

Policies which are listed in Appendix J of the Lichfield Local Plan adopted 17th February 2015 as to be replaced by Local Plan Allocations

Policy E.2: Forest of Mercia

The District Council supports and will assist in the implementation of the Forest of Mercia within the area identified on the Proposals Map. Policies for the Green Belt will apply within the forest area.

Within the forest area:-

1. Proposals for the provision of appropriate outdoor leisure and recreational facilities will be supported and will be required to be accompanied where appropriate by substantial woodland planting.
2. Proposals for land reclamation for leisure and outdoor recreational uses will be supported whilst developments which are contrary to the aim of establishing the forest or inconsistent with other policies and proposals of the Plan will be resisted.
3. The Council propose to establish "green corridors" through substantial planting along major routes.
4. Where new development takes place the Council will seek through negotiation with developers, the provision of appropriate new planting schemes which will contribute to the establishment of the Forest. Such planting may be on or off-site and shall be directly related in scale and nature to the development

Explanation

3.15 The Forest of Mercia, sponsored by the Countryside Commission and Forestry Authority, includes parts of South Staffordshire, Cannock Chase, Lichfield District and Walsall Metropolitan Borough, which are partners in the project. In Lichfield District the forest area encircles Burntwood, with its eastern fringes reaching the northern and western edge of Lichfield. A detailed forest plan has been prepared and approved by all the Forest partners which sets out detailed guidelines for the development of the forest.

3.16 The whole of the forest area lies within the Green Belt and proposals for development which would also contribute to the establishment of the forest will need to be considered in the context of policies for development in the Green Belt. Uses which are contrary to the Green Belt policy will not be permitted simply on the basis of associated planting proposals which would contribute to the establishment of the forest.

3.17 The Council will use various means to establish green corridors along major routes, including planting within Local Authority owned land, the use of planning conditions on development and through planning agreements related to development.

3.17a Care should be taken in designing planting proposals to protect and where appropriate implement measures to enhance existing important sites of nature conservation interest eg heathland, wetland or unimproved grassland.

Policy C.2: Character of Conservation Areas

Development Proposals

Development will be permitted in Conservation Areas provided it would enhance or preserve the character of the Conservation Area. Development will not be permitted where:-

- (a) Development would prejudice the essential features of the Conservation Area, including historic plan form, relationship between buildings, the arrangement of open areas and their enclosure, grain, or significant natural or heritage features.
- (b) The detailed design of buildings, including height, density, mass, layout, proportions, or materials would not respect the character of an area.
- (c) The development would prejudice the setting and surroundings of a Conservation Area or spoil the inward or outward views.
- (d) Where a proposed use of land would prejudice the appearance or ambience of a Conservation Area.
- (e) In order to determine the effect of proposed building and engineering works in Conservation Areas the District Council will require the submission of detailed Plans and will not grant outline planning permission.

Explanation

4.8 As well as the centre of Lichfield, many of the villages in the District contain Conservation areas, reflecting their history and architectural quality. New development is expected to continue to take place within them and in some cases, particularly within Lichfield this could be quite significant in scale and potential impact.

4.9 The purpose of conservation policy within these Conservation Areas is to maintain their existing architectural and historic character where development takes place, and to take opportunities which may occur to enhance them. This requires that buildings are maintained in use and kept in good repair and that unsympathetic alterations which do not have regard to styles and materials of the locality are avoided. The policy sets out the criteria against which development proposals will be assessed. Alongside the need to consider the architecture of new buildings, it is also important that design must reflect the historic layout and grouping of existing buildings.

Policy C.7: Buildings out of scale or character

The District Council will encourage the redevelopment or refurbishment of individual and groups of buildings which are out of character or scale within Conservation Areas subject to the achievement of a high standard of design and to meeting the Council's development control standards.

Explanation

4.16 Within Lichfield a few buildings have been identified as out of scale or character with the Conservation Area and these are shown on the Lichfield City Centre Inset. There may also be such buildings in other Conservation areas where Policy C.7 will apply as an exception to the normal policy of protecting buildings within Conservation Areas.

Policy C.9: Protected Open Spaces

The District Council will not permit development which would result in the loss of all or parts of open spaces and landscape features which contribute positively to the character of a village or Conservation Area, or which would adversely affect the setting of any open space which would diminish its value to the character of a village. The following protected open spaces are identified in the Plan:-

- land north of A513 (including Cricket Ground), Alrewas
- land north of Mill Stream, Alrewas
- land around St. Andrews Church, Clifton Campville
- land north of St. Mary's Church, Colton
- land south of Webbs Farm, Elford
- land at corner of A513/The Shrubberies, Elford
- land at Manor Park, Kings Bromley
- land adjacent to Little Aston Church, Little Aston

Explanation

4.18 Some open spaces make a significant contribution to the character of villages and Conservation Areas. Such spaces merit preservation even where they lie within village boundaries. Examples of these are village greens, or the water meadows at Alrewas. Development of these would be detrimental to village character and will be resisted. Open spaces which are considered to make a positive contribution to the character of a village or Conservation Area are shown on the village Inset Plans. Within Lichfield open spaces are protected by policies for 'framework' open space.

Policy Emp.2: Existing Industrial Areas

Within the industrial areas, shown on the Proposals Map, the District Council will permit new industrial development and the expansion, conversion or redevelopment of industrial premises provided that the proposals are consistent with parking and servicing requirements and meet the amenity and design principles for development of Policy D.C.1. The Council will restrict development within these areas to business (B1), general industry (B2) and storage and distribution (B8) unless it is demonstrated that any proposed use falling outside these Use Classes will not detrimentally affect residential areas or the industrial area.

Explanation

6.18 The expansion of existing firms will increase employment opportunities and will particularly benefit the local labour force. However, it is essential that new industrial development in existing industrial areas is consistent with the District Council's parking, servicing and amenity requirements in order to maintain the generally high standards within industrial areas and avoid nuisance to nearby housing areas. The proximity of several industrial areas to residential development requires matters such as traffic generation, appearance, noise and pollution to be carefully examined when considering proposals within them.

Policy Emp.5: Major Developed Sites in the Green Belt

Within the boundaries of the major developed sites identified on the Proposals Map and insets, infilling and redevelopment will be acceptable provided the following criteria are met:-

1. Infilling of small gaps between development - the proposals shall

(a) have no greater impact on the purposes of including land in the Green Belt than the existing development

(b) not exceed the height of the existing buildings

(c) not lead to a major increase in the developed proportion of the site

2. Redevelopment - the proposals shall

(a) have no greater impact than existing development on the openness of the Green Belt and the purposes of including land within the Green Belt, and where possible have less

(b) contribute to the achievement of the objectives for the use of land in the Green Belt

(c) not exceed the height of the existing buildings

(d) not occupy a larger area of the site than the existing buildings (unless this would achieve a reduction in height that would benefit visual amenity).

6.21 This policy follows Central Government Guidance in Planning Policy Guidance Note 2 on the approach which should be taken to development proposals within major developed sites which already exist within the Green Belt. The Council has identified the following sites to which this policy applies: St. Matthews Hospital, Burntwood; Whittington Barracks; Drayton Manor Park; Foseco, Drayton Bassett; Sir Robert Peel Hospital, Mile Oak. The boundaries of the areas to which the policy will apply are shown on the appropriate Inset Maps. Only one of these areas St. Matthews Hospital, is currently proposed for redevelopment and it is identified for housing in the Plan. (See Policy B16).

That part of the policy which relates to infilling will apply to all of the sites identified, even if redevelopment has taken place, since any redeveloped areas will remain in the Green Belt. Any infilling which does take place consistent with the policy should not result in the introduction of new uses unrelated to the existing use of the site.

Policy Emp.11: Wyrley and Essington Canal

The District Council supports proposals to re-establish the Wyrley and Essington Canal, Ogley Branch and will assist in its implementation through development control powers and land reclamation.

Explanation

6.28 A project to re-open the former Wyrley and Essington branch canal from Huddlesford near Lichfield to Ogley Hay is being developed by the Lichfield and Hatherton Canal Restoration Trust. In view of the likely tourism benefits of such development it is considered that the proposal should be supported. The proposals will modify the line of the original route where necessary, to take account of existing or proposed development, particularly where the route passes through Lichfield.

Policy T.6: Rail Transport

The District Council will give planning protection to those parts of the routes of the rail lines from Lichfield to Walsall and Lichfield to Burton upon Trent which lie within the District. The District Council will support measures to increase the level of rail services within the District especially where they would directly contribute to a reduction in private motorised journeys. In particular public transport proposals which would limit increases in traffic on the A38 by increasing the potential of the cross city line, will be encouraged.

Explanation

8.20 The rail routes from Lichfield to Walsall and Burton upon Trent are not open to passenger traffic although consideration has been given on a number of occasions to reopening passenger services. The extension of passenger services would contribute to the environmental objectives of the plan by reducing road traffic. The A38 trunk road already carries a substantial level of traffic and forecasts suggest that this will increase substantially during this plan period and beyond unless effective measures are taken to divert traffic onto other transport modes. In the longer term the potential for a new settlement in the Fradley area could not be fulfilled unless such measures are taken. Consideration may be given to the viability of a rail station in the vicinity of Fradley at the appropriate time.

8.21 The line between Lichfield and Burton-upon- Trent is open to freight traffic and is a continuation of the line forming the main West Midlands cross city electrified route, the service currently terminating at Lichfield Trent Valley Station. The District Council would not wish to see development taking place which could prejudice the introduction of passenger services.

8.22 The route between Lichfield and Walsall is currently only open to freight services as far as Newtown. Beyond that within Walsall Metropolitan Borough track has been removed. If a decision is taken in principle to re-open the line to passengers its implementation is likely to be long term.

Policy S.2: Neighbourhood Shopping Centres

In the neighbourhood shopping centres identified on the Proposals Map, it will be the Council's policy to ensure that an adequate range of local shopping and services is maintained. Ground floor office uses will not be permitted.

Explanation

9.15 A number of neighbourhood shopping centres exist in both Lichfield and Burntwood, which offer a range of facilities providing for the daily needs of their local population. These centres are considered locally important and the Council seeks to maintain them. The introduction of ground floor business uses into shopping frontages could diminish the range of goods available locally.

Policy L.7A: Buffer Depot, Streethay

2.3 hectares (5.7 acres) are allocated for housing on the former buffer depot at Streethay to accommodate approximately 75 dwellings. Access shall be provided in the position of the existing site access. The design and layout of the site shall take into account the proximity of the railway and provide satisfactory noise attenuation for the dwellings. A proportion of affordable housing will be sought in accordance with policy H.2. Open space shall be provided in accordance with the standards in policy R.1.

Explanation

The land is a redundant warehousing site which lies close to the Trent Valley Station. It is therefore in a highly sustainable location but the proximity to the electrified railway line means that the site is affected by noise. That factor needs to be taken into account in the design and layout of the development.

Policy L.9: Extension to Boley Park Industrial Estate

11.9 ha (29.1 acres) of land are proposed for industrial and warehouse development at Burton Old Road, Streethay. The following requirements shall be met in the development:-

1. The site will be developed for uses as defined by Classes B1, B2 and B8 of the Town and Country Planning (Uses Classes) Order 1987, with the exception of the northern part of the site as shown on the Lichfield Inset Plan which shall be developed for B1 uses only.
2. An emergency access to the site will be required to be provided concurrently with the development and shall be designed to the satisfaction of the local Highway Authority. This shall not be open for routine access to the site.
3. Any lorry parking considered to be necessary within the site shall be provided in the south-eastern part of the site.
4. A substantial landscaped buffer zone shall be provided along the north-western boundary of the site from its northern limit to the former railway crossing on Burton Old Road.

5. Development shall conform to a comprehensive design policy which shall control design, height, layout of buildings, materials and landscaping.

Explanation

11.31 This is the major industrial site proposed serving Lichfield although the site lies within Streethay Parish. It is triangular in shape, bounded by the Trent Valley railway to the south, the Lichfield-Derby railway to the north west and the A.38 Lichfield bypass to the east. The only normal means of access to the site will be from the south via Europa Way and Burton Old Road. The site will therefore function as an extension to the Boley Park industrial site with no industrial traffic gaining access from Streethay village.

11.32 In view of its enclosed nature and access the site represents a northwards extension of the existing Boley Park industrial site, being well screened from the countryside to the east by the A.38 embankment. It is however well placed to capitalise on the success of the existing industrial site, being visible from the A.38 and accessible to it through the existing industrial area.

11.33 Although some distribution uses will be acceptable a predominance of business, light and general industrial uses will be sought. Separate lorry parking may need to be provided within the site. The restriction to B1 uses only on the northern part of the site is to protect the amenity of properties in Streethay close to the site.

11.34 Although the existing bridge on Burton Old Road is considered adequate to provide vehicular access developers will be required to finance the provision of a footbridge alongside it, together with road and junction improvements on the approach to the site. In addition, a second access to the site is required for emergency use only and shall be provided by the developers. Foul and surface water sewers will be required to be constructed under the Trent Valley railway to serve the development.

Policy L.10: Britannia Way

2.5 ha (6.2 acres) of land to the north of Britannia Way, Boley Park, are proposed for industrial development. The site shall be developed for uses falling within Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987.

Explanation

11.35 The site, bounded by the Lichfield-Derby and Trent Valley railways to the north, Burton Old Road to the east and Britannia Way to the south, represents the last major undeveloped plot in the Boley Park industrial estate to the south of the Trent Valley railway line. It is well contained by railways and adjacent industrial development and can be developed with little additional visual intrusion. The site is flat, facilitating the construction of modern industrial units and its development can take advantage of the transport links and mains services provided for the existing industrial estate. Access to the site will be from Britannia Way.

Policy L.12: Office Development Sandford Street

0.3 ha (0.75 acres) of land on Sandford Street, comprising four separate sites, as shown on the City centre inset to the Proposals Map, is proposed for office development. Buildings constructed on these sites shall:-

1. Be of a design and of materials which reflects the character of buildings traditional to Sandford Street.
2. Continuously fill the entire vacant frontages of Sandford Street and be set at the back of pavement.
3. Be 2 or 3 storey in height. Three storey buildings with roof dormers will not be acceptable. Schemes for mixed development of offices and residential accommodation will also be acceptable provided that the office use predominates.

Explanation

11.37 A number of areas of vacant land on Sandford Street are available as potential development sites owing to the demolition of property and the construction of Swan Road. This is an area of Lichfield city centre that has been in decline for a number of years and the Council seek to re-establish frontages within the street. In view of the existing character of the area, its location on the edge of the main shopping area of the city centre and the changes resulting from the construction of Swan Road, there is scope for a considerable increase in the amount of office accommodation in Sandford Street. The parcels of land concerned are relatively small in area and are suitable for the construction of small scale office developments which can complement the existing buildings in the street in terms of scale and design. The Sandford Street Planning Brief was approved by the Council in 1988 and contains design advice on the development of these four sites.

Policy L.13: City Centre Redevelopment

It is proposed that the areas shown on the City Centre Inset to the Proposals Map be developed or redeveloped primarily for shopping purposes. The development shall include the provision of replacement car park spaces and sufficient additional car parking capacity to meet the requirements of the commercial floorspace provided. A bus station facility will be retained within the site, or a replacement included within the development. Other uses may be incorporated in the site which may include offices, leisure facilities or housing above ground floor level.

Explanation

11.41 Bakers Lane redevelopment forms the main site for new shopping within the city centre and it is proposed to provide a range of units suitable for occupation by both national multiple operators and local retailers. This is consistent with one of the principle objectives of shopping policy, to extend the range of unit sizes in the centre. It is anticipated that the proposed redevelopment of Bakers Lane precinct will make a significant contribution towards reducing the estimated deficiencies in comparison goods floorspace. Planning permission has been granted and implemented for a redevelopment scheme based on the

existing extent of the precinct. This has extended the range of shop unit sizes available. It is expected that this will increase the attractiveness of the city to shoppers and retailers alike. This recent redevelopment does not extend to the whole area identified as being suitable for retail development. Although unlikely to be redeveloped on the short term, the multi-storey car park and part of the bus station sites are available for redevelopment to provide scope for proposals to be prepared and to take account of longer term needs for expansion of shopping facilities. By reorganising the car park and bus station land could be made available to make further inroads into floorspace deficiencies. In the event of such redevelopment occurring a bus station facility will be retained in this location.

11.42 An area of land having a frontage onto Tamworth Street is also included within the area shown for redevelopment. The development of this land, formerly the site of Redcourt House, will enable a large gap in the frontage of Tamworth Street to be closed, greatly improving the street scene. It will also enable an effective shopping link to be created between Tamworth Street and the Bakers Lane redevelopment. Offices, housing or leisure facilities are possible uses on upper floors on this site.

Policy L.15: Primary Retail Area

Within the primary retail area:-

Planning permission will not be granted for the change of use of ground floor shops to non-retail uses, including uses such as building societies or banks, where this would lead to an unacceptable concentration of such uses undermining the vitality and viability of streets as shopping streets.

Explanation

11.44 The primary retail area comprises Bakers Lane, Market Street, Market Place, Conduit Street, Lower Bore Street and part of Tamworth Street. In addition the site of the Bakers Lane shopping redevelopment proposals has been included. Street frontages within this area are dominated by shopping uses. Market Place has a slightly different character because of the presence of three banks, but is included within the primary retail area because it is the location of the market and represents an important link between the main shopping streets of Bakers Lane and Market Street.

11.45 The main policy objective within the primary retail area is to maintain its vitality and viability with high levels of representation of retailing at ground floor level. Changes of use which could result in concentrations of non-retail uses and the creation of lengths of "dead" frontage are contrary to this objective. The District Council will therefore resist proposals for changes of use to financial and professional services at ground floor level and the conversion of retail premises to other uses. Restaurants and cafes may be permitted because of their contribution to vitality of the primary retail area. Policy for the use of upper floors in primary retail areas is contained within the Conservation Section - see Policy No. C.8.

Policy L.16: Secondary Retail Areas

Within secondary retail areas, as defined in the Lichfield City Centre Inset Plan the following will apply:-

1. The change of use of existing non-retail premises to retail uses will be encouraged.
2. General office uses at ground floor level will not be permitted but where the use falls within Class A2 of the Use Classes Order (financial and professional services) proposals will be permitted except where this would result in an unacceptable concentration of such uses undermining the vitality and viability of the shopping centre.

Explanation

11.46 Two secondary retail areas have been identified - firstly parts of Tamworth Street, Lombard Street and Cross Keys and secondly an area mainly comprising Bore Street and part of St. John Street. Although these areas contain important shopping frontages, they are not as intensive as the main shopping area and contain a mixture of associated city centre uses. Bore Street for example, already contains a range of professional services.

The overall character of these areas is somewhat different to the primary retail areas and the areas reflect their dual function, providing for retail and other services. Policy for the use of upper floors of buildings within Secondary retail areas is contained within the Conservation Section (Policy C.8).

Policy L.17: Bird Street

The District Council propose to assist in the regeneration of Bird Street and maintain its essential character through the following policies:

1. The change of use of existing ground floor retail premises to non-retail uses will be opposed except in the case of change of use to cafes and restaurants.
2. Change of use of ground floor non-retail premises to general office use will not be permitted.
3. Change of use of ground floor non-retail premises to financial and professional services (A2) will be permitted.

Explanation

11.47 Bird Street is one of the principal city centre streets and the District Council wishes to revitalise it. The Street suffered for many years from environmental problems caused mainly by high traffic levels. Pedestrians were forced to compete with the traffic due to the narrow pavements. The decline in its attraction led to neglect of the building fabric. The problem of maintaining and enhancing the character of the street is being approached by a combination of land use policies and substantial investment. The completion of Swan Link Road has allowed the introduction of a traffic order to exclude non-essential vehicles from the street and the carrying out of a paving scheme giving due priority to pedestrian movement. Substantial investment in the building fabric is already taking place, stimulated by grants available under the Town Scheme. Additional rear servicing will be promoted in accordance

with Policy L.26, perhaps in association with refurbishment schemes. Where it can be introduced, rear servicing will reduce still further the need for vehicles within the street.

Policy L.18: Dam Street

The District Council propose to maintain the mixed use character of Dam Street and retain its residential element through the following policies:-

1. Planning permission will not be granted for the change of use of a building currently used for residential purposes, to a nonresidential use.
2. Changes of use of existing ground floor retail uses to non-retail uses will not be permitted.
3. Changes of use to other nonresidential premises will be permitted where there will be no adverse environmental impacts on the amenities enjoyed by existing residents of the street.

Explanation

11.48 Dam Street contains a mixture of uses, including retailing, offices and cafes, together with a significant level of residential use, primarily at first and second floor levels, but also at ground floor level. The present mixture of uses combined with the paving scheme and substantial recent private investment in its buildings combine to give it a pleasant and lively character with an intimate scale. It is these features that this policy aims to retain. Policies for the Conservation Area, listed buildings and design, contained within the Conservation section of the Plan will also contribute to this aim.

Policy L.19: Business Areas

The conversion or redevelopment of properties for office use will be permitted in the business areas defined in the Lichfield City Centre Inset Map provided the amenity and design principles of Policy DC.1 will be met.

Explanation

11.49 The Local Plan seeks to encourage growth in service sector employment by identifying appropriate locations for new development. Three business areas are defined in the city centre within which there is scope for both conversion and redevelopment. Within the Sandford Street area there are specific sites identified for new office development (see Policy L.12). There are also buildings within the areas defined as being out of scale or character with the historic core where there may be scope for redevelopment (See policy C.7, C.1 and C.3).

Policy L.21: New Roads

It is proposed that the following new roads be constructed during the plan period.

1. Walsall Road - Birmingham Road link.
2. A new road between Birmingham Road/Friary Road Roundabout and the proposed Walsall Road - Birmingham Road link.

Explanation

11.55 Both of these roads are necessary to allow the nearby housing proposals to be implemented and will therefore be financed by development. The Walsall Road - Birmingham Road link will form part of the Lichfield Southern Bypass, but its benefits will not be properly achieved until the safeguarded route between Birmingham Road and Tamworth Road is also constructed (Policy L.22).

Policy L.22: Road Line Safeguarding

It is proposed to give planning protection to the land required for a route between Tamworth Road/London Road junction and Birmingham Road (A.5127) as shown on the Lichfield Inset Map.

Explanation

1.56 The construction of this length of the Lichfield Southern Bypass will, with the Walsall Road - Birmingham Road link, provide a new route between the A51 and the A461 allowing some cross - city traffic to avoid the city centre and Shortbutts Lane. This section of the bypass is not proposed to be funded by development and because of lack of funding is unlikely to be constructed until beyond the Plan period. The route is therefore safeguarded so that development will not be permitted which would prejudice the construction of the road.

Policy L.23: Road and Junction Improvements

It will be the District Council's policy to give planning protection to the land required for the following road and junction improvements:-

1. Birmingham Road - widening between Greenhill and St. John Street.
2. Greenhill/Gresley Row - junction improvements resulting from retail development.
3. Pipehill Junction Improvement.
4. Birmingham Road/Friary Road roundabout.
5. Ryknild Street/Europa Way - highway re-alignment and roundabout.
6. Swan Road/Bird Street junction improvement.
7. Shortbutts Lane/Birmingham Road - junction improvement.
8. Fossey Lane/Claypit Lane - junction improvement.

Explanation

11.57 The transport study identified a number of roads already overloaded at peak hours in 1986. These were St. John Street, both north and south of its Birmingham Road junction, Birmingham Road between Greenhill and St. John Street, Bird Street, Rotten Row and part of Trent Valley Road. By the year 2006 it is also forecast that Shortbutts Lane and Fosseway Lane will be overloaded with congestion increasing on other streets, principally due to an overall increase in traffic levels.

11.58 Although there will be an emphasis on traffic management to ease city centre congestion certain road and junction improvements are necessary to assist with the safety and flow of traffic. A number of these are within or on the edge of the city centre, whilst others are improvements associated with development proposals in the Plan.

Policy L.24: Traffic Management

The Council propose to introduce additional measures to reduce, control and calm traffic movements in the City Centre Inset area, designed to increase safety and convenience of pedestrian movement and to enable environmental improvements to be carried out. In particular, it is proposed:-

1. To exclude traffic from the Market Square through route and create an extended pedestrian area to which vehicular access will be restricted.
2. To control access to pedestrian areas by operational service traffic.
3. To cater for the needs of the disabled.

Explanation

11.59 The majority of highway congestion is in the city centre. The pedestrianisation of Bird Street and traffic management at its junction with The Friary and Bore Street has made it more difficult for traffic to penetrate the core of the centre and to use roads around the Market Square as part of a through route. Measures to eliminate Market Square parking were carried out some years ago by Lichfield City Council as landowners and it is important that the area is maintained traffic free, both for the quality of the environment and to allow any further traffic management measures to be carried out effectively. Substantial numbers of vehicles within the city centre remain however, and a wide variety of traffic management measures, including experimental or temporary orders may be required to further control traffic movement to achieve environmental and safety improvements. In view of the need for flexibility in responding to traffic movements it is not appropriate to include specific traffic management proposals within the Plan.

11.60 One of the benefits in discouraging through traffic from the city is that it will allow further environmental improvement and paving schemes to be carried out. Additional control of servicing in pedestrianised streets will be sought to contribute towards improving the city centre for pedestrians.

Policy L.26: Rear Servicing

Within the primary and secondary retail areas, Bird Street and Dam Street the District Council will promote and encourage the provision of rear servicing facilities. In considering applications for change of use and redevelopment:-

1. Change of use of retail premises to non-retail uses will not be permitted where the property has a rear access.
2. The provision of rear servicing will be required where it is possible to provide a rear access and where a significant need for servicing is likely to arise.

Explanation

11.62 The provision of rear servicing to retail premises can reduce traffic congestion and minimise conflicts between vehicles and pedestrians in shopping streets. For this reason the District Council would not wish to see shops which have rear servicing lost from retail use. The District Council has played an active part in promoting rear servicing in the city centre and there has been a progressive increase in the amount of rear servicing over recent years. However, it is considered that there is scope for securing increased rear servicing in the Bird Street car park and to properties on the north side of Conduit Street and Dam Street.

Policy L.27: Pedestrian Access to the City Centre

Within the city centre the District Council will through negotiation wherever possible seek, where development opportunities arise, to extend and improve the network of footpaths especially between public transport facilities, car parks and shopping streets.

Explanation

11.63 The District Council is seeking to make the city centre a more convenient and pleasant place and the improvement of the routes between car parks and shopping streets can play a significant part. Opportunities for new footpaths may arise from small scale shopping developments, for example between Bird Street and Market Street to Bird Street car park - see Policy L.14.

Policy L.31: Lichfield Rail Stations

The District Council will seek the improvement of vehicular and pedestrian access and car parking for Lichfield Trent Valley and Lichfield City railway stations, including parking and access for disabled people. 0.61 hectares (1.5 acres) of land at Burton Old Road, Streethay is allocated for station car parking.

Explanation

11.69 The railway line from Birmingham to Lichfield has recently been electrified as far as Trent Valley Station to provide an improved service to the conurbation. The extension of commuter services to Trent Valley Station from Lichfield City Station was achieved in 1988. These improvements together with the tendency for more long distance commuting from

Trent Valley point to a need for improved access and parking facilities to both stations. It is the Council's policy to encourage the provision of improved car parking and to this end has identified land for additional parking adjacent to Trent Valley station which can have direct access to it.

Since its car parks are private facilities the implementation of this proposal is a matter for the railway operators rather than the District Council.

11.70 Improved pedestrian access to Trent Valley Station could be achieved from the Boley Park area through the implementation of the Boley Park industrial proposals. Pedestrian crossing of Birmingham Road will be a major consideration in improving access to the City station.

Policy L.35: Recreation Zones

The District Council will encourage the establishment of recreational uses within the recreational zones, shown on the Lichfield Inset Plan, in particular those which attract use from a wide catchment area, subject to normal planning requirements.

Explanation

11.76 The identification of recreation zones is a means of directing proposals for both public and private outdoor recreation facilities into suitable locations around the edge of the city. The District Council acts as a source of information and advice to those concerned with recreation proposals and it is through this function that location within the recreation zones will be encouraged.

Policy L.36: Recreation Zones

The following areas are defined as recreation zones:

1. An eastern recreation zone east of the A38(T) and north of Tamworth Road.
2. A western recreation zone south of Walsall Road and east of the proposed Lichfield Southern Bypass.
3. A northern recreation zone north of Eastern Avenue.

Within the eastern and northern recreation zones the policies for Green Belt (E4 and E5) will also apply.

In the western recreation zone development other than for recreation purposes will not normally be permitted unless it is essential to the operation of agriculture or forestry and could not be reasonably located elsewhere. The land shall remain open in the long term and shall not be used for built development other than that normally associated with outdoor recreation or agriculture.

Explanation

11.77 It is proposed to establish three recreational zones outside the presently built up area to

allow further recreation provision and to meet the need for open space identified in the survey work. In addition, improved facilities will assist in attracting tourism, a significant aim of the Local Plan. The eastern and northern zones will remain within the Green Belt and will not be accepted as a basis for any alternative uses that would not normally be acceptable in a Green Belt. Other areas within the Green Belt and the Area of Development Restraint may also be suitable for recreational uses consistent with development control policies.

11.78 The western recreation zone is considered to be particularly suitable for the relocation of the Lichfield Cricket and Hockey club from its present site within the Walsall Road housing development. This zone is not included within the Green Belt since the bypass is considered to be a boundary which is capable of definition at this stage, whereas a firm green belt boundary on the edge of the proposed housing site could not be defined until details of the housing proposals are finalised. However, it is intended that the land should remain open in the long term and the District Council will not therefore contemplate the extension of the urban area of Lichfield into this recreation zone. Any buildings should therefore be consistent with policy R.3.

Policy L.37: Lichfield Linear Park

The District Council will develop a linear park based upon the corridor of open space passing through the City.

The District Council will not permit development which may destroy or impair the integrity of the linear park and will require that new development within or adjacent to it will contribute to its enhancement through appropriate landscaping.

Explanation

11.79 The city contains a corridor of open space (including Beacon Park, Minster Pool and Stowe Pool) which passes through the city centre and separates the main shopping streets from the Cathedral. The quality of these spaces and their facilities will be improved through the development of a linear park as a major tourist attraction.

Policy L.42: Environmental and Housing Improvement

The District Council will pursue a programme of improvement of environmental and housing conditions within the housing area defined on the Proposals Map which will involve the refurbishment of dwellings, selective clearance and redevelopment, environmental improvement and tree planting work.

Explanation

11.88 There are several areas within housing estates in the northern part of the city in which both housing and environmental conditions are poor. The District Council has an established programme to refurbish dwelling stock and carry out environmental improvements and has completed schemes within this area. It is proposed to continue this policy within the area defined in order to achieve physical and environmental upgrading. Areas suffering from the worst environmental and dwelling standards which offer opportunities for increasing the

number of dwellings will be cleared and redeveloped to increase the variety and quality of housing stock available.

Policy L.46: Shopfronts

In the Conservation Area the design of new, replacement or alterations to shop fronts will be required to be sympathetic to the remainder of the building and to the character of the street as a whole. The District Council will not permit the replacement of those shopfronts which date from the nineteenth century or earlier or are of architectural merit.

Explanation

11.93 Shopfronts play an important part in the street scene of the Conservation Area and have a considerable impact upon the quality of the environment. The District Council is concerned that shop fronts of architectural or historic merit are protected and that new or replacement shopfronts do not spoil the character of the Conservation Area. The Council has an approved Shopfronts Guide which sets out principles for design of shopfronts within the city centre.

Policy L.47: Cathedral Close

The District Council will not permit the change of use of buildings within Lichfield Cathedral Close which involve the introduction of commercial activities unrelated to the existing functions of The Close, or the loss of residential accommodation. See also Cathedral Parking and Traffic Management - Policy L.30.

Explanation

11.94 The Close is the single most important area of conservation interest within the city and it is considered that in order to protect the integrity of the function of the area special protection is required. The Close does not have the environmental capacity to absorb the traffic movement, car parking and other changes that would result from more intensive commercial use.

Policy L.49: Framework Open Space

In the following framework areas of open space new development other than for recreation and open space purposes will not be permitted. Proposals for buildings on framework open spaces within the green belt will need to comply with Policies E4, R2 and R3.

1. Beacon Park and land to the west of the A.51 (Green Belt).
2. Land adjoining Eastern Avenue (Green Belt).
3. Minster Pool.
4. Friary Gardens and land adjoining The Friary.
5. Darnford Park.

6. Dam Street - Netherstowe 'Green Corridor'.
7. Land at rear of King Edward VI School.
8. Land at Greenhill.

Explanation

11.98 These areas of both public and private open space are a vital component of Lichfield's landscape providing an attractive contrast to the urban character of the historic city centre and surrounding residential areas. Additionally, these areas offer considerable opportunities for recreation as well as providing areas of wildlife interest within the urban area. It is of great importance that they are retained as open areas and that pressure for their development is resisted. Green Belt policies will apply to the Beacon Park/A51 and Eastern Avenue (part) framework open spaces.

Policy L.50: Landscape Improvements in Framework Open Space

Through the operation of its development control function and countryside project the District Council will encourage landscape improvements to be carried out in areas of 'framework' open space and will prepare detailed schemes for each area in its ownership.

Explanation

11.99 A variety of landscape problems have been identified in the areas of 'framework' open space. Many park trees have reached or are approaching maturity with little new planting to replace them. Large areas of closely mown grass result in monotonous landscapes with little wildlife interest. The District Council will prepare detailed schemes for each 'framework' area in its ownership to remedy the specific landscape problems found in each area. Appropriate measures may include tree and shrub planting, creation/enhancement of nature conservation areas, tree felling, mounding and other landscaping techniques. The mainly coniferous belt north of Eastern Avenue will be improved by the introduction of native deciduous species to give variety and to improve its nature conservation value.

Policy B.1: Existing Residential Areas

In order to protect and enhance the environment of residential areas the District Council will:-

1. Carry out a programme of improvements to housing and environmental conditions within those residential areas in Burntwood shown on the Burntwood Inset Plan, which may involve refurbishment of dwellings, tree planting and landscaping schemes.
2. Jointly with the County Council prepare and implement traffic management measures within residential areas in order to minimise through traffic and reduce traffic speeds.

Explanation

12.10 The District Council is particularly concerned to ensure that environmental improvements are carried out within Burntwood in those residential areas where there is poor environmental quality. Some incidental open spaces are of little amenity value and need enhancing. Priorities for residential area enhancement have been considered through surveys and the principal areas where improvements are proposed are the Robinson Road area of Chase Terrace and Oakdene area, Burntwood, as shown on the Burntwood Inset Plan. Other areas may be considered in due course.

12.11 The pattern of development in Burntwood has resulted in many cross town vehicle trips through residential areas. It may be possible to channel these to the most appropriate routes when the Burntwood Western and Town Centre bypasses are built. In order to successfully introduce traffic calming measures within residential areas it is necessary to consider the scope for re-routing traffic through detailed traffic management studies.

Policy B.5: New Shopping Development

Sankey's Corner: Town Centre Proposals

A major shopping development and associated town centre facilities will be located adjacent to Sankey's Corner within the town centre area indicated on the Inset Plan. The new development shall integrate satisfactorily with existing development at Sankey's Corner and shall generally conform to a design brief approved by the District Council. The development shall make provision for:-

(1) Shopping floorspace of approximately 18,500 sq. m (200,000 sq.ft.) including a major foodstore.

(2) Burntwood Town Centre Bypass and local access roads.

(3) Scale and design of buildings which is appropriate to a town centre location.

(4) Adequate car parking for the proposed floorspace.

(5) Pedestrian routes to the existing Sankey's Corner shopping centre.

(6) A range of other appropriate uses which may include an hotel, leisure, food and drink, offices and professional and technical services.

(7) A high standard of landscaping and tree planting, incorporating high quality landscaping along pedestrian routes and adjoining car parks, street furniture, lighting and features of public art.

(8) Public Transport facilities.

Explanation

12.19 The local plan seeks to identify sufficient land and to provide adequate scope to remedy deficiencies in Burntwood's shopping and other facilities. The full implementation of the proposals for the Sankey's Corner area would result in the establishment of shopping facilities suitable for a town centre.

12.20 The area of opportunity identified is greater in extent than that contained in both the 1983 Burntwood District Plan or the Sankey's Corner Planning Brief approved by the Council in 1989. It includes land along the proposed Town Centre By-pass extending towards the route of the Burntwood Western By-pass, where land is identified which is suitable for large scale indoor leisure facilities. Burntwood has only a limited range of recreation facilities, particularly in the type of indoor leisure provided by commercial enterprise. The land identified is in a suitable location for such uses and could serve a wider area accessible from the Burntwood Western By-pass and the BNRR to a large catchment population within 20 minutes drive-time.

12.21 Developers of retail and other uses will be required to contribute towards the provision of the necessary highway infrastructure including the town centre bypass and the link through to the A.5190, Cannock Road.

Policy B.6: Indoor Leisure

The District Council will permit proposals for indoor leisure facilities within the town centre at Sankey's Corner, as shown on the Burntwood Inset Plan, provided the proposals do not prejudice the shopping proposals for the area and are consistent with policies B.1 and DC.1.

Explanation

12.22 At present Burntwood is served by facilities at Burntwood Recreation Centre, with few other leisure facilities elsewhere in the town. Land along the Town Centre Bypass has been identified as having potential for leisure uses and it is hoped that indoor leisure can be attracted to this area along with retail development. Indoor commercial leisure activities will increase the range of facilities for local residents although they could attract users from a wider catchment. The leisure element of the proposals for Burntwood is seen as an important factor in attracting inward investment to the town

Policy B.9: Redevelopment and Town Square

The Council will permit small scale redevelopments at Sankey's Corner or changes of use for shopping or other uses appropriate to a town centre provided the design is appropriate to a town centre and the amenity and design principles of Policy DC.1 are met. Redevelopment proposals between Water Street and Rugeley Road will be required to contribute to the creation of a town square through appropriate siting, form, height, massing and design. Provision shall be made for car parking to meet the Council's parking standards in any redevelopment or change of use proposals, either on site or in a location adjacent to the centre.

Policy B.13: Redevelopment and Expansion of Neighbourhood Centres

In neighbourhood centres, whilst the District Council will treat proposals for redevelopment and expansion within existing curtilages on their merits the Council will not permit retail or commercial development which would result in the expansion of any neighbourhood centre

significantly above its existing floorspace.

Explanation

12.25 The Plan seeks to maintain a range of shopping and services that would normally be associated with neighbourhood centres. The centres currently provide mainly small local shops which serve the immediate locality and are easily accessible by foot, thus having an important role in providing for day to day needs.

12.25a Proposals for larger users will be directed towards the town centre proposals for a new shopping development at Sankeys Corner. These proposals seek to develop facilities of a range and size appropriate to a town centre to the benefit of all Burntwood residents. This policy, which limits the expansion of neighbourhood centres, is complimentary to the policies for creating a town centre at Sankeys Corner and ensures that major investments would be directed there. Large scale extensions to neighbourhood centres would result in loss of amenity to local residents.

Policy B.15: Road and Junction Improvements

~~It will be the District Council's policy to give planning protection to the land required for the following road and junction improvements:-~~

- ~~1. Church Road/St. Matthew's Road.~~
- ~~2. Farewell Lane/Lichfield Road — junction improvement.~~
- ~~3. Pipe Hill junction improvement.~~
- ~~4. High Street/Edwards Road/New Street, Chasetown — junction improvement~~
- ~~5. Swan Island junction improvement.~~

Explanation

~~12.29 The redevelopment of St. Matthew's hospital for housing will require improvements to the local road network. Although a traffic impact appraisal has been carried out on behalf of the landowner, the particular requirements of the development have not been finally resolved. The improvements safeguarded at Church Road/St. Matthew's Road, Farewell Lane and its junction with Lichfield Road are requirements which are likely to result from the development proposals at St. Matthew's hospital and to be funded by the developers, together with improvements to Pipehill crossroads.~~

~~12.30 The Pipe Hill improvement has been identified by the County Council as a long term scheme which may be a requirement of the St. Matthew's hospital development. It involves the construction of a roundabout. The timing of this improvement will be determined by the Highway Authority. This scheme will need to be designed to minimise its impact on adjacent heathland and other habitats of wildlife interest.~~

~~12.31 In Chasetown, the safeguarded junction improvement may be required in order to introduce a one way system allowing environmental improvements to the shopping centre.~~

Policy B.21: Chasetown Industrial Estate

13.4 ha (33.1 acres) of land west of Chasetown industrial estate is proposed for employment purposes and shall be developed in accordance with the following principles:-

1. The site shall be developed for uses within Classes B1, B2 and B8 of the Town and Country Planning (Uses Classes) Order 1987.
2. The Council will require that the design of buildings constructed on frontages to the Western and Town Centre Bypasses is appropriate to a major highway frontage. The development of plots along these frontages shall incorporate substantial landscaping.
3. Adequate measures will be required to be taken for the storage and discharge of surface water.

Explanation

12.47 The site has a long standing planning permission for industrial development but little construction has taken place. It has consequently been considered as available industrial land for many years and has potential for a wide range of employment generating uses.

12.48 The site requires the construction of the Burntwood Western Bypass and BNRR before it is likely to become attractive to developers. Once these roads are built however, it will be prominent on the approach to the town centre. It also lies opposite the Chasewater North Shore area which is proposed to be developed as a Country Park. For these reasons the Council considers that the type of development within the site will be important to upgrading the image of the town.

12.49 The policy is therefore principally concerned with ensuring that development which will be prominent on an important approach to the town will be appropriate in design terms and that it will contribute to upgrading the visual quality of the town. Surface water from the site will discharge into Chasewater which is an important inland reservoir where water quality is critical to its ecology.

Policy B.22: Recreation Zones

The following areas are defined as recreation zones:-

1. Farewell Lane/Lichfield Road, Burntwood - 23.9 hectares (59 acres)
2. Hospital Road, Hammerwich - 21.9 hectares (54 acres)
3. Wharf Lane, Hammerwich - 21.9 hectares (54 acres) Within these zones policies E.2, E4, R2 and R3 will apply to new building and recreation proposals.

Explanation

12.50 These areas have been identified in order to promote further recreation provision and meet the identified need for new open space to make up the shortfall which has been

identified.

12.51 All of the proposed recreation zones remain within the Green Belt and uses will therefore be essentially outdoor, buildings being restricted to that necessary for the operation of the outdoor use and in accordance with Green Belt Policy E.4.

12.52 Although these areas are specifically identified to meet recreational deficiencies, other areas within the Green Belt and countryside may be appropriate for recreation and proposals elsewhere will be considered in relation to Green Belt Policy E.4.

Policy B.24: Chasewater Area and Country Park

1. The District Council will promote the development of a country park in the Chasewater Area. The country park will be developed through land reclamation, the retention and management of the nature conservation value of the area and measures to fulfil the recreation and leisure potential of the area.

Explanation

12.55 In 1986 the Authorities with formal interests in the Chasewater Area became signatories to the Chasewater Masterplan, subject to detailed research being carried out at a later date as to the general acceptability of the broad land use proposals of the masterplan, their scale and local appropriateness. Subsequently many factors have changed, including the proposals for the BNRR and Burntwood Western Bypass. These changes have resulted in a need to carry out a review of the "master plan" proposals. In April 1994 that part of the Chasewater area previously lying within Walsall Metropolitan Borough was transferred to Lichfield District and subsequently the review was commenced.

12.56 Policies are being developed to meet the changing circumstances and to allow for the sympathetic use and monitoring of the area, but in the short period since the amendment to the Local Authority boundaries the Council has been unable to complete a detailed review of the "master plan". The policy is therefore general in nature. It is proposed to develop the recreation potential and secure the nature conservation requirements of the area through the creation of a country park. The appropriate uses and location of recreation and leisure facilities within the park area will be identified in detail through the revised Chasewater "master plan" following public consultation.

12.57 The Chasewater complex combined with the adjacent No Mans Bank and nearby Gentleshaw Common area forms an area of water and lowland heathland habitats, which are of local, regional and national importance. It is therefore proposed to ensure their proper conservation. It is equally desirable to link these fragmented areas together to enhance their ecological robustness. Within this framework there are areas of derelict or less sensitive reclaimed land which form a useful recreational resource where human activity can be better absorbed. These areas, where the landscape is less well developed or where there is little nature conservation interest, are to be examined in more detail to see whether more intensive recreational or leisure activity can be accommodated without harm to the predominant nature conservation interests of this area. In order to optimise the use of the area management proposals are to be implemented, monitored and if necessary, revised to achieve this aim.

12.58 Chasewater presents the prospect of a well located leisure and recreation based facility

of local and regional value. It already lies within the wider area of the Beacon Regional Park and Beacon Regional Way long distance footpath passes through the area. At present the area suffers from dereliction and outmoded structures. It is seen as one of the "gateway" locations for the Forest of Mercia, but is an area which will be affected by the BNRR proposals. The Country Park area has the potential for the development of both low key informal recreation uses and more commercially based leisure uses, particularly in areas where such developments already exist but have become derelict. The detailed brief for the Country Park area will consider the wide variety of problems, opportunities and interests and form a base which allows a positive start to be made for its development during the local plan period. The implementation of the park proposals will continue beyond 2001.

12.59 All of the Chasewater Country Park area lies in the Green Belt and this will be an important factor guiding the detailed brief for the area. It is recognised however that there are existing commercial recreational developments within the park area and that development will be necessary in order to release the leisure potential of the area and to secure the long term maintenance of its nature conservation value.

Policy NA.1: Cannock Chase - Area of Outstanding Natural Beauty

The District Council will conserve and enhance the landscape, nature conservation and recreational value of Cannock Chase Area of Outstanding Natural Beauty. Development will not be permitted except where proposals accord with Green Belt policy and are compatible with the conservation of the natural beauty of the area. Where development is acceptable it shall be of the highest standards of design in sympathy with the architectural and landscape characteristics of the area.

Explanation

13.13 Most of the Cannock Chase Area of Outstanding Natural Beauty lies within Cannock Chase District but the eastern edge lies within Lichfield District. The area makes an important contribution to the character of the District and special control is required in order to ensure that its visual qualities are maintained.

Policy NA.12: Lea Hall Colliery

2.7 ha (6.7 acres) of land is proposed for employment purposes at the former Lea Hall Colliery, near Rugeley. Access shall be from the Rugeley Eastern Bypass (Policy NA.15).

Explanation

13.26 There have been considerable losses in local employment in the Rugeley/Armitage area, particularly with the closure of Lea Hall Colliery. A small part of the colliery site lies within Lichfield district. The redevelopment of the site which lies mostly within Cannock Chase District will be primarily for employment purposes and will be assisted by the construction of part of the Rugeley Eastern Bypass, between the A51 and A513.

Policy NA.13: Rugeley Power Station

Surplus land available within the Rugeley Power Station site will be redeveloped for a mixture of employment and recreation uses. Employment uses, which shall primarily be within the Use Classes B1 and B2, will be restricted within site to the area indicated on the Lea Hall/Rugeley Power Station Inset. The area indicated for recreation uses shall be developed for open recreational purposes and any associated buildings shall comply with Policy R.3. The development will be served by access from the Rugeley Eastern Bypass (Policy NA.15).

Explanation

13.27 The age of Rugeley Power Station and changes in the requirements of the electricity generating industry have resulted in the closure of part of the power station. Although there are uncertainties about the precise amount of land which will become surplus to the needs of the power industry, the site is considered to be appropriate for redevelopment to provide for the creation of new job opportunities. A substantial amount of survey and design work will be required to establish in more detail the development constraints and potential within the site. Adequate access to the site for employment uses can only be achieved from the proposed Rugeley Eastern Bypass. Redevelopment will therefore only take place when an appropriate section of the bypass has been constructed, through the Lea Hall Colliery site.

Policy NA.20: Public Open Space, Longdon

0.4 ha (1 acre) of land is proposed for public open space to the north of the 'Swan with Two Necks' public house and adjacent to land proposed for housing.

Explanation

13.36 The site is allocated for open space in the adopted Northern Area District Plan. The village lacks a play area and this site, which is adjacent to proposed housing is considered suitable. Access may be achieved through the land proposed for housing.

Policy EA.1: Fradley Airfield Industrial Proposals

The District Council allocates 90 ha (222.4 acres) net for industrial development within the gross area shown on the Fradley Inset Plan. The following requirements shall be met in the development:-

1. The site shall be developed for uses as defined by Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) order 1987.
2. Junction improvements to Hilliards Cross, highway improvements to the A.38, realignment and widening of Wood End Lane, improvement of Gorse Lane, and the closure and improvement of part of Common Lane shall be carried out during the early stages of development.
3. Development shall conform to a comprehensive design policy which will control such issues as design, height, layout, materials and landscaping. The areas of land shown on the Fradley Inset Map shall be retained for framework planting which shall be commenced in agreed phases commensurate with the phasing of the employment development, including the

creation of major landscape features such as pools and water bodies.

4. The development shall provide for improvements to on and off-site surface water and foul drainage necessitated by the proposals.

5. Any development beyond the 90 ha net area shall not take place until beyond the plan period and until 75% of the land allocated for development during this Plan period has been completed, unless necessary to accommodate the requirements of a single large development which cannot be accommodated on other parts of the site.

6. Provision shall be made for new social, community and recreation facilities to be provided both on and off-site commensurate with the scale and nature of the development in the locations indicated generally on the Proposals Map and in accordance with Policy Soc. 2.

7. Within the areas allocated for development (Gross development areas excluding framework landscaping and site access roads) the density of development shall not exceed 929 sq.m (10,000 sq. ft.)/acre for B1 (business) uses and 1393 sq. m (15,000 sq. ft.)/acre for B2 and B8 (general industry and warehousing).

8. Provision will be made for a services centre to provide a range of shopping, social and leisure facilities to meet the needs of the workforce of the industrial area.

Explanation

14.15 Fradley is the largest industrial proposal within the District and when fully developed is likely to provide many hundreds of jobs. The site is located in an excellent position, adjacent to the A.38 and will provide an attractive location to both businesses and workers after substantial planting, landscaping and open spaces are created.

14.16 For a number of reasons the proposal for employment development at Fradley forms a major part of the Council's employment strategy. These include:-

1. Good access and communication links to market, suppliers and workforce in Lichfield District and adjoining areas.

2. Existing landscape is mainly devoid of any features worthy of protection (except for Fradley Wood).

3. Opportunity to improve the landscape and amenities for local residents.

4. Recreation opportunities at Fradley Wood.

5. Proximity to the Toyota Plant.

14.17 In order to coordinate the development of the site a Planning Brief will be necessary, which will be approved by the District Council. A development of this scale necessarily involves major infrastructure requirements. The most important of these is to increase capacity on the A.38 and to meet the requirements of the Department of Transport for improvements to Hilliards Cross Junction and the A.38, which are likely to act as phasing limitations to the development. Policy T.1 of the Plan proposes safeguarding land to improve

the A38(T) arising from the additional traffic on the trunk road which will be generated by the Fradley industrial development.

14.18 In addition to improvements to the trunk road, the improvements indicated in the policy are required to the local road network in order to improve safety and provide additional capacity.

14.19 The site is sufficiently large to accommodate a wide range of uses, nevertheless the landscape of the Fradley area is flat and expansive and it is therefore necessary to control the form of development and incorporate early landscaping in order to reduce the impact on the local landscape and create a high quality on-site environment.

14.20 The location of the proposed services centre should be suitable for use by the workforce, but also accessible to South Fradley so that it can provide useful facilities for residents of the area.

14.21 The Council will require a Section 106 Agreement under the Town and Country Planning Act 1990 to ensure a coordinated and phased approach to the provision of infrastructure and community benefits.

Policy EA.13: Hotel at Fradley

2.0 ha (5.0 acres) are allocated for a hotel at Fradley Airfield adjacent to Hilliards Cross. The following requirements shall be met in the development:-

1. The hotel shall be no more than three storeys in height.
2. There shall be no direct access onto the A.38(T).
3. Extensive landscaping shall be incorporated into the development to be implemented concurrently with the development of the site.

Explanation

14.39 The site is adjacent to the major industrial site proposed in the Plan and close to the Hilliards Cross A.38(T) junction. It is considered that it is a good location for both business use and tourism. The site is adjacent to Fradley Park which is the major employment location in the District where a substantial amount of new business development will be located. Conference facilities may be appropriate subject to the provision of adequate parking capacity within the site.

14.40 The site is highly visible from the A.38(T). Fradley Airfield is set in a flat landscape and it is considered appropriate to impose a height restriction on the development.

Policy EA.14: The Tame and Trent Valley

Within the Tame and Trent Valley area defined in the Proposals Map the District Council will encourage the use of land for waterbased recreation alongside conservation of the natural environment and the creation of new habitats to improve the range available for wildlife.

Opportunities shall be taken to extend the existing recreational footpath network. Within recreation proposals natural habitats should be retained and where possible enhanced and secure arrangements shall be made to ensure their long term protection and management. Part of the site lies within the National Forest and recreation proposals should have regard to Policy EA.16 where appropriate.

Explanation

14.41 These valleys contain large areas of existing sand and gravel workings, together with new sites proposed within the Aggregates Local Plan. The workings once finished represent a considerable opportunity to create an extensive waterbased recreation zone in the form of a 'water park'.

14.42 Water areas and wetland are scarce and contain habitats which are of increasing importance for wildlife. Within the context of recreation proposals every opportunity should be taken to conserve and enhance the nature conservation value of the valleys and to ensure their long term management. Proposals should therefore be consistent with the nature conservation strategy for the District which the Council intends to prepare.

14.43 A detailed strategy is being prepared to consider particular types of recreational uses suitable to various parts of the area. This long term project can only be established with the support of the aggregates industry. The County and District Councils propose to establish a working group to consider proposals for the valley which includes representatives from this industry.

14.44 The aim of the strategy shall be to link water courses and water features created by reclamation to provide a water network which will promote use for recreation and nature conservation. In appropriate cases within the National Forest boundary opportunities should be taken for tree planting to contribute to the establishment of the forest.

14.45 The Environment Agency have proposed the establishment of a Tame/Trent Valley long distance riverside footpath which would pass through this zone.

Policy EA.16: The National Forest

The District Council supports the principle of establishment of the National Forest as shown on the Proposals Map. The Council will encourage applicants seeking planning permission for development in this designated area, to provide trees and woodland planting to enhance the existing landscape, and will negotiate accordingly. The agreed schemes shall be directly related to the scale and nature of the development and provide for the future maintenance of the planted areas.

Explanation

14.48 The National Forest for the Midlands is a Countryside Commission initiative. The Forest area is located principally within Derbyshire, Leicestershire and East Staffordshire District but will be accessible to the major centres of Nottingham, Derby, Leicester and the West Midlands.

14.49 It is envisaged that the forest will be multipurpose, a mix of woodland areas, open land,

farms, towns and villages. Substantial tree planting is envisaged for commercial timber production and as an amenity for recreation and this will provide opportunities to enhance the landscape and to create new wildlife habitats.

14.50 A project team will develop a forest strategy and detailed business plan to establish sites for planting, recreational locations and to identify sources of funding.

14.51 Although only a small part of the forest area lies within the District the Council supports the principle of the forest and will promote its establishment through development sites and the operation of other relevant policies, such as the Tame and Trent Valley policy. Care needs to be taken within planting sites to protect important sites of nature conservation interest such as wetland, heathland and unimproved grassland.

Policy SA.3: Laurel House, Lichfield Road, Fazeley

1.3 ha (3.4 acres) of land is proposed for the development of approximately 20 flats in 2/3 storey blocks adjacent to Laurel House, Lichfield Road, Fazeley. Vehicular access to the site shall be from the existing entrance to Laurel House.

The development shall respect the character of Laurel House and its grounds and shall be in the form of apartment blocks.

Explanation

15.14 This site lies within the village of Fazeley and is part of the grounds of a large house. The rear of the site abuts the Birmingham and Fazeley Canal, on the far side of which housing development has taken place within the Borough of Tamworth. Development on this site needs to respect the presence of the existing house and the character of the grounds and for this reason it is proposed that it should take the form of apartment blocks.

Policy SA.6: Little Aston Park

The special character of Little Aston Park is determined by the extensive mature tree cover and low density and individual design of dwellings in large plots. Additional development in the area defined on the Little Aston Inset Plan will only be allowed where the special character of the area is protected by the retention of all existing important established and mature trees and vegetation and by the provision of an arcadian setting for new and existing dwellings. All new and existing dwellings within subdivided plots must be accommodated within plots of at least half an acre (excluding long driveways) and retain the existing relationship of dwellings to the woodland setting.

Explanation

15.20 Little Aston Park is a low density area characterised by its tree canopy and high quality environment. The policy is required to ensure that the existing character of the area is retained and in particular that the tree canopy of the area, which is important both from local and more distant viewpoints, is maintained.

Policy SA.7: Canal Facilities at Fazeley

The District Council will encourage the provision of facilities related to the use of the Trent and Mersey and Coventry Canals at Fazeley for tourism purposes. In particular the change of use of traditional canalside buildings to provide facilities which will encourage tourism shall be permitted subject to meeting the amenity and design principles of Policy D.C.1. Any new buildings to be constructed shall be located within the village boundary defined on the Fazeley Inset Plan.

Explanation

15.21 The Council have recently designated the canal and its environs at Fazeley as a Conservation Area and consider that there is scope for the development of modest facilities related to the increased popularity of canals for holidays, tourism and general recreational use. British Waterways, which has moved its regional headquarters to Fazeley, has jointly funded with the District Council improvements to the Canalside Conservation Area at Fazeley which will help to increase the popularity of the area. The Ironbridge Institute, with recognised expertise in industrial archaeology, have recommended further environmental improvements.