock Chase Area of Outstanding Beauty, Chasewater Country Park and ancient woodland such as Hopwas Wood to much smaller sites, linear trails such as the Trent Valley Way or collections of sites such as those promoted through the Central Rivers Initiative. Most of these semi-natural green spaces have some element of biological importance and by their individual nature are difficult to re-create. These spaces are important and the impact in terms of use for recreational purposes needs to be continually monitored in order that they are not adversely affected by visitor numbers or development. Whilst there are no natural/semi-natural green spaces sites within the District over 500ha in size, there are three which lie just outside the District boundary; Sutton Park, Kingsbury Water Park and Blithfield Reservoir.

10.26 Green space also incorporates the many designated Parks and Gardens within the District. Typically these parks are close to or within densely populated areas for some, quality has been identified as needing to be monitored and in some instances improved.

10.27 Green spaces perform many roles from their aesthetic and biodiversity value through to recreation and informal play value. The District has many such green spaces of varying sizes including wooded and grassed areas which are spread throughout the District's urban and rural areas; however some deficiencies exist particularly within some residential areas. Within residential areas accessible informal green spaces suitable for children's play are important in promoting opportunities to improve social skills and healthy lifestyles. It is important that these areas are not just clean and safe but that there is a range of sizes and types that include some that offer high quality play value. Similarly areas of equipped play also offer more formalised play; they vary in size and type from skate parks and multi-use games areas to small equipped play areas. Ideally there should be a mixture of accessible formal and informal green spaces suitable for play.

10.28 The assessments highlighted a need for more accessible informal green spaces suitable for play within certain residential areas where a deficiency exists either in terms of quantity or accessibility. It is often the case that some well located green spaces with potential for informal play are not used due to on site restrictions or where a perceived conflict with nearby properties exists. The District Council will continue to work with residents in considering potential for play on green spaces within residential areas particularly where a deficiency exists and opportunities for new spaces are very limited.

10.29 Similarly in terms of provision of equipped children's play the amount and accessibility varies between areas with some areas being more deficient than others. Surveys have shown that additional equipped play areas are needed; particular deficiencies were highlighted in relation to facilities for teenagers within Lichfield City and Burntwood as well as a need for more imaginative natural play areas. In line with the [Play Strategy](#) the District Council will encourage all rural settlements to have at least one equipped children's play area. A variety of measures will be needed to improve quality, quantity and accessibility of both formal and informal play areas.

10.30 Given the importance of open spaces and their contribution to healthy lifestyles and the quality of the environment, it is considered that all spaces identified in the [Open Space Assessment](#) should be protected and additional areas sought where deficiencies have been identified. Similarly,

new developments must be thoughtfully designed, maximising any opportunities to incorporate a variety of accessible, safe, attractive and usable spaces and facilities linking by means of green corridors where appropriate to other existing spaces and facilities.

10.31 The information collated as part of the [Open Space Assessment](#) included a detailed audit of existing provision and needs/demand of the population and those using the various types of spaces and facilities and has been used to set standards for provision.

10.32 For the types of open spaces which are used on a day-to day basis such as play areas and amenity green space, public parks and gardens a standard of ten minutes walk time has been set: this allows for the identification of deficiencies for example where a play area is geographically close to housing but may be inaccessible due to a physical barrier such as a canal. For new strategic housing developments a standard of 1.43ha amenity green space per 1,000 population has been set: this is consistent with current existing provision in the District's urban areas. As many open spaces are multi-functional, these new open spaces may need to incorporate equipped play provision (depending upon existing provision and accessibility in the area), and could be formal or informal in their layout depending upon the local context. Further details are set out in the concept statements for each strategic development location.

Policy HSC2 Playing Pitch & Sport Facility Standards

The loss of playing fields and sports facilities will be resisted from loss or displacement to other uses where there is an identified existing and future need. Loss will only be acceptable where it can be clearly demonstrated that alternative compensatory facilities are of at least an equal or higher standard ^(xxxiii) and are provided in accordance with national governing body technical guidance and Sport England design guidance notes.

Compensatory provision must be provided in a location which is equivalent or better for any existing club which is being relocated, or, to serve the existing community or projected new population growth.

Where such facilities are lost, a replacement must be constructed and available for use prior to the loss of the original facility. Disposal of playing field sites will only be permitted where there is an identified surplus now and in relation to future need as defined by the Playing Pitch, Tennis and Bowls Strategy.

The development of new playing fields will be supported where there is an identified and unmet demand in accordance with the Playing Pitch, Tennis and Bowls Strategy.

The improvement of existing playing fields which are at capacity will be supported where there is an identified and unmet demand in accordance with the Playing Pitch Tennis and Bowls Strategy.

All new Strategic Development Allocations will provide playing field facilities at a minimum level of 1.23ha per 1,000 population including around 200m² for changing and pavilion space and 0.025ha for parking.

xxxiii i.e. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location

Explanation

10.33 The provision of good quality playing pitches and sporting facilities is essential to promoting healthier and more active life styles.

10.34 The Playing Pitch Strategy has analysed local need, demand and potential participation rates and identifies areas of shortfall, of under-use and areas where provision could be improved to better serve local clubs and communities. The strategy aims to:

- Ensure that there are sufficient pitches and courts to meet demand for both matches and training;
- Ensure that facilities are of the required quality to cater for the needs of all participants in the area and;
- Facilitate club development and participation at all levels.

10.35 In relation to the quantity of football pitches, there is a need to re-designate some adult pitches as junior pitches to redress the balance in demand. There needs to be increased community use of school facilities, and additional pitches to serve the Fazeley area, potentially at Rawlett Community College, Tamworth. Two to three additional pitches are needed in Fradley (also to serve Alrewas). Larger clubs need to be supported in finding and securing appropriate club bases, including new multi pitch sites which will reduce the need for clubs to fragment across a number of sites. Deficiencies in provision can be addressed by expanding existing sites, formalisation of informal pitches and providing new facilities.

10.36 In terms of the quality of football provision, this could include the provision of new or improved changing facilities, better investment and maintenance regimes, developing small stadia facilities when the standard of play reaches such a level that these are needed, and potential flood lighting at clubs to facilitate training.

10.37 Cricket facilities need improved training provision (Burntwood and Kings Bromley) and changing facilities (Streetly - outside the District).

10.38 Rugby clubs need support for the provision of new facilities, or the improvement of existing facilities and to expand or relocate when appropriate: there are particular pressures upon existing facilities at Burntwood RUFC.

10.39 Hockey facilities should be supported in terms of additional provision subject to a clear business case, and in terms of improving existing pitches and facilities.

10.40 Bowling provision should focus upon improving the quality of existing provision, with any additional facilities being provided in the Lichfield South and East Housing Market Area to match the areas of higher participation and to meet gaps in accessibility.

10.41 In terms of tennis, work with the Lawn Tennis Association (LTA) is required to ensure that the Beacon Park tennis courts are developed as a key tennis facility. The closure of Lichfield Tennis Club leaves disused courts on Birmingham Road. Whilst the club itself has merged with the Lichfield Lawn Tennis Club, the loss of the Birmingham Road courts will only be acceptable as part of any future redevelopment programme through a planning condition which ensures tennis development in Lichfield City is enhanced and not negatively impacted upon. Work with the LTA is also needed to develop the tennis club infrastructure in Burntwood. Parish Councils should also be supported in developing local facilities where there is identified latent demand.

10.42 Sporting facilities must be protected, to cater for current and future demand, to encourage people to live healthy and active lives, and to allow for easy access and participation to suit a range of needs and abilities. Sites should only be disposed of if there is clear evidence that they are no longer required and that there is no current or future demand: otherwise replacement facilities must be provided as set out in Core Policy 11 and Policy HSC2.

Local Evidence Base

[Greens and Open Spaces Strategy](#)

[Playing Pitch Tennis and Bowls Strategy](#) February 2012

[Play Strategy 2007 - 2012](#) 2007

[Strategic Landscape and Biodiversity Assessment](#) December 2007

[Rural Settlement Sustainability Study](#) 2011

[South Staffs PCT Staying Healthy Strategy and Action Plan 2008 - 2012](#) 2008

[Health and Well Being profile for Lichfield District Council](#) May 2012

[Lichfield District Community Safety Strategic Assessment](#) 2011

[Appropriate Assessment for Cannock Chase SAC](#) 2009

[Open Space Assessment](#) 2012

[Local Air Quality Management Updating and Screening Assessment for Lichfield District](#) 2012

[Lichfield District Safer Community Partnership Strategic Assessment](#) 2010

[Facilities Planning Model: Strategic Assessment of Need for Sports Halls and Swimming Pools in Lichfield](#) January 2010

11 Natural Resources

Strategic Priority 12	To protect and enhance the quality and character of the countryside, its landscapes and villages by ensuring that development which takes place to meet identified rural development needs contributes positively to countryside character through enhancements to the local environment and preserves the Green Belt.
Strategic Priority 13	To protect and enhance and expand the quality and diversity of the natural environment within and outside urban areas and help realise the positive contributions which can be made to address climate change.

Introduction

11.1 The term 'natural resources' in relation to the Local Plan refers to the supply of materials and assets that occur within the natural environment of Lichfield District. This includes the natural elements air, water and soil and the countryside as a resource for agricultural production, mineral extraction, and recreation and leisure opportunities, as well as the landscape characteristics and the varied habitats and species that live within it. Whilst it largely relates to the characteristics of the countryside, our towns and villages also contain significant natural environments.

11.2 Lichfield District is comprised of a variety of landscapes within a relatively small area, due to significant variations in geology, the presence of two significant river valleys, the Tame and the Trent, and remnants of historic landscapes including extensive forest and heathland. The landscape is constantly changing, and much of today's countryside includes the remains of historic landscapes, such as the former Forest of Needwood, areas of heathland and historic field patterns. Some landscape character types and habitats have suffered significant losses or degradation, and all of the District's landscape is affected by change arising from development, mineral working, agriculture and climate change.

11.3 Only a small part of the Cannock Chase Area of Outstanding Natural Beauty (AONB) falls within the District, however its presence in the sub-region is of wider significance because it provides a natural recreational resource, tourist attraction and important landscape. Within Cannock Chase there is also a designated Special Area of Conservation (SAC) under the Habitats Directive. While the Cannock Chase SAC does not fall within Lichfield District boundaries, development that occurs within Lichfield District may have to be considered in relation to potential impact on the integrity of the SAC. A significant area of the District forms an ecological network between Cannock Chase and Sutton Park, which is nationally significant due to the lowland heathland which has been reduced in area over time. In addition, there are a number of national and regional initiatives affecting parts of the District that aim to achieve enhancements to existing landscapes and create valuable new habitats that can play a part in increasing biodiversity value within the District. In particular these include the National Forest, the Forest of Mercia and the Central Rivers Initiative, all of which are long term projects that, as implemented, will achieve significant landscape change.

11.4 The largest Site of Special Scientific Interest (SSSI) in the District is lowland heathland habitat, located to the west of Burntwood. There are currently six SSSI's wholly or partly in the Lichfield District, including Stowe Pool in Lichfield City and the River Mease, which runs along the north east border of the District, both designated for their water environment and rare species. The River Mease is also a designated Special Area of Conservation (SAC) under the Habitats Directive. There are however many other Sites of Biological Importance (SBI) across the District of various habitat types, including ancient woodlands, that require on-going protection and management.

11.5 Lichfield District contains significant mineral reserves and although coal mining activity has now ceased, there remain significant areas of sand and gravel extraction, concentrated on 'pebble beds' stretching from Weeford to Hopwas and on alluvial deposits in the Tame and Trent valleys. Almost all of the sites with permission are being worked, have been restored or are in the process of restoration, which will offer opportunities for green infrastructure projects, nature conservation,

education and recreation. Staffordshire County Council is the minerals planning authority and has commenced the preparation of the Mineral Core Strategy. The Staffordshire and Stoke on Trent Joint Waste Local Plan 2010-2026 was adopted in March 2013.

Core Policy 13: Our Natural Resources

The District Council will seek to deliver an enhanced relationship between the countryside and settlements by creating linkages and corridors that provide for the integration of people, fauna and flora in both rural and urban locations, especially where there are opportunities to reduce health inequalities. The role of the Green Belt will be important in meeting these needs/enhancing this relationship.

Biodiversity will be made more accessible to all by creating new and managing existing rural and urban spaces to promote well being where there will be no adverse impacts upon nature conservation.

The District Council will support the safeguarding of our ecological networks, including the restoration and creation of new habitats, veteran trees, tree and woodland planting and local nature reserves including through the opportunities provided within the Cannock Chase Area of Outstanding Natural Beauty, the National Forest, the Forest of Mercia, the Central Rivers Initiative, the River Tame Management Strategy, the project associated with the restoration of the Lichfield Canal and the nationally important lowland heathland linking the Cannock Chase SAC and Sutton Park.

All designated sites and non-designated priority habitats, together with historic landscapes and townscapes, will be protected from damage as a result of development or poor management, and enhanced where appropriate. Opportunities for the interpretation of natural resources will also be supported and encouraged.

The District Council will seek opportunities for the creation of habitats that allow for the mitigation of the effects of climate change on species, including the enhancement of opportunities for species to migrate. Where possible, links between habitats will be re-created and further habitat losses will be prevented in line with the Staffordshire Biodiversity Action Plan and National Forest Biodiversity Action Plan. The District Council will seek to deliver overall net gain for biodiversity within Lichfield District.

Natural resources, including our nationally important lowland heathland will be managed in a sustainable way to ensure protection and longevity. The District Council will seek to protect minerals resources by preventing sterilisation. The District Council will also contribute to the management and protection of Cannock Chase Special Area of Conservation and Cannock Chase Area of Outstanding Natural Beauty.

In circumstances where the effects upon biodiversity are not within a development site and there is potential to mitigate for the impacts arising from the development off-site, a financial contribution to deliver mitigation may be appropriate. This is particularly relevant to consideration of impacts upon the River Mease SAC and Cannock Chase SAC. An SPD on Biodiversity and Development will be prepared.

Explanation

11.6 The policy is intended to act as a tool to aid the regeneration of our urban areas and sustainable growth of key rural settlements and in achieving the objectives of our spatial strategy, the Green Belt and Policy HSC1, allowing the natural environment to be protected and enhanced. Development should not be prevented on sites where it can be demonstrated that satisfactory mitigation for species and habitats can be created. In addition, the natural environment, for example trees, should be integrated into the built form for health, amenity, delivery of ecosystem benefits and climate change mitigation. Increasing accessibility to nature can have great benefits to the wellbeing of the population, however we need to ensure that the environmental value of the natural assets of the District are not compromised now and in the future.

11.7 The restoration and creation of habitats is to be carried out in line with Staffordshire Biodiversity Action Plan (SBAP), National Forest Biodiversity Action Plan and Lichfield biodiversity strategy objectives and its subsequent update in the appropriate locations. The ecological network between Sutton Park and Cannock Chase is a particular priority.

11.8 Designated sites include; Sites of Specific Scientific Interest (SSSI); Sites of Biological Importance (SBI); Special Areas of Conservation (SAC); and Local Geological Sites. Other priority habitats include Biodiversity Action Plan sites and species (BAP), ancient woodland, and local nature reserves. Sites that receive statutory protection as part of their designation will be protected and where possible enhanced in line with the above policy and their relevant legislation.

11.9 Strategic landscape initiatives such as the Cannock Chase Area of Outstanding Natural Beauty, the National Forest, the Forest of Mercia and the Central Rivers Initiative will contribute to positive landscape change across the District.

11.10 As well as covering sites which are important for their natural water environments, the safeguarding of the route of the entire length of the Lichfield Canal for future restoration will offer opportunities for green corridors, and biodiversity enhancements. This is included within a wider volunteer based project which is also dedicated to the restoration of the Hatherton Canal that falls outside the District. The project needs to demonstrate that there will be no significant impact upon the Cannock Extension Canal SAC. The Lichfield Branch Canal can be delivered independently and any phased restoration would first bring the canal through Lichfield City from the existing junction at Huddlesford.

11.11 Supplementary Planning Documents in relation to Trees, Landscaping & Development and Biodiversity and Development will be prepared.

Development Management Policies

Policy NR1: Countryside Management

The countryside of Lichfield District is valued as an asset in its own right and will be protected.

The District Council recognises the important economic role of the countryside and wealth of resources it provides. Development proposals will be supported which:

- Assist in delivering diverse and sustainable farming enterprises;
- Deliver/assist in delivering other countryside-based enterprises and activities, including those which promote the recreation and enjoyment of the countryside, such as forestry,

horticulture, fishing and equestrian activities, and crops for energy generation, which may fall outside the definition of agriculture;

- Provide for the sensitive use of renewable energy resources (in conjunction with Core Policy 3 and Development Management Policies SC1 & SC2).

Explanation

11.12 The countryside is defined as the largely undeveloped area that separates cities, towns and villages. Much of the land use activity within the countryside falls outside of the scope of the planning system, but as the countryside within Lichfield District provides a wealth of opportunities for leisure and recreational activities, as well as supporting traditional agricultural practices and farm diversification, the planning system has an important role in supporting and facilitating positive countryside management and in strengthening the rural economy. Examples could include sporting activities such as canoeing or cycling where this is carefully managed and does not cause harm to sensitive local environments.

11.13 The countryside should be protected from inappropriate development which would cause environmental harm (including in terms of visual impact), in order to protect the countryside's intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, and the wealth of its natural resources, so that it may be enjoyed by all. To this end new building development in the countryside away from existing settlements, or outside of those areas designated for development within this Local Plan, will be strictly controlled. Parts of the District's countryside lie within the Green Belt and are protected by national planning policies and Policy NR2 below, which details the District Council's support for the beneficial use of Green Belt land and seeks to guide development in Green Belt areas of the District.

11.14 The Local Plan aims to continue to protect the countryside, but also recognises the socio-economic needs of rural communities. However, the role of the countryside as a natural resource is recognised and the District Council will seek to positively manage change through the development management function, aided by the preparation of an SPD on Rural Development .

Policy NR2: Development in the Green Belt

Within the Lichfield District portion of the West Midlands Green Belt, as defined on the policies map, opportunities to enhance the beneficial use of the Green Belt will be supported. This may include opportunities to provide access, for outdoor sport and recreation, to retain and enhance landscapes, visual amenity and biodiversity, or to improve damaged and derelict land.

All development within the Green Belt must retain its character and openness. Inappropriate development is, by definition, harmful to the Green Belt and will not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

The construction of new buildings is regarded as inappropriate in the Green Belt, unless it is for one of the exceptions listed in the National Planning Policy Framework.

In addition, limited infilling within Green Belt villages will be allowed, with appropriate 'infill' boundaries being determined through the Local Plan Allocations document, which may, where appropriate, be informed by local community-led plans.

Limited affordable housing for local community needs in the Green Belt will be supported on small rural exception sites where the development complies with Policy H2: Provision of Affordable Homes.

Explanation

11.15 Green Belt policy is set out in the National Planning Policy Framework. Reference should be made to the National Planning Policy Framework for the list of exceptions where the construction of new buildings in Green Belt can be regarded as appropriate and for certain other forms of development which are considered appropriate in Green Belt.

11.16 More detailed guidance on buildings to serve agriculture and forestry needs, and on rural workers dwellings in particular, will be set out within Rural Development Supplementary Planning Document.

Policy NR3: Biodiversity, Protected Species & their Habitats

Development will only be permitted where it:

- Protects, enhances, restores and implements appropriate conservation management of the biodiversity and/or geodiversity value of the land and buildings;
- Minimises fragmentation and maximise opportunities for restoration, enhancements and connection of natural habitats (including links to habitats outside Lichfield District); and
- Incorporates beneficial biodiversity and/or geodiversity conservation features, including features that will help wildlife to adapt to climate change where appropriate
- Delivers a net gain for biodiversity and /or geodiversity in the district

Proposals should particularly seek to contribute towards the United Kingdom Biodiversity Action Plan (UK BAP) priority habitats and species in Lichfield District, and any additional Staffordshire or National Forest Biodiversity Action Plan species.

Development proposals that would have a direct or indirect adverse effect on local designated sites, non-protected sites and priority protected species that are considered to have geological and biodiversity value, will not be permitted unless:

- They cannot be located on alternative sites that would cause less or no harm;
- The benefits of the development clearly outweigh the impacts on the features of the site and the wider network of wider habitats; and
- Prevention, mitigation and compensation (biodiversity offsetting) measures are provided which ensure there is no net loss of such sites.

Development proposals where the principal objective is to conserve or enhance biodiversity or geodiversity and deliver a net gain for such objectives will be supported in principle where this accords with other policies in the Local Plan.

This Policy must be read in conjunction with Policy BE1: High Quality Development.

Explanation

11.17 There is a wealth of biodiversity within Lichfield District, there are sites which have international and national protection and there is a duty to protect and enhance these assets. In addition to policies in national guidance proposals should particularly seek to contribute towards to UK priority habitats and species in Lichfield District and any additional Staffordshire or National Forest BAP species. Development proposals should be accompanied by sufficient information to assess the effects of development on protected sites, species, biodiversity or geology, this should take into consideration indirect effects including climate change. Lowland heathland is identified as a priority for certain areas of the District and especially between Sutton Park and Cannock Chase.

Policy NR4: Trees, Woodland & Hedgerows

Lichfield District's trees, woodland and hedgerows are important visual and ecological assets in our towns, villages and countryside.

In order to retain and provide local distinctiveness in the landscape, trees, veteran trees, woodland, ancient woodland, and hedgerows, are of particular significance. Trees and woodland will be protected from damage and retained, unless it can be demonstrated that removal is necessary and appropriate mitigation can be achieved.

In the case of ancient woodland and veteran tree(s), development will be resisted as mitigation for these unique assets cannot be achieved. Space will be made within developments to accommodate veteran trees and ancient woodland including sufficient land around the ancient woodland to allow for expansion through natural regeneration and ongoing long term management.

The removal of large mature species and their replacement with smaller shorter lived species will be resisted.

Sufficient space within developments must be reserved for the planting and sustainable growth of large trees in order to retain the important tree canopy cover in conservation areas and the built environment, and to improve tree canopy cover in the District as a whole.

Potential long term conflict between retained trees, hedgerows and built form will be designed out at the planning stage.

Reference must be made to the Trees, Landscaping & Development SPD which will provide further guidance with regard to trees, woodlands, hedgerows and landscaping within the context of climate change, biodiversity and amenity. This Policy must be read in conjunction with Policy BE1: High Quality Development.

Explanation

11.18 Our landscape contains both rolling landscapes and relatively flat river valleys which are largely comprised of arable and grazed land.

11.19 The policy encourages new planting and protects trees, woodland and hedgerows because of their habitat value, important role in the mitigation and adaptation to climate change and the contribution to the amenity of a particular locality. The [Staffordshire County Council SPD 'Planning for Landscape Change'](#) and biodiversity opportunity mapping states that large parts of Lichfield District are the preferred first priority for woodland planting in the County. In addition, all hedgerows are regarded as an important UK Biodiversity Action Plan habitat and are locally important as has been established through the Hedgerow Study. The [Strategic Landscape & Biodiversity Assessment](#) for

Lichfield District clearly stresses the importance of ancient woodland, hedgerows in the biological function of priority species and habitats, including protected and Biodiversity Action Plan Species and habitats. The policy recognises the uniqueness of veteran trees. Due to their age and importance for biodiversity their replacement and relocation is usually not possible, adequate protection and buffering within developments including sufficient land to allow their unique habitat to mature is therefore essential. Ancient Woodlands once lost cannot be recreated, their unique character and valuable biodiversity resource will be safeguarded and not allowed to be lost or deteriorate where avoidable. Development should buffer any ancient woodland it affects by providing sufficient space around the ancient woodland to allow expansion through natural regeneration and ongoing long term management.

11.20 Lichfield District has only 1.04% of ancient woodland compared to the GB average of 2.40%, therefore it is especially important that this is protected in line with UK BAP requirements (i.e. No net loss of ancient woodland)

Policy NR5: Natural & Historic Landscapes

Development will be permitted where it does not negatively impact upon the geological, archaeological and historically important landscapes in the Lichfield District. The character and significance of the natural and historic landscape will be safeguarded through decisions which protect, conserve and enhance sites of international, national, regional and local importance.

Where development or land use changes may affect national or locally important landscape assets, a full understanding of the context, characteristics, and significance should be provided and informed by the Historic Environment Character Assessment work of the County and District Councils.

This Policy must be read in conjunction with Policy BE1: High Quality Development.

Explanation

11.21 In addition to policies contained within national guidance and guidance published in '[A Living Landscape](#)' ([Wildlife Trust](#)), this policy recognises the varied landscape within the District and the importance of it to creating local distinctiveness. Our landscape is highly regarded by our residents and visitors and contributes to a feeling of well being and place. Landscape is a broad term that for this purpose covers all aspects, such as the appearance and geography of land, natural features such as trees and watercourses, archaeological and historic remnants and the influence of the built environment.

11.22 Within Lichfield District there are currently known landscapes which are nationally valued such as the Cannock Chase AONB which receives a high level of protection for its landscape and scenic beauty, wildlife and cultural heritage. Local landscape assessment through a district wide analysis of landscape has identified various features and sensitivity to landscape change and a better understanding of the importance of these is required in order to assess impact upon them arising from development /land use change.

11.23 There are parts of the District where landscape priorities have already been established through plans and strategies, including those that relate to Cannock Chase AONB, Central Rivers Initiative and the National Forest.

11.24 A co-ordinated approach to landscape based restoration which incorporates a partnership approach in line with other objectives of the Local Plan such as climate change, habitat, recreation and high quality development (BE1 referred to in policy) will be encouraged, where this is not in conflict with the integrity of the Cannock Chase SAC and Cannock Chase AONB. Other sources of information relating to landscape are the Local Environment Action Plans of the SBAP, the AONB Management Plan and Staffordshire Historic Landscape Characterisation.

Policy NR6: Linked Habitat Corridors & Multi-functional Greenspaces

New habitats and links between habitats should be created to enhance biodiversity and to mitigate against climate change by providing opportunities for species to move or migrate. Rural and urban proposals will be expected to create and link green infrastructure providing new and enhancing existing green and river corridors in line with Biodiversity Opportunity Mapping evidence. These corridors should form part of multi-functional green spaces which are integrated into the public realm for amenity, biodiversity, health benefits and human adaption to climate change. This Policy must be read in conjunction with Policy BE1 and HSC1.

Explanation

11.25 The policy is intended to ensure the integration of the natural and built environment in an effective way for wellbeing, health, climate change mitigation and the enhancement of natural assets. The policy aims to maintain networks of natural habitats by avoiding or repairing the fragmentation and isolation of natural habitats through policies and plans and requires new development to provide multi-functional green space which offers a choice of shade and shelter, recognising the opportunities for flood storage, ecology, sport, recreation, linking services and facilities and contributing to achieving open space standards. Evidence within the [Biodiversity Opportunity Mapping](#), [Lichfield Biodiversity Strategy](#) and [Local Environment Action Plans \(SBAP\)](#) establishes the priorities for species movement at a landscape scale, within the District boundary and beyond and should be utilised to guide habitat in these corridors.

Policy NR7: Cannock Chase Special Area of Conservation

Before development is permitted it must be demonstrated that alone or in combination with other development it will not have an adverse effect whether direct or indirect upon the integrity of the Cannock Chase Special Area of Conservation (SAC) having regard to avoidance or mitigation measures.

In particular, any development that results in a net increase in dwellings within a 15km radius of any boundary of Cannock Chase SAC (as shown on the Policies Map) will be deemed to have an adverse impact upon the Cannock Chase SAC unless or until satisfactory avoidance and/or mitigation measures have been secured.

The ongoing work by relevant partner authorities will develop a Mitigation and Implementation Strategy. This may include contributions to habitat management; access management and visitor infrastructure; publicity, education and awareness raising; provision of additional recreational space within development sites where they can be accommodated and contributions towards off-site alternative recreational space where they cannot; and measures to encourage sustainable travel.

Explanation

11.26 Lichfield District Council has worked jointly with Staffordshire County Council, Cannock Chase District Council, South Staffordshire District Council, Stafford Borough Council, East Staffordshire District Council, Birmingham and the Black Country Authorities on an Appropriate Assessment in relation to Cannock Chase SAC (as per the Habitats Directive 92/43/EEC). The Appropriate Assessment highlights the likely increase in such pressures as a result of population growth in the District (including potential increases in road traffic air pollution) and the need to provide additional recreation spaces alongside other mitigation measures e.g. contributions to positive habitat management. However, there are unlikely to be any significant impacts arising from increased water use and abstraction in the District. An updated one year visitor survey took place from September 2010 to Summer 2011 using a number of recommended survey methods. The analysis and recommendations in the report will form the basis for continuing discussions between the partners on development of a Mitigation and Implementation Strategy. Through implementation of the policies in the Local Plans, supported by a Mitigation and Implementation Strategy, suitable mitigation measures will be put in place, to overcome possible adverse effects on the integrity of the SAC.

11.27 Cross-boundary working will be supported in order to ensure strategic sites, such as the AONB and Cannock Chase SAC, are protected and enhanced. Cannock Chase SAC lies entirely within the Cannock Chase AONB.

11.28 The Appropriate Assessment which has been undertaken is to enable delivery of the spatial strategy for Lichfield District. Other matters which may arise through the life of the plan period and development which currently lies beyond a 15km radius of any boundary of the Cannock Chase SAC may require further assessment in order to meet the requirements of the Habitat Regulations.

Policy NR8: River Mease Special Area of Conservation

Development will only be permitted where it can be demonstrated that it will not be likely to lead directly or indirectly to an adverse affect upon the integrity of the Mease Special Area of Conservation (SAC).

Development that falls within the water catchment of the Mease SAC will require an assessment under the Habitat Regulations. Ongoing work to outline the pressures on the SAC has identified damage is currently being caused by poor water quality, exacerbated by pollution, run-off, siltation, abstraction, invasive non-native species. Development, especially that which increases the stress on sewage treatment works or increases the level of phosphate in the watercourse would make matters worse. Evidence has shown mitigation of effects is possible by investment in sewage treatment works, habitat management, access management, provision of sustainable drainage techniques, publicity, education and awareness raising.

The effective avoidance and/or mitigation of any identified adverse affects must be demonstrated and secured prior to approval of development and on-going monitoring of impact on the SAC will be required. Developments outside the water catchment may be required to demonstrate that they will have no adverse affect on the integrity of the SAC.

This policy should be read in conjunction with Core Policy 3.

Explanation

11.29 Lichfield District Council has worked jointly with Tamworth District Council on Appropriate Assessment in relation to the Mease SAC (as per the Habitats Directive 92/43/EEC). The Appropriate Assessment highlights that there is a potential likely increase in pressure on the SAC as a result of population growth in the District. In addition, other developments could be proposed within the plan period which may need to mitigate for their impact, these impacts may arise within the development site, but may arise beyond. The Spatial Strategy has deliberately sought to minimise the amount of development affecting the SAC. Work has been undertaken and this will be updated and further schemes developed during the life of the Local Plan which will deliver an improvement to the condition of the SAC and can help identify mitigation for the effects of development. By implementation of the relevant management plans, their subsequent reviews and policies in the Local Plan, suitable mitigation measures will be in place to overcome possible adverse impacts affecting the integrity of the SAC arising from the spatial strategy.

11.30 The Appropriate Assessment which has been undertaken is to enable delivery of the spatial strategy for Lichfield District. Other matters which may arise through the life of the plan period and development which currently lies beyond the water catchment may need to undertake further assessment in order to meet the requirements of the Habitat Regulations.

Policy NR9: Water Quality

Development will be permitted where proposals do not have a negative impact on water quality, either directly through pollution of surface or ground water or indirectly through the treatment of waste water by whatever means.

Development proposals within the following watercourse catchments may be impacted by water abstraction and wastewater treatment limitations:

Low Water Quality	Poor Ecological Status	Moderate Ecological Status
Ford Brook Burntwood Brook	Black Brook Fotherley Brook River Tame River Trent	Burntwood Brook Ford Brook Moreton Brook River Blithe River Mease

In line with the objectives of the Water Framework Directive, development must not result in any waterbody failing to meet the class limits for the status class declared in the final River Severn and Humber River Basin Management Plans.

Further site specific analysis of any development proposals located in proximity or upstream of SSSIs will be required before development commences.

Explanation

11.31 The above is derived from evidence provided in the [Water Cycle Study](#). The policy is intended to ensure that development causes no negative impact upon the waterbodies and the ecological quality of watercourses in the District in line with the requirements of the EU Water Framework Directive. The improvement of both ecological and chemical water quality will be encouraged. The River Mease is especially vulnerable to changes in chemical levels and development proposals which lie within its water catchment should have regard to the River Mease Water Quality Management Plan as part of its Habitat Regulations Assessment.

Local Evidence Base

[Ecological Assessment for Lichfield District](#) (December 2009)

[Historic Environment Character Assessment](#) (February 2009)

[Strategic Landscape & Biodiversity Assessment](#) (December 2007)

[Greens and Open Spaces Strategy](#) (2009)

[Lichfield Canal Feasibility Study](#) (July 2009)

[Water Cycle Study](#) (July 2010)

[Evidence Base Report & Visitor Mitigation Strategy for Cannock Chase SAC](#)

[Planning for Landscape Change, Staffordshire County Council SPD](#) (1996 - 2011)

[West Midlands Farmsteads and Landscapes Project](#) (2010)

[River Mease Nutrient Management Plan and Water Quality Management Plan](#) 2011

[River Mease SSSI/SAC Restoration Plan](#) Natural England 2012

[Lichfield Biodiversity Opportunity Mapping](#)

[Habitat Regulations Assessment May 2012](#) (2012)

[Cannock Chase AONB Management Plan](#) (2009-14)

[Staffordshire Biodiversity Action Plan](#) (ongoing)

[Humber River Basin Management Plan](#) (December 2009)

[Severn River Basin Flood Management Plan](#) (December 2009)

[A Living Landscape](#) (Wildlife Trust, 2009)

[Hedgerow Study, Lichfield District Council](#) (2008)

[Strategic Green Belt Review](#) (2012)

[Supplementary Green Belt Review](#) (2014)

12 Built & Historic Environment

Strategic Priority 14	To protect and enhance the District's built environment and heritage assets, its historic environment and local distinctiveness, ensuring an appropriate balance between built development and open space, protecting the character of residential areas, protecting existing open spaces and improving the quality of and accessibility to open space and semi-natural green spaces.
Strategic Priority 15	To focus residential, community and commercial facilities into high quality developments within the most sustainable locations whilst protecting and enhancing the quality and character of the existing built and natural environments.

Introduction

12.1 Lichfield District is an area which is valued as a place to live and work for the quality of its environment, in particular the historic built environment of Lichfield City and the historic and architectural qualities of many of its villages. There is, however, great variety within the built environment of the District and care should be taken to ensure that new development and enhancement to existing areas is of a high quality, is safe and accessible and has regard for the existing built fabric as well as the landscape in which the built form sits.

12.2 The District comprises the two principal settlements of Lichfield and Burntwood, both of which have similar populations of approximately 30,000 people. The remainder of built form in the District is made up of smaller settlements of various size and character, set within a diverse range of landscape types. The countryside and landscape within the District is varied having developed over many centuries and large areas still retain significant elements of historic characteristics. Rural historic character has been mapped for the district by the [Historic Landscape Characterisation \(HLC\)](#) project while the urban historic character of Lichfield has been charted through its Extensive Urban Survey (EUS).

12.3 Lichfield as a historic city is significantly different in character to Burntwood which has formed through the amalgamation of smaller settlements, some of which derive from the former coal mining of the Cannock coalfield. Within both of the settlements there are areas where the residential environments are relatively poor and have been the focus for initiatives to raise the quality of housing and the overall environment. The town centres, although different in character, both require continued investment to improve and maintain the quality of their public realm environment.

12.4 Lichfield District has a large number of listed buildings and Scheduled Monuments as well as locally listed buildings and locally important parks and gardens. There are a total of 21 Conservation Areas, most based on historic village centres and one which falls within Lichfield City centre. Lichfield City centre is particularly important because of its quality built environment in which much of the trade and tourism of the District takes place. It is important that the fabric of conservation areas and historic buildings is maintained to ensure the continued contribution to the economic prosperity of the District and their protection for future generations. Social, environmental, cultural and economical benefits are derived from this link to the past and it helps to reinforce a sense of place, quality of life, local identity and character. Whilst most of the villages have an agricultural past set in open countryside, Fazeley and Little Aston are no longer freestanding settlements and are closely related to the larger urban areas of Tamworth and Sutton Coldfield respectively. Armitage with Handsacre has a small historic core, but has largely grown around of mining and industrial activity. As with Burntwood and Lichfield, twentieth century growth has resulted in some parts of Fazeley and Armitage with Handsacre requiring investment in their regeneration, especially to improve health, housing and environmental quality.

Core Policy 14: Our Built & Historic Environment

The District Council will protect and improve the built environment and have special regard to the conservation and enhancement of the historic environment through positive action and partnership working. The historic environment contributes to sustainable communities, including economic vitality, and new development must make a positive contribution to the historic environment's local distinctiveness.

The significance of designated heritage assets including nationally protected listed buildings and their settings, ancient monuments, archaeological sites and conservation areas and their settings, will be conserved and enhanced and given the highest level of protection. Other heritage assets including locally listed buildings, and locally important parks and gardens will also be conserved and enhanced. In conjunction with Policy NR5, landscapes that form the setting to the built and historic environment will also be conserved and enhanced.

Change will be directed to the most appropriate locations taking into account the District's heritage assets and their settings, including the historic landscape, as informed by the local evidence base. Development proposals which conserve and enhance a heritage asset or its setting will be supported where clear and convincing justification has been provided through an assessment of the significance of the asset or its setting.

The sustainable re-use, maintenance and repair of listed buildings and other heritage assets will be supported, particularly those that have been identified as being at risk. In conservation areas, the built form will be protected and enhanced and there should be no net loss of trees, with physical improvements to conservation areas linked to the objectives contained within conservation area appraisals and their management plans where appropriate.

Opportunities to improve understanding of the District's heritage assets will be supported through partnership work with local communities and societies using a range of historic characterisation tools, the County Council's Historic Environment Record, the expansion of the local list and the programme of [Conservation Area Appraisals and Management Plans](#).

The District Council will seek to maintain local distinctiveness through the built environment in terms of buildings and public spaces and enhance the relationships and linkages between the built and natural environment and through the realisation of proposed major new development.

The skyline of Lichfield City, characterised by the five spires emerging above the roofs and tree canopy will be protected and should inform the height, scale and layout for new developments. This and other locally important views within settlements and rural locations will be safeguarded and the integration of views and vistas shaping a strong sense of place in new development layouts will also be encouraged. High quality design, tree planting, landscaping and green spaces will be required as part of new development and elsewhere, to improve quality of place, reduce the urban heat island effect and contribute to the Forest of Mercia and National Forest where applicable.

The District Council and its partners will continue to improve Burntwood town centre and Lichfield City centre in terms of their physical quality. In Burntwood this will be particularly focused on achieving new uses and spaces of a physical form that can be integrated into an extended town centre.

Community safety issues will be taken into account such as methods for designing out crime. Environmental improvement schemes will be implemented throughout the District in appropriate locations and the natural environment will play an important role in new development and regeneration through initiatives such as green linkages, tree planting and effective landscaping to assist the health and well being of the community and reduce health inequalities.

Further information will be provided within the Historic Environment Supplementary Planning Document.

Explanation

12.5 Lichfield District is generally considered to provide a high quality urban and rural environment, which is valued by residents and visitors alike, and thus considered desirable to maintain and cherish. The main focus of this policy is to protect and improve those assets, through measures such as tree planting and landscaping, as well as managing positive change to the built fabric, which can also assist in encouraging health and well being and reducing inequalities. However, there are significant variations within towns and villages, including areas in need of environmental improvement, that justify a range of policy responses. In some cases environmental regeneration initiatives will be the key to improving elements of our town and city centres, residential areas and conservation areas. In particular these have been identified as areas of north Lichfield, parts of Burntwood, Fazeley/Mile Oak and Armitage with Handsacre.

12.6 As well as those assets afforded statutory protection, such as listed buildings and conservation areas, criteria have been established for buildings that have local historic or architectural importance, and may therefore qualify for 'local listing'. These form an important component of local distinctiveness and are integral in creating a sense of place and are therefore encompassed within the policy on our built and historic environment. As part of this, the District Council's local list will be continually updated.

12.7 The five spires which characterise the skyline of Lichfield City, are the three spires of Lichfield Cathedral (the 'ladies of the vale'), St. Mary's Church and St. Michael's Church. At various locations within the City these spires can be seen across the skyline and roofscape reinforcing character and place, assisting with legibility and are a key historic characteristic of the City worthy of their protection. Views of the spires, particularly the three spires of Lichfield Cathedral, can also be seen outside the City from surrounding countryside. These views underline the ecclesiastical heritage of the City and their retention or integration into new development will be important in most instances.

12.8 There is a history of pressure for change within many conservation areas and of listed buildings and it is anticipated that this will continue in the long term. The policy therefore seeks to maintain local distinctiveness by conserving and enhancing the historic assets of Lichfield District and their settings, whilst allowing for appropriate and sympathetic change and development that responds to their significance and makes a positive contribution to local character and distinctiveness. These heritage assets are irreplaceable and their continued reuse is a fundamental part of sustainable development. The vast majority remain in beneficial use and are well-maintained. Sometimes, however, they become redundant, vacant and neglected. When negotiation fails, the District Council will actively pursue the range of statutory enforcement powers at their disposal to ensure the historic environment is conserved.

12.9 Understanding the nature of the historic environment is crucial to ensuring that it is conserved and enhanced in the most sustainable way. Historic characterisation is a way of identifying and interpreting the historic dimension of present day townscape and landscape. It assesses the overall character of a whole neighbourhood or area and is central to securing good quality, well designed and sustainable places. This includes the Staffordshire Historic Landscape Characterisation project (HLC), the Lichfield [Historic Environment Character Assessment \(HECA\)](#) and the Lichfield Extensive

Urban Survey (EUS) carried out by the County Council, the West Midlands Farmsteads and Landscapes Project, [Conservation Area Appraisals and Management Plans](#). The HECA integrates the Historic Landscape Characterisation (HLC) information with the more site based data held by the Historic Environment Records (HER) to identify areas of similar character and origins. This has resulted in the creation, at the most detailed level, of Historic Environment Character Zones which have been assessed to establish the likely impact of medium to large-scale development upon the historic environment and historic character.

12.10 The policy also recognises the important role that the natural environment will play in new development and regeneration through creating green linkages, enhancing areas through tree planting and effective landscaping. The benefits of tree planting are also recognised in improving the quality of place and mitigating for the effects of climate change, for example by reducing the urban heat island effect, and the policy therefore seeks to encourage appropriate tree planting on new development sites wherever possible.

Development Management Policies

Policy BE1: High Quality Development

All development proposals should ensure that a high quality sustainable built environment can be achieved. Development will be permitted where it can be clearly and convincingly demonstrated that it will have a positive impact on:

- The significance of the historic environment, such as archaeological sites, sites of historic landscape value, listed buildings, conservation areas, locally listed buildings and skylines containing important historic, built and natural features (in conjunction with Policy NR5);
- Reducing carbon emissions, by appropriate use of sustainable design and renewable energy schemes (in conjunction with the relevant sections of Core Policy 3, & Policies, SC1 and SC2);
- The built vernacular. New development, including extensions and alterations to existing buildings, should carefully respect the character of the surrounding area and development in terms of layout, size, scale, architectural design and public views;
- Public safety, health and reducing inequality, including the latest 'designing out crime' principles;
- Amenity, by avoiding development which causes disturbance through unreasonable traffic generation, noise, light, dust, fumes or other disturbance;
- The natural environment. Effective hard and soft landscaping including tree planting will be required and should be implemented in an integrated manner, making use of green corridors for movement of people as well as for biodiversity (in conjunction with Core Policy 13, NR3, NR4 and NR6); and
- Sustainable transport. New development should be located in areas which have good safe access to public transport to reduce the need to travel by private car and should optimise choice of sustainable travel, particularly walking, cycling and public transport, creating new public transport nodes where necessary (in conjunction with Core Policies 3 & 5 and Policy ST1).

New development will have a positive impact on the public realm and ensure high quality, inclusive design. This will be achieved by an appreciation of context, as well as plan, scale, proportion and detail. Specifically designed features, including public art where appropriate, should be integrated into developments in order to enhance the bespoke nature and individuality of design solutions.

Innovative and contemporary designs will be supported where they are sympathetic to the setting and context of the surrounding area and existing development.

Explanation

12.11 One of the key dimensions of sustainability is protecting, regenerating and enhancing the District Council's historic and built environment. Within this is the desirability of sustaining and enhancing the significance of heritage assets and their settings and putting them to a viable use consistent with their conservation. The term 'historic environment' means *'all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora,'* as defined by national guidance.

12.12 The principles of minimising the loss and disturbance of historic fabric, using appropriate materials and ensuring reversibility will be applied to all works that affect heritage assets. An assessment of the significance of the heritage asset and its setting, and any archaeological potential, affected by development proposals, will need to inform any decision taken by the District Council. This may need to include an appropriate level of archaeological recording in accordance with National Guidance. The above policy aims to ensure the careful retention of the heritage of Lichfield District as well as the ongoing regeneration and improvement of the built environment. The term 'historic environment' means that relating to the built and natural form as a complete landscape.

12.13 An assessment of the character and vernacular of existing built form within the District should inform extensions to existing buildings and new building designs with the aim of achieving good quality modern design as a matter of course.

12.14 Reducing carbon emissions through the design and construction of buildings links with policies of the Sustainable Communities chapter of the Local Plan, utilising the Code for Sustainable Homes and BREEAM assessment methods to determine levels of compliance.

12.15 The reference to designing out crime principles links in with the Healthy and Safe Communities chapter of the Local Plan, which aims to develop safe communities within Lichfield District using appropriate urban design techniques, such as the Police flagship scheme [Secured by Design](#) and the Government's agenda relating to defence and security as detailed in the NPPF.

12.16 Reference must also be made to the District Council's adopted Residential Design Guide SPD, the District Council's forthcoming Trees, Landscaping & Development, Historic Environment, Rural Development and Sustainable Design SPDs. In addition, new housing development will be subject to a local design review based on the accredited '[Building for Life](#)' standard, or any subsequent accredited method of appraisal and will, during the early stages of the design process, demonstrate to the Council how the proposal will meet these standards. When appropriate major projects will be referred for a national design review, which is currently provided by the Design Council Cabi, and any future accredited body. Development will also have regard to the Department for Transport's [Manual for Streets](#) to ensure that careful attention is given to high quality and sustainable design principles early in the development stage. In order to meet the changing housing needs of residents, the inclusion of principles set out within the Lifetime Homes Design Guide will be encouraged. The use of local design reviews (e.g. South Staffordshire Design Partnership and MADE) will be utilised when appropriate to help achieve high quality design and successful places.

Local Evidence Base

[Conservation Area Appraisals](#)

Local Evidence Base

[Historic Environment Character Assessment](#) (February 2009)

[Staffordshire Historic Landscape Characterisation](#) (2006)

[Strategic Landscape & Biodiversity Assessment](#) (December 2007)

[Greens & Open Spaces Strategy](#) (2009)

[Staffordshire County-wide Renewable / Low Carbon Energy Study](#) (September 2010)

[West Midlands Farmstead and Landscapes Project](#)

[Staffordshire Extensive Urban Survey: Lichfield Historic Character Assessment](#) (2011)

13 Lichfield City (incl. Streethay)

Vision for Lichfield City

By 2029 Lichfield City will be strengthened as a prestigious strategic centre. The historic City Centre will be the cultural and economic heart of the District, surrounded by thriving suburbs, villages and countryside. New retail, office, cultural and mixed-use developments will be delivered through regeneration of the City Centre and its fringe. Key infrastructure will be delivered and expanded, including improved passenger and increased parking capacity at Lichfield Trent Valley, the completion of the Lichfield Southern by-pass to assist in reducing congestion and the delivery of improved indoor sports and leisure facilities to serve the City and its hinterland.

The focus for major new development in the District will be on Lichfield City. Vibrant and inclusive communities, integrated into the existing settlement, will be created through the development of sustainable urban neighbourhoods extending the City to the south and to the east, around Streethay. These developments will deliver a range of homes including affordable housing, as well as local services, employment opportunities, open space, sport, renewable energy and community facilities and will achieve a high standard of sustainable design and construction. New and existing communities will be supported by a network of district and local centres which will provide local residents with easy access to shopping, employment and services. Public transport, green infrastructure (including the route for a restored Lichfield Canal) walking and cycling links will provide improved connections with local and regional destinations, to assist in reducing carbon emissions.

Policy Lichfield 1: Lichfield Environment

Lichfield City will maintain and enhance its role as a separate, freestanding community, surrounded by Green Belt and open countryside, offering a high quality environment in which to live and work, and to visit, functioning as a strategic centre offering a range of services and facilities which serve both the City and its hinterland.

The outstanding, and nationally significant qualities of the built historic environment, including the Cathedral, Dr. Johnson's Birthplace and Erasmus Darwin House in addition to a wealth of listed buildings, designated Conservation Areas, medieval street patterns and other key heritage assets including Beacon Park and the Heritage Centre, civic spaces and places to hold events celebrating the City's heritage and culture will be protected and enhanced, including the wider setting in which they are located.

The natural environment and landscape surrounding the City will be protected and enhanced, and development will be carefully designed and located so as not to detract from key views into the City, taking the opportunity to frame significant vistas having particular regard to Lichfield's setting in a dip in the topography which affords views of the spires of the Cathedral, St Mary's and St. Michael's churches which are collectively known as the 'Ladies of the Vale'.

Development will be of the highest quality and, whether modern or traditional, will be designed to complement and enhance the character of its surroundings.

The significant green infrastructure links through the City such as the linear park which connects Beacon Park, Minster and Stowe Pools and beyond to Eastern Avenue, will be protected and enhanced and links to physically connect the network of green and open spaces throughout the City will be supported, including links into the countryside beyond.

People will be encouraged to enjoy the unique character of Lichfield City and its surroundings by walking or cycling, and improvements to cycle routes and pedestrian links to increase connectivity, accessibility and enjoyment will be supported. This includes the safeguarding and future delivery of the route for a restored Lichfield Canal from Huddlesford junction through Lichfield City.

Explanation

13.1 Lichfield is a compact City, surrounded by Green Belt and open countryside, which is nationally significant particularly due to its unique three-spired Cathedral, and as the birthplace of Doctor Samuel Johnson. Its heritage is rich and varied, stemming from Medieval times and this is reflected in the range of Listed Buildings and Conservation Areas within the City.

13.2 The City is compact and has a strong identity based on its history and attractiveness. Development over the years has radiated outwards from the centre so that most of the residential districts and employment areas can access the City Centre within a reasonable walking or cycling time although some routes into the centre are more conducive to encouraging this to happen than others. For example, the route of the linear park which runs in a north east to south westerly direction, taking in many of the City's historic sights encourages many residents to walk and cycle, whereas other areas need more improvement and safer, more cohesive and attractive links.

13.3 The City's high quality environment, wide range of attractive open green spaces and civic areas encourage active community participation in a range of cultural events and celebrations, some of which have historic roots such as the Lichfield Bower festival and others which are more modern in origin such as the Lichfield Fuse arts festival. Many of these events attract large numbers of visitors from outside the City and indeed from well beyond the District.

13.4 There are considerable development pressures upon the City. It is important that evidenced need (such as housing, retail or employment) can be addressed, but development needs to be well designed and located so as to minimise any negative impacts both visually and in terms of pressures that this will place on services and facilities in the City. This is one of the key aims of the Spatial Strategy, and development will be expected to respect, preserve and enhance key views across the landscape towards the City centre, and to contribute to the delivery of necessary infrastructure improvements.

Policy Lichfield 2: Lichfield Services and Facilities

Where possible the range of services and facilities in Lichfield City will be protected and enhanced so that they best meet the needs of residents, businesses and visitors. Access to services and facilities will be enhanced and improved to encourage increased levels of walking, cycling and travel by sustainable transport, whilst still allowing for sufficient and conveniently located parking to serve the City.

Improvements to the transport network in Lichfield City will be supported including completion of the Lichfield Southern Bypass, traffic management and pedestrian improvements along the A5127 and access improvements and increased parking to Lichfield Trent Valley station.

Delivery of a new leisure centre or improved leisure facilities in line with Core Policy CP11 and Development Management Policy HSC2 will be supported.

Improvements to open space in terms of quantity, quality and accessibility will be supported in line with Development Management Policy HSC1.

Improvements to playing pitch provision will be supported in line with Core Policy CP11 and Development Management Policy HSC2.

Improvements to arts and cultural facilities will be supported in line with Core Policy CP12.

Improvements to infrastructure will be supported in line with the Infrastructure Delivery Plan.

Explanation

13.5 Lichfield has a varied range of services and facilities which meet the needs not only of local residents (including those living in surrounding rural areas) but also businesses and visitors to the City.

13.6 It is important that these services and facilities continue to be supported and helped to thrive by ensuring that people are able to access them easily and that they continue to meet the varied range of needs of their users, for example schools, shops, sports and recreation provision, health care facilities, transport networks and so on.

13.7 It is also important that such services and facilities are not put under undue pressure by development coming into the City which is essential to meet evidenced need. Investment will be needed to address projected infrastructure requirements, and developers will be expected to contribute towards this as set out in the Infrastructure Delivery Plan.

Policy Lichfield 3: Lichfield Economy

Lichfield City Centre will be promoted as a strategic centre by improving its range of shopping, leisure, business, cultural, education and tourist facilities whilst sustaining and enhancing the significance of its historic environment and heritage assets and their setting. This will be achieved by exploiting redevelopment opportunities identified in the City Centre whilst retaining the special architectural and historical character of the City.

Lichfield City will be the focus for new employment, office, leisure and shopping development. New employment uses will be focused on the Burton Old Road / Streethay area, close to existing employment sites, around Trent Valley Station, within smaller estates in the south of the city and within the South of Lichfield (Cricket Lane) Strategic Development Allocation. Office development within the city centre is encouraged, but due to the historic core there is limited capacity.

In Lichfield City Centre (as identified in Map 13.1) up to 36,000m² (gross) retail development will be supported up to 2029 of which 31,000m² (gross) will be for comparison goods. A further 5,000m² will be allowable outside the town centre boundary, for comparison bulky goods provided that this does not conflict with other policies in the Local Plan.

Up to 30,000m² gross of office provision will be supported in Lichfield City, focused on the City Centre. All proposals should have regard to the need to protect and enhance the City's historic character. A sequential approach to the location of offices will be applied and where there is

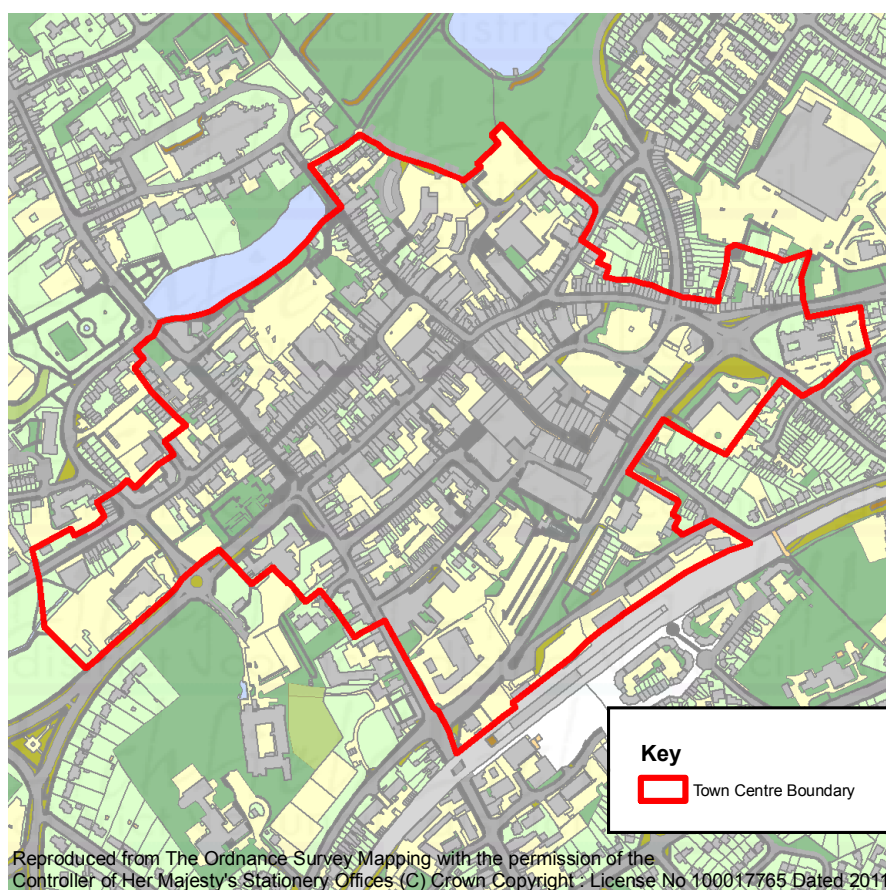
clear evidence that there are no suitable office sites within the city centre, locations on the edge of the city centre will be considered before locations elsewhere within and accessible to Lichfield City. All sites should benefit from excellent public transport links to Lichfield City and should not prejudice further office development within other town centres, including those outside the district.

Explanation

13.8 Lichfield is identified as the District's strategic centre and as such sets out the amount of employment, retail and office floorspace that should be developed in and around the City until 2029.

13.9 The town centre boundary, set out in Map 13.1, is the largest of the centres in the District, the most accessible by public transport and therefore the most appropriate location for new major retail, office, leisure and tourism uses, which includes the growing evening economy based primarily around the restaurant trade and cultural activity (such as the Garrick theatre and various events which are held throughout the year particularly in relation to the Cathedral). Any development within Lichfield City centre should protect and enhance the important historic character of the city.

Map 13.1 Lichfield City Centre Boundary



13.10 The main focus for development within the city centre, Friarsgate, will provide a retail-led mixed use scheme, including new leisure and tourism facilities. This will reinforce and build upon the city's existing strengths, whilst providing a development of a size which will enhance Lichfield City's status as a strategic centre.

13.11 The retail allowance includes an additional 6,000m² (gross) retail floorspace, excluding bulky goods, over and above that committed at Friarsgate. This would need to be delivered after 2021, after the Friarsgate scheme has been completed.

13.12 The further allowance for bulky goods is not appropriate for sites within the city centre boundary due to these types of business requiring adjacent car parking. Further potential opportunities for the longer term will be explored through the Local Plan: Land Allocations document.

13.13 Lichfield City is considered to be well-balanced in regard to the ratio of employed people and jobs. However, it is acknowledged that there are some deficiencies within office-sector employment in the city and new office development within the city is proposed to fill this gap, providing job opportunities for residents who currently travel to the conurbation to work. Lichfield City benefits from excellent links both in terms of road, rail and bus networks which should assist in attracting new businesses to locate and existing businesses to expand including opportunities for redevelopment and modernisation of existing employment sites.

13.14 Office accommodation to serve Lichfield City will need to be provided on a City Centre first basis using a sequential approach. If levels of required development cannot be met within the centre there will be additional requirements for offices outside the centres, with priority being given to edge of centre locations and/or sites which are easily accessible by public transport, either on employment sites or elsewhere in non-employment locations. This will include taking into account the increasing possibilities for home-working.

Policy Lichfield 4: Lichfield Housing

Approximately 38% of the the District's housing growth to 2029 (approx 3,900 dwellings) will take place in and around Lichfield City, with around 46% of this being located within the urban area (either completed or as windfalls). The remaining 54% will be delivered through Strategic Development Allocations to the south of the city (approx. 1,350 dwellings) and to the east around Streethay (approx. 750 dwellings).

Explanation

13.15 The desire to create and maintain a prestigious and thriving City Centre is fundamental to the spatial strategy for Lichfield City. It 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. Accommodating around 38% of the District's future housing growth in and around Lichfield City over the plan period will therefore utilise and consolidate existing and future infrastructure development projects, such as the completion of the Southern Bypass, provision of a park and ride facility to serve Lichfield Trent Valley Station and the provision of additional educational and recreational facilities, that serve a wider area, whilst recognising the need to conserve the sensitive historic environment and setting of the City.

13.16 The following policies and explanatory text detail the two Strategic Development Allocations for Lichfield City.

Policy Lichfield 5: East of Lichfield (Streethay)

Within the allocation identified east of Lichfield, to the north of Streethay, a sustainable, safe, well designed mixed use development of up to 750 dwellings will be delivered by 2029 in line with the concept statement at Appendix D of this Plan and including:

1. A range of housing in accordance with Development Management Policies H1 and H2;
2. Neighbourhood facilities including a community hub to incorporate a one / one and a half form entry primary school, community hall, small scale convenience retail provision;
3. Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
4. Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6. A landscaped 'buffer' will also be required between the existing settlement and the new development;
5. Protection of local areas and habitats of biological interest;
6. The provision of two new junctions to serve the development positioned at either end of Streethay. The road network within the site will accord with the 'Manual for Streets';
7. The need for traffic management and improvements along the A5127 including the provision of safe crossing points and improved facilities for pedestrians to allow for the safe movement of pedestrian and cyclists between the existing settlement of Streethay and the development, to link safely with Trent Valley Station, and to allow for safe crossing over the existing rail footbridge into Lichfield City;
8. The provision of public transport to serve the site: all development should be within 350m of a bus stop and should promote smarter travel choices;
9. The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the settlements, services and facilities beyond the site boundaries including linkages to the existing Public Rights of Way network;
10. The delivery of additional parking capacity to serve Trent Valley Station and to encourage sustainable travel to and from the development;
11. The provision and maintenance of sustainable drainage systems and flood mitigation measures;
12. Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure;
13. The incorporation of public art;
14. Mitigation for the impacts of the adjacent railway lines (West Coast Main Line and route of High Speed 2);
15. Adherence to all other policies in the Local Plan.

Explanation

13.17 East of Lichfield (Streethay) is considered to be a good location for development to help address the District's housing needs. It is within walking distance of a range of existing services and facilities such as Lichfield Trent Valley Station which will help to encourage the use of sustainable transport, as well as a range of local shops, employment uses, a pub and a recently opened childrens' day nursery. Other services and facilities, particularly those offered in Lichfield City are accessible by bus and via the cross city rail line (Lichfield City station is one stop away from Trent Valley station).

13.18 Development also has the potential to increase the range of services and facilities available within easy walking distance to the residents of Streethay: the size of development will require that a school and community facilities are provided, none of which are currently easily accessible.

13.19 Development will need to take into account the environmental qualities and topography of the landscape to achieve a well designed, sustainable urban extension to the existing settlement. It will need to be integrated with existing neighbourhoods, including the the delivery and enhancement of a range of services and facilities including a primary school, provision for open space, sport and recreation (including links with the existing play area in Streethay).

13.20 Green infrastructure links, incorporating open spaces, and linked with safe routes for pedestrians and cyclists will be crucial, both within the development and linking to other networks beyond the site to encourage sustainable travel and healthy lifestyles.

13.21 The provision and enhancement of public transport links, as well as improvements to the highway network, both in terms of vehicular and pedestrian / cyclist provision and safety will be essential to encourage sustainable travel patterns.

13.22 Trent Valley Station has particular capacity issues, and the development will be expected to contribute to a solution to these, particularly in terms of achieving a park and ride site to serve the location.

13.23 The development will also need to ensure that the impacts of the West Coast Main Line, and the route of High Speed 2 on the new development are taken into account and mitigated for accordingly.

13.24 The development will be expected to comply with the Concept Statement and infrastructure requirements set out in Appendix D and the Infrastructure Delivery Plan. The Concept Statement seeks to achieve a development designed and built according to the principles of sustainable development and good urban design.

Policy Lichfield 6: South of Lichfield

Within the allocations identified south of Lichfield City, sustainable, safe, well designed mixed use development to provide approximately 1,350 dwellings will be delivered by 2029 in line with the concept statements at Appendices C, H and I and including:

1. A range of housing in accordance with Development Management Policies H1 and H2;
2. Neighbourhood facilities including community hubs to incorporate provision for two new one form entry primary schools, community halls, small scale convenience retail provision;
3. Provision of approximately 12 hectares of employment development within the Cricket Lane Strategic Development Allocation;

4. Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
5. Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6;
6. Integration of the route for a restored Lichfield Canal into an integrated open space and green infrastructure network;
7. Protection of local areas and habitats of biological interest;
8. The provision of public transport to serve the site: all development should be within 350m of a bus stop and should also promote smarter travel choices;
9. The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the settlements, services and facilities beyond the site boundaries including linkages to the existing Public Rights of Way network;
10. To improve access to the sites through the completion of the Lichfield Southern Bypass. The road network within the site will accord with the 'Manual for Streets';
11. The provision and maintenance of sustainable drainage systems and flood mitigation measures;
12. Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure;
13. The incorporation of public art;
14. Mitigation for the impacts of the adjacent railway line; and
15. Adherence to all other policies in the Local Plan.

Explanation

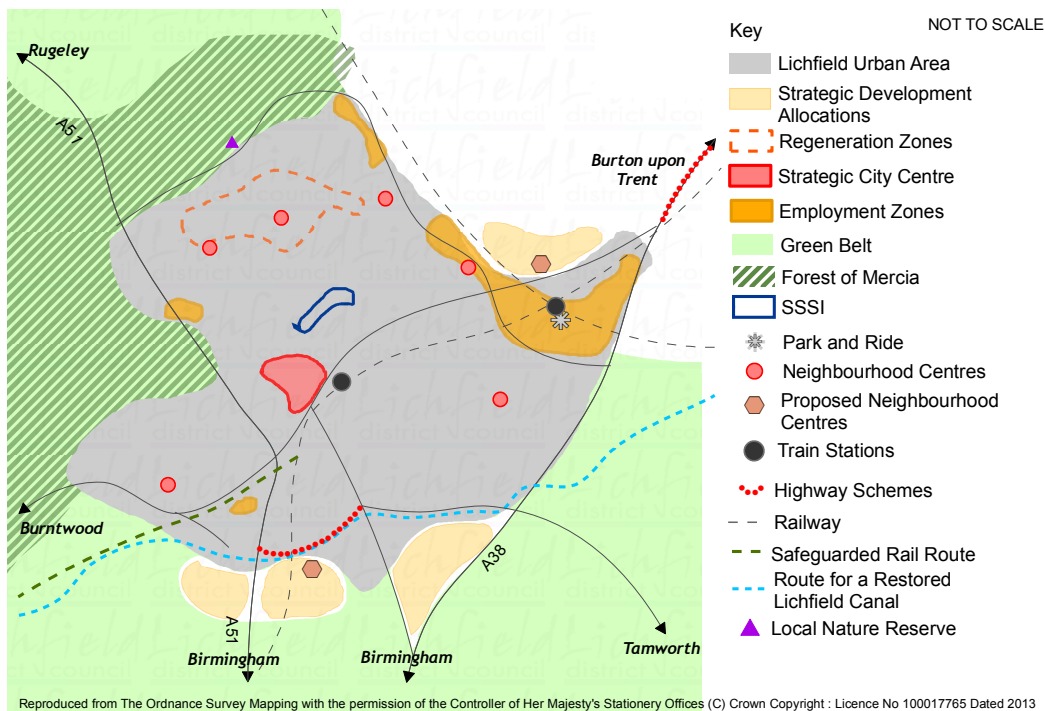
13.25 South Lichfield is considered to be a good location for development to help address the District's housing needs. It is within walking distance of a range of existing services and facilities, and has the potential to increase the range of services and facilities available in the locality. The size of development will require that a school and community facilities are provided as well as provision for open space, sport and recreation.

13.26 Development South of Lichfield will need to place emphasis on the physical and social integration of new development with existing neighbourhoods; the widespread use of sustainable travel modes by existing and new households to access local facilities and the city centre; and the importance of the landscape setting in influencing design and layout. Green infrastructure links, incorporating the route for the Lichfield canal and other open spaces, and linked with safe routes for pedestrians and cyclists will be crucial, both within the development and linking to other networks beyond the site to encourage sustainable travel and healthy lifestyles.

13.27 The development can contribute to the a need for improved east-west connections through the southern part of Lichfield City. The completion of the Lichfield Southern Bypass will be required to achieve this and to support the overall scale of development planned within south Lichfield. The provision and enhancement of public transport links, as well as improvements to the highway network, both in terms of vehicular and pedestrian / cyclist provision and safety will be essential to encourage sustainable travel patterns.

13.28 The development will be expected to comply with the Concept Statements and infrastructure requirements set out in Appendices C , H and I and in the Infrastructure Delivery Plan. The Concept Statement seeks to achieve a development designed and built according to the principles of sustainable development and good urban design.

Map 13.2 Lichfield Key Diagram



14 Burntwood

Vision for Burntwood

Burntwood will be a more sustainable, healthier and self-contained town with an enlarged and viable town centre that has a suitable range of retail outlets, commercial, leisure, health and cultural facilities of an appropriate scale to meet local needs.

Opportunities for new housing will be created through the redevelopment of existing land which is underutilised. Developments will be integrated into the community and will deliver a range of homes including affordable housing, as well as local services, open space, sport, renewable energy and community facilities and will achieve a high standard of sustainable design and construction.

Investment in infrastructure will ensure that diversification of the economic base creates enhanced job opportunities and improvements to public and other sustainable transport systems to enable increased transport choices. It will also deliver a wider range of social and community facilities in line with community aspirations. Green infrastructure, walking and cycling links will be improved, particularly linking the town to the wider open space network including Chasewater Country Park.

Policy Burntwood 1: Burntwood Environment

Burntwood will maintain and enhance its role as a separate and freestanding community, bounded by the Green Belt and functioning as a town which offers a range of services and facilities which serve residents, businesses and visitors.

Burntwood will have regard to its role in relation to sensitivity of the surrounding landscape including the settlement's proximity to the Cannock Chase AONB and SAC to the north, and its wealth of ecological diversity. Development will have regard to these local sensitivities and will mitigate for any impacts as appropriate.

The delivery of a town centre and environmental improvements in key locations including Sankeys Corner will achieve improved environmental cohesion and image.

Improved green infrastructure, cycling and walking links, and connections to the wider countryside beyond including Chasewater Country Park will be encouraged and supported.

The St. Matthews estate will be removed from the Green Belt, with boundaries to be determined via the Local Plan Allocations document.

Explanation

14.1 The settlement of Burntwood has evolved from its historic origins as a series of smaller mining communities which have coalesced over time. This has led to Burntwood having a lack of a town centre large or identifiable enough to cater for the needs of its population (which, at around 30,000 is the same population as Lichfield City). There is a need to create an attractive and functional town centre, with associated environmental improvements, to help the community develop a sense of cohesion, both environmentally and socially.

14.2 Burntwood is set within the Green Belt, and is in close proximity to areas of high environmental significance, both ecologically and visually including the Cannock Chase AONB and SAC to the north, and Chasewater Country Park to the east. There is scope to improve green infrastructure links in the area, potentially incorporating walkways and cycleways, linking the built and natural environment within the settlement and to the countryside beyond.

14.3 Due to the sensitivity of its setting, options for new housing development are significantly limited within Burntwood. Thus, only one sustainable urban neighbourhood has been identified for strategic housing growth, which is covered in Policy Burntwood 5: Land East of Burntwood Bypass SDA.

14.4 In terms of the 'sense' of the Green Belt, the St. Matthews (former hospital) area of Burntwood has been redeveloped for housing and now effectively forms a new suburb of Burntwood. Integration of this area with the town would be beneficial in allowing the St. Matthews estate to function as part of the larger urban area. This change in circumstances means that there is no longer the need to seek to keep the area open through a Green Belt designation, and thus the St. Matthews area is to be excluded from the Green Belt. This is shown on the Key Diagram below, and the precise boundary of this change to Green Belt boundaries will be determined through the Allocations stage of the Local Plan.

Policy Burntwood 2: Burntwood services and facilities

Where possible the range of services and facilities in Burntwood will be improved to remedy existing deficiencies, including the delivery of a new town centre so that these best meet the needs of residents, businesses and visitors. Access to services and facilities will be enhanced, including improvements to, and more effective use of, community facilities.

Improvements to the transport network in Burntwood will be supported including delivery of a new bus terminus as part of the development of a town centre, and investment encourage increased levels of walking, cycling and wider travel by sustainable transport, whilst still allowing for sufficient and conveniently located parking to the town centre.

Improvements to open space in terms of quantity, quality and accessibility will be supported in line with Development Management Policy HSC1.

Improvements to playing pitch provision will be supported in line with Core Policy 11 and Development Management Policy HSC2.

Improvements to arts and cultural facilities will be supported in line with Core Policy 12.

Improvements to infrastructure will be supported in line with the Infrastructure Delivery Plan.

Explanation

14.5 Burntwood has a range of services and facilities many of which are insufficient to meet the needs not only of local residents (including those living in surrounding rural areas) but also businesses and visitors to the town

14.6 It is important that existing services and facilities continue to be supported, that they are used to best effect, and that they are helped to thrive by ensuring that people are able to access them easily and that they are able to meet the varied range of needs of their users, for example schools, shops, sports and recreation provision, health care facilities, transport networks.

14.7 It is also important that such services and facilities are not put under undue pressure by further development coming into the town which is essential to meet evidenced need. Investment will be needed to address projected infrastructure requirements, and developers will be expected to contribute towards this as set out in the Infrastructure Delivery Plan.

Policy Burntwood 3: Burntwood Economy

In Burntwood the focus will be on the creation of a vibrant and diverse town centre, through regeneration. The town will be promoted as an area of increased and more diverse economic activity, to include new retail, employment, leisure, residential, recreational, health, educational resources and improvements to its environmental quality and public realm. These uses, together with enhancements to pedestrian linkages and public transport facilities, will further assist in the regeneration of the area and help to meet the needs of the residential population of the town.

To assist in this regeneration, Burntwood will be a main focus for investment, including public and private sector funding. Specific projects that have been identified as part of a package of measures to deliver Burntwood's town centre regeneration are detailed within the Infrastructure Delivery Plan (IDP).

Employment opportunities will be maximised to encourage Burntwood residents to be able to access a range of locally accessible opportunities suitable to their skills and aspirations. Under-performing sites, including Mount Road industrial estate will be considered via the Local Plan Allocations document to ensure that their contribution to the sustainability of Burntwood as a whole is maximised.

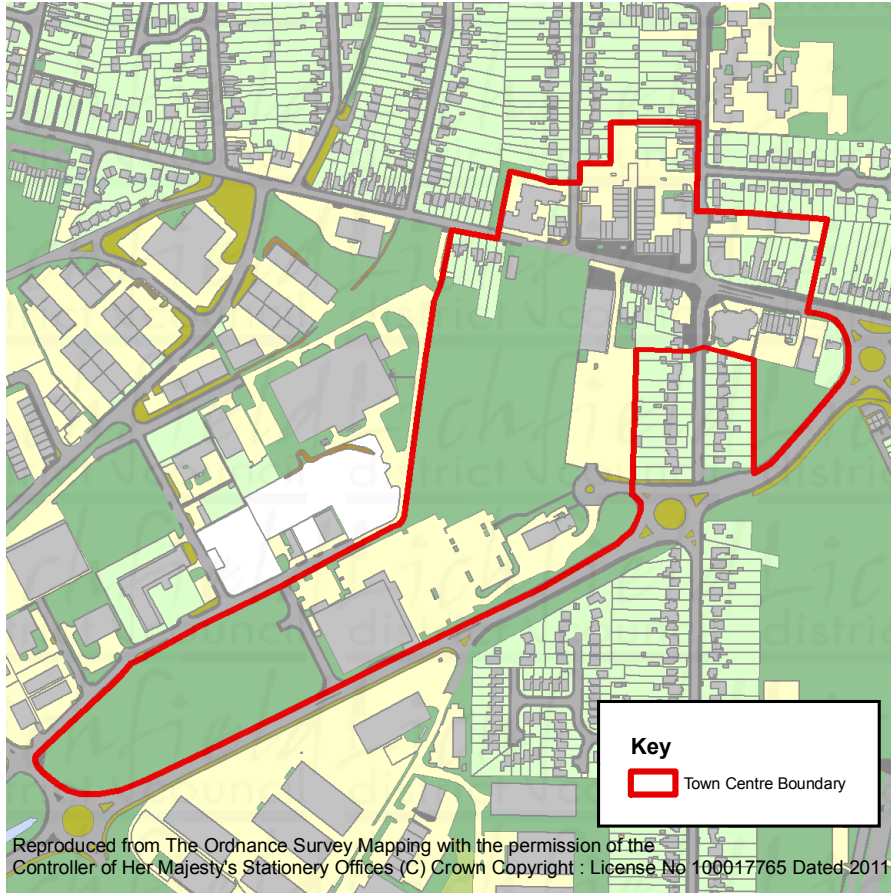
Town Centre:

- In Burntwood, support will be given for an enlarged town centre to meet local needs as defined in Map 14.1.
- The District Council will encourage new retail development up to 14,000m² gross of which 13,000m² gross will be comparison goods together with up to 5,000m² gross office floorspace.

Employment Portfolio:

- The future role and function of the Mount Road Industrial Estate will be considered via the Local Plan Allocations document in terms of its potential future role in contributing towards a sustainable settlement.
- Zone 5 of Burntwood Business Park will be removed from the Employment Portfolio and reallocated as a Strategic Development Allocation for housing.

Map 14.1 Burntwood Town Centre Boundary



Explanation

14.8 Town Centre. Burntwood is a significant freestanding town with its own needs but, which at present, has limited town centre, social and community facilities. The Spatial Strategy seeks to meet Burntwood's needs that are not met locally and currently result in residents of this community having to travel to meet many of their employment, shopping and leisure requirements. The completion of the Burntwood Bypass provides an enhanced opportunity for new investment in the town, helping to create more diverse local job opportunities. The need to diversify the employment base within Burntwood is acknowledged, and this would assist in reducing the high levels of out-commuting. Fundamental to addressing many of the employment, public transport and other service deficiencies within Burntwood is the delivery of an expanded and enhanced town centre.

14.9 Burntwood town centre is currently only providing a small percentage of the retail floorspace that is required to meet the needs of the local population. It is proposed that the town centre is further developed to meet local needs, in accordance with the previously described floorspace limits and within the town centre boundary. The existing town centre, based around Sankey's Corner, will be protected and enhanced, with redevelopment and/or visual improvements encouraged to help benefit the town centre as a whole.

14.10 Land for development should include the committed scheme to the west of Morrisons (16 retail units with a total floorspace of 9,406m² on a 2.5ha site) and the Morrison's store extension. Any further development should take place on the 2.3ha Olaf Johnson site (to the north of Morrisons), where it is considered that a mix of uses (including cultural, leisure and residential uses), with safe and vibrant connections to the existing town centre, would be appropriate.

14.11 Office provision should be directed to sites within the town centre boundary to give further employment opportunities. With a new town centre, accessibility by foot to and around the centre itself will be improved. Proposals will be encouraged to promote and include provision on sustainable forms of travel. Office accommodation will need to be provided on a town first basis using a sequential approach.

14.12 In Burntwood, there are higher levels of out-commuting to employment opportunities located elsewhere with only 31% of employed people living in Burntwood actually working in the settlement. However, Burntwood further benefits from excellent links to the strategic highway network and therefore should continue to maintain existing and attract new businesses. Burntwood benefits from close proximity to the West Midlands Conurbation and the District Council will promote regular and sustainable transport links to this area. Within Burntwood due to the existing constraints in the availability of new land for employment and the need to improve existing employment areas, opportunities in terms of redevelopment and modernisation of existing sites and as part of proposals to redevelop the town centre should help ensure that new jobs are created bringing with it environmental improvements.

14.13 Employment Portfolio. The [Employment Land Review](#) has identified that Zone 5 of Burntwood Business Park should be removed from the Employment Land Portfolio: the site has been promoted for employment development for a number of years but has failed to attract interest from potential occupiers. Given the housing pressure in the area, and the range of other suitable employment sites in the area which have recently been developed, it is concluded that this site would contribute more effectively to the sustainability of Burntwood by being reallocated for residential purposes.

14.14 Mount Road Industrial Estate is a primarily outdated employment site which scores poorly in the Employment Land Review and, due to its location is a potentially suitable site for housing. Many of the buildings are in a dilapidated condition and are considered to be unsuitable for continued employment use. However, there are some more modern units in the centre of the estate. Further consideration of the site is required via the Allocations of Land DPD to ensure that the most effective and sustainable future is secured both in relation to the site itself and its future contribution to Burntwood as a sustainable settlement.

Policy Burntwood 4: Burntwood Housing

Burntwood will play an important role in accommodating new housing, with approximately 13% of the District's housing growth to 2029 taking place here (approx. 1,350 dwellings). Much of the new housing development (around 70%) will be located within Burntwood's urban area, with the remaining 30% to be accommodated within a Strategic Development Allocation to the east of the Burntwood Bypass (approx. 375 dwellings). The redevelopment of existing brownfield land within the settlement will be encouraged.

Explanation

14.15 Due to the sensitivity of the surrounding environment as detailed earlier in this section, and combined with the opportunities for the redevelopment of brownfield sites within the settlement, one Strategic Development Allocation is identified on land to the east of Burntwood Bypass.

Policy Burntwood 5: East of Burntwood Bypass

Within the area identified East of Burntwood Bypass, a sustainable, safe, well designed mixed use development of up to 375 dwellings will be delivered by 2029 in line with the concept statement at Appendix F of this Plan, including:

1. A range of housing in accordance with Development Management Policies H1 and H2;
1. Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
2. Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6;
3. A clear strategy for delivering links to Chasewater Country Park, and showing how the built development and remainder of the site to the south and west will be incorporated into an integrated open space and green infrastructure network;
4. Protection and enhancement of local areas of recreation value and habitats of biological interest and mitigation/compensation measures, including a landscaping strategy which respects important habitats including the pond to the south of the site;
5. The provision of public transport to serve the site: all development should be within 350m of a bus stop; the promotion of smarter travel choices;
6. The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the town centre, services and facilities beyond the site boundaries including safe crossing points;
7. Vehicular access will be from Milestone Way. The road network within the site will accord with the 'Manual for Streets';
8. The provision and maintenance of sustainable drainage systems and flood mitigation measures;
9. Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure;
10. The incorporation of public art; and
11. Adherence to all other policies in the Local Plan.

Explanation

14.16 Land to the east of Burntwood Bypass is considered to be a good location for development to help address the District's housing needs. It is within walking distance of a range of existing services and facilities in Burntwood, and also Chasewater Country Park. This will help to encourage the use of local services, facilities and amenities, reducing the need to travel to access these.

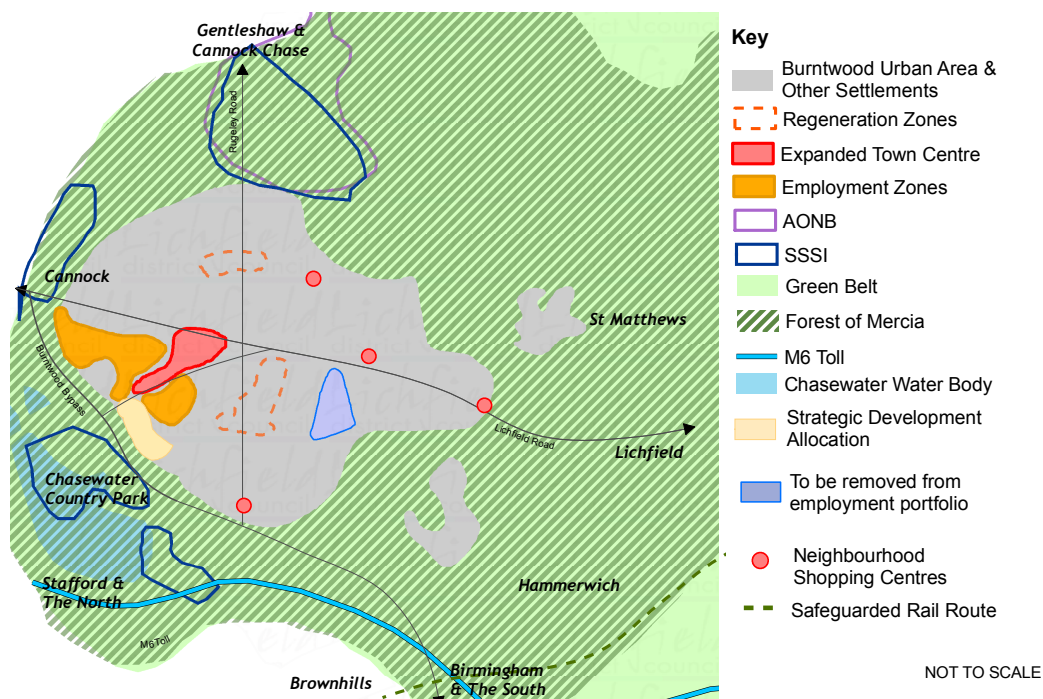
14.17 Development will need to take into account the environmental qualities and topography of the landscape to achieve a well designed, sustainable urban extension to the existing settlement. It will need to be integrated with existing neighbourhoods, including the the delivery and enhancement of a range of services and facilities including community facilities and provision for open space, sport and recreation.

14.18 Green infrastructure links, incorporating open spaces, and linked with safe routes for pedestrians and cyclists will be crucial, both within the development and linking to other networks beyond the site to encourage sustainable travel and healthy lifestyles.

14.19 The provision and enhancement of public transport links, as well as improvements to the highway network, both in terms of vehicular and pedestrian / cyclist provision and safety will be essential to encourage sustainable travel patterns.

14.20 The development will be expected to comply with the Concept Statement and infrastructure requirements set out in Appendix F. The Concept Statement seeks to achieve a development designed and built according to the principles of sustainable development and good urban design.

Map 14.2 Burntwood Key Diagram



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15 North of Tamworth

15.1 Within a Broad Development Location, centred on land to the north of Tamworth Borough, around 1,000 homes will be delivered, to assist in meeting the needs of south east Staffordshire. This supports the spatial strategy for Tamworth Borough which recognises that not all locally derived housing needs can be met within its Borough boundary.

15.2 It is important that delivery of homes within Lichfield District does not undermine the ability for Tamworth Borough Council to deliver homes within its boundary, particularly within the identified Sustainable Urban Neighbourhood at Anker Valley. It is recognised that any provision to the north of Tamworth, within Lichfield District will be reliant on a range of infrastructure delivered within Tamworth, particularly the linkages proposed within Tamworth Borough Council's spatial strategy.

Policy: North of Tamworth

Within the Broad Development Location identified to the north of Tamworth, a sustainable, safe, well designed mixed use development of approximately 1,000 dwellings will be delivered by 2029 including:

1. A range of housing in accordance with Development Management Policies H1 and H2 and having regards to needs arising within Tamworth Borough;
2. Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
3. Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6;
4. A clear strategy for delivering links to Tamworth, and showing how these will be incorporated into an integrated open space and green infrastructure network;
5. Protection of local areas and habitats of biological interest;
6. The provision of public transport to serve the site: all development should be within 350m of a bus stop;
7. The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to settlements, services and facilities beyond the site boundaries including safe crossing points;
8. Vehicular access that is integrated with the Anker Valley and Amington links proposed within Tamworth Borough;
9. The provision and maintenance of sustainable drainage systems and flood mitigation measures;
10. Adherence to all other policies in the Local Plan.

The development shall cause no coalescence with Wigginton village and shall not commence prior to essential infrastructure being delivered at an appropriate stage.

Explanation

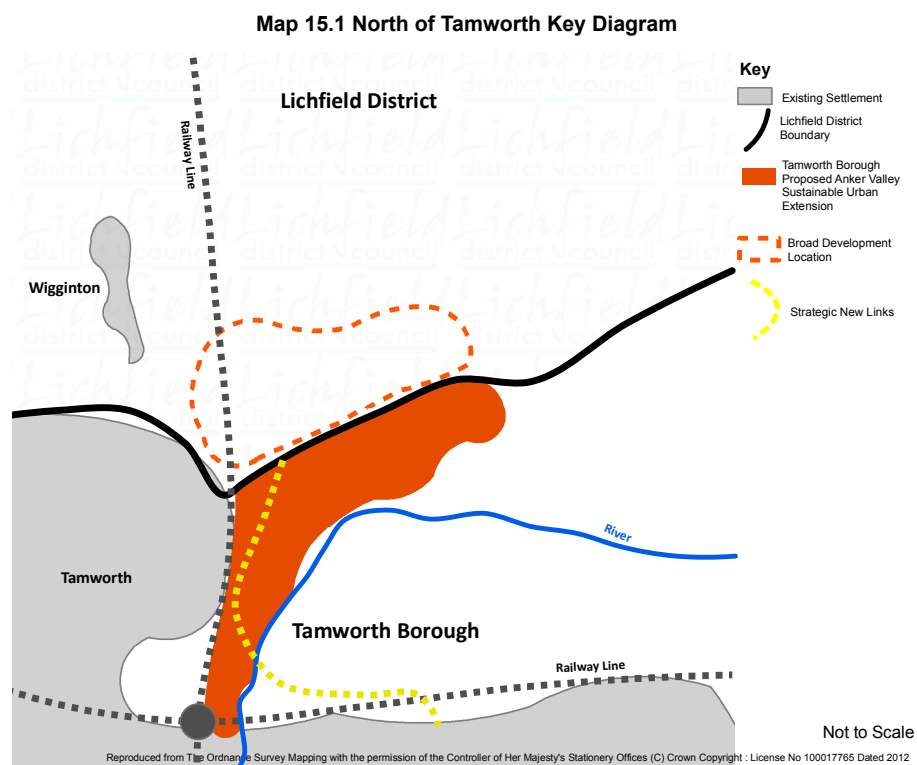
15.3 Land to the north of Tamworth is considered to be a sustainable location for development to help address housing needs in both Tamworth Borough and Lichfield District, however the phasing of any release for housing is important as it will be dependent on the delivery of necessary infrastructure.

15.4 Development will need to take into account the environmental qualities and topography of the landscape to achieve a well designed, sustainable urban extension. Provision to the north of Tamworth should cause no coalescence between the urban area of Tamworth and Wigginton village.

15.5 Green infrastructure links, incorporating open spaces, and linked with safe routes for pedestrians and cyclists will be crucial, both within the development and linking to other networks beyond the site, within Tamworth Borough, to encourage sustainable travel and healthy lifestyles.

15.6 The provision and enhancement of public transport links, as well as improvements to the highway network, both in terms of vehicular and pedestrian / cyclist provision and safety will be essential to encourage sustainable travel patterns.

15.7 Further consideration of land to the North of Tamworth Borough will be considered through the Local Plan Allocations document.



16 East of Rugeley

16.1 Rugeley is a market town which is located within Cannock Chase District. The parish of Armitage with Handsacre lies to the east of Rugeley and falls within Lichfield District. The parish has seen significant change in recent years associated with the regeneration of the former Lea Hall colliery and its surrounding environment.

16.2 Within a Strategic Development Allocation, centred on brownfield land to the east of Rugeley within Armitage with Handsacre Parish, around 11% of the District's housing growth (1,130 dwellings) will take place. This will incorporate around 600 dwellings on and around the former Power Station site already with the benefit of planning permission.

Policy: East of Rugeley

Within the area identified to the east of Rugeley, a sustainable, safe, well designed mixed use development of approximately 1,130 dwellings will be delivered by 2029 in line with the concept statement at Appendix G of this Plan, including:

1. A range of housing in accordance with Development Management Policies H1 and H2 and having regard to needs arising with Rugeley;
2. Neighbourhood facilities including a community hub to incorporate a community hall and small scale convenience retail provision;
3. Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
4. Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6;
5. A clear strategy for delivering links to Armitage with Handsacre and to Rugeley, showing how these will be incorporated into an integrated open space and green infrastructure network, including links to the canal and Canal Conservation Area;
6. Protection of local areas and habitats of biological interest;
7. The provision of public transport to serve the site: all development should be within 350m of a bus stop and should promote of smarter travel choices;
8. The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to settlements, services and facilities beyond the site boundaries including safe crossing points;
9. Vehicular access will be from Armitage Road (A513). The road network within the site will accord with the 'Manual for Streets';
10. The provision and maintenance of sustainable drainage systems and flood mitigation measures;
11. Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure

- 12. The incorporation of public art;
- 13. Adherence to all other policies in the Local Plan.

Explanation

16.3 Land to the east of Rugeley is considered to be a sustainable location for development to help address the housing needs in both Lichfield District and arising within Rugeley, supporting the spatial strategy for Cannock Chase District. This brownfield site has sustainable access (walking, cycling, public transport) to a range of existing services and facilities in the new Hawksyard development, Armitage with Handsacre village, Rugeley and Brereton. It has the capacity to deliver additional services and facilities locally to help these communities function in a more sustainable way.

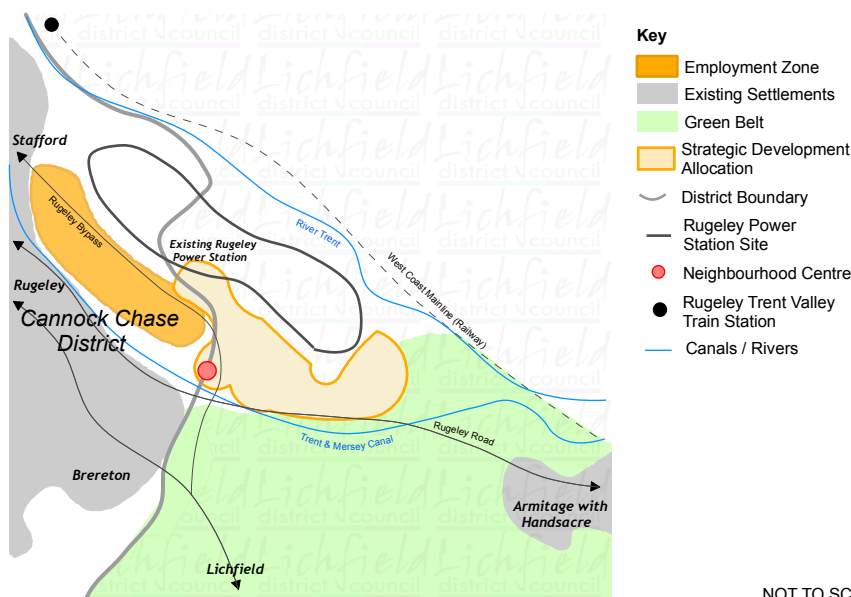
16.4 Development will need to take into account the environmental qualities and topography of the landscape to achieve a well designed, sustainable urban extension to the existing settlement. It will need to be integrated with existing neighbourhoods, including the delivery and enhancement of a range of services and facilities including community facilities and provision for open space, sport and recreation.

16.5 Green infrastructure links, incorporating open spaces, and linked with safe routes for pedestrians and cyclists will be crucial, both within the development and linking to other networks beyond the site to encourage sustainable travel and healthy lifestyles.

16.6 The provision and enhancement of public transport links, as well as improvements to the highway network, both in terms of vehicular and pedestrian / cyclist provision and safety will be essential to encourage sustainable travel patterns.

16.7 The development will be expected to comply with the Concept Statement and infrastructure requirements set out in Appendix G. The Concept Statement seeks to achieve a development designed and built according to the principles of sustainable development and good urban design.

Map 16.1 East of Rugeley Key Diagram



NOT TO SCALE

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17 Rural

Vision for Rural Areas

Alrewas, Armitage with Handsacre, Fazeley, Fradley, Shenstone and Whittington will continue their role as key rural settlements that provide essential services and facilities to their communities and the wider rural hinterland including the smaller outlying villages and hamlets. The historic character and local distinctiveness of these key rural settlements and other villages will be protected and enhanced.

In smaller villages flexibility will be given to local communities to allow small scale development to meet local needs through locally prepared plans.

Policy Rural 1: Rural Areas

In the rural areas, approximately 24% of the District's local housing growth (a minimum of approx. 2,400 dwellings) will be provided within the Key Rural Settlements. New allocations (approx. 1,700 dwellings) will be focused upon the following key rural settlements: Alrewas, Armitage with Handsacre, Fazeley, Fradley, Shenstone and Whittington. Of this, up to 1,250 dwellings are to be located around Fradley in line with the concept statement at Appendix E of this Plan. Limited expansion of village boundaries at some of the key rural settlements will be required to accommodate this housing growth. Support will be given for the retention and improvement of local services and facilities within these key rural settlements to meet the needs of local populations and smaller outlying villages.

In addition, smaller villages will only deliver housing to accommodate local needs. Around 5% of the District's housing (around 500 dwellings) will be met within the village boundaries of these smaller villages, through the conversion of existing buildings and to meet identified local needs on rural exception sites. Allocations of sites for new rural housing will be considered through the Local Plan Allocations document or through a community led plan where this is in broad conformity with the Local Plan.

Rural employment and diversification will be supported where this accords with Core Policy 7: Employment and Economic Development, including initiatives which provide support to existing businesses, home workers and the provision of faster broadband and other technologies which help to develop the rural economy. Support will be given for the provision of tourism and visitor facilities as set out in Core Policy 9: Tourism.

Improvements to social, community and environmental infrastructure will be supported where these address the needs of the village and are sustainably located, and do not conflict with other Core Policies in this document.

Explanation

17.1 The rural parts of the District vary in their character and function. The south, south-western and south-eastern part is Green Belt, which separates the District from the West Midlands conurbation although one community, Little Aston, adjoins the boundary with Birmingham to the South, and another, Fazeley, is closely linked to Tamworth to the East. The southern rural areas are bisected by major road networks (A38, A5 and the M6 Toll) and the Lichfield to Birmingham rail line, and hence villages

served by these routes - in particular Shenstone - tend to have very strong commuter links to surrounding conurbations. The Green Belt character is varied, comprising farmland, historic estates, wood and heath land, canals and rivers.

17.2 The character of the countryside to the north and east of the District is also of a very high quality, with river plains, canals, rural estates and isolated farmsteads providing a rich setting for villages in this locality. The District contains part of the Cannock Chase Area of Outstanding Natural Beauty, between Gentleshaw and Upper Longdon.

17.3 Our evidence gathering shows that rural residents value the spirit of their communities and the physical qualities of village and countryside, but they are concerned at losses in rural services, the availability of housing to suit their circumstances and, in some cases, increasing levels of isolation through poor public transport.

17.4 There are different sizes of village within the District, all with very different characteristics, and many of the larger ones retain a range of facilities. The Spatial Strategy seeks to ensure that rural communities are as sustainable as possible, delivering appropriate levels and types of housing to address identified need, retaining rural services and facilities in all the villages, providing new services which are relevant to local needs and supporting communities in delivering initiatives which help them to be more self sufficient.

17.5 It is recognised that this is not a matter for planning policy alone, and a partnership approach will be needed with Parish Councils playing a key role. Initiatives supported by the local community to diversify and strengthen the local economy and provide appropriate facilities to support rural life will need to be balanced against protection of the quality of the countryside and its landscape. Local initiatives which seek to deliver these aims, such as Neighbourhood and Parish Plans, will be supported by the District Council.

Fradley

Vision for Fradley

Any future development will respect the quality of the rural landscape and maintain a village atmosphere. The environmental assets of the canal and Fradley Junction will be maximised with attractive green linkages created through any new development incorporating pedestrian/cycle routes. Key views to the surrounding countryside will be secured through appropriate design of any new development.

Any development will provide a range of housing types and tenures to address local needs and achieve a form, structure and architectural design that is distinctive and reflects local characteristics. New sports and community facilities will be incorporated to offer people the opportunity to have a social meeting point which will encourage the integration of existing and new residents within the area to help support a greater sense of community.

Employment opportunities will be created suitable for local residents to fulfil the resident's aspirations for a different employment offer in the area to assist in the stemming of out commuting and encourage an enterprise culture for all the residents of Fradley.

The development will promote the use of public transport and a healthier lifestyle with the provision of pedestrian and cycle routes to the village and surrounding countryside and to local facilities. Any development should not have a detrimental impact on the local and strategic highway network

An expanded Fradley village will be the principal focus for housing in the rural area, focused around existing and new facilities to achieve a cohesive form of development that enables both physical and social inclusion within Fradley.

Policy Frad1: Fradley Environment

High quality green infrastructure will be provided and shall incorporate physical and visual connections to the countryside and a variety of natural habitats. Specifically, land north of Hay End Lane and west of Old Hall Lane shall incorporate green corridors and green space at the edges and through the development to provide physical and visual connections to the countryside and to safeguard the setting of adjacent heritage assets. A green corridor will be provided along the southern side of the Coventry Canal which will include the retention of significant existing vegetation wherever possible. Adequate mitigation from the impacts of the adjacent employment park on new development will be provided, which may include buffer planting.

Sustainable Drainage Systems will be integrated within all new development.

Allotments should also be included as part of the green infrastructure and should be located so as to be accessible by all parts of the community.

New development shall improve access for all on to the canal and should ensure appropriate enhancements are made to the canal network up to Fradley Junction.

Explanation

17.6 Fradley is a settlement comprising two key parts; the original smaller residential area known as Fradley Village and the more recent housing development centred on the former airfield, known as Fradley South. The airfield has dominated the immediate landscape since its construction in 1939. Occupied by the Royal Air Force in 1940, RAF Lichfield was operational until 1958, after which it was sold by the Air Ministry 1962. The airfield's visual dominance has been maintained through its redevelopment for housing at Fradley South and an adjacent employment park, accommodating the majority of the District's employers.

17.7 Whilst the airfield is now largely developed, the village, and particularly Fradley village, maintains a strong physical and visual connection to the countryside. The Coventry Canal positively enhances the character of the village, and will be protected and enhanced through any development proposals. Whilst the canal is an important asset to the village, it also contributes to the separation of the two parts of the village.

17.8 This separation and the lack of physical and social cohesiveness is a driver for new development which will aim to consolidate the two parts of the settlement and create one cohesive community. This will be achieved in such a way that the important links to the countryside, which characterise the village, are retained and enhanced, whilst maintaining its separation from the other nearby settlements of Lichfield and Alrewas. The provision of allotments and the protection of existing heritage assets will be important qualities of any new development, so as to foster a greater sense of community and ensure that the positive attributes of Fradley are preserved and enhanced.

Policy Frad2: Fradley Services & Facilities

Initiatives to improve existing facilities or proposals to provide a range of new facilities and social infrastructure will be supported. Additional primary education facilities will be provided in Fradley, which shall include nursery provision.

Land for a new health care facility will be provided close to the existing local centre (Stirling Centre) and will be safeguarded for such a use. The District Council will support the early delivery of a new health facility with any new development.

Sports pitches will also be provided which will include a minimum of 2 football pitches and a cricket pitch. Opportunities to provide a sports/social club and associated sports facilities should also be explored.

Existing pedestrian and cycle routes will be retained and enhanced and new routes will be created to enable safe and convenient connections between the community and particularly to the neighbourhood centre, health care facility, primary school and pre-school nursery.

Improvements will also be made to the frequency of bus service which shall be routed in such a way to be a short walking distance from all parts of an expanded Fradley.

Improvements to the local and strategic highway network will be undertaken commensurate with the scale of development. Additionally, development proposals will provide an alternative vehicular route to the existing route on Turnbull Road through Fradley South.

All options will be explored to improve the Hilliard's Cross and Fradley Village Junctions on the A38(T).

Explanation

17.9 In order to meet the needs of a cohesive sustainable settlement, improvements to existing and the provision of a range of additional facilities and infrastructure will be required at Fradley. The extension of St. Stephen's Primary School is preferable and is considered an important component of improving social cohesiveness. Located centrally, the extension of the school would enable children from all areas of the village to be educated together and may facilitate improved interaction between other members of the community. The co-location of a pre-school nursery with St. Stephen is considered desirable for the same reasons. Should the extension of St. Stephen's Primary School become undeliverable, alternative primary education and nursery provision within Fradley will be made to meet the education needs of an expanded village.

17.10 Existing Fradley residents access health care facilities in either Alrewas or Lichfield, some of which are at capacity. A new health care facility will therefore be required alongside any new residential development at Fradley. A location close to the existing neighbourhood centre (Stirling Centre) is favoured due to convenience and ability to allow the community to combine trips. There are opportunities within the Stirling Centre for a small facility. However, land will be safeguarded within development proposals to facilitate the construction of a new purpose-built health centre to meet local need.

17.11 Our evidence informs us that there is a shortage of sports pitches in Fradley, with residents currently having to travel to facilities in adjacent settlements, some of which are being used to capacity. The provision of sports pitches within Fradley will therefore address a proven local need, provide opportunities to improve the health and well-being of the community and will assist in social cohesion.

Along with the provision of required sports pitches is the local desire for a social and community facility, such as a sports club or public house. The provision of such a facility associated with the sports pitches would meet this need and again also assist in improving social cohesion.

17.12 In order to offer residents a choice of transport modes and thus encourage sustainable modes of transport, existing pedestrian and cycle routes will be retained and enhanced. New routes will also be created to enable safe and convenient connections between the community and local facilities. The lack of a frequent bus service prohibits regular bus use for journeys to the employment at Fradley and to other employment centres. Increasing the frequency of the bus service, particularly at peak hours, will help to encourage the use of the bus service and offer alternative modes of transport for the existing and future community.

17.13 Fradley's close proximity to the A38, running to the west of the village, generates a range of opportunities in terms of providing a convenient access to employment and service centres. However, it is understood that some A38 junctions are operating at capacity and will possibly require improvement to accommodate future housing growth. Development proposals will therefore need to demonstrate that no undue harm to safety or to the free flow of traffic on the strategic highway network will result, and where necessary improvements will be required. With regard to local traffic and the impact on the local highway network, additional residential development is likely to increase traffic flows through Fradley South, and alternative routes should be provided to alleviate traffic pressure and its resultant impact on residential amenity.

Policy Frad3: Fradley Economy

Fradley will remain as a major focus for employment through the implementation of existing commitments and redevelopment. Smaller units and 'incubator' employment units will also be encouraged within Fradley. Support will be given to proposals for a Lorry Park within or close to Fradley Park.

Explanation

17.14 Fradley will remain a major focus for employment within the District. However, to give greater flexibility in the District's employment portfolio and to encourage new businesses to locate here, smaller employment units and 'incubator' units will be supported within the employment area at Fradley.

17.15 The current employment park has been a success, demonstrated by the number of businesses located here. However, most of these businesses are within the storage and distribution sector which generates a significant amount of HGV traffic, and at times can cause disturbance and vehicular conflict with the residential areas. The provision of a lorry park, within or close to Fradley Park, will assist in mitigating the negative impact of HGV and other employment traffic on local residents.

Policy Frad4: Fradley Housing

Fradley will play a significant role in meeting rural housing need by providing growth of around 1,250 new dwellings, including on brownfield land located between the Coventry Canal and Halifax Avenue. In total 12% of the District's housing growth to 2029 (around 1,250 dwellings) will be accommodated within a Strategic Development Allocation. Development will be focused on the former airfield, utilising current brownfield land, along with further housing development accommodated on land to the north of the Coventry Canal and on land north of Hay End Lane and west of Old Hall Lane.

New development will provide a housing mix to reflect local housing need, especially providing smaller 1 and 2 bedroom properties for first time buyers and to meet the housing needs of an ageing population. The housing mix will also include an appropriate level of affordable housing.

Explanation

17.16 Fradley's status as a key rural settlement means that it functions as a service centre for the wider rural area. Further housing development would support and improve existing services and facilities, and assist in bringing forward new infrastructure, such as a health care facility, expansion of the existing school and improvements to public transport and the highway network.

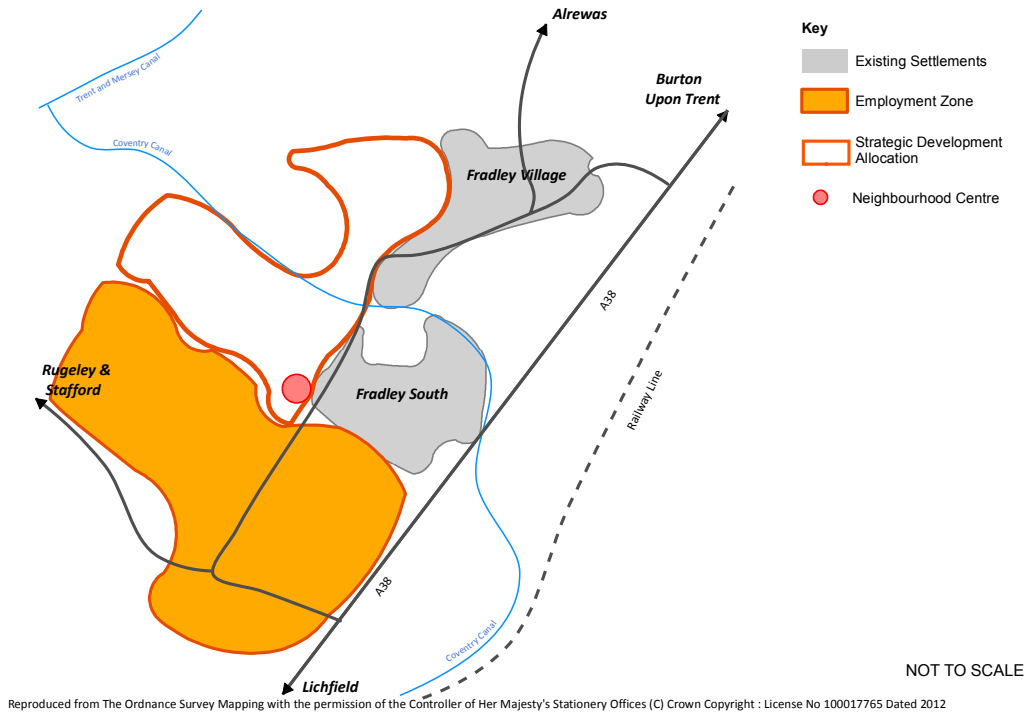
17.17 The desire to create a cohesive and sustainable community at Fradley strongly influences the location and amount of developable land. Our employment evidence shows that the remaining part of Fradley Park has taken some time to come forward and that there is an oversupply of land for warehousing and logistics within the District, particularly at Fradley. The creation of a Strategic Development Location, incorporating part of this land for housing, which is well located being adjacent to the neighbourhood centre, would assist in creating a more sustainable coherent settlement at Fradley, whilst not undermining the overall employment strategy for the District.

17.18 Including land for new housing within the SDA which includes land around St.Stephen's school would assist further with community cohesion, bring forward the required sports pitches and the social facilities desired by the wider community.

17.19 There is a lack of varied housing stock throughout Fradley, with a significant majority of the properties being large detached (4 & 5 bedroom) houses and a lack of smaller properties. This lack of smaller more affordable market properties means that opportunities for first time buyers and lower income families to access the housing market are limited. Similarly, opportunities for older residents to 'downsize' are restricted, and the abundance of larger properties means that there is a significant imbalance between housing and employment in the local area. Local employment at Fradley is heavily weighted to storage and distribution, so whilst there are limited opportunities for higher wage earners, many jobs in Fradley are lower paid, limiting people's ability to access local housing. As a result of the imbalance between the housing stock and local employment, Fradley experiences a significantly high level of out-commuting to other urban centres such as Birmingham and the West Midlands and to Burton-on-Trent, Derby to the north and the wider East Midlands area. It also experiences a level of in-commuting from companies bringing in employees from outside the District where housing is more affordable.

17.20 It is considered that the provision of a greater number of smaller properties will assist in redressing this imbalance and also assist in reducing overall levels of commuting both in and out of Fradley.

Map 17.1 Fradley Key Diagram



Alrewas

Vision for Alrewas

Alrewas will continue to be a separate, freestanding, healthy and stable community offering a high quality local living environment and functioning as a local service centre offering a range of good quality services and facilities for the village and its hinterland.

The range of shops, services and facilities will be maintained, improved and enhanced, including the community hall, open space and play facilities. Pedestrian and cycle accessibility within the village to all facilities will be improved, and the negative impacts of the A38, particularly in relation to severance, will be reduced. Opportunities to encourage more visitors to the village will be sought, to help sustain local businesses. This includes opportunities to strengthen links between the village and the National Memorial Arboretum, the Trent and Mersey Canal, and the Central Rivers Initiative and promote the village as a gateway to the National Forest.

The outstanding qualities of the Conservation Area and canal will be recognised in all potential change and improvements sought where opportunities arise.

Alrewas will accommodate a proportionate level of village growth which reflects the existing character and qualities of the village and which addresses local need, whilst maintaining a self-contained community with clear physical boundaries.

Policy Alr1: Alrewas Environment

The high quality living environment and ambiance of Alrewas will be maintained and enhanced by particular emphasis on good design quality in development, continued environmental enhancement in the Conservation Area and careful traffic management. The village will maintain its role as a separate, freestanding, healthy, safe and stable community, functioning as a local service centre offering a range of services and facilities for the village and its hinterland.

The significance of the Conservation Area, the Trent and Mersey Canal, and the wider built and natural environment will be recognised, enhanced and protected in all potential change and appropriate improvements supported. New buildings will be of a high quality design, reflecting the character and range of vernacular house types and architectural sites and ensuring a positive contribution to the Conservation Area where appropriate.

Projects which will enable safe and sustainable pedestrian and cycle access from the village across the A38 to the National Memorial Arboretum, and which will also improve connectivity within the National Forest and the Central Rivers Initiative area will be supported where they accord with other policies in this document.

Support will be given to initiatives which reduce the noise and visual impact of the A38 upon the village where they accord with other policies in this document.

Explanation

17.21 Alrewas is a compact settlement, with a strong identity and medieval origins, having a traditional street structure at its heart, and an important Conservation Area that covers about half of the extent of the village. This encloses the full extent of the historic settlement pattern of village as it existed around 1840. The village expanded significantly in the 1960s and 1970s but since then most development has been infill.

17.22 The village lies within the Trent Valley lowlands. The River Trent is to the north and there are examples of historic field systems and water meadows in this area: there are areas of significant landscape^(xxxiv) and ecological value.^(xxxv)

17.23 The village is bounded by the A38 to the east (providing strong car-borne commuter links to Birmingham, and to Burton on Trent and Derby) and by the A513 to the south. The A38 creates issues of traffic noise which needs to be reduced where this is possible. Improvements to sustainable transport provision will be supported as necessary to improve safety and encourage walking, cycling and public transport use.

17.24 The village is geographically close to the National Memorial Arboretum (NMA), the National Forest and the Central Rivers Initiative although physical access is truncated by the presence of the A38. Pedestrian linkages could potentially be improved, particularly to the NMA: with a footbridge (accessible to wheelchairs and cyclists) across the A38 to benefit residents and to encourage visitors to the NMA to visit the village.

17.25 The character of Alrewas needs to be protected and enhanced in terms of its built environment, accessibility to the countryside, the Trent and Mersey Canal and River Trent, the range of services and facilities and its overall rural atmosphere. Alrewas needs to be kept physically separate from the neighbouring village of Fradley to the south whilst still retaining social and community links.

xxxiv [Historic Environment Character Assessment 2009](#)

xxxv [Ecological Study of Lichfield District 2009](#)

Policy Alr2: Alrewas Services & Facilities

Alrewas will function as a Key Rural Centre, with a range of services and facilities which serve the local community and its hinterland.

The loss of existing services and facilities will be resisted unless an equivalent facility can be provided which offers an equal or improved service to the community.

Initiatives to improve, enhance and deliver local facilities and amenities will be supported, specifically, but not exclusively, including facilities and activities for teenagers, the community hall, doctors surgery, play and open space provision, pedestrian and cycle routes, provided that they are of a physical form, distribution and quality appropriate to current local needs and the local environment.

Initiatives to improve the amount of equipped play spaces and amenity green space in the village, particularly in the north to increase local accessibility will be supported where this does not conflict with other policies in the Local Plan.

The delivery of additional facilities for football and cricket to serve Alrewas and Fradley and tennis facilities to serve Alrewas will be supported in line with the Playing Pitch Tennis and Bowls Strategy.

Explanation

17.26 The village plays an important role in the rural community, with a range of services and facilities which serve residents and the wider rural hinterland. It is important that this role is protected and enhanced.

17.27 There is a strong focus for the community based on centrally located services and facilities such as the primary school, local shops and the village hall, as well as good access to an attractive local environment including the canal and open countryside. There is a need to enhance and improve some of these facilities for example the village hall and doctors surgery.^(xxxvi) There is also a need to provide better facilities and activities for teenagers.^(xxxvii)

17.28 There is a need to improve accessibility to equipped play in the village as the current site (near the cricket ground) is not easily reached from large areas of the village particularly to the north east so additional provision is needed: this also applies to amenity green space.^(xxxviii) Facilities exist in the village for football and cricket but evidence shows potential for capacity to become strained and recommends exploring the potential for additional facilities, possibly linked to Fradley. There is also a potential (locally identified) need for tennis facilities to serve the village.^(xxxix)

Policy Alr3: Alrewas Economy

The importance of local employment in the settlement will be recognised and initiatives to ensure it links positively and in a way which is relevant to the local community will be supported.

xxxvi [Rural Planning Project 2011](#)

xxxvii [Feeling the Difference, Staffordshire Observatory 2011](#)

xxxviii [Open Space Assessment 2012](#)

xxxix [Playing Pitch Tennis and Bowls Strategy 2012](#)

New business, services and facilities will be supported where they do not conflict with other policies within the Local Plan. This includes initiatives which improve tourism links and opportunities, particularly relating to the Trent and Mersey canal, to the Central Rivers Initiative, The National Forest and to the National Memorial Arboretum provided that these do not compromise the character of the village.

Explanation

17.29 Alrewas plays an important role in the rural community, with a range of shops and facilities which serve residents, the wider rural hinterland and also a broader tourism function due to the nature of some of the local businesses, canal-related tourism and the increasing levels of visitors to the National Memorial Arboretum.

17.30 It is important that Alrewas is enabled to continue to function and enhance its role as a Key Rural Settlement without compromising the overall character of the village. There are opportunities for improved links and benefits from tourism locally, and these should be further explored and encouraged where appropriate. This would need to be managed carefully so that there is no detrimental impact upon the village character.

Policy Alr4: Alrewas Housing

A range of between 90 - 180 homes will be provided, with final numbers and locations to be determined via the Local Plan Allocations document. Small-scale redevelopment within the village will be supported to provide for new housing and a modest and proportionate level of village growth, whilst maintaining a self-contained community with clear physical boundaries and which complements the character of the existing settlement.

Infill development will be prioritised provided that this does not result in a loss of services and facilities which contribute to the function of the settlement as a Key Rural Centre. Some sites beyond the village boundary may need to be included and these will be considered via the Local Plan: Allocations document. The determination of locations for housing will take into account current information gathered by, and in conjunction with the local community.

Housing in Alrewas will provide for the needs of the local community, particularly providing a range of affordable homes, starter homes and smaller homes to address downsizing need and the needs of the ageing population.

Explanation

17.31 There is a particular need in Alrewas (and the wider Rural North Housing Market Area) for smaller properties, 2 or 3 bedrooms in size which can help to address a local shortfall of starter homes and properties for people to downsize to: there is also a need to ensure that there is sufficient housing stock to be able to address the varied needs of the ageing population. ^(xi) This is particularly to help ensure that residents, of any age, are not forced, by lack of choice and opportunity, to leave their community once their needs change. This will enable Alrewas and its hinterland to become more self-sustaining and to positively contribute to the health and well-being of all of its residents.

xi [Southern Staffordshire Districts Housing Needs Study and SHMA Update 2012](#)

17.32 While it is important that infill development should be a priority, this must not be at the expense of services and facilities which contribute to the role of Alrewas as a sustainable Key Rural Centre. A balance will need to be achieved and it is likely that some sites outside the village boundary will need to be considered to help Alrewas provide for the future needs of its residents, whilst retaining and complementing the original village character. This will be considered further via the Local Plan Allocations document.

Armitage with Handsacre

Vision for Armitage with Handsacre

Armitage with Handsacre will maintain and enhance its role as a freestanding settlement, which functions as a local service centre serving the village and its hinterland. There will be an enhanced quality of physical environment in all parts of the village, with a better defined and attractive village 'centre' to act as a key focal point. Links to the Trent and Mersey Canal will be improved so that it becomes a key feature of the village, links to an enhanced green infrastructure network and maximises opportunities from canal-based tourism, particularly to benefit local businesses.

The community will become more cohesive, safer, will have better overall health and will have improved access for all to a wide range of local community activities. The village will maintain a range of good quality local services, employment and facilities, enhanced through improved accessibility in a more pedestrian and cycle-friendly environment.

Armitage with Handsacre will accommodate a proportionate scale of growth that provides for local needs and helps to deliver an enhanced village environment. Local infrastructure will be improved, particularly in relation to local traffic and flooding issues.

Policy Arm1: Armitage with Handsacre Environment

Armitage with Handsacre will maintain its role as a separate, freestanding and stable community functioning as a local service centre offering a range of services and facilities.

The Canal Conservation Area will be recognised and protected in all potential change and improvements supported, with particular encouragement to enhancing links to the local community and its facilities and services provided that they accord with other policies in the Local Plan.

Support will be given to initiatives which help to create a focal point for the community in the village provided that they are of a physical form, distribution and quality appropriate to current local needs and the local environment and which help it to develop its cohesiveness as a settlement.

Support will be given to infrastructure improvements in the village, particularly those which address local traffic and flooding issues.

Explanation

17.33 Handsacre is recorded in the Domesday Book and Armitage has medieval origins.^(xlii) Pockets of historic significance remain, particularly the pre-1900 area in Armitage which includes parts of Hood Lane, Pike Lane and parts of New Road.

17.34 The present Armitage with Handsacre settlement is the result of the coalescence of two formerly separate village communities. The emergence as a single physical community largely took place towards the last half of the twentieth century through the separate expansion of Armitage and Handsacre. Initially this was related to the growth of industrial and mining communities partly linked to the opening of Lea Hall Colliery in Rugeley, and particularly linked to the industrial function of the Trent and Mersey Canal which runs almost the entire length of the settlement. This expansion included development along New Road that effectively joined the villages along a main through route. The emergence of a single settlement was further consolidated by development in the 1990s with over 400 dwellings being built in the Shropshire Brook Road and Lichfield Road (Handsacre) areas.

17.35 As a result of this rapid expansion, the settlement is physically very elongated and lacks a central focal point or 'heart'. Its present characteristics are therefore of a substantial, relatively recently developed industrial based community having an increasingly commuter element to it. There is a substantial and long-standing employer (Ideal Standard, formerly Armitage Shanks) which is fairly centrally located.

17.36 The Trent and Mersey Canal runs in an east-west direction and effectively forms a northern limit to the village, although this is reinforced by the presence of the River Trent flood plain. The village is surrounded to the south and west by Green Belt.

17.37 The canal is a Conservation Area, is of significant recreational value and brings tourists through the village. It is of ecological importance: part of its length is a Site of Biological Importance (SBI), as is an area to the east of Handsacre.^(xliii)

17.38 The A513 is the main route through the village and experiences significant levels of traffic. Staffordshire County Council have identified the village as a locally identified location for pedestrian safety measures.^(xliv) Much of the settlement is dominated, and partially severed by the presence of the recently upgraded West Coast Main Line, although there is no rail service running from the village with the nearest stations being located in Rugeley to the east.

17.39 The area experiences surface water flooding issues, particularly in the centre of Armitage.^(xlv)

Policy Arm2: Armitage with Handsacre Services & Facilities

Armitage with Handsacre will function as a Key Rural Centre, with a range of services and facilities which serve the local community and its hinterland. The loss of existing services and facilities will be resisted unless an equivalent facility can be provided which offers an equal or improved service to the community.

xli [Historic Landscape Character Assessment 2009](#)

xlii [Ecological Study of Lichfield District 2009](#)

xliii [Integrated Transport Strategy 2011](#)

xliv [Surface Water Management Plan 2010](#)

Initiatives to improve and enhance local facilities and amenities will be supported, specifically but not exclusively including: projects which contribute to improved health; play provision; green infrastructure; improved sustainable transport links, and schemes which will result in improvements to traffic and pedestrian safety in the village provided that they are of a physical form, distribution and quality appropriate to current local needs and the local environment.

Initiatives to improve or provide new equipped play will be supported, particularly relating to the areas around Upper Lodge Road and Millmoor Avenue, and including the relocation and subsequent improvement of the Upper Lodge Road play area.

The provision of new amenity green space, particularly to the west of the settlement and to the east around Tuppenhurst Lane will be supported, particularly if it links to a wider network of green infrastructure and provided it is in accord with other policies in the Local Plan.

The provision of an additional football pitch in an appropriate location will be supported, potentially through the formalisation of facilities at Shropshire Brook Road.

Explanation

17.40 The village plays an important role in the rural community, with a range of services and facilities which serve residents and the wider rural hinterland. It is important that this role is protected and enhanced.

17.41 There is a need to maximise the use of existing facilities and services in the village such as the village hall on Shropshire Brook Road, whilst seeking improvements elsewhere such as maintaining and improving bus services or delivering a local rail station in line with local aspirations.^(xlv) Because of the linear nature of the settlement, access to services and facilities is not consistent throughout the community and local provision should be improved where needed, such as the quantity and quality of play facilities and activities for teenagers but without putting existing facilities and services at risk.

17.42 There is a recently redeveloped play / multi-use games area (MUGA) at St. Barbaras Road (Handsacre) and another MUGA at Shropshire Brook Road although there is potential to increase the amount of play equipment on this site. Sites in Armitage (Upper Lodge Road and Millmoor Avenue) are of poor quality with Upper Lodge Road scoring particularly poorly. Access to amenity green space is generally good although there is an identified shortfall to the west, and also to the far east around Tuppenhurst Lane.^(xlvi)

17.43 In terms of playing pitches, the priority is to upgrade the existing cricket facilities at Rugeley Power Station, but to seek additional provision for football to address a potential shortfall over the plan period possibly by formalising facilities at Shropshire Brook Road.^(xlvii)

17.44 There is a wider need to improve the health of the local community^(xlviii) and a wider range of initiatives can help to encourage healthier lifestyles such as sport and recreational facilities, walking and cycling and these should be supported.

xlv [Rural Planning Project 2011](#)

xlvi [Open Space Assessment 2012](#)

xlvii [Playing Pitch Strategy 2012](#)

xlviii [Health and Well Being Profile for Lichfield District Council December 2010](#)

Policy Arm3: Armitage with Handsacre Economy

The importance of local employment in the settlement will be recognised and initiatives to ensure it links positively and in a way which is relevant to the local community will be supported.

New and existing business, services and facilities will be supported where proposals do not conflict with other policies within the Local Plan. This includes initiatives which improve tourism links and opportunities, particularly relating to the Trent and Mersey Canal.

Explanation

17.45 Armitage with Handsacre plays an important role in the rural community, with a range of shops and facilities, which serve residents and the wider rural hinterland as well as providing a significant local employer, Ideal Standard (formerly Armitage Shanks).

17.46 It is important that Armitage with Handsacre is enabled to continue to function and enhance its role as a Key Rural Settlement without compromising the overall character of the village. There are opportunities to consolidate the village to create a more cohesive 'centre' which should be explored. There are also opportunities for improved links from tourism locally, particularly related to the canal and there is scope for improving links between the canal and the village. There is also scope for strengthening the links between the local community and key employers. These opportunities should be further explored and encouraged where appropriate.

Policy Arm4: Armitage with Handsacre Housing

A range of between 120 - 220 homes will be provided with final numbers and locations to be determined via the Local Plan Allocations document. Small-scale redevelopment within the village will be supported to provide for new housing and a modest and proportionate level of growth, whilst maintaining a self-contained community with clear physical boundaries and which complements and enhances the character of the existing settlement and which does not further elongate its physical form.

Infill development will be prioritised provided that this does not result in a loss of services and facilities which contribute to the function of the settlement as a Key Rural Centre. Some sites beyond the village boundary may need to be included, potentially including a small amount of Green Belt and these will be considered via the Local Plan: Allocations document. The determination of locations for housing will take into account current information gathered by, and in conjunction with the local community.

Housing in Armitage with Handsacre will provide for the needs of the local community, particularly providing a range of affordable homes, starter homes and smaller homes to address downsizing need and the needs of the ageing population.

Explanation

17.47 There is a particular need in Armitage with Handsacre (and the wider Rural North Housing Market Area) for smaller properties, 2 or 3 bedrooms in size which can help to address a local shortfall of starter homes and properties for people to downsize to: there is also a need to ensure that there

is sufficient housing stock to be able to address the varied needs of the ageing population.^(xlix) This is particularly to help ensure that residents, of any age, are not forced, by lack of choice and opportunity, to leave their community once their needs change. This will enable Armitage with Handsacre and its hinterland to become more self-sustaining and to positively contribute to the health and well-being of all of its residents.

17.48 Due to the need to avoid further elongating the village, it may not be possible to address the level of local need without some limited release of Green Belt, in a way which minimises the impact upon the local environment and which can be fully integrated with the existing community. This will be considered further through the Local Plan: Land Allocations document.

17.49 The determination of locations for housing will take into account current information gathered by, and in conjunction with local communities.

Fazeley, Mile Oak & Bonehill

Vision for Fazeley, Mile Oak & Bonehill

The physical environment of Fazeley, Mile Oak and Bonehill will be cleaner, safer and greener with significant improvements to the appearance of the built environment. Other improvements will include improved accessibility for residents to shopping and other facilities, to the Conservation Area and will establish a more pedestrian and cycle friendly environment, where the impact of traffic is reduced. Small scale inward investment will be encouraged to help support the local economy, in particular maximising benefits from tourism in relation to the Birmingham and Fazeley, and Coventry canals.

Fazeley, Mile Oak and Bonehill will remain a settlement which retains its physical separation from Tamworth but which also recognises the varied characteristics of the different communities of which the settlement is comprised. The community will be healthier and more cohesive with easy access for all to an improved range of local community facilities and activities.

The community will have better access to, and a better quality, of play, sports and other recreational activities.

Fazeley, Mile Oak and Bonehill will accommodate a proportionate scale of growth that provides for local needs and helps to deliver an enhanced village environment, with priority given to the reuse of brownfield land and vacant or underused buildings.

Policy Faz1: Fazeley, Mile Oak & Bonehill Environment

Initiatives to improve the local environment will be supported, in particular enhancement to the physical environment; bringing derelict buildings back into re-use; improvements to traffic and pedestrian safety; physical improvements to the town centre emanating from Fazeley crossroads and especially Coleshill Street; improvements to green infrastructure, including additional amenity green space around Bonehill and Deer Park.

Fazeley, Mile Oak and Bonehill will maintain its role as a separate, freestanding and stable community, functioning as a local service centre offering a range of services and facilities.

xlix [Southern Staffordshire Districts Housing Needs Study and SHMA Update 2012](#)

The distinct characters of the different communities within the settlement, i.e. Fazeley, Deer Park, Bonehill and Mile Oak will be respected and not diluted or lost though further coalescence. Appropriate small scale infill development which does not compromise this approach will be acceptable.

The Conservation Area will be recognised and protected in all potential change and improvements supported.

Explanation

17.50 This linear settlement, surrounded by Green Belt to the north, south and west, is actually a number of settlements which are linked along the line of the old A5 route, and comprising Mile Oak to the west, leading eastwards to Bonehill (to the north of the old A5), Deer Park (to the south of the A5) and to the historic core of Fazeley which adjoins the Tamworth boundary to the east.

17.51 Since its historic origins, the area has expanded, mainly in the twentieth century and would have begun as 'ribbon development' along the old A5, and which has then expanded in clusters to the south of the road into a selection of housing estates, effectively joining together the separate settlements. Bonehill still retains a separate village 'feel' due to its location on the northern side of the A5 which is adjacent to open areas of Green Belt, and the Sir Robert Peel hospital.

17.52 Because of the way in which the settlement has evolved, it has a rather 'disjointed' feel, although the individual parts of the settlement have particular characteristics. This is particularly evident in Fazeley and Bonehill which is a designated Conservation Area. Fazeley was designated because it represents a remarkably intact industrial community of the period 1790 to 1850 associated with the Peel family and related to developing water power systems for the milling industry. Bonehill is an historic hamlet that is an important remnant of the area's agricultural past.

17.53 Environmental improvements are needed in the settlement overall: there are high numbers of buildings at risk, a high amount of street 'clutter' and poor maintenance of the public realm in general (public and private). There is an opportunity for enhancing the canal environment to provide better access to the local community and visitors which also links to the potential for economic development and tourism.

17.54 Sustainable transport improvements are needed. Improved pedestrian and cycle links will be supported between the different parts of the settlement and also to Tamworth. Currently linkages are limited and in some parts of the settlement are restricted to the route of the old A5.

17.55 Traffic needs more effective management as, despite the re-routing of the A5, the old route remains a convenient and well used link for many vehicles, including those accessing nearby Drayton Manor Park. Improvements to parking throughout the settlement are also needed.

17.56 In terms of the natural environment there is a small Site of Biological Importance (SBI) adjacent to the canal south of Bonehill Bridge.⁽ⁱ⁾ The settlement is at risk of flooding, particularly around the Fazeley / Brook End area.⁽ⁱⁱ⁾

17.57 The settlement needs to align with the Wilnecote Regeneration Corridor which focuses upon the former A5 (Watling Street) in Tamworth Borough and identifies a range of required environmental, economic, and social improvements and these need to be continued along the route into Lichfield District. It is important that the settlement retains a separate identity however and, where still possible retains physical separation from Tamworth. Development must not lead to the further coalescence

i [Ecological Study of Lichfield District 2009](#)

ii [Surface Water Management Plan 2010](#)

between communities nor elongate the settlement further which would only serve to exacerbate the existing problems. Protection of the Green Belt is key to achieving this aim, alongside appropriate infill development and the re-use of older buildings.

Policy Faz2: Fazeley, Mile Oak & Bonehill Services & Facilities

Fazeley, Mile Oak and Bonehill will function as a Key Rural Centre, with a range of services and facilities which serve the local community and its hinterland. The loss of existing services and facilities will be resisted unless an equivalent facility can be provided which offers an equal or improved service to the community.

Initiatives to improve, enhance and deliver local facilities and amenities will be supported, specifically but not exclusively including: projects which contribute towards improved health and health care including provision for the elderly; projects which contribute towards lessening the level of crime and antisocial behaviour; facilities for older children, teenagers and older people; better pedestrian and cycle links between communities; provided that they are in accord with other policies in the Local Plan.

Improvements to the range and quality of equipped play facilities will be supported particularly around Bonehill and Deer Park, and to the south west of Mile Oak along Sutton Road.

The provision of up to four football pitches to serve the Fazeley ward will be supported in line with the Playing Pitch Strategy.

Explanation

17.58 The settlement plays an important role in the rural community, with a range of shops and facilities which serve residents and the wider rural hinterland. It is important that this role is protected and enhanced.

17.59 There is a need for improved social and community facilities, alongside a need to retain the current level and variety of shopping and community activity within a better physical environment.

17.60 In terms of equipped play, evidence ⁽ⁱⁱⁱ⁾ shows that, due to the linear aspect of the settlement access is limited, with a play area at Mile Oak Community Centre and a rather isolated play area in Fazeley at Victory Terrace. There is a proposed new play area at the Laurels, however there is still a shortfall, particularly around Bonehill and the western end of Deer Park, and the south western section of Mile Oak along the Sutton Road. Access to amenity green space is more consistent, but would benefit from additional space around Bonehill and Deer Park, and improved linkages between spaces and communities.

17.61 Football pitch provision is inadequate: there is an identified shortfall of 4 pitches over the plan period ⁽ⁱⁱⁱ⁾ although it should be noted that this applies to the whole ward, not just the village.

17.62 There is a wider need to improve the health of the local community ^(iv) and a wider range of initiatives can help to encourage healthier lifestyles such as sport and recreational facilities, walking and cycling and these should be supported. There is also a need to reduce crime and antisocial behaviour in the area ^(iv) so initiatives which help to achieve this should be supported.

lii [Open Space Assessment 2012](#)

liii [Playing Pitch Strategy 2012](#)

liv [Health and Well Being Profile for Lichfield District Council December 2010](#)

lv [Lichfield District Council Strategic Assessment 2011](#)

Policy Faz3: Fazeley, Mile Oak and Bonehill Economy

The importance of local employment and retail in the settlement will be recognised and initiatives to ensure it links positively and in a way which is relevant to the local community will be supported.

Initiatives which result in improved accessibility to nearby centres of employment and associated training and skills initiatives will be supported.

New business, services and facilities will be supported where they do not conflict with other policies within the Local Plan and where they enhance local economic sustainability. This includes initiatives which improve tourism links and opportunities, particularly relating to the Birmingham & Fazeley, and Coventry Canals and to Drayton Manor Theme Park.

Explanation

17.63 The community of Fazeley, Mile Oak and Bonehill, while retaining a separate identity as a village is nevertheless closely linked to Tamworth in terms of employment and the local economy. The village needs to retain and improve the key services and facilities which enables it to function as a key rural settlement, but there is also a need to improve links with Tamworth, particularly in terms of accessibility and sustainable transport.

17.64 There are also opportunities to boost the local economy, especially by improving the local environment and by developing better tourism links related to the canal network and by strengthening the links between the village and nearby Drayton Manor Park.

Policy Faz4: Fazeley, Mile Oak & Bonehill Housing

A range of between 280 and 350 homes will be provided with final numbers and locations to be determined via the Local Plan Allocations document. Infill development and the re-use of existing buildings and brownfield land will be prioritised provided that this does not result in a loss of services and facilities which contribute to the function of the settlement as a Key Rural Centre. The determination of locations for housing will take into account current information gathered by, and in conjunction with local communities.

Housing will provide for the needs of the local community, providing a range of house types, including smaller and affordable homes, to achieve a balanced housing market.

Explanation

17.65 Fazeley, Mile Oak and Bonehill is an area which has a shortfall of smaller properties.^(lvi) It has a number of vacant buildings which have potential for re-use to help address local housing need in the area: this also reduces pressure on greenfield and Green Belt sites.

17.66 It is important to balance the need for housing provision with the protection of the key services and facilities which enable the village to function as a sustainable rural settlement. Prioritising the reuse of vacant properties and brownfield sites will help ensure that the local environment is improved whilst minimising the impact upon the Green Belt and avoiding coalescence between the characteristically different parts of the settlement and Tamworth beyond this.

lvi [Strategic Housing Market Assessment 2007/8](#)

Shenstone

Vision for Shenstone

The high quality living environment and ambiance of Shenstone will be maintained and enhanced by particular emphasis on good design quality in development, continued environmental enhancement in the Conservation Area and careful traffic management. Shenstone will remain a compact, safe, healthy and stable community, functioning as a local service centre offering a range of good quality services and facilities for the village and its hinterland. There will continue to be excellent transport connections to nearby towns. Opportunities will be sought to improve links to open space in the south of the village.

The impact of traffic within the village will be reduced and controlled to acceptable limits, and improved links for pedestrians and cyclists will be sought.

The vital contribution made to the character of the village by the Conservation Area, and range of trees which contribute to the heavily wooded nature of the centre of the village will be recognised through continued protection and enhancement.

Shenstone will accommodate a proportionate level of village growth which reflects the existing character and qualities of the village and which addresses local need, whilst maintaining a self-contained community with clear physical boundaries.

Policy Shen1: Shenstone Environment

Shenstone will maintain its role as a separate, freestanding, healthy and stable community offering a high quality local living environment and functioning as a local service centre offering a range of services and facilities.

The significance of the Conservation Area will be recognised and protected in all potential change and improvements supported. New buildings will be of a high quality design reflecting the character and range of vernacular house types and architectural sites and ensuring a positive contribution to the Conservation Area where appropriate.

Measures to manage traffic more effectively and safely in the village ,additional parking and environmental enhancements at the station and improved walking and cycling routes will be supported.

Explanation

17.67 Shenstone is an historic freestanding rural settlement, within the Green Belt, that has retained its historic centre and historic parkland and its rural character despite some significant growth during the twentieth century. The historic core, a Conservation Area, remains mostly intact. This historic area is centred upon a heavily wooded hill, with the church at the top visible across the surrounding landscape. The main streets define a roughly triangular area around and over the hill, within which a network of pedestrian routes join up older and new culs de sac, linking a range of social and community

facilities and creating a focus for the community which is generally free of through traffic (although it experiences high levels of on street parking around the shops and services which spills over into residential streets).^(lvii)

17.68 Shenstone is bounded to the west by the railway line, with the station bridge leading to an industrial estate, a small amount of housing and open countryside / farmland. The A5127 effectively defines the eastern edge of the main village with some limited housing beyond this. A watercourse (with narrow flood plain) to the north, and historic parkland to the south provide the other limits of a village which has spread north-south between road and railway.

17.69 There are a number of identified improvements needed to the Conservation Area, including street lighting and improvements to paving, street furniture and the shop front area, as well as a need to address the aforementioned parking problems.^(lviii)

17.70 There are two Biodiversity Alert sites, Malkins Coppice to the north of Lynn Lane, and part of Little Holmes associated with Fotherley Brook. Other potentially significant areas in need of further consideration include land to the west of Shenstone, north and south of Lynn Lane which includes part of the industrial estate, and land to the south and south west which includes the Shenstone Court area.^(lix)

17.71 In relation to transport, there are traffic issues along Pinfold Hill, Station Road and Lynn Lane particularly regarding Heavy Goods Vehicle movements between the industrial estate and the strategic road network. There are also local concerns over the amount and speed of traffic along the A5127. There is also a local desire for a more frequent train service, more parking capacity to serve the station and improved footpath and cycling links in the village.^(lx)

Policy Shen2: Shenstone Services & Facilities

Shenstone will function as a Key Rural Centre, with a range of services and facilities which serve the local community and its hinterland. The loss of existing services and facilities will be resisted unless an equivalent facility can be provided which offers an equal or improved service to the community.

Initiatives to improve, enhance and deliver local facilities and amenities will be supported, specifically but not exclusively including pedestrian and cycle routes, allotments and improvements to traffic management and to rail services where they accord with other policies in the Local Plan.

Initiatives to increase accessibility to services and facilities and reduce the severance caused by the Birmingham Road will be supported where consistent with other policies in the Local Plan.

Provision of additional equipped play and amenity green space, space for informal play and sport, and links to open space will be supported, particularly in the southern part of Shenstone to improve local accessibility.

The provision of an additional playing pitch will be supported if unmet demand can be clearly demonstrated within Shenstone.

lvii [Rural Planning Project 2011](#)

lviii [Shenstone Conservation Area Appraisal 2010](#)

lix [Ecological Study of Lichfield District 2009](#)

lx [Rural Planning Project 2011](#)

Explanation

17.72 As previously detailed, a need has been identified locally to make the village safer in terms of managing traffic more effectively particularly in terms of parking around the shops and station and the number and speed of HGVs travelling through the settlement. There is a desire to improve pedestrian and cycle links around the village, to secure a more frequent rail service, and to see allotments provided locally.^(lxi)

17.73 In terms of open space, the play area has recently been re-equipped: it is located towards the north eastern edge of the village though so is not easily accessible by foot from the southern part of the settlement. There are relatively few amenity open spaces although Shenstone does have a significant area of semi natural greenspace in the form of the area known as the Lammas Land to the north and Malkins Coppice to the west. There is a need for allotment provision.^(lxii)

17.74 In terms of playing pitches, evidence^(lxiii) shows that no unmet demand has been identified at present in relation to football, but if participation rates increase then a shortfall will occur towards the end of the plan period so a flexible approach will need to be taken to provision. The nearest cricket facility is at Wall and has been identified as needing some investment.

Policy Shen3: Shenstone Economy

The importance of local employment in the settlement will be recognised and initiatives to ensure it links positively and in a way which is relevant to the local community will be supported.

Measures to improve rail services and facilities in the village will be supported.

The future role and function of the Birchbrook Industrial Estate and Shenstone Business Park on Lynn Lane will be fully considered through the Local Plan Allocations document to ensure that the site's full potential is maximised in terms of its contribution to the long term sustainability of the village.

Explanation

17.75 Shenstone plays an important role in the rural community, with a range of shops and facilities which serve residents and the wider rural hinterland. It is important that this role is protected and enhanced.

17.76 Shenstone has particularly strong commuter links. It is served by a railway station to its western edge, which has a half hourly service between Birmingham and Lichfield although there is a local desire to see this frequency increased in line with the service to other stations along the route, as well as seeing car parking capacity increased at the station. The area has other strong commuter links being located close to the M6 Toll, A5 and A38. This has given rise to the high proportion of larger family homes in the settlement.

17.77 Beyond the railway line lies an industrial estate which is accessed via Lynn Lane which runs to the northern side of the village, linking to the main Birmingham to Lichfield Road (A5127) to the east. Some of the units are served by Heavy Goods Vehicles, which access the site via the edge of the village and which contribute to some of the aforementioned traffic problems identified by local

lxi [Rural Planning Project 2011](#)

lxii [Open Space Assessment 2012](#)

lxiii [Playing Pitch Strategy 2012](#)

residents, many of whom have requested that the site is reallocated for housing.^(ixiv) However the site still serves an economic role in the village and is shown to function reasonably effectively^(ixv) so further work would need to be undertaken via the Local Plan Allocations document to ensure that the most effective solutions are reached in terms of ensuring that the village is not compromised in terms of either economic or social sustainability.

Policy Shen4: Shenstone Housing

A range of around 50 - 150 homes will be provided with final numbers and locations to be determined via the Local Plan Allocations document. The quality of the built and natural environment will be enhanced and protected. Small-scale redevelopment within the village will be supported to provide for new housing and a modest and proportionate level of village growth, whilst maintaining a self-contained community with clear physical boundaries and which complements the character of the existing settlement.

Infill development and the re-use of brownfield land will be prioritised provided that this does not result in a loss of services and facilities which contribute to the function of the settlement as a Key Rural Centre. Sites will be determined via the Local Plan: Allocations document. The determination of locations for housing will take into account current information gathered by, and in conjunction with local communities.

Housing in Shenstone will provide for the needs of the local community, particularly providing a range of affordable homes, starter homes and smaller homes to address downsizing need and the needs of the ageing population.

Explanation

17.78 There is a particular need in Shenstone (and the wider Rural South and East Housing Market Area) for smaller and affordable properties, 2 or 3 bedrooms in size which can help to address a local shortfall of starter homes and properties for people to downsize to: there is also a need to ensure that there is sufficient housing stock to be able to address the varied needs of the ageing population.^(ixvi) This is particularly to help ensure that residents, of any age, are not forced, by lack of choice and opportunity, to leave their community once their needs change. This will enable Shenstone and its hinterland to become more self-sustaining and to positively contribute to the health and well-being of all of its residents.

Whittington

Vision for Whittington

The high quality living environment and ambiance of Whittington will be maintained and enhanced by particular emphasis on good design quality in development, continued environmental enhancement in the Conservation Area and careful traffic management. Whittington will continue to be a compact, stable, healthy and safe village functioning as a local service centre offering a range of good quality services and facilities for the village and its hinterland. The community

ixiv [Rural Planning Project 2011](#)

ixv [Employment Land Review 2012](#)

ixvi [Southern Staffordshire Districts Housing Needs Study and SHMA Update 2012](#)

will continue to promote and develop its role in working towards a low carbon future. It will continue to develop strong links with a range of local businesses and services and particularly to the Defence Medical Service facility to the south of the settlement.

The village will be a place where the environmental impact of necessary traffic movement is controlled to acceptable limits.

The vital contribution made to the character of the village by the Conservation Area will be recognised through continued protection and enhancement.

Whittington will accommodate a proportionate level of village growth which reflects the existing character and qualities of the village and which addresses local need, whilst maintaining a self-contained community with clear physical boundaries.

Policy Whit1: Whittington Environment

Whittington will maintain its role as a separate, freestanding, safe, healthy and stable community, offering a high quality local living environment and functioning as a local service centre offering a range of services and facilities, with strong links to the Defence Medical Services (former Whittington Barracks).

Initiatives to improve and enhance the local environment will be supported, specifically but not exclusively including: improving the physical environment around the shops and measures for improving traffic safety and localised flooding issues provided that the improvements are of a physical form, distribution and quality appropriate to current local needs and the local environment.

The significance of the Conservation Area will be recognised and protected in all potential change and improvements supported.

Explanation

17.79 Whittington is an historic village, surrounded by Green Belt, which is located within a shallow depression within an agricultural landscape and is largely 'hidden' from any distant view across the area. The historic core is a designated Conservation area and many buildings within this are subject to an Article 4 direction which imposes additional planning controls on them to help protect the unique character of the area.

17.80 Whittington has medieval origins and some historic field patterns exist around the area. ^(lxvii)The canal is a designated Site of Biological Importance, and provides an opportunity to create additional habitats. ^(lxviii)The area is at risk of flooding, particularly in or close to the centre of the village. ^(lxix)

17.81 The village has expanded beyond the historic core, mainly to the east and north where it is now mostly developed up to the boundary formed by the Coventry Canal: this growth has mainly taken place in the twentieth century, particularly in the 1960s and 70s. It has strong links with settlements nearby, most notably the village of Fisherwick to the north east, and also with Lichfield to the west.

lxvii [Historic Environment Character Assessment 2009](#)

lxviii [Ecological Study of Lichfield District 2009](#)

lxix [Surface Water Management Plan 2010.](#)

17.82 The village is located where an east - west and north - south road cross and, whilst not classified as 'A' roads, these still take a significant amount of traffic. There is therefore a potential need for additional traffic management along Main Street and Church Street. ^(lxx)

17.83 The route of the high speed rail link, High Speed 2, runs to the west of the village and measures will need to be supported which minimise the impacts of this upon the community and the environment.

17.84 Retaining the character of the village as a well defined, free standing settlement is essential. The historical character of the village need to be protected and any new development needs to respect its form and existing architectural and environmental qualities.

Policy Whit2: Whittington Services & Facilities

Whittington will function as a Key Rural Centre, with a range of services and facilities which serve the local community and its hinterland. The loss of existing services and facilities will be resisted unless an equivalent facility can be provided which offers an equal or improved service to the community.

The provision of 3 additional football pitches will be supported at an appropriate location within the ward in line with the requirements of the Playing Pitch Strategy.

The provision of additional cricket facilities will be supported within Whittington ward provided that unmet demand can be clearly demonstrated and accords with the requirements of the Playing Pitch Strategy.

Explanation

17.85 The village plays an important role in the rural community, with a range of shops and facilities which serve residents and the wider rural hinterland. It is important that this role is protected and enhanced.

17.86 Equipped play provision needs improvement to the south of the village. The village has good access to a range of green infrastructure including amenity green space, canal towpaths and allotments. ^(lxxi)

17.87 There is a need to provide 3 additional football pitches to address shortfalls up to 2028, and cricket provision is likely to be at capacity so an unmet demand will need to be addressed: it should be noted that this applies to the Whittington ward, not just the village itself. ^(lxxii)

Policy Whit3: Whittington Economy

Whittington will function as a Key Rural Centre, with a range of economic functions which serve the local community and its hinterland. The loss of existing economic services which contribute to the sustainability of the settlement will be resisted unless an equivalent facility can be provided which offers an equal or improved service to the community.

lxx [Rural Planning Project 2011](#)

lxxi [Open Space Assessment 2012](#)

lxxii [Playing Pitch Strategy 2012](#)

The importance of local employment in the settlement and its hinterland will be recognised and initiatives to ensure it links positively and in a way which is relevant to the local community will be supported.

Explanation

17.88 The recently expanded St Giles Hospice lies to the south of the village and is a significant local employer. Further south, across a short stretch of open countryside lies the former Whittington Barracks (now the Defence Medical Services). The Barracks had strong links with the village particularly in terms of the use of its services and facilities and the role it played in helping to sustain these. This relationship needs to continue, particularly in terms of the continuation of mutual benefits related to business, employment and social activity.

17.89 Ensuring that the village continues to thrive as a largely self sufficient and sustainable settlement requires the current level and variety of shopping at the heart of the village to be retained and enhanced. The local employment base within the village should be protected, providing a sound environment for local businesses to thrive and an opportunity for many residents to work locally.

Policy Whit4: Whittington Housing

A range of between 35 - 110 homes will be provided with final numbers and locations to be determined via the Local Plan Allocations document. The quality of the built and natural environment will be enhanced and protected. Small-scale redevelopment within the village will be supported to provide for new housing and a modest level of village growth, whilst maintaining a self-contained community with clear physical boundaries and which complements the character of the existing settlement.

Infill development will be prioritised provided that this does not result in a loss of services and facilities which contribute to the function of the settlement as a Key Rural Centre. Some sites beyond the village boundary may need to be included, potentially including a small amount of Green Belt and these will be considered via the Local Plan Allocations document. The determination of locations for housing will take into account current information gathered by, and in conjunction with local communities.

Housing in Whittington will provide for the needs of the local community, particularly providing a range of affordable homes, starter homes and smaller homes to address downsizing need and the needs of the ageing population.

Explanation

17.90 There is a particular need in Whittington (and the wider Rural South Housing Market Area) for smaller properties, 2 or 3 bedrooms in size which can help to address a local shortfall of starter homes and properties for people to downsize to: there is also a need to ensure that there is sufficient housing stock to be able to address the varied needs of the ageing population. ^(lxxiii) This is particularly to help ensure that residents, of any age, are not forced, by lack of choice and opportunity, to leave their community once their needs change. This will enable Whittington and its hinterland to become more self sustaining and to positively contribute to the health and well being of all of its residents.

lxxiii [Southern Staffordshire Districts Housing Needs Study and SHMA Update 2012](#)

17.91 Due to the highly constrained nature of the village it may not be possible to address the level of local need without some limited release of Green Belt, in a way which minimises the impact upon the local environment and which can be fully integrated with the existing community. This will be considered further through the Local Plan Allocations document.

Other Rural Settlements

Policy Rural 2: Other Rural Settlements

Support will be given to rural settlements wishing to provide small scale development to meet local needs, where the need for this can be clearly and robustly evidenced by the local community and where this accords with policies in the Local Plan.

Explanation

17.92 The District has a number of small rural settlements, of differing sizes, with their own characteristics, and all functioning in a range of ways. Many of these villages and hamlets have some services and facilities of their own as demonstrated in the Rural Settlement Sustainability Study and most look to larger settlements (such as the Key Rural Settlements) to provide the wider range of services and facilities which they cannot provide or sustain themselves.

17.93 It is important that smaller rural communities are able to adapt to accommodate their future needs and to become more locally sustainable without compromising the character of their village and its surrounding environment. It is not the role of this Local Plan to be prescriptive about how this change should be addressed locally, small scale growth to help each settlement should be supported where it can be clearly demonstrated that this is desired and needed by the community (for example via robust evidence used in the preparation of a Parish or Neighbourhood Plan or other relevant and robust local evidence) and where this accords with the Local Plan for the District. Some examples could include small scale housing or economic development to meet local needs, provision of a small convenience store or community building.

Appendix A Implementation & Monitoring

A.1 The Local Plan: Strategy will be delivered by Lichfield District Council through the Core Policies and Development Management Policies. It will be implemented by the District Council working with partners and through the planned investment of private and public resource as well as sources of other investment such as grant aid.

A.2 The Local Plan is in two parts. This document, the Strategy sets out the broad direction, policies and Strategic Development Allocations and the Allocations document will set out the site specific detail. The District Council will subsequently prepare a limited range of Supplementary Planning Documents to take the strategy forward.

A.3 Local Plans need to be continually reviewed and revised, partly to be able to assess the success of the Plan and partly to ensure the components of the framework are updated to reflect changing circumstances nationally, and locally.

Infrastructure Delivery Plan

A.4 The Infrastructure Delivery Plan (IDP) is a supporting document to the Local Plan. It identifies, where possible, the Physical, Green and Social & Community infrastructure that will be required to support growth. Infrastructure planning is an essential element in ensuring the Local Plan is robust and deliverable.

A.5 The IDP will be a key piece of evidence in demonstrating that the Local Plan is deliverable by identifying committed infrastructure and infrastructure which will be required over the plan period as well as identifying the delivery agencies, funding sources and where possible the cost of the required infrastructure.

A.6 The IDP is a living document that will require continual review in order to be effective and reflective of progress made through the Local Plan. The AMR (see below) will contain an annual update of the IDP.

Monitoring & Review

A.7 Monitoring and review are key components of the planning system. The relationship between the spatial vision and objectives of this strategy and the policies that have been designed to implement them is demonstrated through this monitoring framework.

A.8 Implementation of the policies contained in the Local Plan and the items included in the Infrastructure Delivery Plan will require concerted action by a range of public, private and voluntary sector bodies working in partnership. The role of the Local Plan is to provide a clear and robust framework for development in order that investment and action can be co-ordinated and geared to efficient and effective delivery. It is reiterated that the Local Plan alone cannot deliver the ambitions set out in the Spatial Vision and Spatial Objectives; these ambitions are equally reliant on the Staffordshire Sustainable Community Strategy (SCS), the Plan for Lichfield District and the plans and programmes of many partner bodies.

A.9 The District Council will prepare an [Annual Monitoring Report \(AMR\)](#) by the end of each year. The AMR will contain an assessment of progress in preparing the Local Plan against the milestones set out in the Local Development Scheme. It will also contain an assessment of the extent to which objectives set out within the SCS and Plan for Lichfield District are being achieved and targets being met. If as a result of monitoring, objectives are not being met, areas are identified where a policy is not working, key policy targets are not being met, or the context has changed (for example, the performance and nature of the economy), this may give rise to a review of the Local Plan.

A.10 The AMR is a flexible document and should it be necessary to modify existing and/or introduce new indicators to best monitor certain aspects of the Local Plan then new indicators may be added or removed from the document as it is updated each year. Any changes would be clearly referenced within the document and designed to better monitor the progress of the Local Plan.

A.11 The following framework uses the AMR indicators as the starting point for monitoring the success of the Strategic Objectives and Core Policies contained within the Local Plan. The framework operates by referencing the AMR indicators with the relevant Strategic Objectives and Core Policies, and the proposed outcome. It is important to note that the framework below acts as an indication for monitoring purposes only and is based upon the most up to date indicators at the time of publishing. The framework should not act as a guide for applying policies to applications.

Table A.1 Monitoring Framework

Policy	Indicator	Target	Contingency	Data Source
Core Policy 1: The Spatial Strategy	The indicators, targets and contingency measures set out below for the policies all collectively contribute to the delivery of Core Policy 1.			
Core Policy 2: Presumption in Favour of Sustainable Development.	% positively prepared planning applications approved in compliance with the Local Plan.			
Core Policy 3: Delivering Sustainable Development	To be monitored through measures in policies SC1-SC2.			
Policy SC1: Sustainability Standards for Development	Amount of energy efficiency savings made on qualifying sites.	% reduction in CO2 emissions	Review renewable energy evidence and amend targets should there be a need to do so.	In House Monitoring.
Policy SC2: Renewable Energy	1. Amount of energy generated through biomass energy generation. 2. Amount of energy generated through wind energy.	% energy generated from renewable resources.		
Core Policy 4: Delivering our Infrastructure	To be monitored through measures in policy IP1.			
Policy IP1: Supporting & Providing our Infrastructure	1. Number of developments with legal agreements for Infrastructure Contributions and what the contributions are to deliver. 2. Delivery mechanisms within the Infrastructure Delivery Plan (IDP).	Monitor contributions, delivery of infrastructure projects identified and the targets within the IDP.	Use agreements more effectively to ensure delivery of identified infrastructure projects, using review of IDP to identify if contingency is required.	In House Monitoring and through the IDP
Core Policy 5: Sustainable Transport	To be monitored through measures in Policies ST1-ST2.			

Policy	Indicator	Target	Contingency	Data Source
Policy ST1: Sustainable Travel	Number of planning permissions granted for major developments with secured Travel Plans.	<ol style="list-style-type: none"> Directing development to locations with good access to sustainable modes of transport and improve infrastructure for sustainable transport. Secure Travel Plans on all major developments. 	Increase pre-application discussion to raise awareness of sustainable transport issues.	In house monitoring and through the Development Management Process.
Policy ST2: Parking Provision	For developments to meet the parking standards contained within the Local Plan	All developments to accord with the car parking standards	Standards and policy to be reviewed if necessary.	In house monitoring and through the Development Management Process.
Core Policy 6: Housing Delivery	<ol style="list-style-type: none"> Net number of dwellings completed each year. Percentage of development completed on previously developed land Ensure that there is a flexible five-year supply of deliverable sites. 	<ol style="list-style-type: none"> To deliver 10,030 new homes in Lichfield District between 2008-2029 (1000 to meet Tamworth and Rugeleys needs). Deliver dwellings on previously developed land in line with CP6 targets Maintain a five year supply of deliverable sites. 	Should a five-year supply not be demonstrated then consider measures to bring forward sites from later in the plan period, consider further call for sites to identify additional sites.	In house monitoring and maintaining an up to date housing trajectory.
Policy H1: A Balanced Housing Market	<ol style="list-style-type: none"> Number and type of dwellings built each year (including the number of bedrooms in each property). Number of dwellings completed to provide supported housing and care homes for the District's ageing population. Number of new developments permitted to lifetime home standards 	<ol style="list-style-type: none"> To deliver a diverse dwelling mix which includes smaller (2-3) bed properties in line with evidence. To deliver homes to meet the ageing population in line with identified need. 	Update the SHMA/HMA to identify any changes to the housing market and ensure delivery meets the needs identified in the most up to date evidence.	In house monitoring
Policy H2: Provision of Affordable Homes	<ol style="list-style-type: none"> Number of affordable dwellings built each year. Percentage of affordable homes made available to be socially rented. 	<ol style="list-style-type: none"> Deliver affordable homes across the 20 year plan period in line with Policy H2. 65% of affordable housing provided on site to be socially rented. 	<p>Consideration of allocating sites solely for affordable housing. Work with parishes and RSL's to bring forward affordable housing need surveys.</p> <p>Consideration of granting an element of market</p>	In house monitoring and through the Development Management Process

Policy	Indicator	Target	Contingency	Data Source
			housing to increase viability on sites.	
Policy H3: Gypsies, Travellers & Travelling Showpeople	Number of additional Gypsy, Traveller and Travelling Showpeople pitches (net)	Meet the minimum target of 14 residential pitches and 5 transit pitches as per evidence within the GTAA.	Reassess site allocations and baseline data on the number of pitches required.	In house monitoring
Core Policy 7: Employment & Economic Development	<ol style="list-style-type: none"> 1. Net amount of employment development completed per annum by use class. 2. Total amount of employment land allocated by use class. 3. Total number of jobs within the District/job balance ratio. 	Create between 7,310 and 9,000 additional jobs to achieve a job balance ratio of 85% by the end of the plan period.	Review Employment Land Supply and identify alternative sites and reasons why sites within the supply are not coming forward. Potentially review policy if necessary.	In house monitoring and external employment statistics
Core Policy 8: Our Centres	Total amount of retail, leisure, office and cultural floorspace granted planning permission within Town Centre boundaries.	<ol style="list-style-type: none"> 1. Focus retail, leisure, office and cultural development on the commercial centres of Lichfield and Burntwood. 2. Protection and enhancement of key rural centres to ensure they meet the needs of communities. 	Identify reasons why facilities are not being delivered or lost and prepare an alternative delivery strategy and/or review policy if necessary.	In house monitoring
Policy E1: Retail Assessments	Number of developments requiring retail assessments granted planning permission.	All qualifying developments to undertake a retail assessment.	Review policy if necessary.	In house monitoring and through the Development Management Process.
Core Policy 9: Tourism	<ol style="list-style-type: none"> 1. Number of visits to tourist attractions within the District. 2. Number of hotel spaces granted planning permission. 	<ol style="list-style-type: none"> 1. Encourage longer tourist stays within the District through increased overnight capacity. 	If numbers of tourist visitors decreases over a five year period then assess opportunities to promote tourism.	In house monitoring
Core Policy 10: Healthy & Safe Lifestyles	<ol style="list-style-type: none"> 1. Net loss of any open or recreation spaces. 2. Projects completed to improved/create open spaces and recreation facilities 	<ol style="list-style-type: none"> 1. Residents will have access to a range of quality open spaces and recreation facilities. 2. New development will provide the community 	If open space assessment identifies that standards are not being met then review standards in assessment and policy if necessary.	In house monitoring, through open space assessment and development management process.

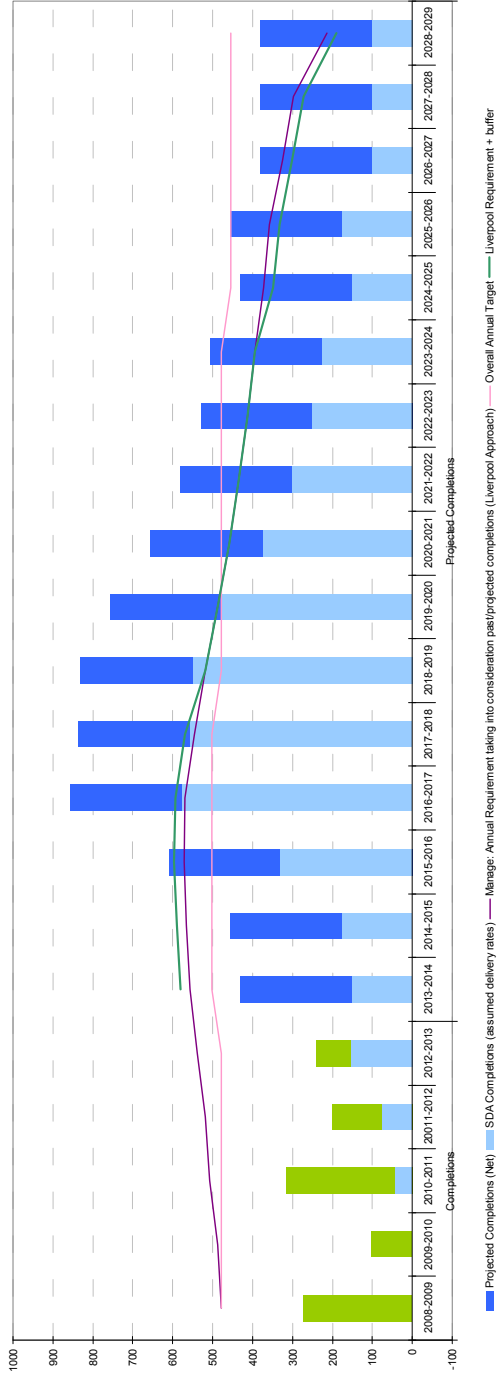
Policy	Indicator	Target	Contingency	Data Source
	3. Improved quality of open spaces 4. Improved accessibility to open spaces.	infrastructure required to meet the needs of the community.		
Core Policy 11: Participation in Sport & Physical Activity	1. Net increase in open space, sports and recreational facilities within the District. 2. Net loss of existing facilities. 3. Monitoring of quality and provision of open spaces, sports and recreational facilities through the open space assessment.	1. Increase participation in sports and activities which contribute to a healthy lifestyle. 2. No net loss in quality or quantity of open space, sports and recreation facilities. 3. Provision of improved indoor sports provision to serve Lichfield City and its hinterland.	Review quality and quantity assessments through Open Space Assessment and Playing Pitch Strategy and review policy if necessary. Work through the development management process to ensure loss of facilities are mitigated and new facilities/contributions are sought where applicable.	In house monitoring and development management process.
Policy HSC1: Open Space Standards	1. Net increase/loss of open space sport and recreation facilities within the District. 2. Monitoring of quality and provision of open spaces through the open space assessment.	No net loss in quality or quantity of open space, sports and recreation facilities. Improved quantity, quality, and accessibility in areas of deficiency.		
Policy HSC2: Playing Pitch & Sport facility Standards	Net increase/decrease in playing pitches within the District.	No net loss of playing pitches and sports facilities. Improved quantity, quality, and accessibility in areas of deficiency.		
Core Policy 12: Provision for Arts and Culture	1. Improvements to existing facilities used for cultural events. 2. Planning permissions for new schemes which provide cultural assets and/or facilities.	1. Protection of existing assets, facilities, venues for cultural events and activities and arts. Support given to their improvement. 2. Support for new proposals to provide art and cultural assets.	Use of development management process to ensure appropriate schemes are supported and contributions are sought where appropriate.	In house monitoring and through development management process.
Core Policy 13: Our Natural Resource	To be monitored through measures in Policies NR1-NR9.			
Policy NR1: Countryside Management	Number of planning applications granted for countryside-based enterprises.	1. No planning permissions granted that would have detrimental impact	The development management process and pre-application discussion can be used to ensure that appropriate activities are located within the countryside.	In house monitoring and through development management process.

Policy	Indicator	Target	Contingency	Data Source
		upon the countryside. 2. Encourage the role of the countryside on the District's economy.		
Policy NR2: Development in the Green Belt	Number of positively prepared planning permissions for development in the Green Belt.	No planning permissions granted that would have detrimental impact upon the Green Belt.	The development management process and pre-application discussion can be used to ensure that appropriate activities are located within the Green Belt whilst still maintaining its character, function and openness..	In house monitoring and through development management process.
Policy NR3: Biodiversity, Protected Species & their Habitats	Natural England information on protected sites.	Development will only be permitted where it delivers a net gain for biodiversity within the District.	If negative impacts are demonstrated then assess and improve the role of natural England and internal departments in the development management and pre-application discussions	In house monitoring.
Policy NR4: Trees, Woodland & Hedgerows	Through the development management process.	1. Protect trees, woodland and hedgerows within the District where they provide an important part of local distinctiveness 2. Ensure sufficient space with developments is reserved for the planting and growth of trees.	If negative impacts area assessed then the SPD may need to be reviewed along side policy to ensure adequate protections is being achieved. Review the development management process and pre-application discussions in achieving targets with regards to trees and woodland.	In house monitoring.
Policy NR5: Natural & Historic Landscapes	Through the development management process.	No development which adversely affects the natural and historic landscapes.	Improve work through the development management process to ensure proposals do not adversely impact upon the natural and historic landscape.	In house monitoring.
Policy NR6: Linked Habitat Corridors & Multi-functional Greenspace	Through the development management process.	Rural and urban development will provide and link existing green and river corridors.	If targets are not been achieved work with partners through the development management process to secure improvements to corridors.	Through the development management process.
Policy NR7: Cannock Chase Special Area of Conservation	Through the development management process.	No planning permissions granted contrary to policy which would have a detrimental impact on the SAC.	If adverse effects are demonstrated refer to the SAC partnership	In house monitoring and through the development management process.

Policy	Indicator	Target	Contingency	Data Source
Policy NR8: River Mease Special Area of Conservation	Number of planning permissions granted within the Mease catchment with mitigation methods.	No development permitted within the River Mease catchment which would have an adverse effect on the SAC.	If water quality is identified as decreasing, work with partners to ensure methods to mitigate and improve water quality are implemented through developer contributions and development management process.	In house monitoring and statistics provided by Environment Agency.
Policy NR9: Water Quality	Number of planning permissions granted contrary to advice give by the EA on water quality grounds.	No planning permissions granted contrary to EA advice on water quality grounds.	Assess and improve the role of the Environment Agency in pre-application discussions and the development management process. Review Water Cycle Study and Surface Water Management Plan as required.	In house monitoring and statistics provided by Environment Agency.
Core Policy 14: Our Built & Historic Environment	To be monitored through measures in Policy BE1.			
Policy BE1: High Quality Development	<ol style="list-style-type: none"> Number of planning permissions refused for major developments on poor design grounds. Number of developments meeting standards with the BREEAM and Building for Life standards. 	<ol style="list-style-type: none"> Ensure development has a positive impact on the natural and historic environment. Development should deliver a high quality, sustainable built environment. 	Ensure high quality of design is delivered through development management process at pre-application and formal application stages. Review SPD and policy if necessary.	In house monitoring and through development management process.
Our Settlements: Settlement specific policies	To be delivered and monitored through all core and development management policies.			

Appendix B Housing Trajectory

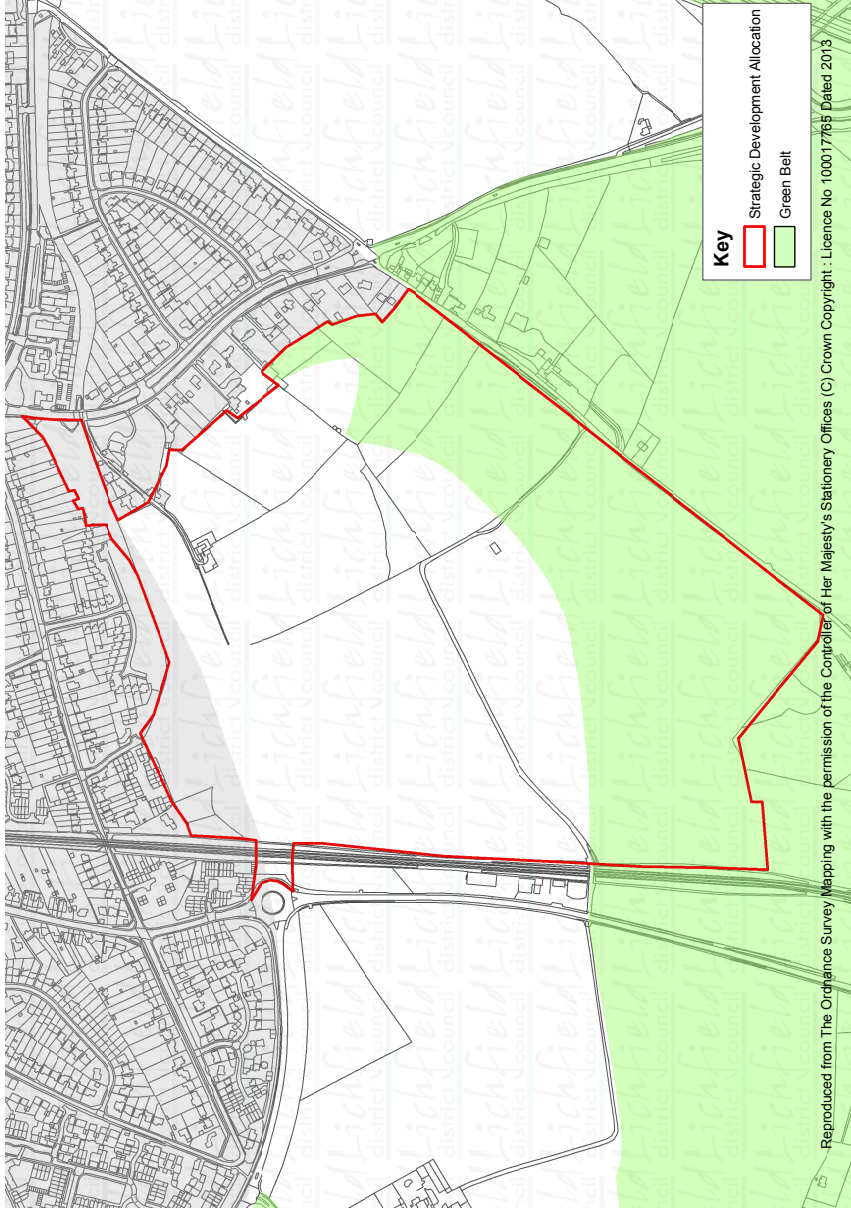
Appendix B Housing Trajectory



Appendix C South of Lichfield SDA Concept Statement

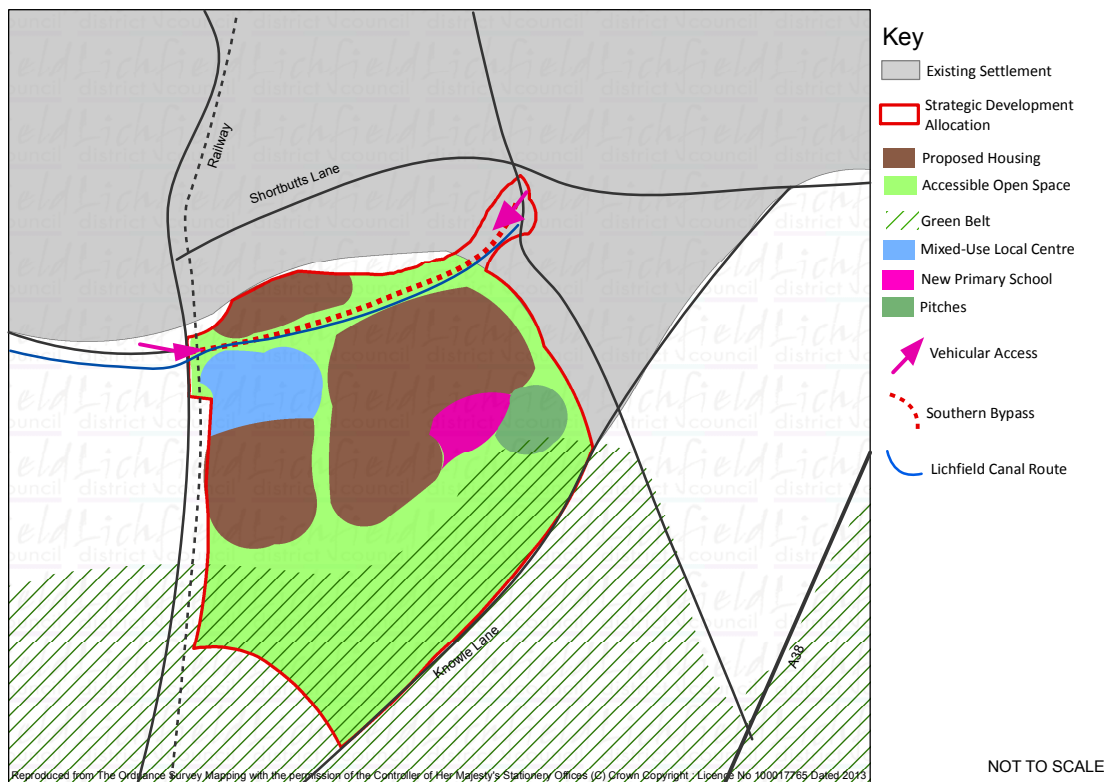
C.1 Core Policy 6: Housing Delivery and Policy Lichfield 6: South Lichfield allocates land South of Lichfield as a site for a sustainable, well designed, mixed use development to provide up to 450 dwellings, appropriate associated facilities and transport, social and physical infrastructure.

Map C.1 South Lichfield: South of Shortbutts Lane SDA



Appendix C South of Lichfield SDA Concept Statement

Map C.2 South of Lichfield Concept Diagram



Concept Rationale

C.2 Development South of Lichfield will place emphasis on the physical and social integration of new development with existing neighbourhoods; the widespread use of sustainable travel modes by existing and new households to access local facilities and the city centre; and, the importance of the landscape setting as a determinant of the urban form and development composition. In addition, the concept is founded on the fundamental need for improved east-west connection through the southern part of Lichfield City, and to accommodate a development designed and built according to the principles of sustainable development and good urban design.

C.3 The masterplan will adhere to current best practice in urban design and specify what further, detailed design guidance (e.g. design codes, site development briefs, etc) will be provided. The design strategy will include:

1. The southern extent of the Strategic Development Allocation (SDA) will be defined by the landscape and topography setting, with reference in particular to the contours of Knowle Hill, and with due consideration to notable buildings of importance or prominence, outside the SDA including Lichfield Cathedral, which will act as important landmarks and points of architectural or community interest.
2. Managing the transition between town and country will be critical to the successful integration of new development within the landscape. The configuration and relationship of development at the urban edge will create attractive views to the city as well as out of the city, and should support access to the open countryside.

3. Development will occur as a series of extensions to existing neighbourhoods as a means of relating new homes to existing communities, bringing additional support to existing local facilities or creating opportunities for new local facilities where there is a current shortfall, thus extending benefits to existing communities within south Lichfield. Development will link to the proposed facilities to be provided within wider development proposed to the south of Lichfield.
4. Public open space, will extend outwards from the existing open spaces to form a well connected network of multi-functional green spaces suitable for formal and informal recreation and integrated into the built form. The Lichfield Canal route will be included as part of the open space network, which will take account of sustainable drainage and the potential for enhanced biodiversity.
5. The development will help deliver a completed Lichfield Southern Bypass thus relieving pressure on the city centre road network. Development will also be integrated into the city through connections to the existing highway network, and through the provision of a network of streets around the outer edge of the city, in order to disperse wider traffic movement and allow for direct journeys. This would support the feasible use of more sustainable modes of travel, including buses, cycle and pedestrian movements.
6. These new connections will be planned and designed as high quality residential streets, defined by development frontage. Their primary role will be for local movement.
7. A new community hub will be provided to act as a focus for community activity.
8. A new primary school will be accommodated within the scheme at an accessible point.

South of Lichfield Concept Statement

C.4 This concept statement provides further details in support of Core Policy 6 and Policy Lichfield 6 and should be used to guide future masterplans and development proposals for the South of Lichfield SDA.

C.5 Strategic objectives for the site:

1. To integrate the new development of up to 450 homes and associated facilities and uses within the landscape setting, and to structure the scheme around existing landscape and topography features in order to achieve an attractive place which relates to its setting.
2. To achieve a sustainable development based around high quality local facilities and excellent public transport, cycle and pedestrian connections.
3. To deliver the Lichfield Southern Bypass and provide a public transport network to relieve pressure on the city centre.

Key Design Principles

C.6 A masterplan for the whole site will be produced in collaboration with the District Council and other partners, which demonstrates adherence to current best practice in urban design and specifies what further, detailed design guidance (e.g. design codes, site development briefs, etc) will be provided. The design strategy will include:

1. The extent to which the built form responds to the topography of the site. There is a marked change in gradient around this southern limit of the City. It must be demonstrated how the proposed development will be contained within the natural landform.
2. A landscape framework and planting strategy, which will be produced as a driver for the designed layout, that integrates the development within the landscape and shows how the new urban edges will be formed and managed. It must demonstrate how existing trees and hedgerows will be retained, incorporated, and extended/enhanced as part of the proposed organisation of built form. It will be integrated with the provision of sustainable drainage systems.
3. A strategy for new planting, the extent of which must not just be confined to the edges of proposed new development. The landscape strategy will demonstrate how the countryside can be drawn

into the city through the integration of multi-functional green spaces – that combine with street trees, courtyard and garden planting to provide a characteristically verdant extension to Lichfield City. The strategy must demonstrate how places can be produced that will be visually distinctive, but also robust in terms of climate change, encouraging alternative modes of movement and bringing wildlife into the City.

4. A clear design approach to the urban edge to allow managed transition between town and country, and to allow easy and convenient access through the site to the open countryside beyond.
5. An account of views out of the city and across the site, as well as views into Lichfield, towards the Cathedral and church spires, which will be used to generate the planned layout. Different types of views should be considered and created; impressive vistas are gained from medium and long distance, but glimpsed views of the Cathedral are characteristic from within the built form of the City.
6. A continuous network of pedestrian and vehicular route ways that connects into newly formed green spaces and integrates with the existing, surrounding movement networks, including public rights of way. There will be a legible street hierarchy, where streets are designed as 'linear places' rather than movement corridors. All public spaces (i.e. streets, play space and open space) will be designed in a coherent and cohesive way to avoid them being designed as separate entities.
7. Good access to public transport, and provision for a high level of amenity, information and safety for passengers.
8. Vehicle parking will be an integral part of the plan for the scheme, to ensure limited impact on visual amenity and residential privacy. Any surface level parking areas will make provision for generous planting in order to aid visual containment and help to ameliorate the effects of climate change.
9. Measures to demonstrate how the amenities of existing residents living on the boundaries of this site will be respected and protected, with any proposed layout justified on this basis.
10. A proposed built form that supports the strategic objectives for the development of this site, but also demonstrates how a recognisable identity can be created.
11. How the scheme proposes to provide new homes and buildings of a high quality, inspired by the character and existing architectural design of this part of Lichfield District. Regard must be given to the District Council's Residential Design Guide and should achieve a minimum 'Good' score of Building for Life.
12. Opportunities for public art to be integrated within the design of the development.
13. Well-designed community hubs, planned to meet the needs of the southern parts of the city. They must be easily accessible by sustainable travel modes, and should be designed to have an attractive outdoor environment.
14. A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and the provision of supporting services within the early years of the scheme.
15. The maintenance of public spaces, street furniture and boundaries formed by retained trees and hedges will be carefully considered in the early design stages with maintenance responsibilities agreed between all parties.

Infrastructure

C.7 Details of the infrastructure requirements are set out in detail in the Infrastructure Delivery Plan and developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilities detailed in order to make the development acceptable.

C.8 In summary, the following will need to be delivered:

- A range of housing in accordance with Development Management Policies H1 and H2; Neighbourhood facilities including a community hub to incorporate a one form entry primary school, community hall, small scale convenience retail provision;
- Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
- Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6;
- Conservation of non designated archaeological remains in the vicinity of Knowle Hill, by integrating the site within the green infrastructure network;
- Integration of the route for a restored Lichfield Canal into an integrated open space and green infrastructure network;
- Protection of local areas and habitats of biological interest;
- The provision of public transport to serve the site: all development should be within 350m of a bus stop: smarter travel choices will be promoted;
- The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the settlements, services and facilities beyond the site boundaries including those proposed in further development to the south of the City;
- The completion of the Lichfield Southern Bypass as the primary source of access. The road network within the site will accord with the 'Manual for Streets';
- The provision and maintenance of sustainable drainage systems and flood mitigation measures;
- Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure;
- The incorporation of public art;
- Mitigation for the impacts of the adjacent railway line.

Densities

C.9 Variation in densities will occur through the concentration of above average densities around community hubs, with lower than average densities occurring around the edges of the built areas, and in particular to the southern and western edges of the development.

Management & Community Engagement

C.10 The Masterplan for the site will be accompanied by a framework for the management and maintenance of the physical, green, community and social infrastructure as appropriate. This will encompass a model for engagement with the local community which will empower all sections of the community to participate in the decision-making process, in line with the aims of the Council's [Statement of Community Involvement](#) (SCI).

Assumed Delivery

C.11 Assumed delivery of homes: 2015- 19

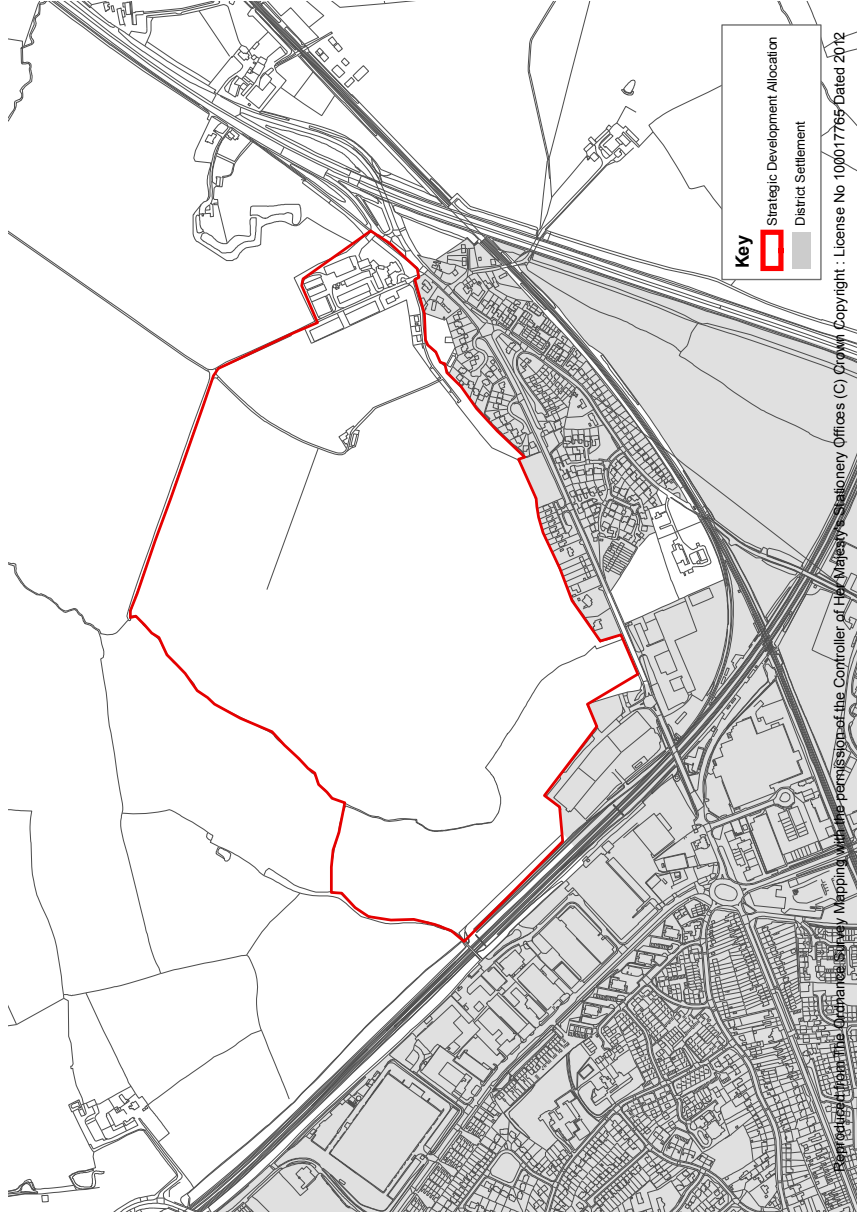
Table C.1 South of Lichfield SDA: Housing Trajectory

Year	2015/16	2016/17	2017/18	2018/19
Approx. Completions	75	150	150	75

Appendix D East of Lichfield (Streethay) SDA Concept Statement

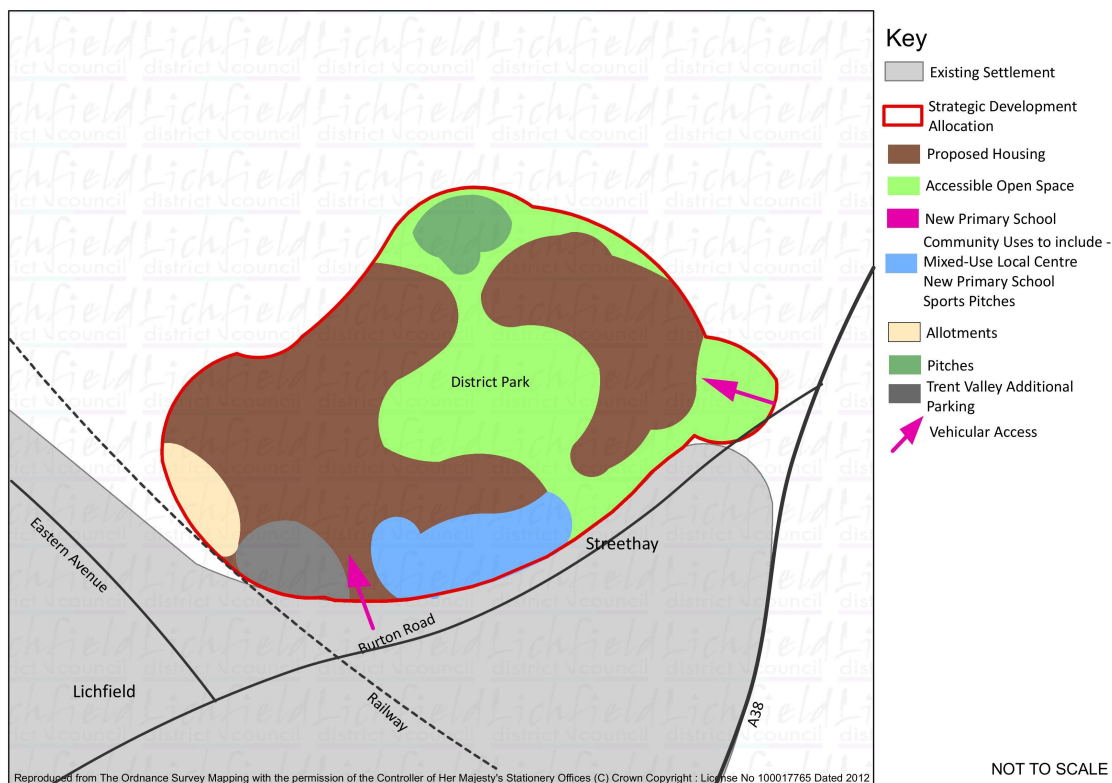
D.1 Core Policy 6: Housing Delivery and Policy Lichfield 5: East of Lichfield (Streethay) allocates East of Lichfield (Streethay) as a site for a sustainable, well designed, mixed use development to provide up to 750 dwellings, appropriate supporting facilities and transport, social, green and physical infrastructure.

Map D.1 East of Lichfield (Streethay) Strategic Development Allocation



Appendix D East of Lichfield (Streethay) SDA Concept Statement

Map D.2 Streethay Concept Diagram



Concept Rationale

D.2 Development to the East of Lichfield (Streethay) will draw on the qualities and topography of the landscape to achieve a well designed, sustainable urban extension to the existing settlement, north of Streethay. In order to achieve this, the concept places emphasis on the physical and social integration of new development with existing neighbourhoods, the delivery and enhancement of services and facilities and the provision of sustainable transport modes linking the settlement with local service centres, Trent Valley Station and Lichfield City Centre. To ensure a reasonable degree of self-sufficiency and containment, whilst ensuring good connections with nearby settlements, services and facilities, and to accommodate a development designed and built according to the principles of sustainable development and good urban design, the following elements are all considered fundamental to its success:

1. The extent of the Strategic Development Allocation (SDA) should be defined by the landscape setting, with particular regard had to the contours of the 'domed' landscape feature and the prominence of development thereon.
2. The disposition of uses and extent of the SDA should have due regard to the West Coast Railway Line and associated uses. Mitigation measures should be considered accordingly.
3. Complement the existing settlement of Streethay in terms of housing mix, scale and mass as well as the provision of a community hub.
4. The careful treatment of 'edges' to ensure an appropriate and successful transition between the urban area and adjacent countryside. This should include the retention of existing quality hedgerows and significant trees within the site and to its boundaries. The configuration and relationship of development at the urban edge should create attractive views to the city as well as out of the City looking into the development, and should support access to the open

countryside. Particular care should be had to maintain views towards the spire of St. Michael's Church.

5. To improve pedestrian linkages between the existing settlement of Streethay to the south of Burton Road and the new development to the north. This should incorporate a pedestrian crossing in close proximity to the existing children's play area and draw upon existing linkages out of the site into Lichfield, utilising the existing foot bridge over the railway line.
6. Public open space should incorporate a well connected network of multi-functional green areas suitable for formal and informal recreation fully integrated within the development. The incorporation of sustainable drainage within the development is considered essential. Consideration should be given to the sustainable management of both green open space and sustainable drainage
7. A new community hub should be provided to act as a focus for community activity. It should be located so as to be easily accessible for both new and existing residents of Streethay.
8. A new school will be accommodated within the scheme at an accessible point.
9. Innovative, sustainable design that maximises the opportunities to assist in the creation of low carbon development. The impacts of climate change and how this development will mitigate against its effects should be fully considered and the scheme adapted accordingly.
10. The development should seek to enhance or preserve the character and setting of the adjacent Scheduled Ancient Monument and Grade II Listed buildings.
11. The development will need to provide adequate and safe links to the strategic and local highway networks. These transport links will be accessed off Burton Road and located to the northeast and southwest of Streethay.
12. The incorporation and improvement of pedestrian linkages to Trent Valley Railway Station.

East of Lichfield (Streethay) Concept Statement

D.3 This concept statement provides further details in support of Core Policy 6 and Policy Lichfield 5 and should be used to guide future masterplans and development proposals for the East of Lichfield (Streethay) SDA.

D.4 Strategic objectives for the site:

1. To create a cohesive place well integrated with the existing settlement of Streethay, which is inspired by the landscape setting and topography and which provides an attractive living environment for a wide range of household types.
2. To make possible, through the urban structure and built form, the use of sustainable modes of travel to access on-site services and facilities, including public transport stops, as well as high end services and facilities provided within the City Centre.
3. To ensure a good degree of physical and social integration with existing settlements through the detailed planning of the site.
4. To ensure efficient public transport, walking and cycling modes are promoted alongside convenient road links for connections to the City centre and Trent Valley Railway Station. These will provide the enlarged community of Streethay with genuine travel choices and present a range of options for journeys of different purposes and distances.
5. To create a sustainable mixed community founded on good urban design principles and responsive to the effects of climate change.

Key Design Principles

D.5 A masterplan for the whole site should be produced in collaboration with the LPA and other partners, which demonstrates adherence to current best practice in urban design and specifies what further, detailed design guidance (e.g. design codes, site development briefs, etc) will be provided. The design strategy should include:

1. The extent to which the built form responds to the topography of the site. There is a clearly distinguishable change in gradient rising to the north, beyond the existing limit of the City, within which it must be demonstrated the proposed development will be contained.
2. A landscape framework and planting strategy, which should be produced as a driver for the designed layout, that integrates the development within the landscape and shows how the new urban edge will be formed and managed. It must demonstrate how existing trees and hedgerows will be retained, incorporated, and extended/enhanced as part of the proposed organisation of built form. It should be integrated with the provision of sustainable drainage systems.
3. A strategy for new planting, the extent of which must not just be confined to the edges of the proposed new development. The landscape strategy will demonstrate how the countryside can be drawn into the development through the integration of multi-functional green spaces – that combine with street trees, courtyard and garden planting to provide a characteristically verdant extension to Streethay. The strategy must demonstrate how places can be produced that will be visually distinctive, but also robust in terms of climate change, encouraging alternative modes of movement and bringing wildlife into the development. Substantial, structural planting is required in order to ameliorate the visual and other environmental impacts of the railway line to the south-west.
4. An account of views out of the City and into/ across the site, which should be used to generate the planned layout. The rising land and undulating topography should be further enhanced through the planting strategy, creating natural features that can be used to define views and assist in legibility.
5. A continuous network of pedestrian and vehicular routeways that connect into newly formed greenspaces and integrates with the existing, surrounding movement networks, including public rights of way. This should promote the use of the existing footbridge over the railway line. There should be a legible street hierarchy, where streets are designed as ‘linear places’ rather than movement corridors.
6. Good access to public transport, and provision for a high level of amenity, information and safety for passengers. In particular, pedestrian routes should promote access to nearby bus and train travel.
7. Vehicle parking as an integral part of the plan for the scheme, to ensure limited impact on visual amenity and residential privacy. Any surface level parking areas should make provision for generous planting in order to aid visual containment and help to ameliorate the effects of climate change.
8. Measures to demonstrate how the amenities of existing residents living on the boundaries of this site will be respected and protected, with any proposed layout justified on this basis.
9. A proposed built form that supports the strategic objectives for the development of this site, but also demonstrates how a recognisable identity can be created.
10. How the scheme proposes to provide new homes and buildings of a high quality, inspired by the character and existing architectural design of this part of Lichfield District. Regard must be had to the District Council’s Residential Design Guide and new residential development should achieve a minimum ‘Good’ score of Building for Life.
11. Opportunities for public art to be integrated within the design of the development.
12. A phasing strategy which prioritises the provision of non-vehicular links, landscape planting and the provision of supporting services, facilities and infrastructure within appropriate timescales of delivery.
13. The topography of the land will strongly influence the amount of developable land. Topographical studies, including viewpoint assessments, shall be undertaken to demonstrate what space can be reasonably developed. This assessment will dictate how much land and in what location should be allocated for residential use within the master plan.

14. Variation in densities should occur through the concentration of above average densities around the community hub, with lower than average densities occurring around the edges of the build areas, and in particular to the north and northwest edge of the development.
15. A proposed built form that supports the strategic objectives for the development of this site, but also creates a locally distinctive development.

Infrastructure

D.6 Details of the infrastructure requirements are set out in the Infrastructure Delivery Plan and developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilities detailed in order to make the development acceptable.

D.7 In summary the following is required:

- A range of housing in accordance with Development Management Policies H1 and H2;
- Neighbourhood facilities including a community hub to incorporate a one / one and a half form entry primary school, community hall, small scale convenience retail provision;
- Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
- Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6. A landscaped 'buffer' will also be required between the existing settlement and the new development;
- Protection of local areas and habitats of biological interest;
- The provision of two new junctions to serve the development positioned at either end of Streethay. The road network within the site will accord with the 'Manual for Streets';
- The provision of safe crossing points and improved facilities for pedestrians to allow for the safe movement of pedestrian and cyclists between the existing settlement of Streethay and the development, to link safely with Trent Valley Station, and to allow for safe crossing over the existing rail footbridge into Lichfield City;
- The provision of public transport to serve the site: all development should be within 350m of a bus stop and should promote smarter travel choices;
- The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the settlements, services and facilities beyond the site boundaries;
- The delivery of an additional parking facility to serve the strategic needs of Lichfield Trent Valley Station and to encourage sustainable travel to and from the development;
- The provision and maintenance of sustainable drainage systems and flood mitigation measures;
- Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure;
- The incorporation of public art;

- Mitigation for the impacts of the adjacent railway lines (West Coast Main Line and route of High Speed 2).

Management & Community Engagement

D.8 The masterplan for the site will be accompanied by a framework for the management and maintenance of the physical, green, community and social infrastructure as appropriate. This should encompass a model for engagement with the local community which should empower all sections of the community to participate in the decision-making process, in line with the aims of the District Council's Statement of Community Involvement (SCI).

Assumed Delivery

D.9 Assumed delivery of homes: 2015-2021

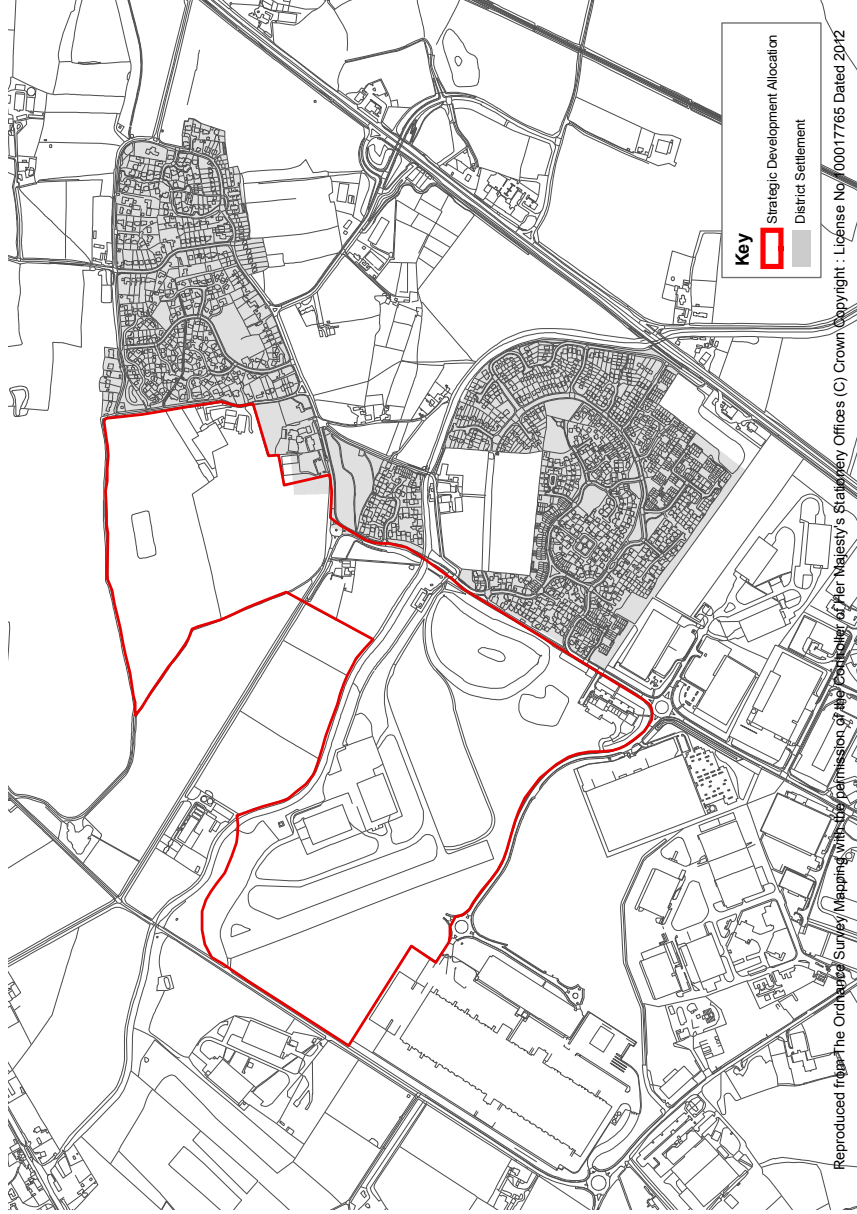
Table D.1 East of Lichfield SDA: Housing Trajectory

Year	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Approx. Completions	75	150	150	150	150	75

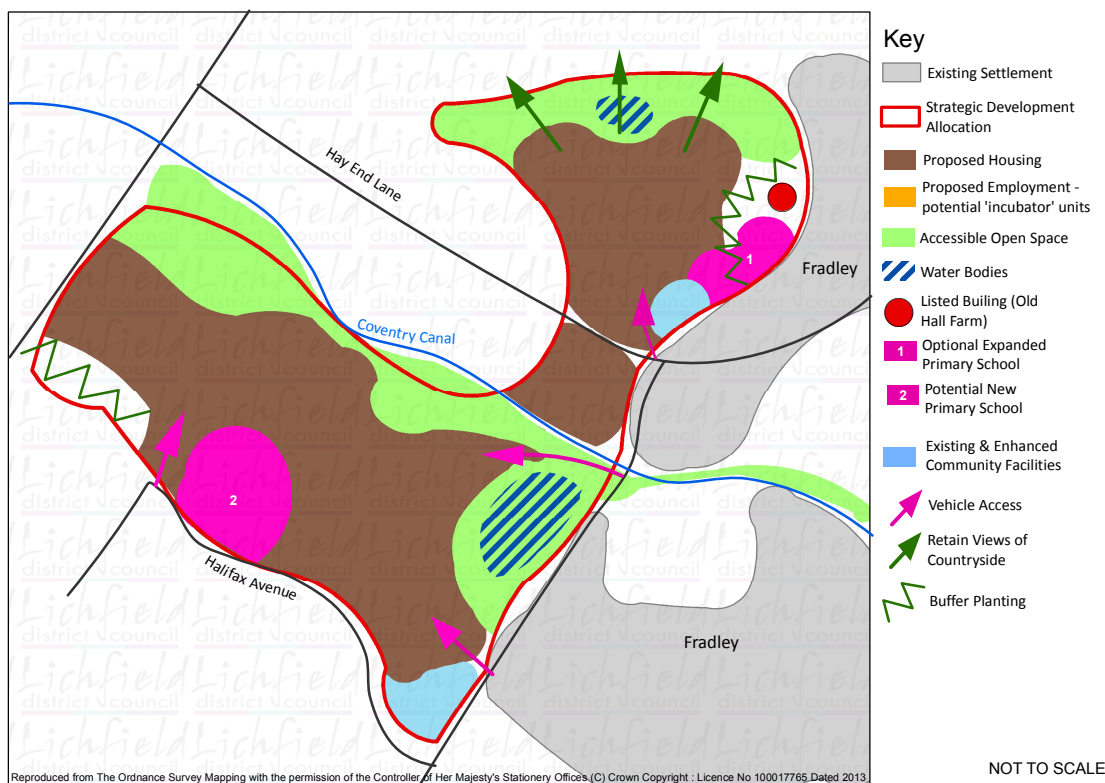
Appendix E Fradley SDA Concept Statement

E.1 Core Policy 6: Housing Delivery and Policy Frad4: Fradley Housing allocates Fradley Park as a site for a sustainable, well designed, mixed use development to provide approximately 1,250 dwellings, appropriate associated facilities including transport, social, green and physical infrastructure.

Map E.1 Fradley Strategic Development Allocation



Map E.2 Fradley Concept Diagram



Concept Rationale

E.2 Development at Fradley will place an emphasis on the physical and social integration of new development with existing neighbourhoods and settlements of Fradley Village and Fradley South. Proposals will seek to strengthen social and physical links between the two existing settlements and consolidate the settlements into one sustainable community. The use of sustainable travel modes by existing and new households to access local facilities and local service centres, and the importance of the landscape setting to determine the urban form and development composition is encouraged. The concept is founded on the need to accommodate a sizeable development designed and built according to the principles of sustainable development and good urban design. To achieve this the following elements are all considered fundamental to its success:

1. The extent of the Strategic Development Allocation (SDA) reflects the need to create one sustainable community at Fradley. Due regard should also be had to the close proximity of the existing Industrial Park, its associated traffic movement and disturbances.
2. The careful treatment of 'edges' to ensure an appropriate and successful transition between the built form and adjacent countryside. This should include the retention of existing quality hedgerows and significant trees within the development and to its edges. The configuration and relationship of development at the edge should create and where appropriate maintain attractive views to the countryside, as well as out from the countryside looking into the development, and should support access to the open countryside.
3. Particular care will be had to the treatment of the edge alongside the Canal and the impact on the nearby canal conservation area. Development shall be of a scale commensurate with this location and shall enhance the character and setting of the Canal network. Infrastructure

improvements to the canal adjacent to the proposed SDA shall be undertaken to improve pedestrian and cycle access at New Bridge and Fradley Bridge. Where necessary towpath upgrades and strengthening works to the canal bank will be made.

4. Provision of amenity green open space including play areas and formal sports pitches within the proposed SDA. Open space shall incorporate the existing balancing ponds and surrounding green space into the development for amenity use. The incorporation of Sustainable Drainage Systems (SuDS) within the development are considered essential. Consideration should be given to the sustainable management of both green open space and SuDS.
5. Provision of adequate facilities for primary school education to meet the needs of development. Any new or expanded education facility will include a nursery provision, and possibly a children's centre.
6. Improve the scope of services available at the existing Stirling Centre. Opportunities for library provision and health facilities will be encouraged, as well as a range of A1 and A3 uses.
7. Development should provide access and improved links for pedestrians and cyclists both within and through the development to facilitate and improve access to the countryside including Fradley Junction via and improved canal towpaths.
8. A well designed, convenient and fully integrated public transport strategy that will be attractive to users and link the SDA to the existing settlements of Fradley and Fradley South as well as surrounding villages and the service centres of Lichfield and Burton-on-Trent.
9. Innovative, sustainable design that maximises the opportunities to assist in the creation of a low carbon development. This could include provision of a Combined Heat and Power Plant to be used in conjunction with the adjacent Industrial Park, or through the utilisation of other renewable energy sources. In addition the impacts of climate change and how development will mitigate against its effects should be fully considered and the scheme designed accordingly. For example utilising the the principles of urban cooling or passive solar gain.
10. Design and layout of public transport routes/bus stops should be co-ordinated with, and consider links with, pedestrian/cycle routes, parks and open spaces and should be considered as part of the travel route network.

Fradley Concept Statement

E.3 This concept statement provides further details in support of Core Policy 6 and Policy Frad4 and should be used to guide future masterplans and development proposals for the Fradley SDA.

E.4 Strategic objectives for the site:

1. To create a cohesive place well integrated with the existing communities of Fradley and Fradley South, so as to create one sustainable settlement, which is characterised by the landscape setting and provides an attractive living environment for a wide range of household types and tenures.
2. To encourage walking or cycling to a wide range of on-site services and facilities through a well planned urban structure and built form and to increase the use of sustainable modes of travel, including suitably located public transport stops.
3. To ensure efficient public transport, walking and cycling modes are promoted alongside convenient road links for connections to Lichfield, Trent Valley Station and surrounding settlements. These will provide the community of Fradley with genuine travel choices.
4. To create a sustainable mixed community founded on good urban design principles and responsive to the effects of climate change.

Key Design Principles

E.5 A masterplan for the site will need to be produced in collaboration with the District Council, the Parish Council and other partners, which demonstrates how each individual parcel of land contributes to the overall co-ordination and development at Fradley. The District Council's objective is to combine and consolidate the existing, quite disparate and unconnected elements to deliver a cohesive and sustainable settlement.

E.6 The masterplan should adhere to current best practice in urban design and specify what further, detailed design guidance (e.g. design codes, site development briefs, etc) will be provided. The design strategy should include:

1. An explanation of how the built form responds to the topography of the site. It must be demonstrated that the proposed development will be contained within the natural landform and maintain long distance countryside views.
2. A landscape framework and planting strategy, which should be produced as a driver for the designed layout, that integrates the development within the landscape, provides views in to and out to the surrounding countryside and shows how the edges of the built form will be formed and managed. It must demonstrate how quality/significant existing trees and hedgerows will be retained, incorporated, and extended/enhanced as part of the proposed organisation of built form. The strategy should include the provision of Sustainable Urban Drainage Systems (SuDS) which shall be integrated to the wider landscape proposals.
3. A strategy for new planting, the extent of which must not be confined to the edges of proposed new development. The landscape strategy will demonstrate how the countryside can continue to characterise Fradley through the integration of multi-functional green spaces – that combine with street trees, courtyard and garden planting to provide a characteristically verdant extension to the village. The strategy must demonstrate how places can be created that will be visually distinctive, robust in terms of climate change, attractive habitats for wildlife and should encourage alternative modes of movement.
4. An account of views into, out of and through the village should be used to generate the planned layout, for example taking account of the spirelet of St Stephen's Church which offers a useful focus in and around the centre of Fradley.
5. A continuous network of pedestrian and vehicular routes that connects into newly formed green spaces and integrates with the existing, surrounding movement networks including public rights of way. There should be a legible street hierarchy, where streets are designed as 'linear places' rather than movement corridors.
6. Opportunities for the enhancement of access to public transport with a high level of amenity, information and safety for passengers.
7. Vehicle parking as an integral part of any development, to ensure limited impact on residential amenity and so that it supports, rather than dominates, the streetscene. A variety of parking layouts should be included within development proposals. Rear parking courtyards will be appropriate but their inclusion should be after full consideration of on-street and frontage parking. Where parking courtyards are proposed, they should be overlooked and should make provision for generous planting in order to aid visual containment and help to ameliorate the effects of climate change.
8. Measures to respect and protect the amenities of existing residents living on the boundaries of the site.
9. A built form that supports the strategic objectives for the development of this site and demonstrates how a recognisable identity can be created.
10. How the scheme proposes to provide new homes and buildings of a high quality, inspired by the character and existing architectural design (vernacular) of the District. Cues need not be taken from recent residential development in the vicinity. Regard must be given to the District's

Residential Design Guide and should achieve as many green criteria as possible within Building for Life.

11. Opportunities for public art to be integrated within the design of the development.
12. A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and the provision of supporting services within the early years of the scheme.

Infrastructure

E.7 Details of the infrastructure requirements are set out in the Infrastructure Delivery Plan and developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilities detailed in order to make the development acceptable.

E.8 In summary the following is required:

- A range of housing in accordance with Development Management Policies H1 and H2;
- Primary school provision, either as an expansion to the existing school or new provision if necessary to enable a total of 3 form entry provision overall to serve the village including early Years provision and potentially a children's centre;
- Provision for the delivery of local health services;
- Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
- Landscaping and Green Infrastructure provision including, the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6;
- Protection of local areas and habitats of biological interest;
- Junction access on to the A38 will be improved where necessary and improvements will also be made to local connections to the surrounding villages and Lichfield. The road network within the site will accord with the 'Manual for Streets';
- The development will ensure the segregation of traffic associated with the adjacent industrial park from the Strategic Development Allocation;
- The provision of safe crossing points and improved facilities for pedestrians to allow for the safe movement of pedestrian and cyclists between the existing settlements of Fradley and Fradley South and the development, to link safely with local amenities especially the primary school, social and community facilities and green spaces;
- The provision of public transport to serve the site: all development should be within 350m of a bus stop and should promote smarter travel choices;
- The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the settlements, services and facilities beyond the site boundaries;
- The existing bridges over the canal to be integrated into the design;
- Mitigation for the impacts of the adjacent industrial and agricultural uses;

- The provision and maintenance of sustainable drainage systems and flood mitigation measures;
- Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure;
- The incorporation of public art.

Densities

E.9 Variation in densities should occur through the concentration of above average densities around the community hub, with lower than average densities occurring around the edges of the built areas, and in particular to the edges of the development fronting the canal, wider countryside and heritage assets in the area.

Management & Community Engagement

E.10 The Masterplan for the site should be accompanied by a framework for the management and maintenance of the physical, green, community and social infrastructure as appropriate. This should encompass a model for engagement with the local community, and should empower all sections of the community to participate in the decision-making process, in line with the aims of the District Council's Statement of Community Involvement (SCI).

Assumed Delivery

E.11 Assumed delivery of homes: 2015-2024

Table E.1 Fradley SDA: Housing Trajectory

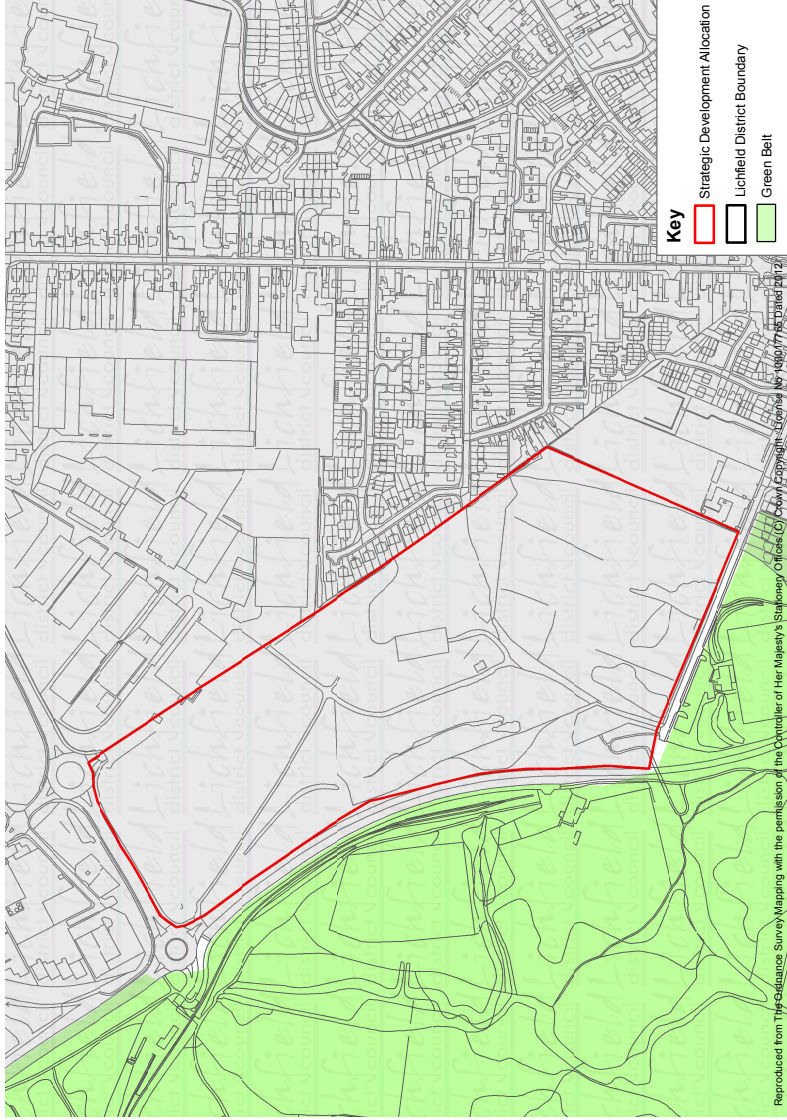
Year	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Approx. Completions	75	150	150	150	150	150

Year	2021/22	2022/23	2023/24
Approx. Completions	150	150	125

Appendix F East of Burntwood Bypass SDA Concept Statement

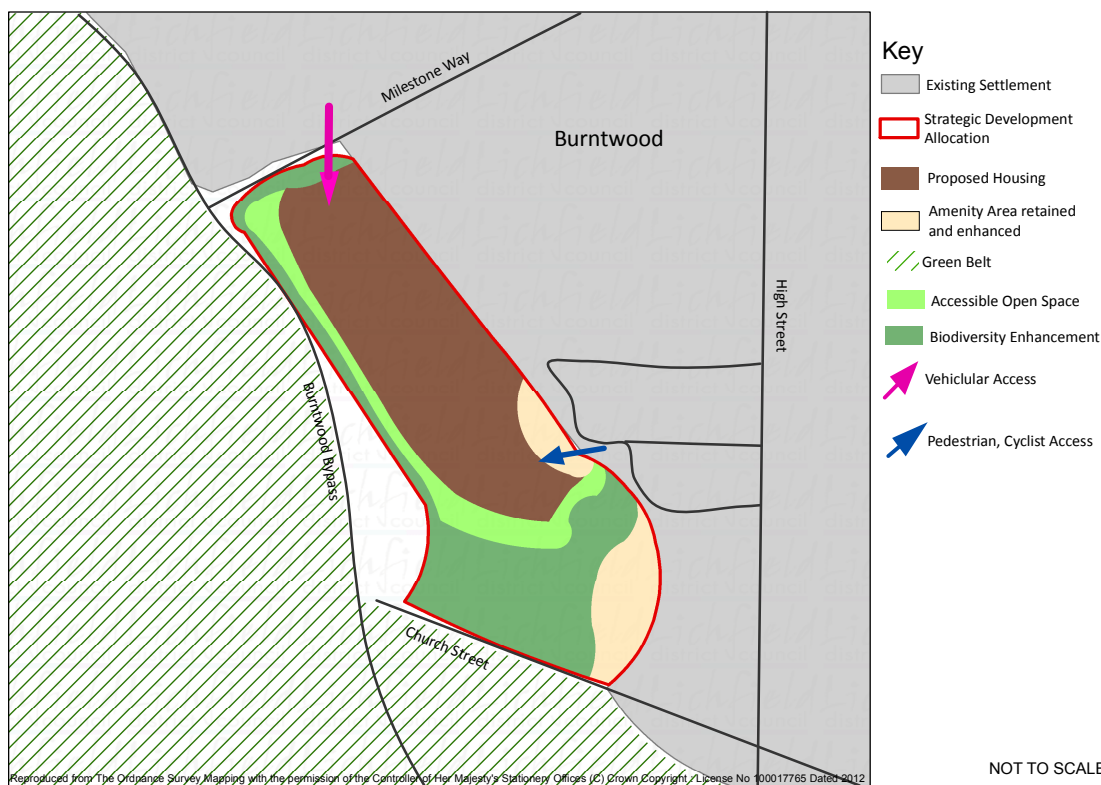
F.1 Core Policy 6: Housing Delivery and Policy Burntwood 4: Burntwood Housing allocates land East of the Burntwood Bypass as a Strategic Development Allocation (SDA) to provide approximately 375 dwellings and appropriate social, green and physical infrastructure.

Map F.1 East of Burntwood Bypass Strategic Development Allocation



Appendix F East of Burntwood Bypass SDA Concept Statement

Map F.2 East of Burntwood Bypass Concept Diagram



Concept Rationale

F.2 Development to the East of the Burntwood Bypass will place emphasis on the physical and social integration of new development with the existing settlement, particularly with regard to creating strong linkages with services and facilities at Sankeys Corner. Sustainable development principles should be balanced with the need to make best use of land and having regard to the character of the surrounding area, the topography of the site and ecological interests. The design strategy should include:

1. The precise scale of new development to be determined through a balanced view of the physical capacity of the site, including the topography, ecological interests, the number of dwellings required to support local services, the desired character of the development and a requirement to provide a mix of dwelling types and sizes, including affordable housing.
2. Development to have regard to the edge of urban setting, which requires a design response to ensure the development is integrated into the landscape, taking account of natural features including topography and existing vegetation and provision of appropriate new landscaping, creating a successful transition from urban edge to rural.
3. Sustainable transport principles, with the promotion of walking and cycling links to the existing settlement and provision/links to public transport facilities.

East of Burntwood Bypass Concept Statement

F.3 This concept statement provides further details in support of Core Policy 6 and Policy Burntwood 4 should be used to guide any future masterplan and development proposals for the East of the Burntwood Bypass SDA.

F.4 Strategic Objectives for the site:

1. To integrate the development of approximately 375 homes and associated facilities within the landscape setting.
2. To ensure the protection and enhancement of ecological interests including the management and future maintenance of retained hedgerows and heathland as appropriate, as part of a comprehensive mitigation and management strategy.
3. To provide convenient walking and cycling links between the new and existing developments, building on existing linkages and enhancing the sustainable transport options available within Burntwood.
4. To ensure physical and social integration with the existing settlement.

Key Design Principles

F.5 A masterplan for the whole site should be produced in collaboration with the District Council and other partners, which demonstrates adherence to current best practice in urban design and specifies what further, detailed design guidance (e.g. design codes, site development briefs, etc) will be provided. The design strategy should include:

1. The extent to which the built form responds to the topography of the site. This site is visually prominent from wider views to the north, south and west and an impact assessment of views will be required.
2. A landscape framework and planting strategy should be produced as a driver for the designed layout, that integrates the development within the landscape and shows how the new urban edge will be formed and managed. This must demonstrate how existing trees and hedgerows will be retained, incorporated, and extended and enhanced as part of the proposed organisation of built form. Maintained and improved landscape features should be integrated with the provision of sustainable drainage systems.
3. A strategy for new planting should demonstrate integration throughout the new development, clearly explaining how the countryside can be drawn into the proposed development through the integration of multi-functional green spaces. These combined with street trees, courtyard and garden planting should provide a verdant extension to Burntwood. The strategy must demonstrate how an urban extension can be produced that will be visually distinctive but draws reference cues from existing surrounding development. The strategy must be robust in terms of climate change, encouraging alternative modes of movement and creating opportunities for bringing wildlife into the town.
4. An account of views out of and across the site, which should be used to generate the planned layout. Existing features in the landscape beyond should be used to inform and orientate the built form.
5. A continuous network of pedestrian and vehicular route ways that connects into and integrates with the existing, surrounding movement networks, including public rights of way. There should be a legible street hierarchy, where streets are designed as 'linear places' rather than movement corridors.
6. Good access to public transport, and provision for a high level of amenity, information and safety for passengers.
7. Vehicle parking as an integral part of the plan for the scheme, to ensure limited impact on visual amenity and residential privacy. Any surface level parking areas should make provision for

generous planting in order to aid visual containment and help to ameliorate the effects of climate change.

8. Measures to demonstrate how the amenities of existing residents living on the boundaries of this site will be respected and protected, with any proposed layout justified on this basis.
9. A proposed built form that supports the strategic objectives for the development of this site, but also creates a locally distinctive development.
10. How the scheme proposes to provide new homes and buildings of a high quality, inspired by the character and architectural design of housing in Burntwood. Regard must be given to the District's Residential Design Guide and should achieve a minimum 'Good' score of Building for Life.
11. Opportunities for public art should be integrated within the design of the development.
12. A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and the provision of supporting services within the early years of the scheme should also be provided.

Infrastructure

F.6 Details of the infrastructure requirements are set out in the Infrastructure Delivery Plan and developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilities detailed in order to make the development acceptable.

F.7 In summary the requirements are:

- A range of housing in accordance with Development Management Policies H1 and H2;
- Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
- Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6;
- A clear strategy for delivering links to Chasewater Country Park, and showing how the built development and remainder of the site to the south and west will be incorporated into an integrated open space and green infrastructure network;
- Protection and enhancement of local areas and habitats of biological interest and mitigation/compensation measures, including a landscaping strategy which respects important habitats including the pond to the south of the site;
- The provision of public transport to serve the site: all development should be within 350m of a bus stop and should promote smarter travel choices;
- The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the settlements, services and facilities beyond the site boundaries including safe crossing points;
- Vehicular access will be from Milestone Way. The road network within the site will accord with the 'Manual for Streets';
- The provision and maintenance of sustainable drainage systems and flood mitigation measures;
- Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure;

- The incorporation of public art.

Densities

F.8 Variation of densities across the site should occur with lower densities towards the western and southern edges in order that that the built edge can be assimilated into the countryside.

Management & Community Engagement

F.9 The masterplan for the site should be accompanied by a framework for the management and maintenance of the physical, green, community and social infrastructure as appropriate. This should encompass a model for engagement with the local community which should empower all sections of the community to participate in the decision-making process, in line with the aims of the District Council's Statement of Community Involvement (SCI).

Assumed Delivery

F.10 Assumed delivery of homes: 2015-2020

Table F.1 East of Burntwood Bypass SDA: Housing Trajectory

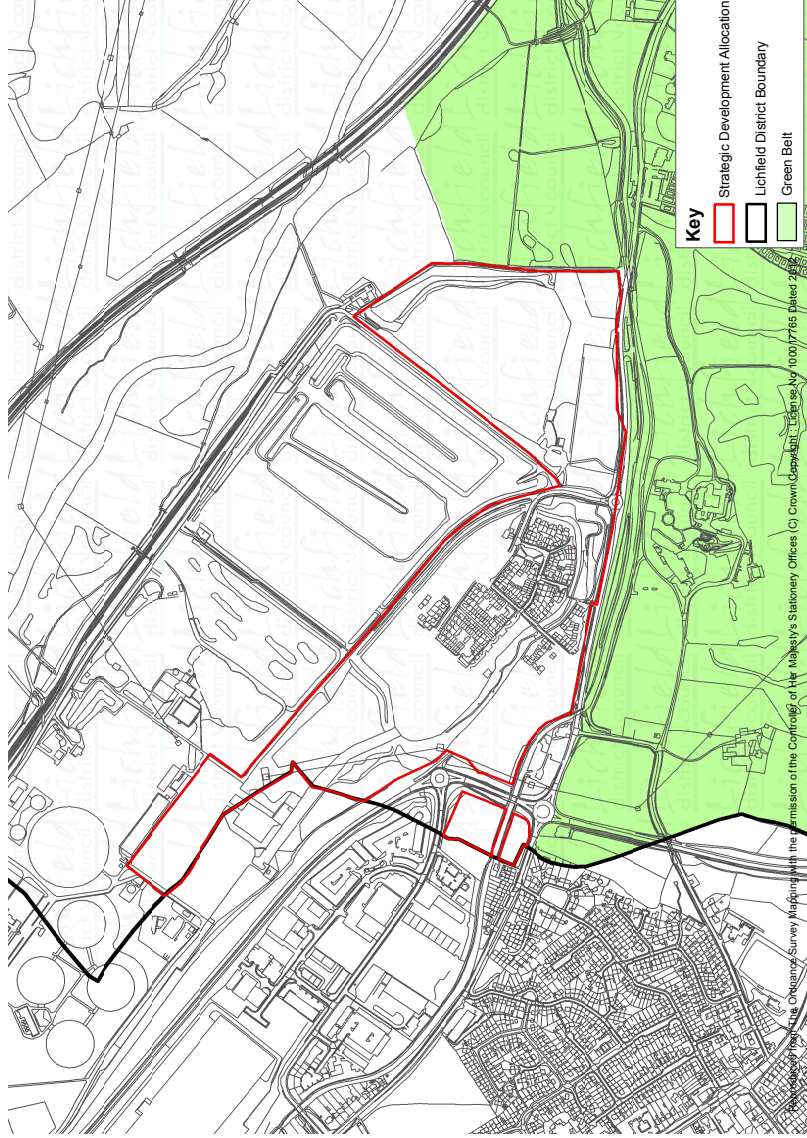
Year	2015/16	2016/17	2017/18	2018/19	2019/20
Approx. Completions	50	100	100	100	25

Appendix G East of Rugeley SDA Concept Statement

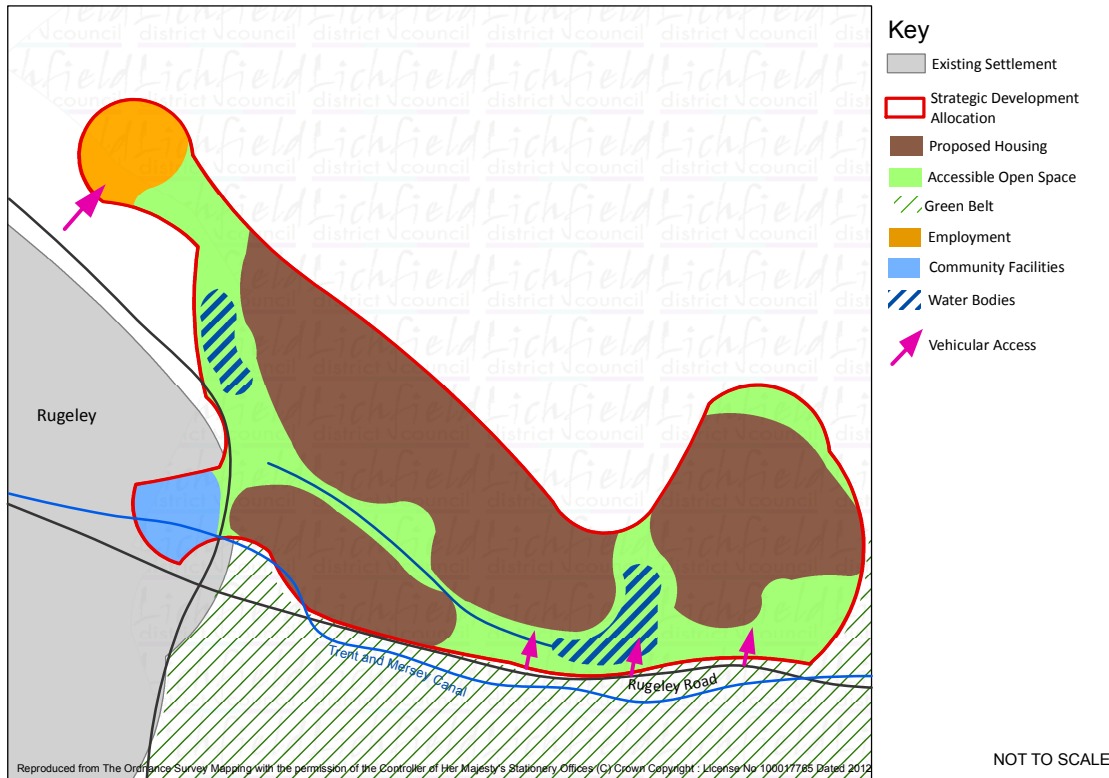
Appendix G East of Rugeley SDA Concept Statement

G.1 Core Policy 6: Housing Delivery and Policy East of Rugeley 1 allocates land east of Rugeley as a Strategic Development Allocation (SDA) to provide up to 1,130 dwellings and appropriate social, green and physical infrastructure.

Map G.1 East of Rugeley Strategic Development Allocation Inset Map



Map G.2 East Rugeley Concept Diagram



Concept Rationale

G.2 Development to the East of Rugeley will place emphasis on the physical and social integration of new development with the adjacent committed residential scheme and the existing settlement of Rugeley, particularly with regard to creating strong linkages with services and facilities in Breerton and Armitage with Handscare. Sustainable development principles should be balanced with the need to make best use of land and having regard to the character of the surrounding area, the topography of the site and ecological interests. The design strategy should include:

1. The precise scale of new development to be determined through a balanced view of the physical capacity of the site, including the topography, ecological interests, the number of dwellings required to support local services, the desired character of the development and a requirement to provide a mix of dwelling types and sizes, including affordable housing.
2. Development to have regard to the semi rural setting, which requires a design response to ensure the development is integrated into the landscape, taking account of natural features including topography and existing vegetation and provision of appropriate new landscaping.
3. Sustainable transport principles, with the promotion of walking and cycling links to the existing settlement and provision/links to public transport facilities.

East of Rugeley Concept Statement

G.3 This concept statement provides further details in support of Core Policy 6 and Policy East of Rugeley 1 should be used to guide any future masterplan and development proposals for the East of Rugeley SDA.

G.4 Strategic Objectives for the site:

1. To integrate the development of up to 1,130 homes and associated facilities within the landscape setting.
2. To ensure the protection and enhancement of ecological interests including the management and future maintenance of retained hedgerows and heath land.
3. To provide convenient walking and cycling links between the new and existing developments, building on existing linkages and enhancing the sustainable transport options available within the East of Rugeley.
4. To ensure a good degree of physical and social integration with the existing settlement.

Key Design Principles

G.5 A masterplan for the whole site should be produced in collaboration with the District Council and other partners, which demonstrates adherence to current best practise in urban design and specifies what further, detailed design guidance (e.g. design codes, site development briefs, etc) will be provided. The design strategy should include:

1. The extent to which the built form responds to the topography of the site.
2. A landscape framework and planting strategy should be produced as a driver for the designed layout, that integrates the development within the landscape and shows how the new urban edge will be formed and managed. This must demonstrate how existing trees and hedgerows will be retained, incorporated, and extended and enhanced as part of the proposed organisation of built form. Maintained and improved landscape features should be integrated with the provision of sustainable drainage systems (SuDS).
3. A strategy for new planting should demonstrate integration throughout the new development, clearly explaining how the countryside can be drawn into the proposed development through the integration of multi-functional green spaces. These combined with street trees, courtyard and garden planting should provide a verdant extension to the East of Rugeley. The strategy must demonstrate how an urban extension can be produced that will be visually distinctive, but also robust in terms of climate change, encouraging alternative modes of movement and creating opportunities for bringing wildlife into the town.
4. An account of views out of and across the site, which should be used to generate the planned layout.
5. A continuous network of pedestrian and vehicular route ways that connects into and integrates with the existing, surrounding movement networks, including public rights of way. There should be a legible street hierarchy, where streets are designed as 'linear places' rather than movement corridors.
6. Good access to public transport, and provision for a high level of amenity, information and safety for passengers.
7. Vehicle parking as an integral part of the plan for the scheme, to ensure limited impact on visual amenity and residential privacy. Any surface level parking areas should make provision for generous planting in order to aid visual containment and help to ameliorate the effects of climate change.
8. Measures to demonstrate how the amenities of existing residents living on the boundaries of this site will be respected and protected, with any proposed layout justified on this basis.
9. A proposed built form that supports the strategic objectives for the development of this site, but also creates a locally distinctive development.
10. How the scheme proposes to provide new homes and buildings of a high quality, inspired by the character and existing architectural design of this part of Rugeley. Regard must be given to the District's Residential Design Guide and should achieve a minimum 'Good' score of Building for Life .

11. Opportunities for public art should be integrated within the design of the development.
12. A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and the provision of supporting services within the early years of the scheme should also be provided.

Infrastructure

G.6 Details of the infrastructure requirements are set out in the Infrastructure Delivery Plan and developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilities detailed in order to make the development acceptable.

G.7 In summary the following is required:

- A range of housing in accordance with Development Management Policies H1 and H2 and having regard to needs arising with Rugeley;
- Neighbourhood facilities including a community hub to incorporate a community hall and small scale convenience retail provision;
- Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
- Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6;
- A clear strategy for delivering links to Armitage with Handsacre and to Rugeley, showing how these will be incorporated into an integrated open space and green infrastructure network, including links to the canal;
- Protection of local areas and habitats of biological interest;
- The provision of public transport to serve the site: all development should be within 350m of a bus stop and should promote of smarter travel choices;
- The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to settlements, services and facilities beyond the site boundaries including safe crossing points;
- Vehicular access will be from Armitage Road (A513). The road network within the site will accord with the 'Manual for Streets';
- The provision and maintenance of sustainable drainage systems and flood mitigation measures;
- Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure
- The incorporation of public art.

Densities

G.8 Variation of densities across the site should occur with lower densities towards the southern edges in order that that the built edge can be assimilated into the countryside.

Management & Community Engagement

G.9 The masterplan for the site should be accompanied by a framework for the management and maintenance of the physical, green, community and social infrastructure as appropriate. This should encompass a model for engagement with the local community which should empower all sections of the community to participate in the decision-making process, in line with the aims of the Council's Statement of Community Involvement (SCI).

Assumed Delivery

G.10 Assumed delivery of homes: 2010- 2029

Table G.1 East of Rugeley SDA: Housing Trajectory

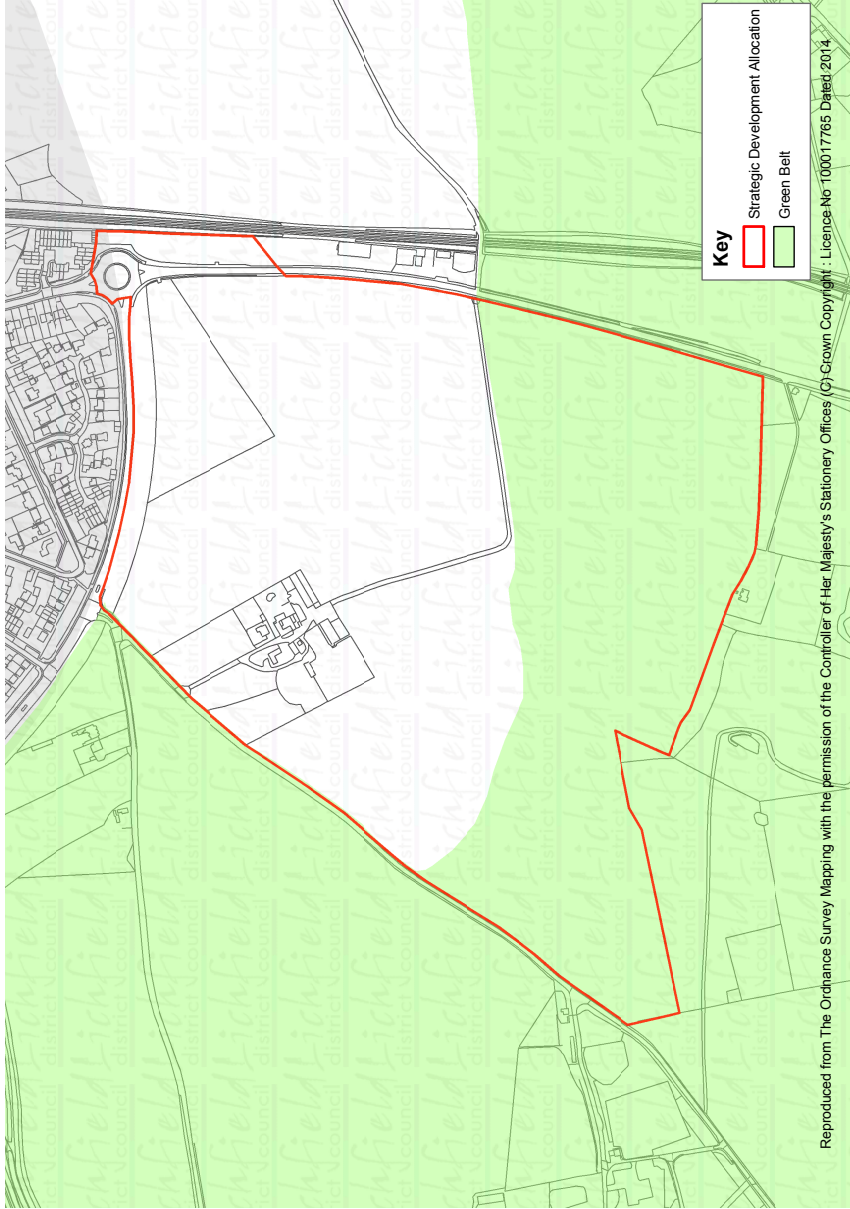
Year	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Approx. Completions	42	76	153	150	175	55	25	5

Year	2024/25	2025/26	2026/27	2027/28	2028/29
Approx. Completions	50	100	100	100	100

Appendix H Deans Slade South of Lichfield SDA Concept Statement

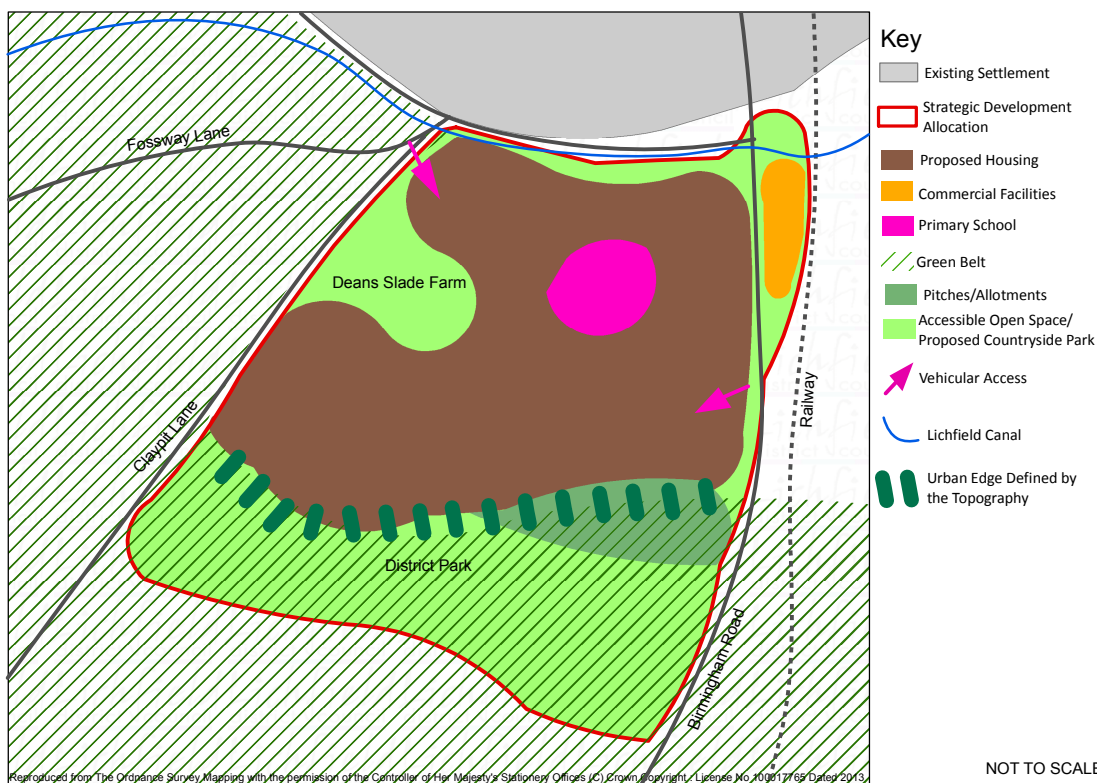
H.1 Core Policy 6: Housing Delivery and Policy Lichfield 6: South of Lichfield allocates land South of Lichfield at Deans Slade Farm as a site for a sustainable, well designed, mixed use development to provide approximately of 450 dwellings, appropriate associated facilities and transport, social and physical infrastructure.

Map H.1 South of Lichfield: Deans Slade Strategic Development Allocation



Appendix H Deans Slade South of Lichfield SDA Concept Statement

Map H.2 South of Lichfield Deans Slade Concept Diagram



Concept Rationale

H.2 Development south of Lichfield at Deans Slade Farm will draw on the qualities and topography of the landscape to achieve a well designed, sustainable urban extension to the south of Lichfield City. Development will integrate physically and socially with existing and proposed neighbourhoods; and encourage the use of sustainable travel modes by new residents to access local facilities and the city centre. Development will provide easy access to a large new area of open space for both new and existing residents of Lichfield City. In addition, the concept is founded on the fundamental need for improved east-west connection through the southern part of Lichfield City, and will connect to the wider development proposed to the south of the city. Development will be designed and built according to the principles of sustainable development and good urban design.

H.3 The masterplan will adhere to current best practice in urban design and specify what further, detailed design guidance (e.g. design codes, site development briefs, etc) will be provided. The design strategy will include:

1. The southern extent of the Strategic Development Allocation (SDA) will be defined by the landscape and topography setting, with reference in particular to the contours of Harehurst Hill that form part of the Lichfield 'bowl', and with due consideration to notable buildings of importance or prominence, outside the SDA including Lichfield Cathedral, which will act as important landmarks and points of architectural or community interest.
2. Managing the transition between town and country will be critical to the successful integration of new development within the landscape. The configuration and relationship of development at the urban edge will create attractive views to the city as well as out of the city, and should support access to an extensive district park. Development should provide links throughout to the countryside beyond.

3. Development will occur as a sustainable extension to the city. New homes will be located close to existing communities, bringing additional support to existing local facilities or creating opportunities for new local facilities where there is a current shortfall, thus extending benefits to existing communities within south Lichfield. Development will link to the proposed community facilities to be provided within development proposed to the south of Lichfield.
4. Public open space, will extend outwards from the existing open spaces to form a well connected network of multi-functional green spaces suitable for formal and informal recreation and integrated into the built form. The Lichfield Canal route will be included as part of the open space network, which will take account of sustainable drainage and the potential for enhanced biodiversity.
5. The development will deliver an extensive district park to the south of development defined by the topography of the landscape, particularly Harehurst Hill, which will create views across the city.
6. The development will facilitate a completed Lichfield Southern Bypass thus relieving pressure on the city centre road network. Development will also be integrated into the city through connections to the existing highway network, and through the provision of a network of streets around the outer edge of the city, in order to disperse wider traffic movement and allow for direct journeys. This would support the feasible use of more sustainable modes of travel, including buses, cycle and pedestrian movements.
7. These new connections will be planned and designed as high quality residential streets, defined by development frontage. Their primary role will be for local movement.
8. New Commercial facilities will be provided alongside the Birmingham Road and junction to the proposed southern bypass. These facilities will be accessible to existing residents of the City and residents of further development proposed to the south of Lichfield City.
9. A new primary school will be accommodated within the scheme at an accessible point.

South of Lichfield - Deans Slade Concept Statement

H.4 This concept statement provides further details in support of Core Policy 6 and Policy Lichfield 6 and should be used to guide future masterplans and development proposals for the South of Lichfield Dean Slade SDA.

H.5 Strategic objectives for the site:

1. To integrate the new development of approximately 450 homes and associated facilities and uses within the landscape setting, and to structure the scheme around existing landscape and topography features in order to achieve an attractive place which relates to its setting.
2. To achieve a sustainable development based around high quality local facilities and excellent public transport, cycle and pedestrian connections.
3. To assist in the delivery the Lichfield Southern Bypass and provide a public transport network to relieve pressure on the city centre.

Key Design Principles

H.6 A masterplan for the whole site will be produced in collaboration with the District Council and other partners, which demonstrates adherence to current best practice in urban design and specifies what further, detailed design guidance (e.g. design codes, site development briefs, etc) will be provided. The design strategy will include:

1. The extent to which the built form responds to the topography of the site. There is a marked change in gradient around this southern limit of the City. It must be demonstrated how the proposed development will be contained within the natural landform. Development will be confined to lower lying land and have regard to the rising land to the south which forms part of the Lichfield 'bowl'.

2. A landscape framework and planting strategy, which will be produced as a driver for the designed layout, that integrates the development within the landscape and shows how the new urban edges will be formed and managed. It must demonstrate how existing trees and hedgerows will be retained, incorporated, and extended/enhanced as part of the proposed organisation of built form. It will be integrated with the provision of sustainable drainage systems.
3. A strategy for new planting, the extent of which must not just be confined to the edges of proposed new development. The landscape strategy will demonstrate how the countryside can be drawn into the city through the integration of multi-functional green spaces – that combine with street trees, courtyard and garden planting to provide a characteristically verdant extension to Lichfield City. The strategy must demonstrate how places can be produced that will be visually distinctive, but also robust in terms of climate change, encouraging alternative modes of movement and bringing wildlife into the City.
4. A clear design approach to the urban edge to allow managed transition between town and country, and to allow easy and convenient access through the site to the open district park beyond.
5. An account of views out of the city and across the site, as well as views into Lichfield, towards the Cathedral and church spires, which will be used to generate the planned layout. Different types of views should be considered and created; impressive vistas are gained from medium and long distance, but glimpsed views of the Cathedral are characteristic from within the built form of the City.
6. A continuous network of pedestrian and vehicular route ways that connects into newly formed green spaces and integrates with the existing, surrounding movement networks, including public rights of way. There will be a legible street hierarchy, where streets are designed as 'linear places' rather than movement corridors. All public spaces (i.e. streets, play space and open space) will be designed in a coherent and cohesive way to avoid them being designed as separate entities.
7. Good access to public transport, and provision for a high level of amenity, information and safety for passengers.
8. Vehicle parking will be an integral part of the plan for the scheme, to ensure limited impact on visual amenity and residential privacy. Any surface level parking areas will make provision for generous planting in order to aid visual containment and help to ameliorate the effects of climate change.
9. A proposed built form that supports the strategic objectives for the development of this site, but also demonstrates how a recognisable identity can be created.
10. How the scheme proposes to provide new homes and buildings of a high quality, inspired by the character and existing architectural design of this part of Lichfield District. Regard must be given to the District Council's Residential Design Guide and should achieve as many 'green' criteria as possible within Building for Life.
11. Opportunities for public art to be integrated within the design of the development.
12. Local community and commercial facilities must be easily accessible by sustainable travel modes.
13. A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and the provision of supporting services within the early years of the scheme.
14. The maintenance of public spaces, street furniture and boundaries formed by retained trees and hedges will be carefully considered in the early design stages with maintenance responsibilities agreed between all parties.

Infrastructure

H.7 Details of the infrastructure requirements are set out in detail in the Infrastructure Delivery Plan and developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilities detailed in order to make the development acceptable.

H.8 In summary, the following will need to be delivered:

- A range of housing in accordance with Development Management Policies H1 and H2; and a one form entry primary school;
- Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
- Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6;
- Delivery of the Deans Slade district park which defines the southern extent of the development.
- Integration of the route for a restored Lichfield Canal into an integrated open space and green infrastructure network;
- Protection of local areas and habitats of biological interest;
- The provision of public transport to serve the site: all development should be within 350m of a bus stop: smarter travel choices will be promoted;
- The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the settlements, services and facilities beyond the site boundaries including those proposed in further development to the south of the City;
- Contribution towards the delivery of the Lichfield Southern Bypass to connect to the wider development to the south of Lichfield. The road network within the site will accord with the 'Manual for Streets';
- The provision and maintenance of sustainable drainage systems and flood mitigation measures;
- Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure;
- The incorporation of public art;
- Mitigation for the impacts of the adjacent Birmingham Road and railway line.

Densities

H.9 Variation in densities will occur through the concentration of above average densities around community hubs, with lower than average densities occurring around the edges of the built areas, and in particular to the southern edge of the development.

Management & Community Engagement

H.10 The Masterplan for the site will be accompanied by a framework for the management and maintenance of the physical, green, community and social infrastructure as appropriate. This will encompass a model for engagement with the local community which will empower all sections of the community to participate in the decision-making process, in line with the aims of the Council's [Statement of Community Involvement](#) (SCI).

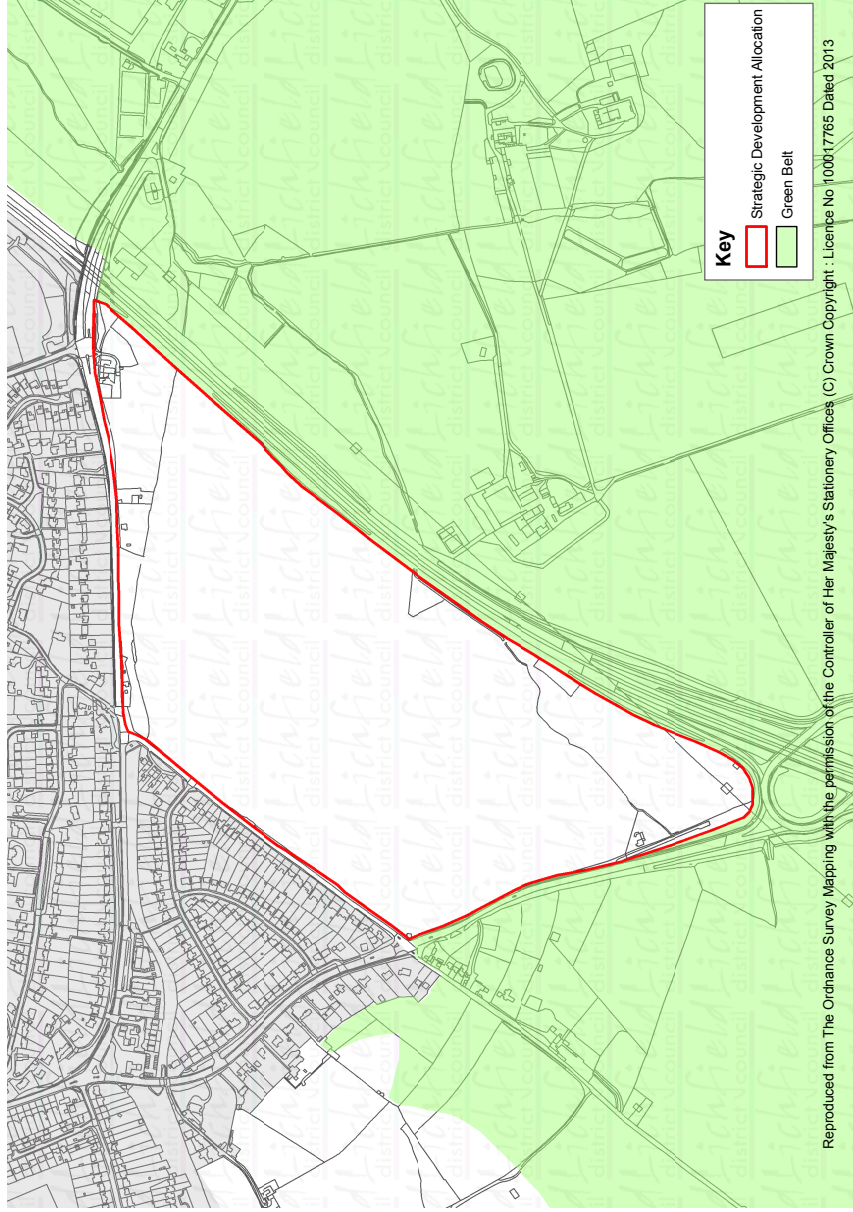
Assumed Delivery**H.11** Assumed delivery of homes: 2021-2026**Table H.1 Dean Slade SDA: Housing Trajectory**

Year	2021/22	2022/23	2023/24	2024/25	2025/26
Approx. Completions	75	100	100	100	75

Appendix I Cricket Lane South of Lichfield SDA Concept Statement

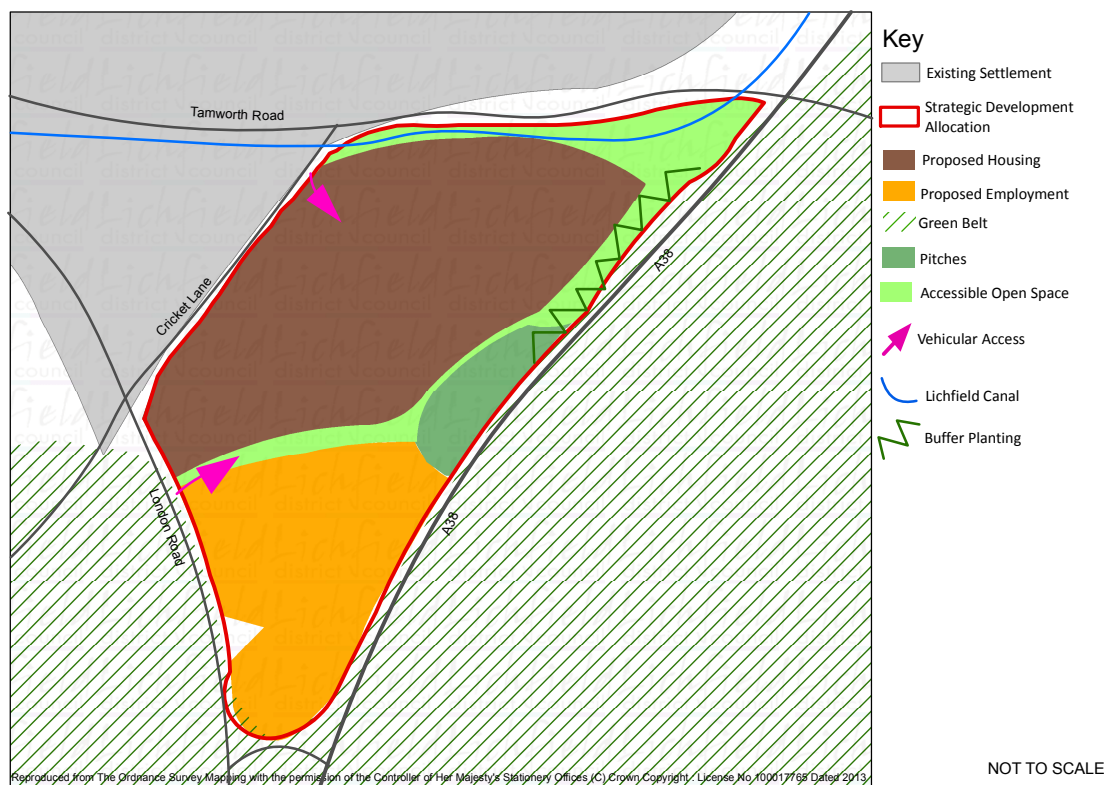
I.1 Core Policy 6: Housing Delivery and Policy Lichfield 6: South of Lichfield allocates land South of Cricket Lane at Cricket Lane as a site for a sustainable, well designed, mixed use development to provide approximately 450 dwellings, employment development, appropriate associated facilities and transport, social and physical infrastructure.

Map I.1 Cricket Lane Strategic Development Allocation



Appendix I Cricket Lane South of Lichfield SDA Concept Statement

Map I.2 Cricket Lane Concept



Concept Rationale

1.2 Development south of Lichfield at Cricket Lane will draw on the qualities and topography of the landscape to achieve a well designed, sustainable urban extension to the south of the existing settlement. To achieve this development will integrate physically and socially with existing neighbourhoods; and encourage the use of sustainable travel modes by new residents to access local facilities and the city centre. Development will be designed and built according to the principles of sustainable development and good urban design, the following elements are considered;

1. The extent of the Strategic Development Allocation (SDA) will be defined by the road network surrounding the site. Due consideration will be made to notable buildings of importance or prominence, outside the SDA including Lichfield Cathedral, which will act as important landmarks and points of architectural or community interest.
2. The disposition of uses should have due regards to the A38 and mitigation measures should be considered accordingly.
3. Development will occur as a sustainable extension to the city. New homes will be located close to existing communities, bringing additional support to existing local facilities or creating opportunities for new local facilities where there is a current shortfall, thus extending benefits to existing and proposed communities within south Lichfield.
4. Development will complement the existing settlement in terms of housing mix, scale and mass as well as the provision of mixed used community facilities and sports pitches to serve the development and the wider south Lichfield community.
5. Public open space, will extend outwards from the existing open spaces to form a well connected network of multi-functional green spaces suitable for formal and informal recreation and integrated

into the built form. Linkages to the adjacent Lichfield Canal route will be included as part of the open space network, which will take account of sustainable drainage and the potential for enhanced biodiversity.

6. Development will also be integrated into the city through connections to the existing highway network, and through the provision of a network of streets around the outer edge of the city, in order to disperse wider traffic movement and allow for direct journeys. This would support the feasible use of more sustainable modes of travel, including buses, cycle and pedestrian movements.
7. These new connections will be planned and designed as high quality residential streets, defined by development frontage. Their primary role will be for local movement.
8. Development may include a mix of employment uses within part of the site. Any employment development will have regard to the residential amenity of the SDA and the road network which defines the site.

South of Lichfield - Cricket Lane Concept Statement

I.3 This concept statement provides further details in support of Core Policy 6 and Policy Lichfield 6 and should be used to guide future masterplans and development proposals for the South Lichfield Cricket Lane SDA.

I.4 Strategic objectives for the site:

1. To integrate the new development of approximately 450 homes, approximately 12 hectares of employment and associated facilities with the existing settlement. Development will have regard to the topography and road network which defines the site and provide an attractive living environment for a wide range of house types.
2. To achieve a sustainable development based around high quality local facilities and excellent public transport, cycle and pedestrian connections.
3. To ensure a good degree of physical and social integration with the existing settlement and the wider south of Lichfield SDAs through the detailed planning of the site.
4. To create a sustainable mixed community founded on good urban design principles and responsive to the effects of climate change.

Key Design Principles

I.5 A masterplan for the whole site will be produced in collaboration with the District Council and other partners, which demonstrates adherence to current best practice in urban design and specifies what further, detailed design guidance (e.g. design codes, site development briefs, etc) will be provided. The design strategy will include:

1. The extent to which the built form responds to the topography and road network surrounding the site. There is a marked change in gradient around the southern limit of the City. It must be demonstrated how the proposed development will be contained within the natural landform and mitigate for the impacts of the A38.
2. A landscape framework and planting strategy, which will be produced as a driver for the designed layout, that integrates the development within the landscape and shows how the new urban edges will be formed and managed.
3. A strategy for new planting, the extent of which must not just be confined to the edges of proposed new development. The landscape strategy will demonstrate how the countryside can be drawn into the city through the integration of multi-functional green spaces – that combine with street trees, courtyard and garden planting to provide a characteristically verdant extension to Lichfield City. The strategy must demonstrate how places can be produced that will be visually distinctive,

- but also robust in terms of climate change, encouraging alternative modes of movement and bringing wildlife into the City.
4. An account of views out of the city and across the site, as well as views into Lichfield, towards the Cathedral and church spires, which will be used to generate the planned layout. Different types of views should be considered and created; impressive vistas are gained from medium and long distance, but glimpsed views of the Cathedral are characteristic from within the built form of the City.
 5. A continuous network of pedestrian and vehicular route ways that connects into newly formed green spaces and integrates with the existing, surrounding movement networks, including public rights of way. Of particular importance will be safe crossing points on both London and Tamworth Roads. There will be a legible street hierarchy, where streets are designed as 'linear places' rather than movement corridors. All public spaces (i.e. streets, play space and open space) will be designed in a coherent and cohesive way to avoid them being designed as separate entities.
 6. Good access to public transport, and provision for a high level of amenity, information and safety for passengers.
 7. Vehicle parking will be an integral part of the plan for the scheme, to ensure limited impact on visual amenity and residential privacy. Any surface level parking areas will make provision for generous planting in order to aid visual containment and help to ameliorate the effects of climate change.
 8. Measures to demonstrate how the amenities of existing residents living on the boundaries of this site will be respected and protected, with any proposed layout justified on this basis.
 9. A proposed built form that supports the strategic objectives for the development of this site, but also demonstrates how a recognisable identity can be created.
 10. How the scheme proposes to provide new homes and buildings of a high quality, inspired by the character and existing architectural design of this part of Lichfield District. Regard must be given to the District Council's Residential Design Guide and should achieve as many 'green' criteria as possible within Building for Life.
 11. Opportunities for public art to be integrated within the design of the development.
 12. Local community hubs and facilities must be easily accessible by sustainable travel modes.
 13. A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and the provision of supporting services within the early years of the scheme.
 14. The maintenance of public spaces, street furniture and boundaries formed by retained trees and hedges will be carefully considered in the early design stages with maintenance responsibilities agreed between all parties.

Infrastructure

1.6 Details of the infrastructure requirements are set out in detail in the Infrastructure Delivery Plan and developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilities detailed in order to make the development acceptable.

1.7 In summary, the following will need to be delivered:

- A range of housing in accordance with Development Management Policies H1 and H2;
- Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
- Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6;

- Integration of the route for a restored Lichfield Canal into an integrated open space and green infrastructure network;
- Protection of local areas and habitats of biological interest;
- The provision of public transport to serve the site: all development should be within 350m of a bus stop: smarter travel choices will be promoted;
- The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the settlement, services and facilities beyond the site boundaries and to further development proposed to the South of Lichfield, of particular importance will be safe crossing of both London and Tamworth Roads;
- The road network within the site will accord with the 'Manual for Streets';
- The provision and maintenance of sustainable drainage systems and flood mitigation measures;
- Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure;
- The incorporation of public art;
- Mitigation for the impacts of the A38 and London Road.

Densities

1.8 Variation in densities will occur through the concentration of above average densities around community hubs, with lower than average densities occurring around the edges of the built areas.

Management & Community Engagement

1.9 The Masterplan for the site will be accompanied by a framework for the management and maintenance of the physical, green, community and social infrastructure as appropriate. This will encompass a model for engagement with the local community which will empower all sections of the community to participate in the decision-making process, in line with the aims of the Council's [Statement of Community Involvement](#) (SCI).

Assumed Delivery

1.10 Assumed delivery of homes: 2018-2022

Table I.1 Cricket Lane SDA: Housing Trajectory

Year	2018/19	2019/20	2020/21	2021/22
Approx. Completions	75	150	150	75

Appendix J Superseded Local Plan Policies

Table J.1

Policy No.	Policy	To be replaced by Local Plan: Strategy	To be replaced by Local Plan: Allocations
E2	Forest of Mercia		✓
E3	Trees & Woodlands	✓	
E4	Green Belt	✓	
E5A	Area of Development Restraint	✓	
E6	Development in Rural Areas	✓	
E14	Water Habitats	✓	
E15	Flood Protection	✓	
E17	Contaminated Land	✓	
E18a	National Sites	✓	
E18b	Sites Designated Locally	✓	
C1	Listed Buildings	✓	
C2	Character of Conservation Areas		✓
C3	Demolition	✓	
C7	Buildings out of Scale or Character		✓
C9	Protected Open Spaces		✓
H2	Housing Mix	✓	
H3	Housing Design Standards	✓	
H5	New Housing within Settlements	✓	
H6	Living Accommodation on Upper Floors	✓	
H8	Loss of Residential Accommodation	✓	
H9	Affordable Housing in Rural Areas	✓	
Emp.2	Existing Industrial Areas		✓
Emp.3	Retail Uses in Industrial Areas	✓	
Emp.5	Major Developed Sites in the Green Belt		✓
Emp.11	Wyrley & Essington Canal		✓

Policy No.	Policy	To be replaced by Local Plan: Strategy	To be replaced by Local Plan: Allocations
R1	Open Space Provision	✓	
R3	Recreational Buildings	✓	
R4	Sports Playing Fields	✓	
R5	Loss of Sports Pitches/Recreation	✓	
T3	Private Sector Contributions	✓	
T4	Parking	✓	
T6	Rail Transport		✓
T8	Cycling	✓	
S2	Neighbourhood Shopping Centres		✓
S3	Village Shops	✓	
S4	Farm Shops	✓	
Soc.1	Community Facilities	✓	
Soc.2	Community Provision Arising from Development	✓	
Soc.3	Townscape Improvements	✓	
L7A	Buffer Depot, Streethay		✓
L9	Extension to Boley Park Industrial Estate		✓
L10	Britannia Way		✓
L12	Office Development - Sandford Street		✓
L13	City Centre Redevelopment		✓
L15	Primary Retail Area		✓
L16	Secondary Retail Areas		✓
L17	Bird Street		✓
L18	Dam Street		✓
L19	Business Areas		✓
L21	New Roads		✓
L22	Road Line Safeguarding		✓
L23	Road & Junction Improvements		✓

Policy No.	Policy	To be replaced by Local Plan: Strategy	To be replaced by Local Plan: Allocations
L24	Traffic Management		✓
L26	Rear Servicing		✓
L27	Pedestrian Access to the City Centre		✓
L28	Car Parking - Commuted Payments	✓	
L31	Lichfield Rail Stations		✓
L35	Recreation Zones		✓
L36	Recreation Zones		✓
L37	Lichfield Linear Park		✓
L42	Environmental & Housing Improvement		✓
L46	Shopfronts		✓
L47	Cathedral Close		✓
L48	Protection of Views	✓	
L49	Framework Open Space		✓
L50	Landscape Improvements in Framework Open Space		✓
B1	Existing Residential Areas		✓
B5	New Shopping Development		✓
B6	Indoor Leisure		✓
B9	Redevelopment & Town Square		✓
B13	Redevelopment & Expansion of Neighbourhood Centres		✓
B15	Road & Junction Improvements		✓
B21	Chasetown Industrial Estate		✓
B22	Recreation Zones		✓
B24	Chasewater Area & Country Park		✓
NA1	Cannock Chase - Area of Outstanding Natural Beauty		✓
NA12	Lea Hall Colliery		✓
NA13	Rugeley Power Station		✓

Policy No.	Policy	To be replaced by Local Plan: Strategy	To be replaced by Local Plan: Allocations
NA20	Public Open Space, Longdon		✓
EA1	Fradley Airfield Industrial Proposals		✓
EA13	Hotel at Fradley		✓
EA14	The Tame & Trent Valley		✓
EA16	The National Forest		✓
SA3	Laural House, Lichfield Road, Fazeley		✓
SA6	Little Aston Park		✓
SA7	Canal Facilities at Fazeley		✓
DC1	Amenity & Design Principles for Development	✓	
DC2	Amenity	✓	
DC4	Re-Use & Adaptation of Rural Buildings	✓	
DC5	Extensions to Dwellings in the Green Belt	✓	
DC7	Replacement Dwellings	✓	
DC10	Stables & Equestrian Activities	✓	
DC14	Archaeology - Sites of Recognised Importance	✓	
DC15	Archaeological Assessment	✓	
DC16	Telecommunications	✓	
DC17	Existing Trees & Hedges on Development Sites	✓	
DC19	Advertisement Control	✓	

Glossary

Term	Abbreviation	Meaning
Adaptation		A change or modification to suit new conditions or needs ,e.g. adapting to the effects of climate change.
Adoption		The final confirmation of a development plan or Local Development Document as having statutory status by a Local Planning Authority (LPA).
Affordable Housing		Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should: <ul style="list-style-type: none"> Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.
Affordable Rent		Affordable rented homes are made available to tenants at up to a maximum of 80% of market rent and are allocated in the same way as present social housing.
Amenity Greenspace		Areas such as parks or recreational fields which can be used by all people either through visual amenity and/or for informal sport and leisure.
Annual Monitoring Report	AMR	A report submitted to Government by local planning authorities or regional planning bodies assessing Local Development Framework progress and policy effectiveness.
Appropriate Assessment	AA	An assessment of the potential effects of a proposed plan, in combination with other plans and projects, on one or more European sites of nature conservation/biological importance. As required as part of the Habitats Regulations Assessment.
Area of Outstanding Natural Beauty	AONB	A statutory National Landscape designation to provide special protection to defined areas of natural beauty. These are designated by Natural England.
B1 Business		In terms of the Use Class Order, B1 represents businesses such as research and development and light industry.
Biodiversity		The whole variety of life encompassing all genetics, species and ecosystem variations. This includes diversity within species, between species and of ecosystems.
Biodiversity Action Plan	BAP	A plan concerned with conserving, protecting and enhancing biological diversity.
Biomass		The biodegradable fraction of products, wastes and residues from agriculture (including plant and animal substances), forestry and related industries.
Broad Development Location		A broad development location is a broad area of search, within which, allocations for development will be considered through the Local Plan Allocations document.

Brownfield Development or Sites (Previously Developed Land)		Site available for re-use which has been previously developed, and is either abandoned or underused. The definition covers the curtilage of the development.
Building for Life	BFL	A national standard for well designed homes and neighbourhoods, developed by Communities And Built Environment and the Home Builders Federation.
Bulky Goods		Retail goods of a large physical nature (for example DIY, furniture, carpets) that sometimes require large areas for storage or display.
Building Research Establishment's Environmental Assessment Method	BREEAM	A widely used environmental assessment method for all buildings setting the standard for best practice in sustainable design.
Central Rivers Initiative	CRI	A partnership approach to managing the River Trent and River Tame in the region between Tamworth and Burton upon Trent.
Circular		A paper produced by the government to provide guidance and instruction.
Climate Change		Long term change in weather patterns and increased global temperature, which is likely to be caused by an increase in Carbon emissions.
Clinical Commissioning Groups	CCG	Clinical commissioning groups are NHS organisations set up by the Health and Social Care Act 2012 to organise the delivery of NHS services in England. They replace primary care trusts.
Code for Sustainable Homes		Criteria set out by the government to help enforce sustainable residential development. The Code begins at Level 1 being the least sustainable through to Level 6, the most sustainable.
Comparison Goods		Goods that consumers buy at infrequent intervals and normally would compare prices before buying e.g. TV, fridges, clothes etc.
Combined Heat and Power	CHP	The use of waste heat from power generation to provide heating for a building or a neighbourhood.
Community Infrastructure Levy	CIL	A new provision which empowers, but not requires, Local Authorities to obtain a financial contribution on most types of new development based on the size and type of the development. The proceeds of the levy are to be spent on local and sub-regional infrastructure to support the community.
Conservation Area		Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.
Convenience Goods		Widely distributed and relatively inexpensive goods which are purchased frequently and with minimum of effort, such as petrol, newspapers, and most groceries.
Civic Spaces		An extension of the community or public institutions which form the spaces between buildings, such as market squares.
Decentralised Energy Supply		The use of energy from on-site or renewable sources limiting the need to draw energy from the national supply.

Deliverable Urban Windfalls		A small scale development in the urban area which comes forward for development and is suitable for delivery but has not been previously included in a development plan.
Developable Urban Windfalls		A small scale development in the urban area which comes forward for development but has not been previously included in a development plan, and may be considered suitable for development in the future.
Developer Contributions		Monetary contributions which may be made by a developer as part of a legal agreement (S106 or CIL) when a planning permission is granted. Monies are used to provide local facilities and all types of infrastructure.
Development		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."
Development Management		The management or 'control' planning system which requires planning permission to be obtained, and in line with policy, before development can take place.
District Park		A significant area of publicly accessible natural or semi-natural open space offering opportunities for recreation and play also referred to in this document as a Country Park.
Diversification of Rural Employment		The establishment of new enterprises in rural locations often re-using rural buildings and land that is no longer used for agriculture.
Ecological footprint		A measure of human demand on the Earth's ecosystems and natural resources.
Evidence Base		The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local Plan and supporting documents, including physical, economic, and social characteristics of an area. This includes consultation responses.
Examination in Public	EIP	The consideration of public views on a development plan document, or proposed changes to it, held before an independent inspector.
Flood plain		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.
Floorspace capacity		Available space for office, retail or industrial units within a specific area.
Grant Aid		Money coming in from central government or other external sources for a specific project.
Green Belt (not to be confused with the term 'greenfield')		<p>A statutory designation of land around certain cities and large built-up areas, which aims to keep the defined area 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:</p> <ul style="list-style-type: none"> • check the unrestricted sprawl of large built up areas; • prevent neighbouring towns from merging; • safeguard the countryside from encroachment;

		<ul style="list-style-type: none"> • preserve the setting and special character of historic towns; and • assist urban regeneration by encouraging the recycling of derelict and other urban land.
Green Infrastructure		The physical environment within and between our cities, towns and villages. It is a network of multi-functional open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside.
Green Networks or Corridors		Linking rights of way, cycle routes, canals, rivers, parks and woodland to create greater accessibility to the countryside and provide potential for improved biodiversity.
Greenfield Land or Site		Land (or a defined site) which has not been built on before or where the remains of any structure or activity have blended into the landscape over time.
Greenway		Part of green infrastructure, a corridor of undeveloped land, as along a river or between urban centres, that is reserved for recreational use or environmental preservation.
Gypsies & Travellers		Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently.
Habitat Regulations Assessment	HRA	See appropriate assessment.
Heathland		An area of open uncultivated land dominated by dwarf shrubs including heath, gorse, bog, bracken and scrub.
Historic Environment Character Area	HECA	An area of defined character in the landscape, such as medieval field patterns.
Historic Environment Record	HER	A system for recording information, such as known archaeological sites & finds, designated sites, historic landscapes, historic buildings and other features in the landscape.
Historic Landscape Character		The identification of the historic development of today's landscape, and the resultant pattern of physical features due to geography, history and tradition.
Homeworking		Relates to the growing practice of working from home, especially when related to the use of Information Communication Technology.
Housing Association	HA	Private, non-profit organisations that provide social housing for people in need of a home.
Housing Market Area		A geographical area which is relatively self-contained in terms of housing demand
Housing mix		The provision of a mix of house types, sizes and tenures in an area.
Implementation		The practical delivery of a measures that form part of a plan.

Indices of Multiple Deprivation	IMD	The index combines a number of indicators which focus on a range of social, economic and housing issues, and are then used to provide an overall deprivation rank for these areas. Published by the Office of the Deputy Prime Minister.
Information Technology and Communication	ITC	Communication devices and the services contained within them, such as computers, mobile phones and satellite systems.
Infrastructure		The basic structures and facilities needed to support a society or organisation.
Infrastructure Delivery Plan	IDP	A plan to implement the necessary social, physical and green infrastructure, required to create sustainable communities in line with a Local Plan.
Intermediate Affordable Housing		Housing at prices and rents above those of social rent, but below market price or rents. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent.
Issues, Options & Preferred Options , Policy Directions and Shaping Our District		The "pre-submission" consultation stages carried out on an emerging Local Plan document with the objective of gaining public consensus over proposals ahead of submission to Government for independent examination.
Key Rural Settlements		Defined settlements outside major towns/urban areas providing services and facilities.
Lichfield District Council	LDC	The local authority responsible for matters including planning, environmental health, waste collection, housing, parks and open space.
Lichfield Transport and Development Strategy	LTaDS	A package of measures to deliver road and public transport improvements for Lichfield City.
Lichfield Sustainability Working Group	LSWG	A group established to undertake the sustainability appraisal and SEA for the Local Plan.
Local Centre		Small shops and perhaps limited services, serving a small catchment. Sometimes also referred to as a local neighbourhood centre or key rural centre.
Local Planning Authority	LPA	The Local Authority or Council that is empowered by law to exercise planning functions. Often the local Borough or District Council.
Local Plan		The plan for future development within Lichfield District up to 2029, drawn up by the local planning authority in consultation with communities and other bodies. The Local Plan when adopted forms the statutory plan for the District. The Lichfield District Local Plan will be divided into two documents; the Local Plan Strategy and the Local Plan: Allocations.
Local Plan: Strategy		This document. The local plan strategy contains the broad policy directions and long term strategy to manage development, infrastructure and services across the District. The strategy consists of strategic policies which set out how the strategy will be implemented and monitored.
Local Plan: Allocations		Second part of the Lichfield District Local Plan which will contain policy based allocations to manage development within the District until 2029

Local Geological Sites	-	Non-statutorily protected sites of regional and local importance for geodiversity (geology and geomorphology) in the United Kingdom. Local Geological Sites together with Local Wildlife Sites are often referred to as Local Sites.
Local Transport Plan	LTP	A five-year integrated transport strategy, prepared by local authorities in partnership with the community. The plan sets out the resources for delivery of the targets identified in the strategy.
Major Development		For residential development this includes sites of 1.5ha or more, or for sites of 10 dwellings or more. For commercial development this includes sites of 1 ha or more, or change of use of site for 1,000 square metres or more.
Manual for Streets		A joint publication by the Departments for Transport and Communities and Local Government to provide guidance for practitioners involved in the development of new streets, with a strong focus on people friendly streets.
Midlands Plateau Integrated Biodiversity Delivery Area		An area that comprises important concentrations of biodiversity which are to be improved.
Mitigation		Measures to avoid, reduce or offset the significant adverse effects of an external factor e.g. Lessening the effects of climate change.
Mixed use (or mixed use development)		Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
National Forest		A national project for woodland creation, tourism and economic revival.
National Planning Policy Framework	NPPF	Document containing all national planning policy published in March 2012. The National Planning Policy Framework replaced all previously issued Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG).
Natural assets		Stocks of natural raw materials, including forests, fisheries, soil, and minerals; and the capacity of the environment media such as air and water to absorb and decompose the wastes from production and consumption.
Natural & Semi-natural Greenspace		Includes woodlands, wetlands, urban forestry, Local Geological Sites, scrub and grassland.
Nature Reserves		A protected area of wildlife or other geological interest. Can also be used to provide opportunity for special areas of research.
Neighbourhood Centre		An group of essential local services which may comprise a shop, post office, take away, health centre and a pharmacy. See also, local centre.
Neighbourhood Plan		An area based plan prepared by it's community as defined in the Neighbourhood Planning (General) Regulations 2012. Once 'made' a neighbourhood plan becomes part of the development plan for the area.
Neighbourhood Area (Designated Neighbourhood Area)		An area designated for the purposes of undertaking and producing a Neighbourhood Plan for that area as defined in the Neighbourhood Planning (General) Regulations 2012.
Offices		Defined by Class A2 of the Use Class Order, including financial and professional services, rather than businesses which are covered by Class B1 of the Use Class Order.

Open Space		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.
Other Rural Settlements		Smaller villages that do not have a good range of public services.
Pitch (Gypsy and Traveller Sites)		A designated place for a family of Gypsies or Travellers to live.
Phasing		Distinct stages of development implemented in a sequential manner appropriate to demand.
Previously Developed Land	PDL	Land which is currently or has in the past been occupied by a permanent structure and associated infrastructure.
Primary Care Trust	PCT	An NHS primary care trust is a type of NHS trust, which is part of the National Health Service in England. The PCT formerly provided some primary and community services or commissions them from other providers, and are involved in commissioning secondary care.
Policies Map		A map of the District which shows planning policy designations spatially.
Regeneration		The economic, social and environmental renewal and improvement of rural and urban areas.
Regional Spatial Strategy	RSS	The RSS was a strategy for how a region should look in 15 to 20 years time and possibly longer. It identified the scale and distribution of new housing in 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. Regional Spatial Strategies were revoked by the Secretary of State. The Regional Spatial Strategy for the West Midlands no longer forms part of the development plan.
Registered Provider	RP	Also known as Registered Social Landlords. Is the generic name for all social landlords who provide low-cost social housing for people in housing need on a non-profit making basis.
Regulated Energy		Elements of a building's energy consumption to which minimum standards must be achieved to comply with Building Regulations. 'Regulated' energy includes space heating, hot water, lighting and ventilation (fans and pumps), but does not include appliances and small electrical items.
Renewable Energy		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.
Retail Floorspace		Total floor area of the property that is associated with all retail uses. Usually measured in square metres.
Rural Housing Needs Survey		Research to establish housing demand and the satisfaction of existing residents within the rural area.
Rural Regeneration		Careful development in rural areas to ensure local housing needs are met and that there are suitable opportunities for employment to ensure economic sustainability.

Safeguarding		To ensure that no harm is caused to a particular feature.
Scoping Report		The first stage in the Sustainability Appraisal process.
Section 106 Agreement		A legal agreement under Section 106 of the 1990 Town & Country Planning Act. It is a way of addressing matters that are necessary to making a development acceptable in planning terms such as providing highways, recreational facilities, education, health and affordable housing.
Severn Trent Water Ltd.	STWL	The water treatment company for Lichfield District.
Site of Biological Importance	SBI	A non-statutory designation used to protect locally valued sites of biodiversity. Also referred to as Local Wildlife Sites.
Site of Special Scientific Interest	SSSI	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).
Social Rented Housing		Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.
Soundness		A term referring to the justification of a Local Plan Document in line with legislation and national and regional guidance. To be tested at an Examination in Public.
Spatial Planning		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. This includes 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.
Spatial Strategy		The overview and overall approach to the provision of jobs, homes, and all infrastructure over the plan period.
Special Area of Conservation	SAC	Strictly protected sites for rare and threatened species and habitats on land or sea as designated under the EC Habitats Directive.
Staffordshire County Council	SCC	The local authority responsible for matters including education, transport, highways, minerals and waste.
Staffordshire Strategic Partnership	SSP	A framework for all agencies, sectors and partners to work collectively to promote the economic, social and environmental well being of the County.
Strategic Centre		A local or town centre which provides a wide range of services and facilities such as shops, supermarkets, post office, banks, health centres etc.

Strategic Development Allocation	SDA	An area which has been identified and allocated for new development, which is significant to the spatial strategy as a whole. These allocations are usually complex, have long lead in times and can assist in the delivery of strategic infrastructure.
Strategic Flood Risk Assessment	SFRA	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.
Strategic Housing Land Availability Assessment	SHLAA	An assessment of potential housing sites to inform the Core Strategy and subsequent allocations of land. The Strategic Housing Land Availability Assessment (SHLAA) which has been prepared in line with good practice guidance with the involvement of the development industry, local property agents and the local community, identifies the committed sites, additional urban capacity and a range of other sites that have been submitted for consideration. The SHLAA is not a policy document, but identifies the range of sites that are being given further consideration through the formulation of the Local Plan.
Strategic Housing Market Assessment	SHMA	An assessment of the estimated demand for market housing and need for affordable housing in a defined geographical area, in terms of distribution, house types and sizes and the specific requirements of particular groups and which considers future demographic trends.
Supplementary Planning Document	SPD	An SPD is a document that supports the Local Plan. It may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Local Plan.
Supported Housing		A housing service aimed at helping people live more stable lives, including those who may have suffered from homelessness, addiction or other serious challenges to life.
Sustainability Appraisal	SA	An assessment to establish if the plan is promoting sustainable development. An assessment to comply with Section 39(2) of the Planning and Compulsory Purchase Act 2004 and further guidance, and the requirements for Strategic Environmental Assessment from European Directive 2001/42/EC
Sustainable Communities		Central Government refers 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.
Sustainable Community Strategy	SCS	A strategy prepared by a community to help deliver local aspirations, introduced under the Local Government Act 2000. There is no longer a requirement for Local Authorities to prepare an SCS.
Sustainable Development		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.
Sustainable travel / Sustainable Transport		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.
Sustainable Drainage Systems	SuDS	A replicate natural system which aims to reduce the potential impact of new and existing developments on surface water drainage discharges such as permeable paving or on site retention basins.
Third Sector		The Third Sector is a term frequently used to describe voluntary, community and not-for-personal profit organisations. The term is taken in reference to the private and public sectors.
Traffic Impact Assessment	TIA	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.
Travelling Showpeople		Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently.
Unregulated energy		The expected energy use in a building which is not 'regulated' (see 'Regulated energy' above). Unregulated energy does not fall under Building Regulations, and most typically includes appliances and small electrical items.
Urban Cooling		The effect which can be achieved by increasing vegetation cover and reducing hard surface cover in built up areas to reduce very high temperatures.
Urban open space		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.
Veteran Trees		Trees that are of interest biologically, culturally or aesthetically because of age, size or condition. Normally this means the tree is over 250 years old with a girth at breast height of over 3 metres. However, other factors must be considered such as the location and past management of the tree.
Viability		In terms of retailing, a centre that is capable of success or continuing effectiveness. More generally the economic circumstances which would justify development taking place.
Vibrancy		An area or street which is alive with activity.
Vitality		In terms of retailing, the capacity of a centre to grow or develop.
Waste Hierarchy		The waste hierarchy is the cornerstone of most waste minimisation strategies and refers to the 3Rs of reduce, reuse and recycle. The Staffordshire & Stoke-on-Trent Joint Core Strategy refers to 5 stages: eliminate, reduce, re-use,

		recycle, energy recovery & dispose. The aim of the waste hierarchy is to generate the minimum amount of waste and to extract the maximum practical benefits from products.
Water Framework Directive	WFD	A European Union Directive committing member states to achieve good qualitative and quantitative status of all water bodies by 2015.
Windfall Development or Site		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.