

# CC. CITY CENTRE AREA TYPE

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

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

# DESIGN CODE

## 1. Movement

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

### CC1.1 Streets

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



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

### CC1.2 Street Hierarchy

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

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

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

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

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

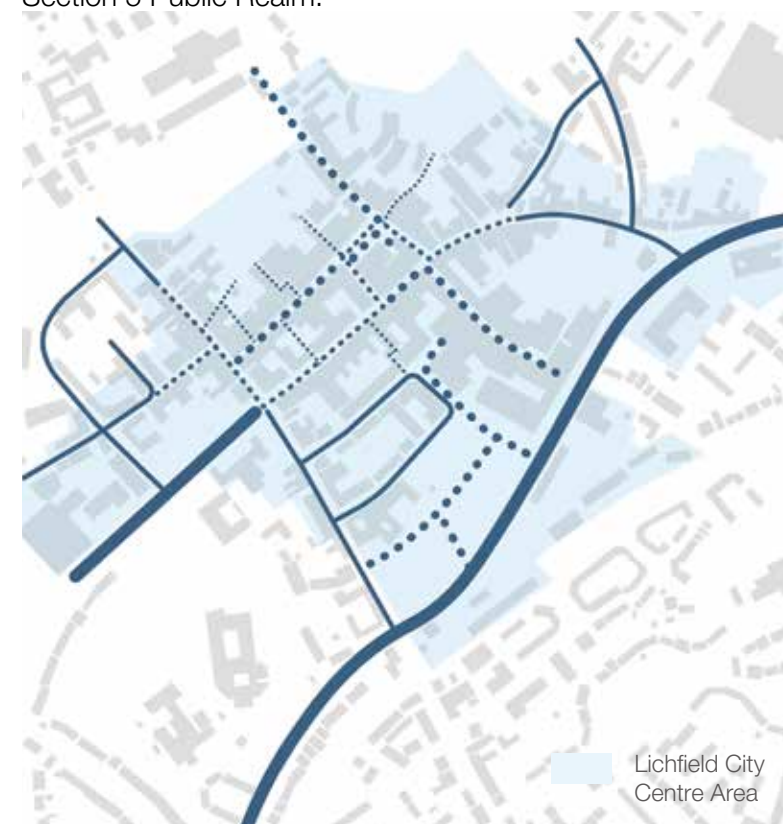


Figure CC.2. Lichfield City Centre street hierarchy

### CC1.3 Connected Streets

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

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

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



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



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



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



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



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



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

### CC1.4 Street Safety

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

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

### CC1.5 Public Transport

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

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

### CC1.6 Cycling and Micro Transport

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

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



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

### CC1.7 Walking Routes

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

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

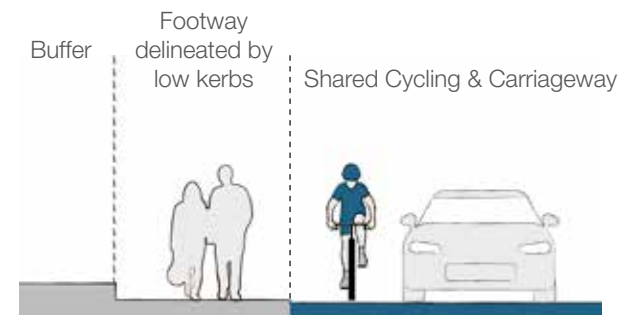


Figure CC.5. Cycling on shared space.

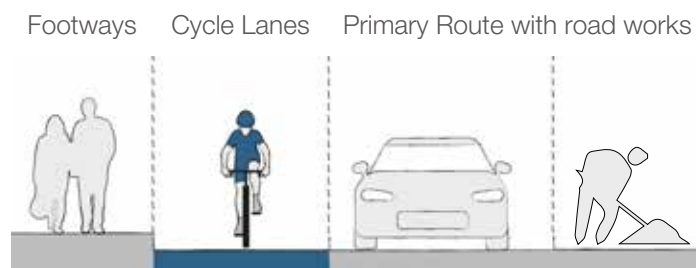


Figure CC.6. Cycling lane to be provided while road works are undertaken.

### CC1.8 Junctions

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

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

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

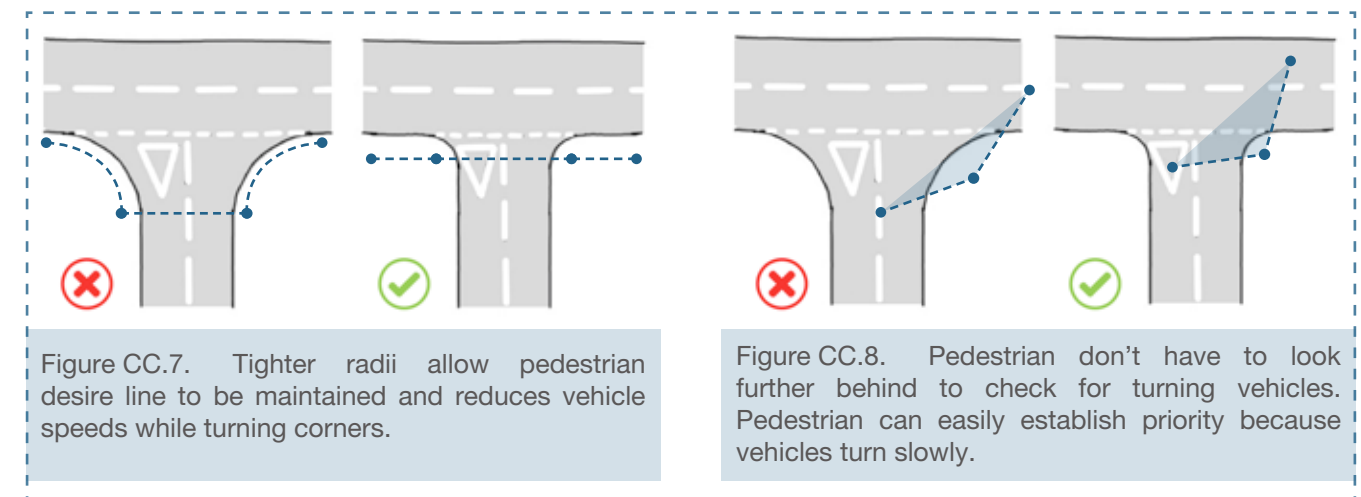


Figure CC.9. Pedestrian areas will be designed as shared spaces with pavement crossovers at junctions.

### CC1.9 Emergency Access and Servicing

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

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

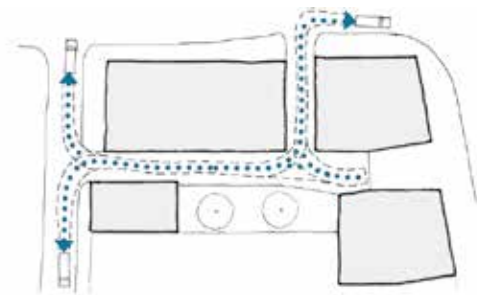


Figure CC.10. Vehicle swept path analysis to ensure service vehicles are able to use & turn within proposed layout



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

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

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

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

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

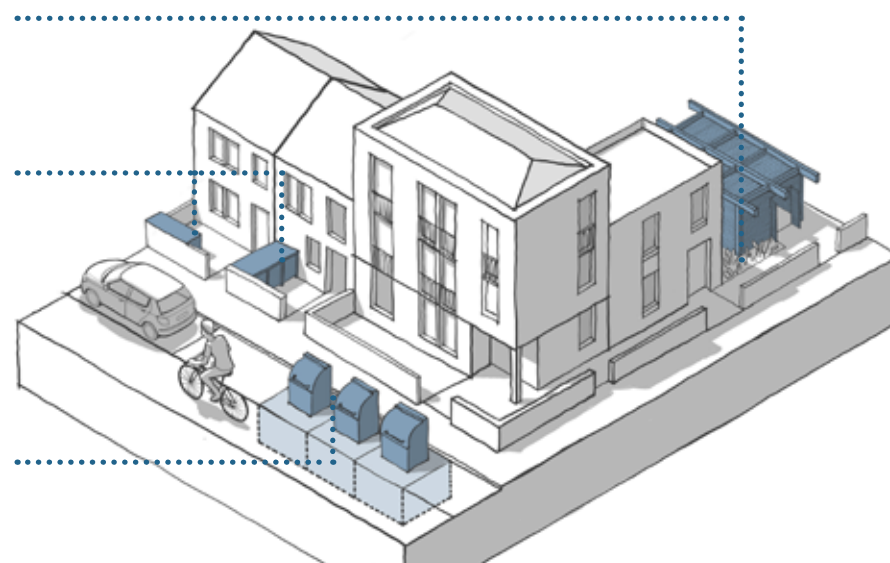


Figure CC.12. Refuse collection options for residential. © NMDC

### CC1.10 Parking Standard

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

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

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

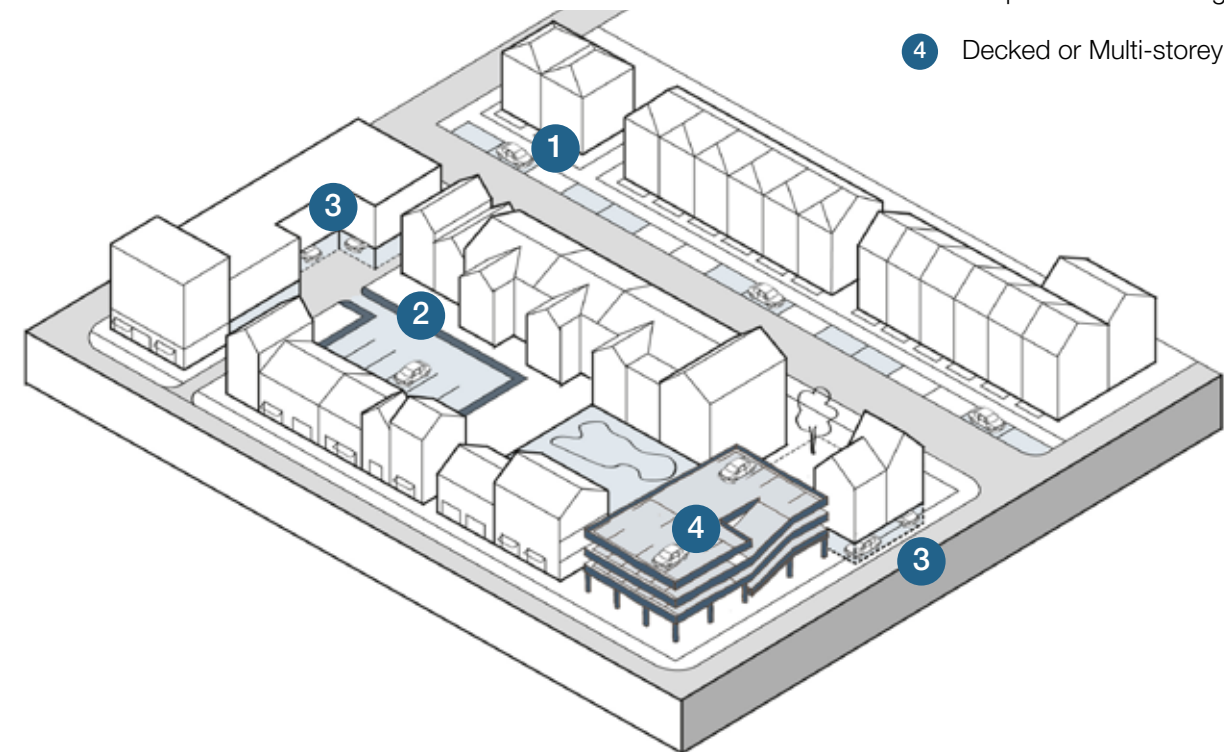


Figure CC.13. Parking typologies (Details as shown in Figure CC.15 on the next page)



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

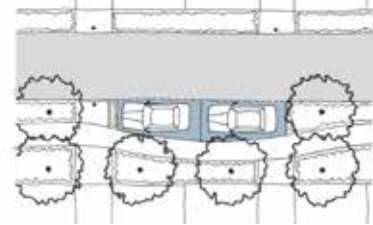
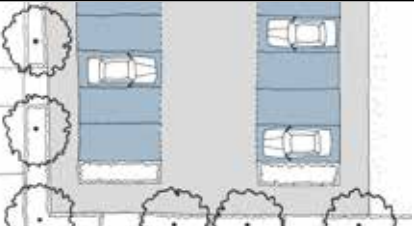
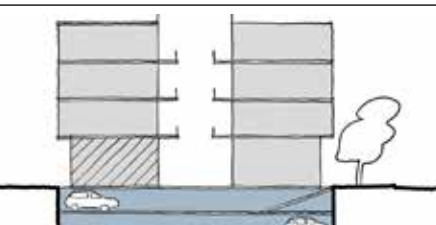
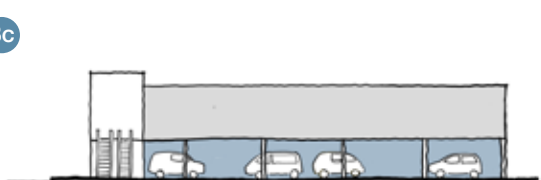
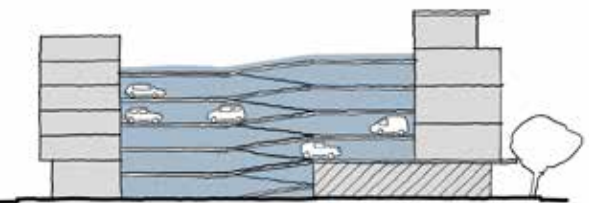
|   |                                 |                                                                                                                                                                                                                                                    | Illustrations  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

Figure CC.15. Parking typologies table

CC1.11 Cycle Parking

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

Apartments need to include secure cycle storage within the building.

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



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



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

CC1.12 Visitor Parking

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

## 2. Nature

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

### CC2.1 Open Space Provision

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

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

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

### CC2.2 Open Space Standard

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

### CC2.3 Play Space

As **CC2.2**

### CC2.4 Open Space Design

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

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

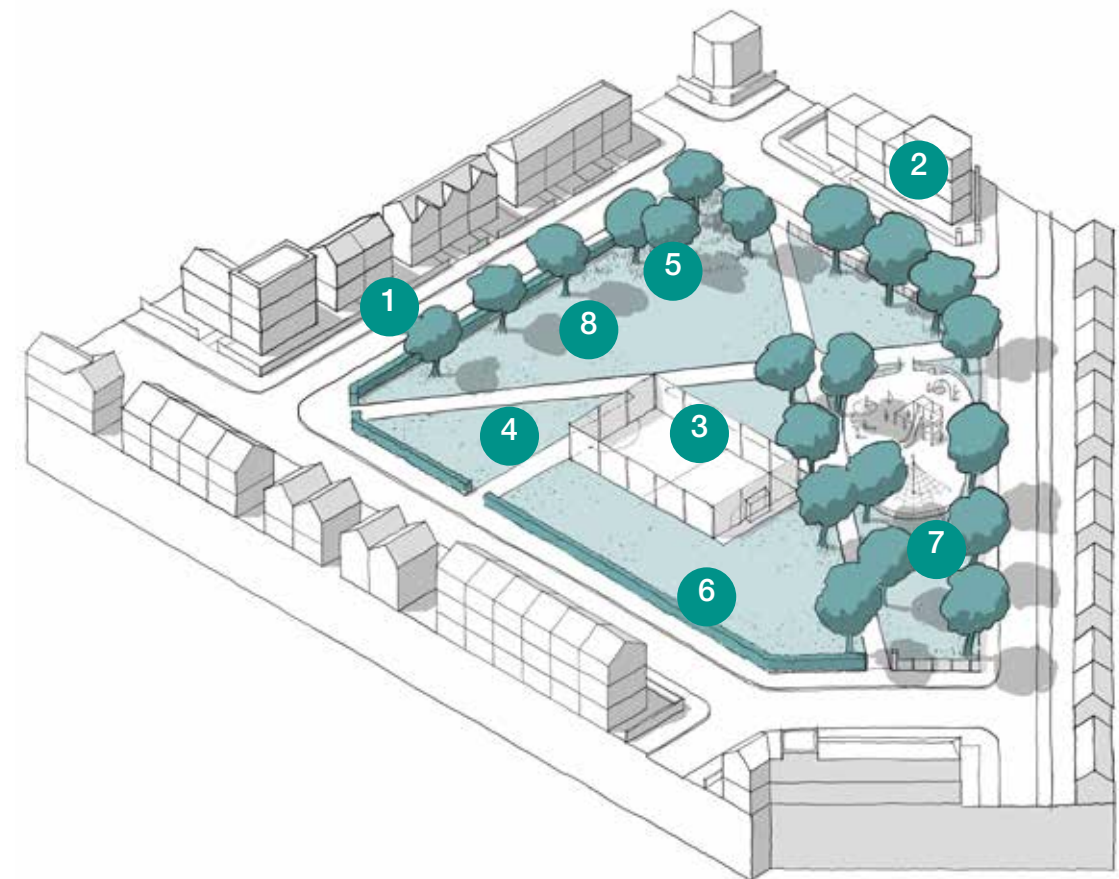


Figure CC.18. Open space design principles. ©NMDC



Figure CC.19. Road side green space with seating



Figure CC.20. Franciscan Friary, Lichfield



Figure CC.21. Franciscan Friary, Lichfield

### CC2.5 Biodiversity

In line with national policy, all new development must achieve at least a **20%** Biodiversity Net Gain in line with local policy.

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

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

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

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

### CC2.6 Water and Flood

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

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

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

### CC2.7 Sustainable Urban Drainage

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

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

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

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

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

### CC2.8 Permeable Surfaces

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

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



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

### CC2.9 Trees and Verges

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

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

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

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



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

### 3. Built Form

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

#### CC3.1 Density

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

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

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

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

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

#### CC3.2 Grain

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

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

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

large blocks.

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

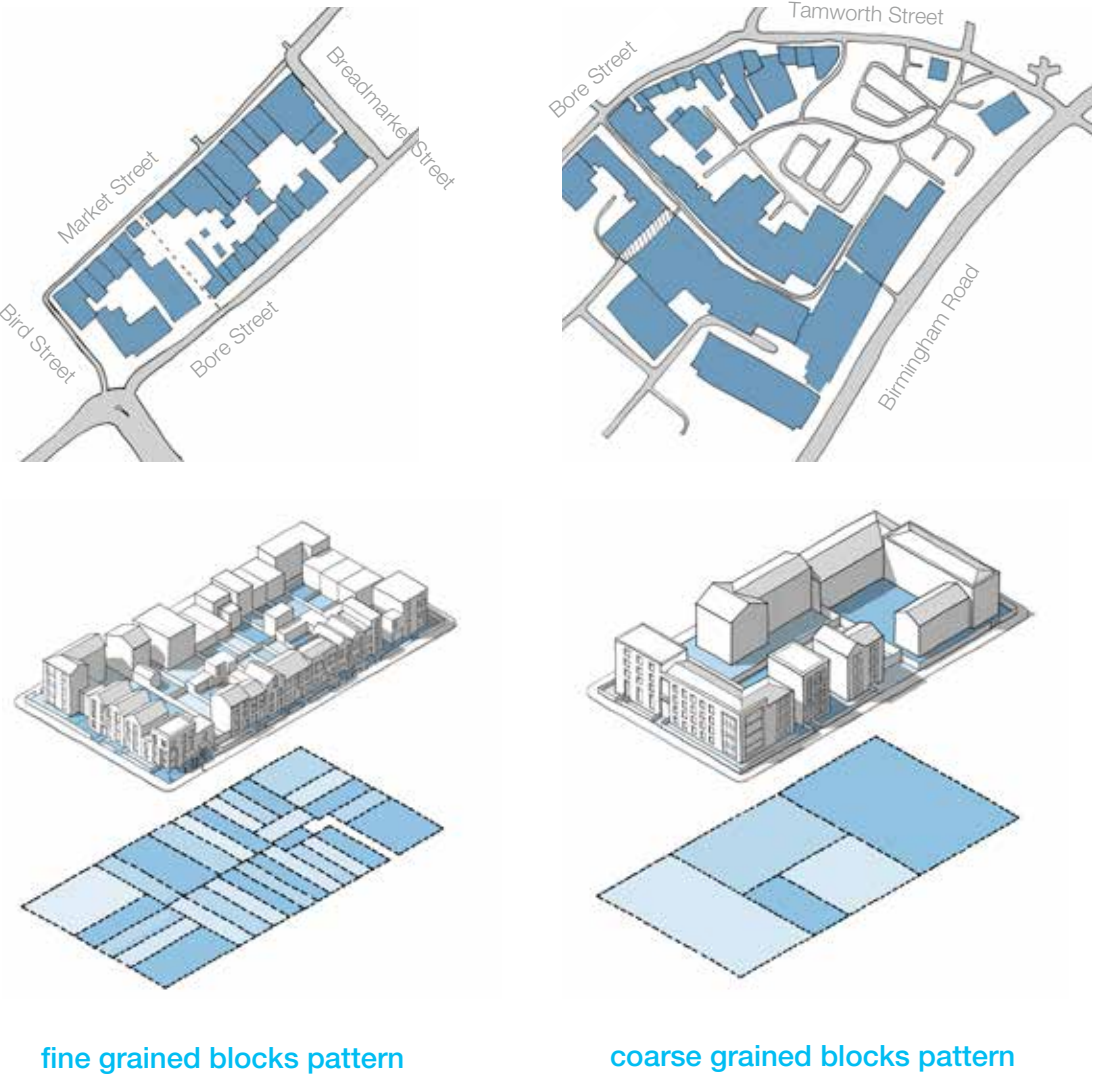


Figure CC.26. Example of urban grain types. © NMDC

#### CC3.3 Urban Form

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

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

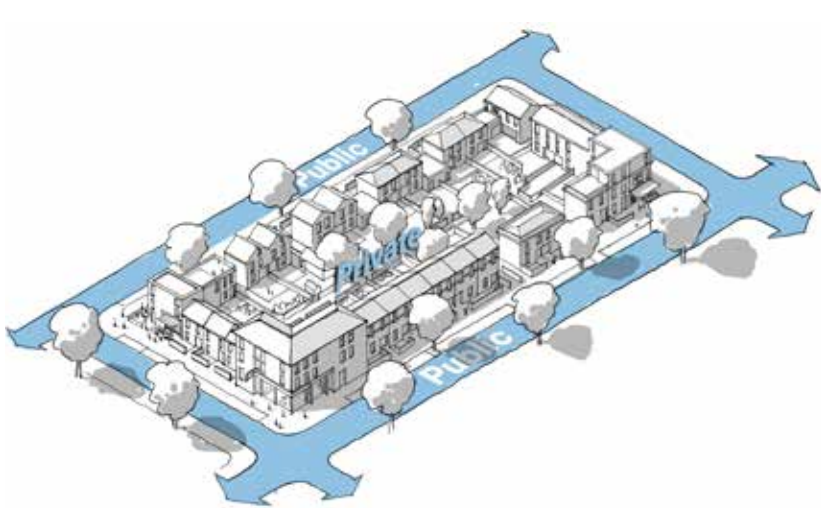


Figure CC.29. Public and private spaces in urban blocks. © NMDC



Figure CC.28. Example of following the building line

Figure CC.27. Example of courtyard block

### CC3.4 Building Line

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

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

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

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

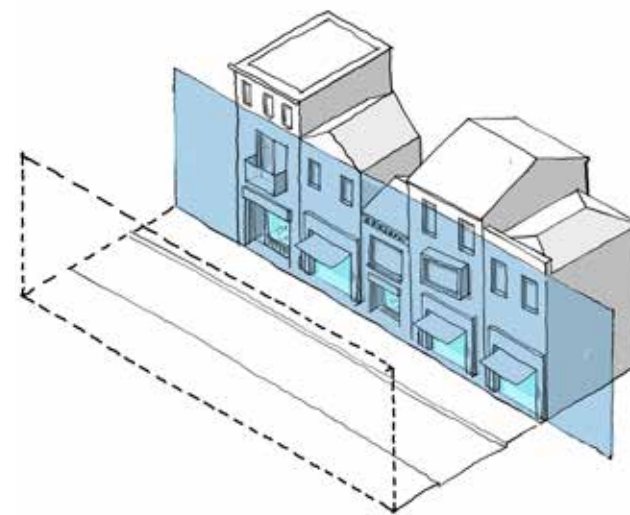


Figure CC.31. Continuous building line in Lichfield City Centre.

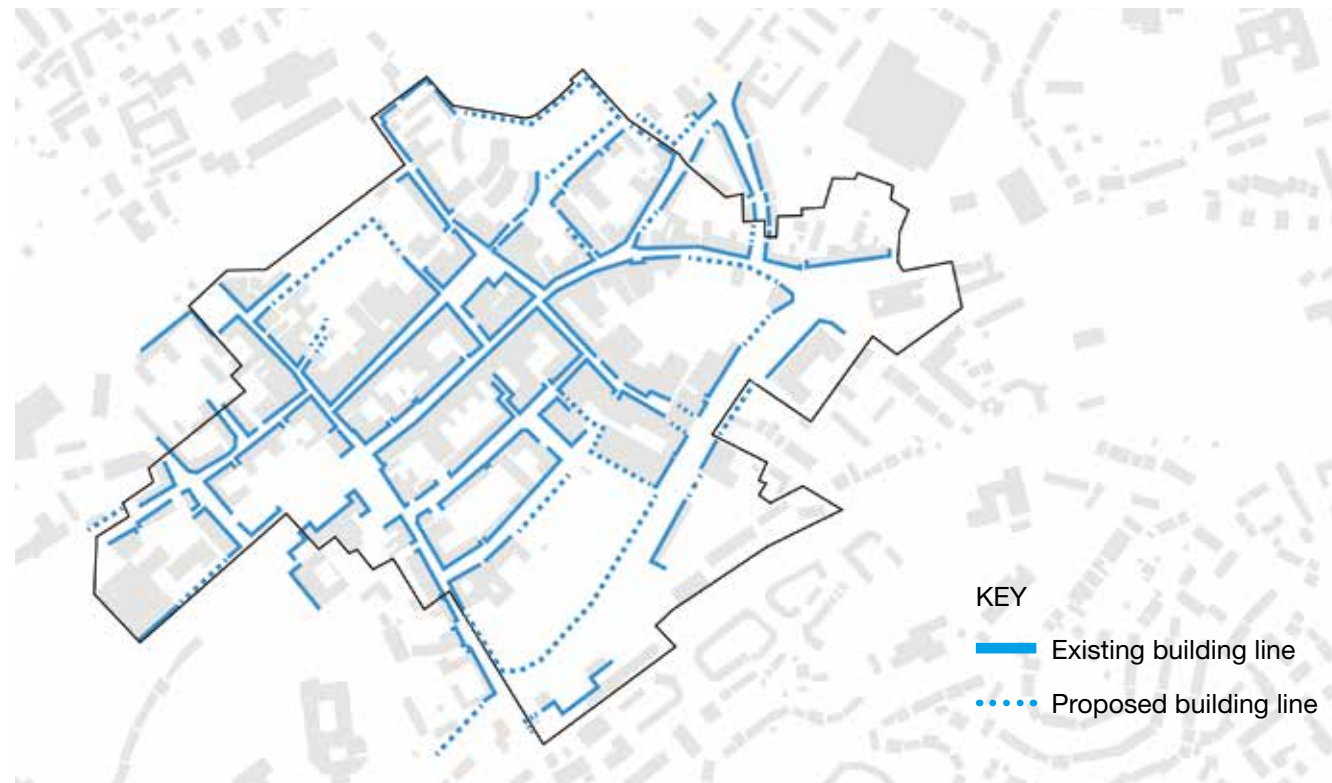


Figure CC.30. Existing and proposed building lines in Lichfield City Centre.

### CC3.4 Setback

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

### CC3.5 Building Line Variance

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

Insets and projections such as balconies are permitted.

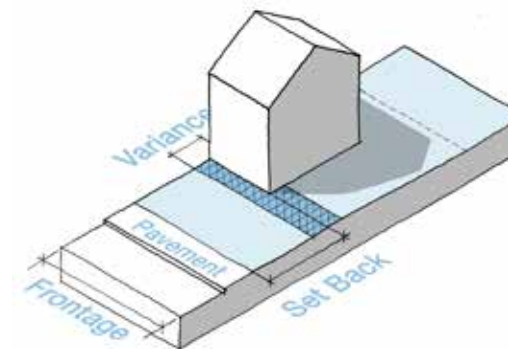


Figure CC.32. Building line variance and set back.  
© NMDC

### CC3.6 Building Line Frontage

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

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

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

### CC3.7 Building Line Compliance

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



### CC3.8 Building Heights

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

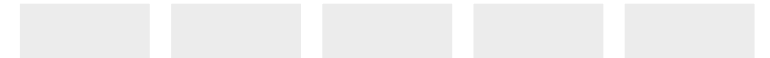
It is important to maintain the low-rise character of the town and the contrast with the cathedral.

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

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



Figure CC.33. Building heights



## 4. Identity

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



Market Street



Bore Street



Baker's Lane

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

### CC4.1 Scheme design

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

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

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

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

### CC4.2 Site Design Codes

Developers of larger schemes should include site

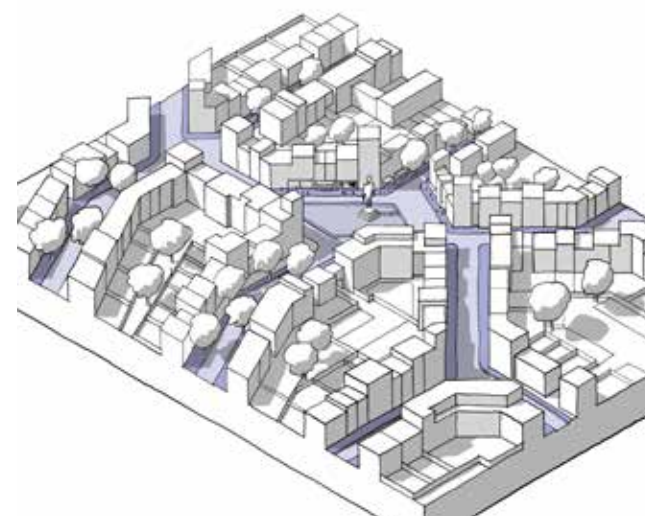


Figure CC.35. New development in City Centre area should help to enhance the sense of character. @NMDC

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

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

### CC4.3 Conservation Area

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



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

### CC4.4 Architecture

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

### CC4.5 Ground Floor Design

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

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

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



Figure CC.37. Historic shopfronts in Lichfield City Centre

### CC4.6 Windows

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

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

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

**35-40%**  
of upper floors  
of front façade

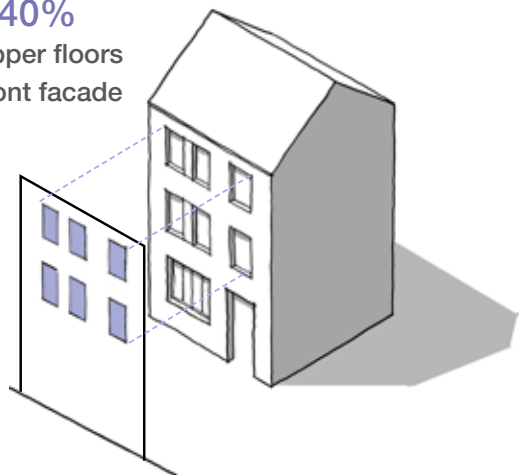


Figure CC.38. Window openings account for 35-40% of the front façade

**75%**  
glazed shop fronts



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

### CC4.7 Set Back

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

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

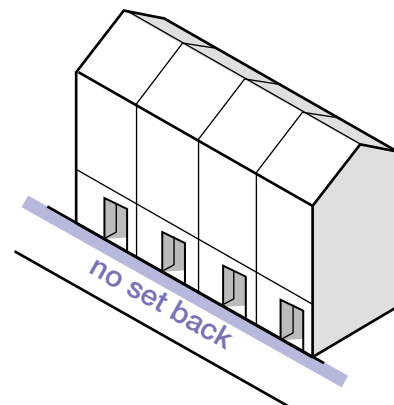


Figure CC.40. New development to be built without a setback



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

### CC4.8 Entrances

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

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

Entrance to upper floor uses

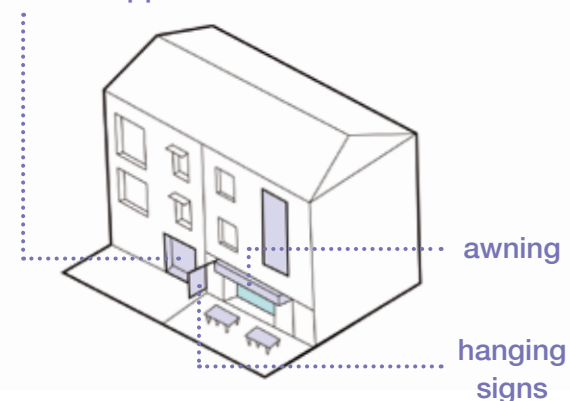


Figure CC.42. Hanging signs, shop awnings and occupation of pavement with chairs are acceptable.



Figure CC.43. Painted timber shop front

### CC4.9 Materials

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

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

#### Types of material in City Centre:

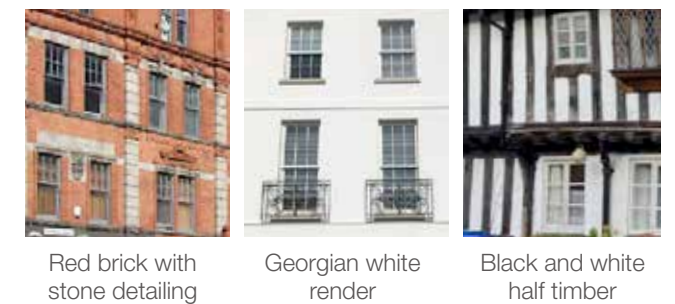


Figure CC.44. Three major types of materials in the Lichfield City Centre

### CC4.10 Rooflines

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

#### Types of roof in City Centre:

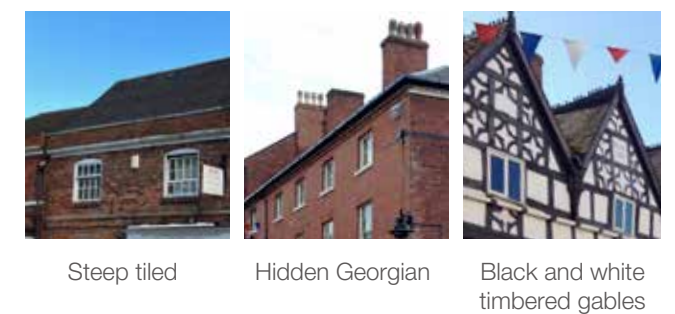


Figure CC.45. Three major types of roof in the Lichfield City Centre

## 5. Public Realm

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

### CC5.1 Street Type

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

The Street Hierarchy in the City Centre will include:

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

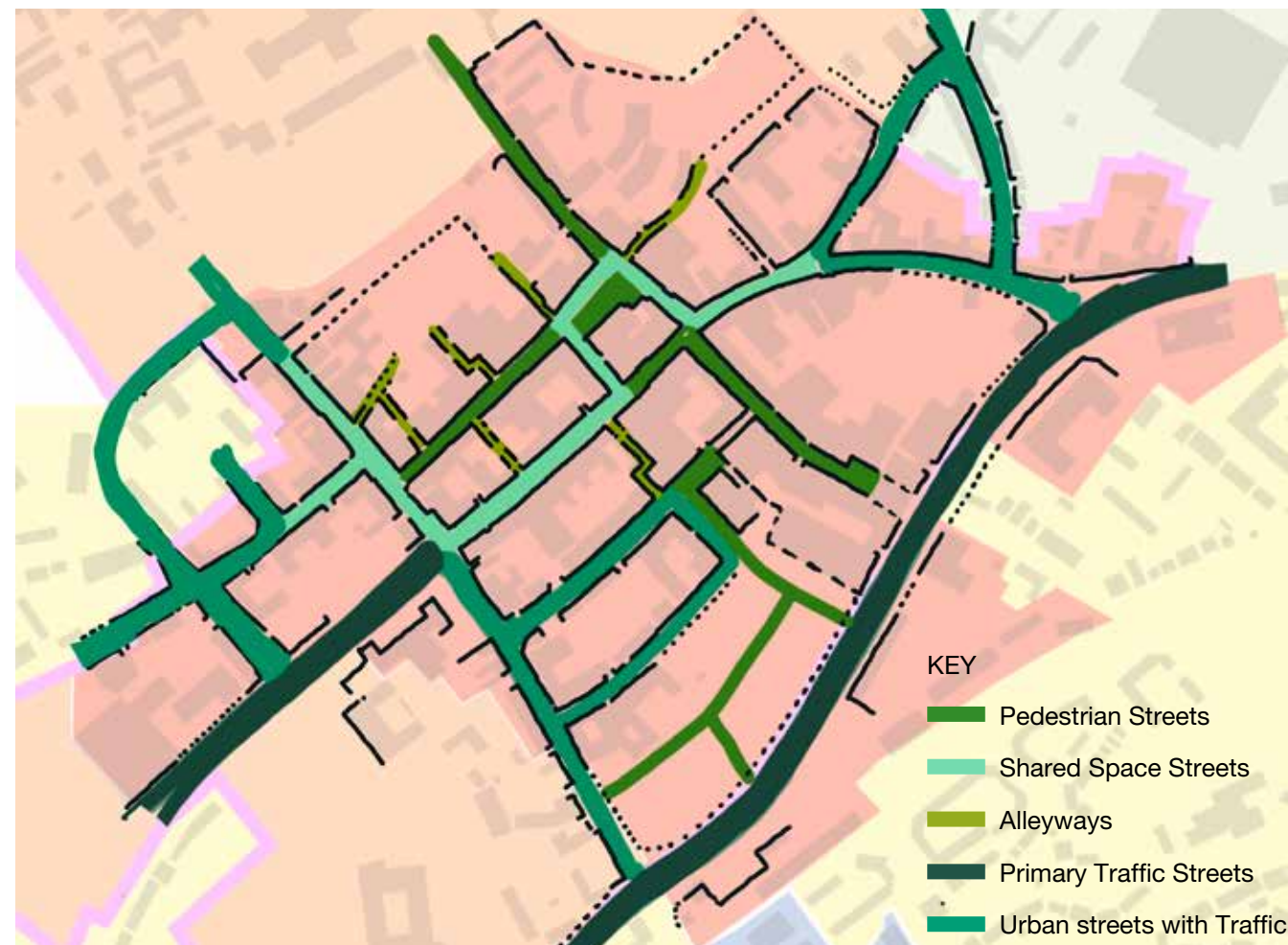


Figure CC.46. street types in Lichfield City Centre

### CC5.2 Pedestrian Streets

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

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

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

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

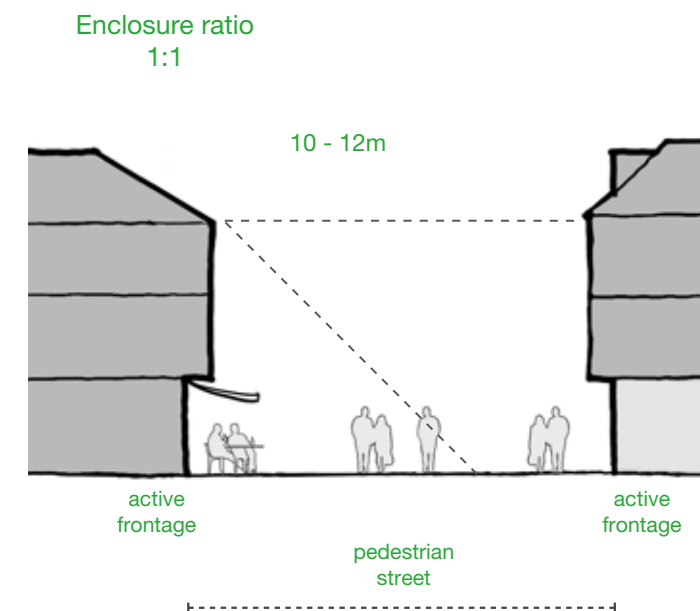


Figure CC.47. Typical street section of pedestrian street in Lichfield City Centre area



Market Street



Dam Street



Baker's Lane

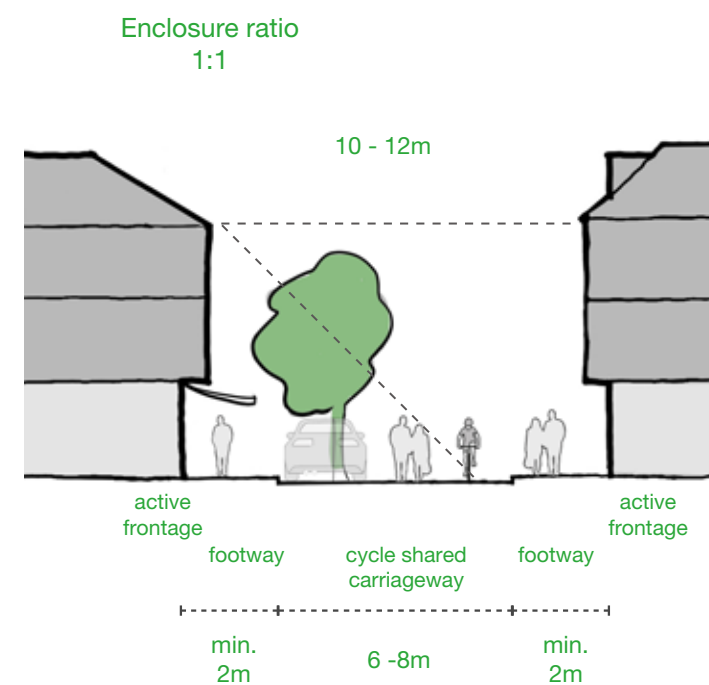
### CC5.3 Shared Space Streets

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

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

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

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



Bore Street



Bore Street



Bird Street

### CC5.4 Alleyways

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

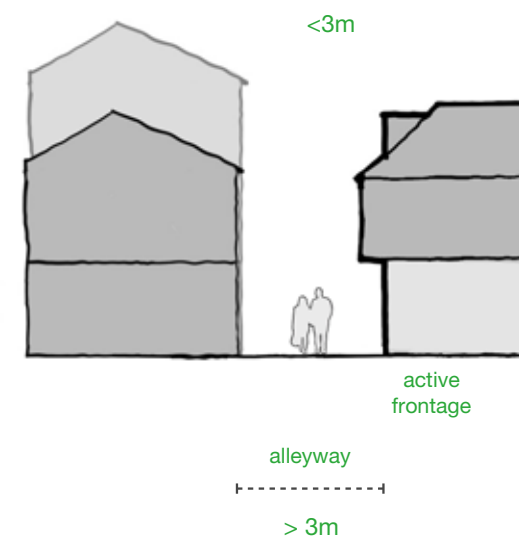
There is scope to improve these alleyways and also to create new alleyways as part of development in the City Centre.

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

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

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

Enclosure ratio up to 2:1



Tudor Row

CC5.5 Primary Traffic Streets

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

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

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



Birmingham Road



The Friary

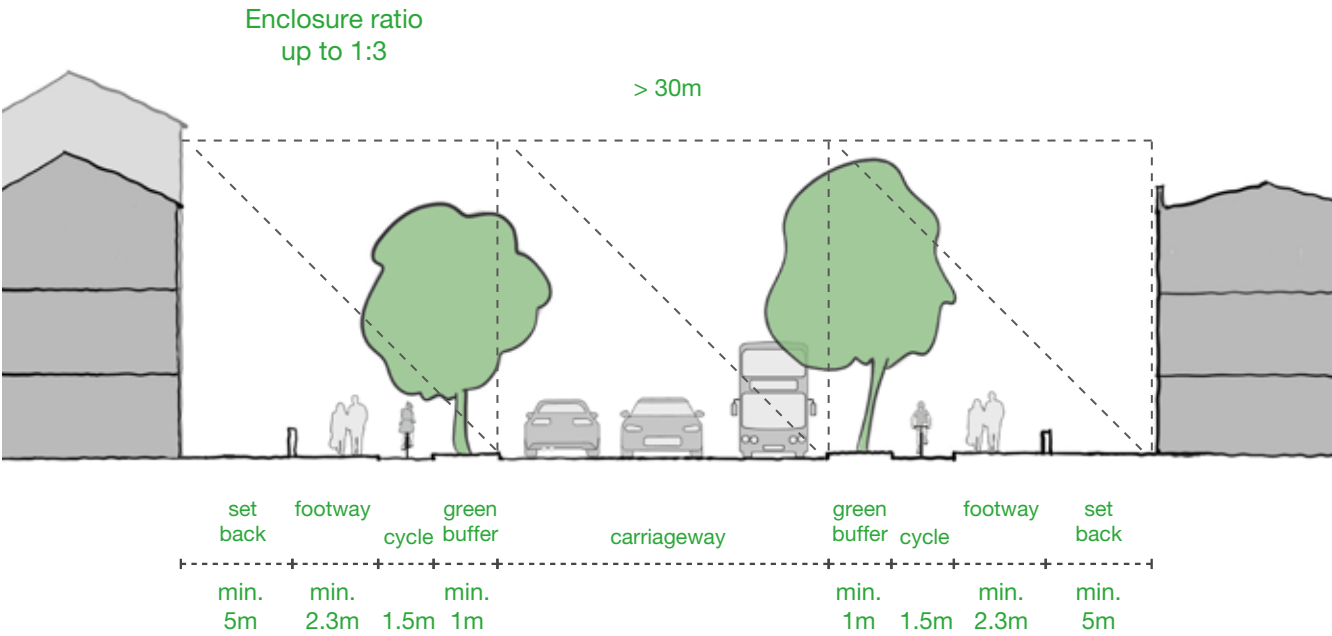


Figure CC.48. Typical street section of primary traffic street in Lichfield City Centre area

CC5.6 Urban Streets with Traffic

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

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

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



St. John Street



George Lane

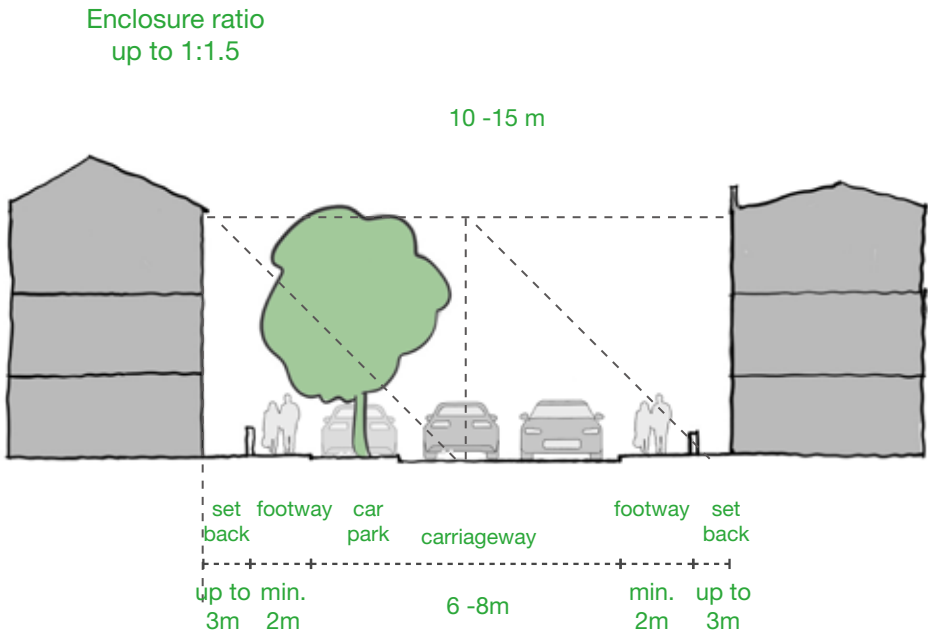


Figure CC.49. Typical street section of urban street with traffic in Lichfield City Centre area



CC5.7 Public Space Parameters:

All new streets in the City Centre must be allocated to one of the following types and must follow the specified parameters.

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



## 6. Uses

### SU6.1 Intensification

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

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

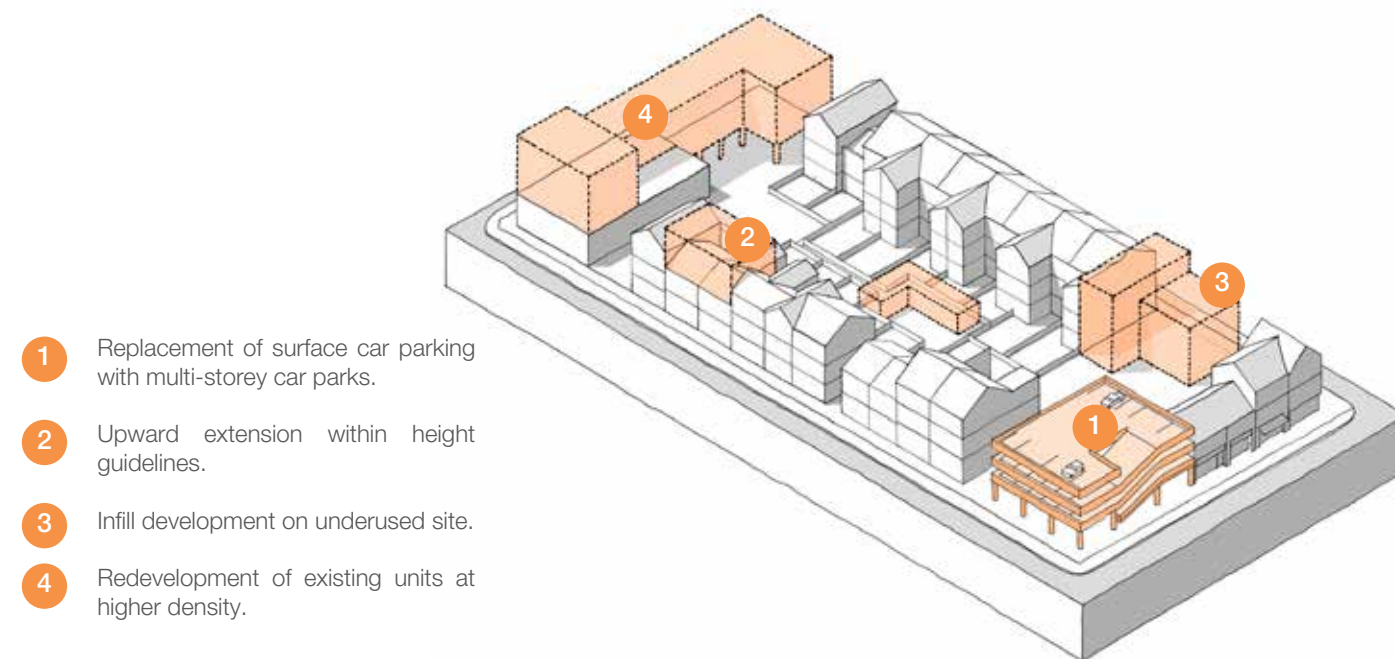


Figure CC.50. Options of intensification in City Centre area type.



Figure CC.51. Multi-storey parking



Figure CC.52. Upward extension



Figure CC.53. Infill to maximise density

### CC6.2 Mix of Uses

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

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

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



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

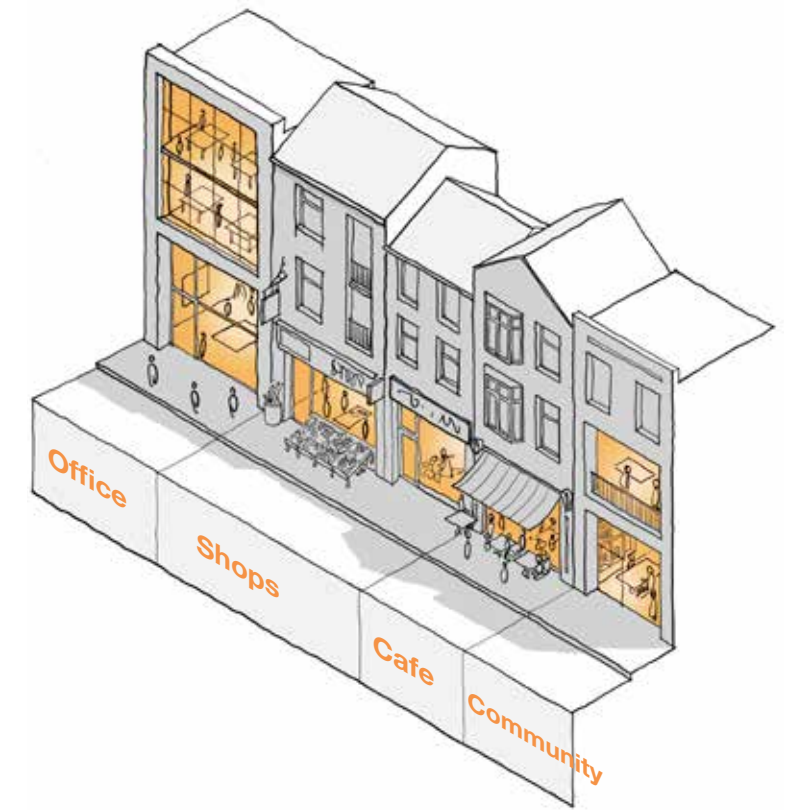


Figure CC.54. Mixes of uses in City Centre area. © NMDC



Figure CC.55. Higher ceiling at the ground floor



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



Figure CC.57. Mixed-use redevelopment

### CC6.3 Mix of Housing

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

A minimum of 28% must be affordable housing.

Developments should contain a mix of housing sizes and types.

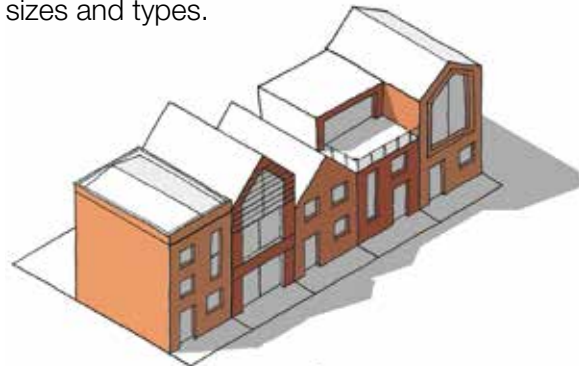


Figure CC.59. Mix of housing types © NMDC



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

### CC6.4 Active Frontage

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

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

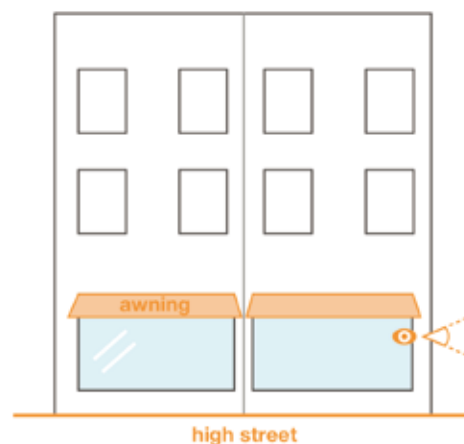


Figure CC.61. Glazing at the ground floor of active frontages.

### CC6.5 Shopfront Design

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

Where new signage is proposed, these should be in proportion to the shopfront and main building and reflect the materials of the original building. New signage must not overlap moulding details or cornices. Poor quality shopfronts that harm the

character of the area and provide an unattractive environment for visitors will not be acceptable, this often comes in the form of overly large plastic fascia boards. Examples of poor-quality and high-quality shop fronts are shown in Figure 65.

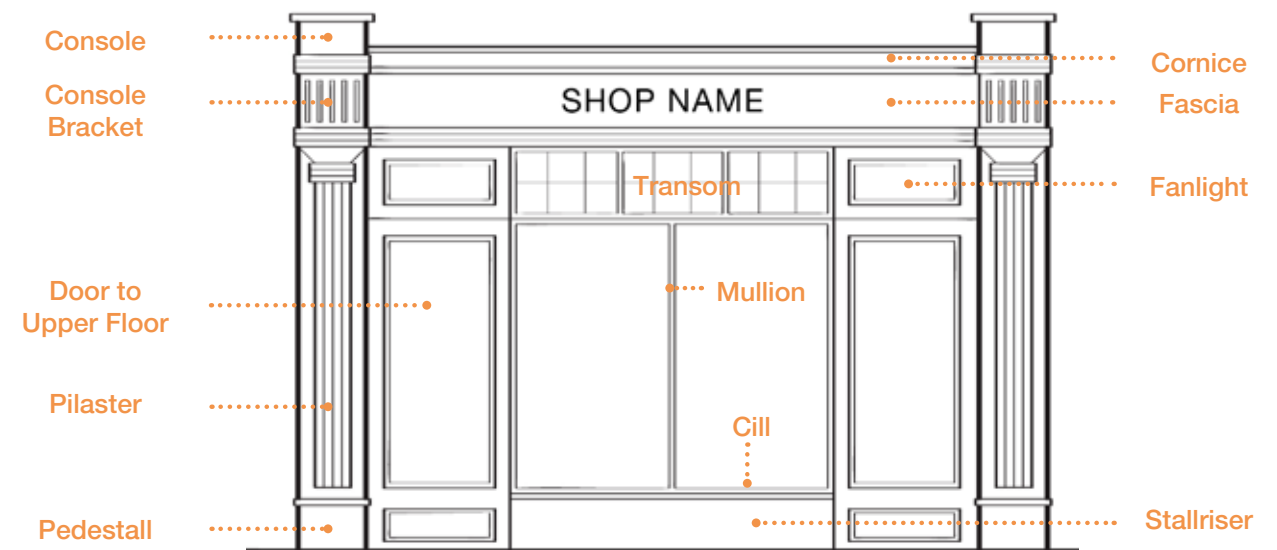


Figure CC.62. Elements of traditional shopfront facade



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

7. Homes and Buildings

CC7.1 Space Standards

All new homes should conform to the Nationally Described Space Standards and be accessible.

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

As per the Nationally Described Space Standards:

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

Figure CC.65. Nationally Described Space Standards

CC7.2 Lighting, Noise and Privacy

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

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

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

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

CC7.3 Private outdoor space

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

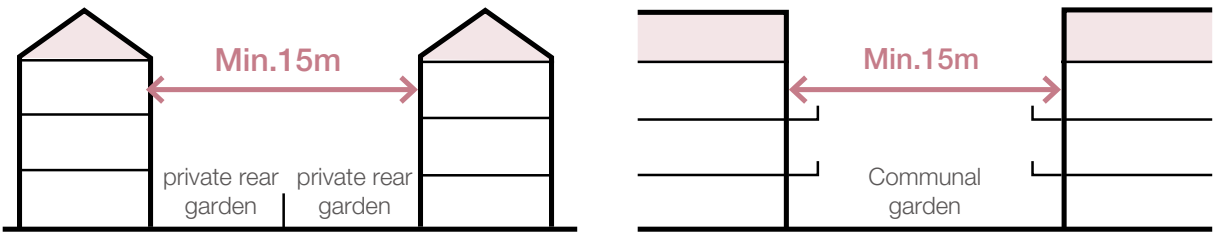


Figure CC.64. Separation distance between rear facing windows

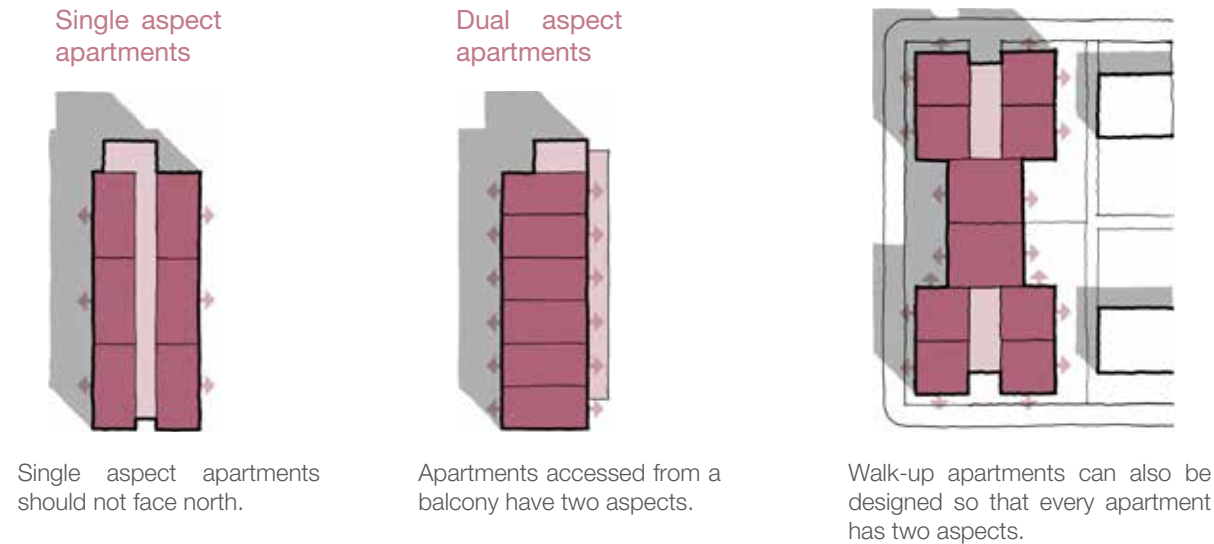


Figure CC.66. Dual aspect apartments are encouraged in future development for optimum light and ventilation. © NMDC

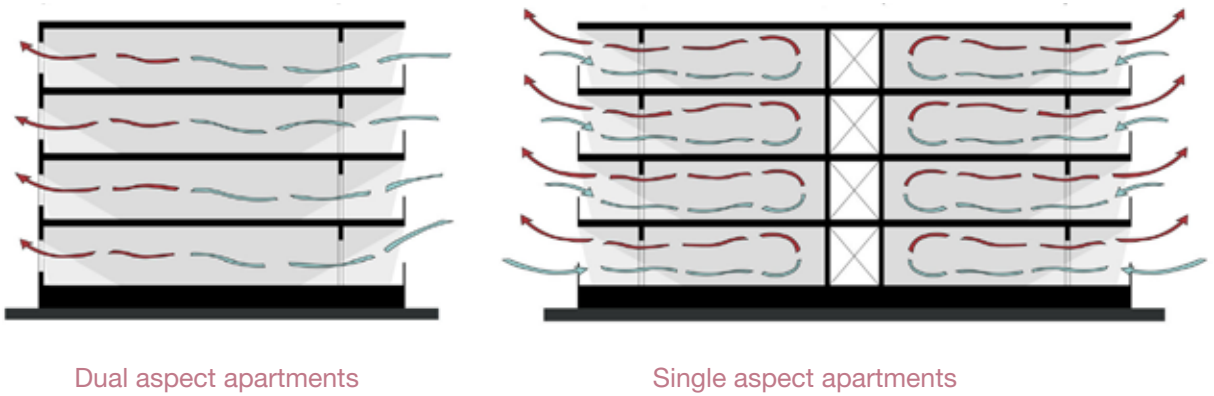


Figure CC.67. Ventilation through single aspect & double aspect apartments



Figure CC.68. Some examples of typical apartment layout

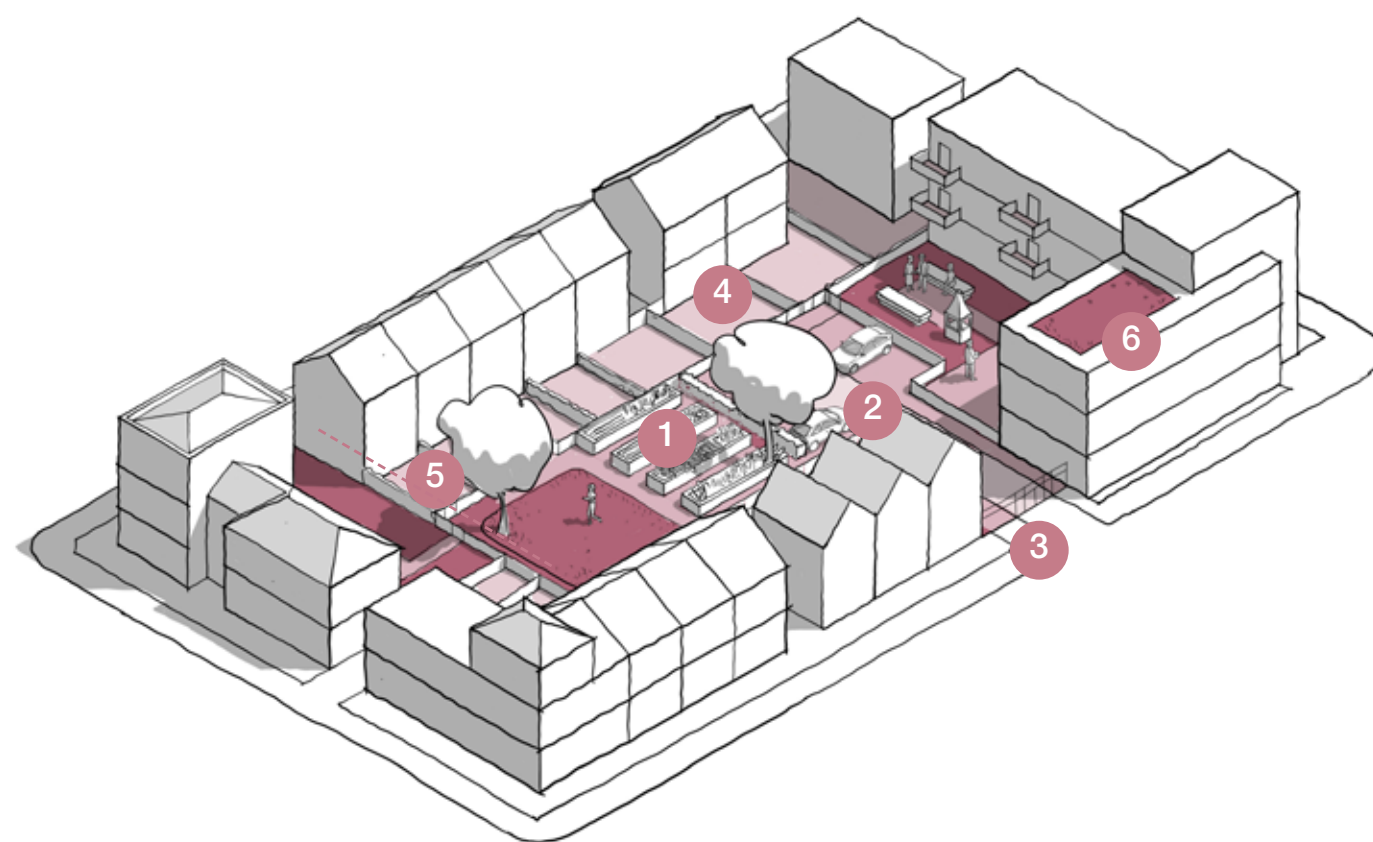


Figure CC.69. Residential communal space should receive natural light, be screened from parking areas and be accessible and inclusive to all users. © NMDC

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



Figure CC.70. Apartments with communal garden

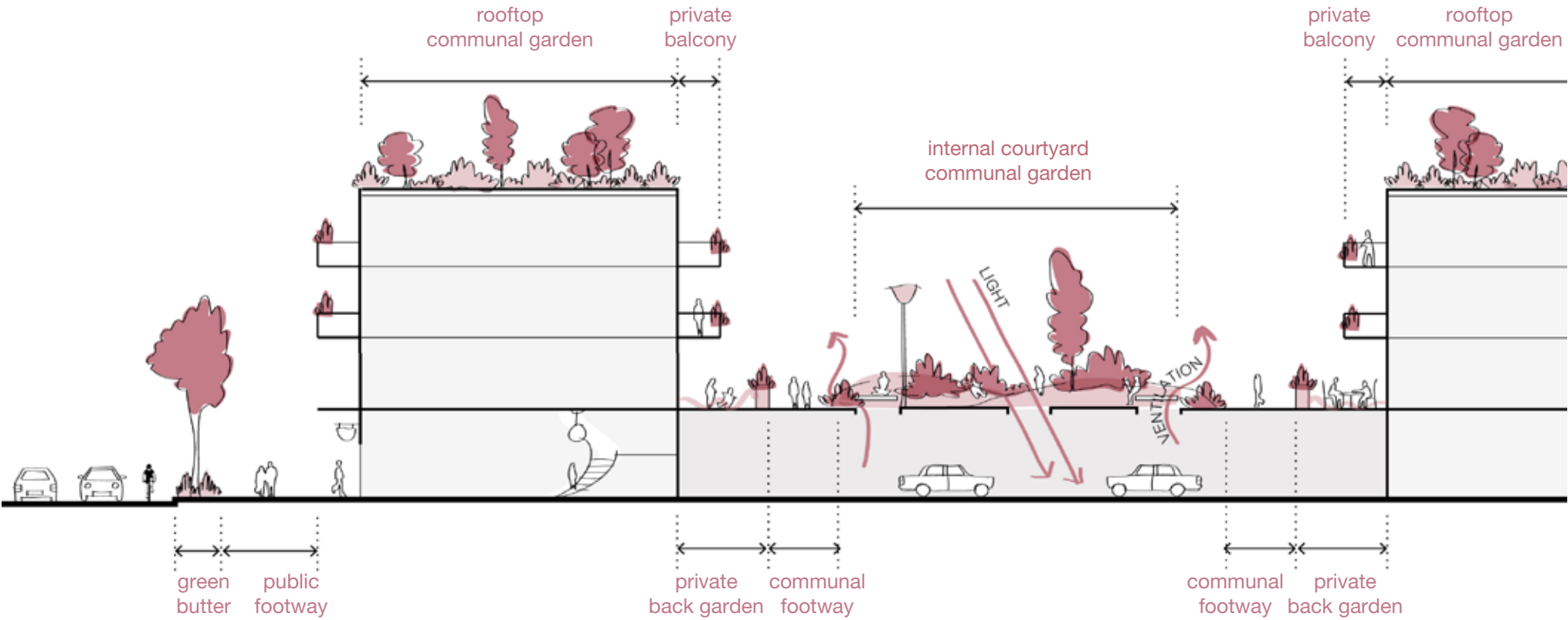


Figure CC.71. Typical section for residential communal space in apartment blocks



Figure CC.74. Interfaced landscape in courtyard communal gardens

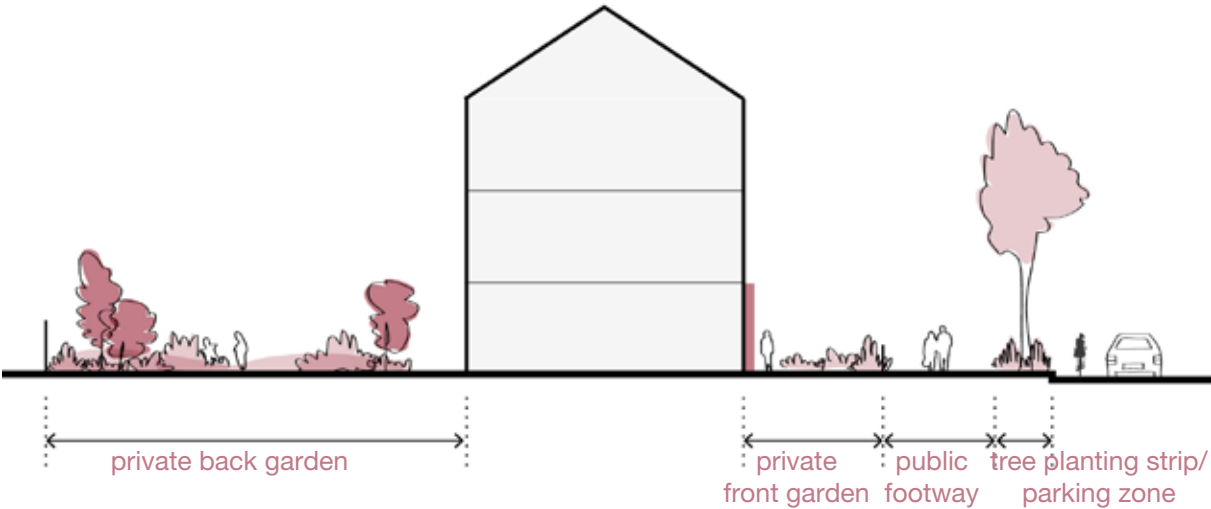


Figure CC.72. Typical section for private gardens in houses



Figure CC.73. Interfaced landscape in front gardens

### CC7.4 Security

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



Figure CC.75. Effectively placed security cameras.



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

### SU7.5 Inclusive Design & Adaptability

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



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



## 8. Resources

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

### CC8.1 Energy Efficiency

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

### CC8.2 Environmental Performance

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

### CC8.3 Sustainable Retrofit

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

Sustainable retrofitting improvements should follow an 'energy hierarchy':

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

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

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

### CC8.4 Passive design strategies

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

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

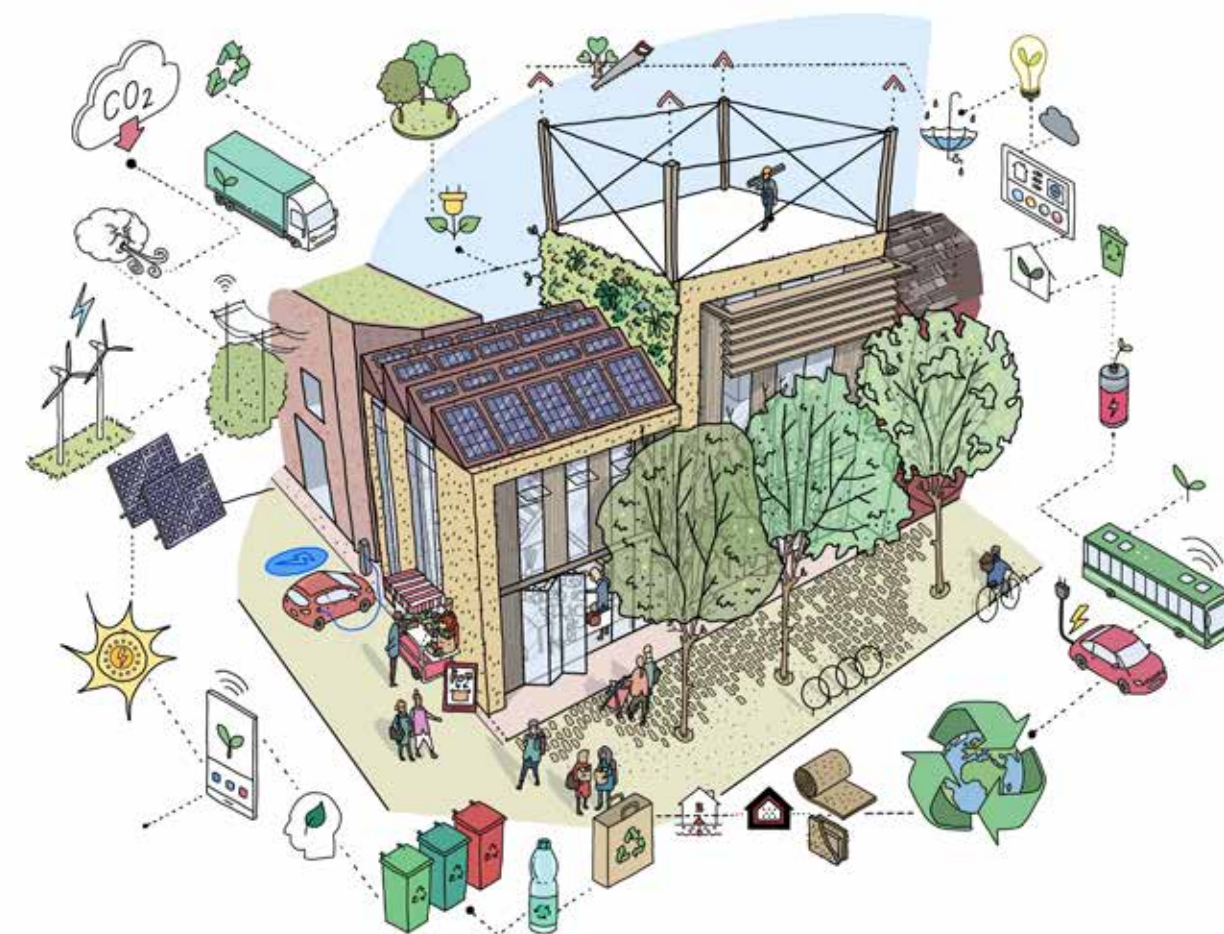


Figure CC.78. Sustainable approach to development

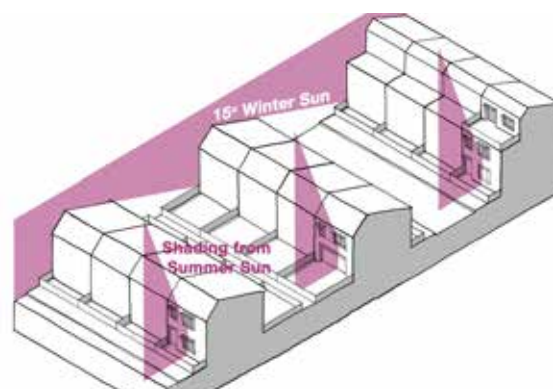


Figure CC.79. Passive design and orientation.  
© NMDC



Figure CC.80. Ground & Air Source Heat Pumps



Figure CC.81. EV charging point at home



Figure CC.82. Solar Photovoltaic Panels

CC8.5 Renewable Energy

Air Source Heat Pumps

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

EV Charging Points

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

Photovoltaic systems

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

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

External Wall Insulation

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

CC8.6 Circular economy thinking

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

CC8.7 Whole life carbon approach

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

**Energy networks:**  
Linking renewable energy sources to local heat and power networks.

**Solar PV panels:**  
Using south-facing roofs. PV Panels should be avoided where they impact on heritage assets.

**Waste recycling:**  
Communal bins with underground storage.

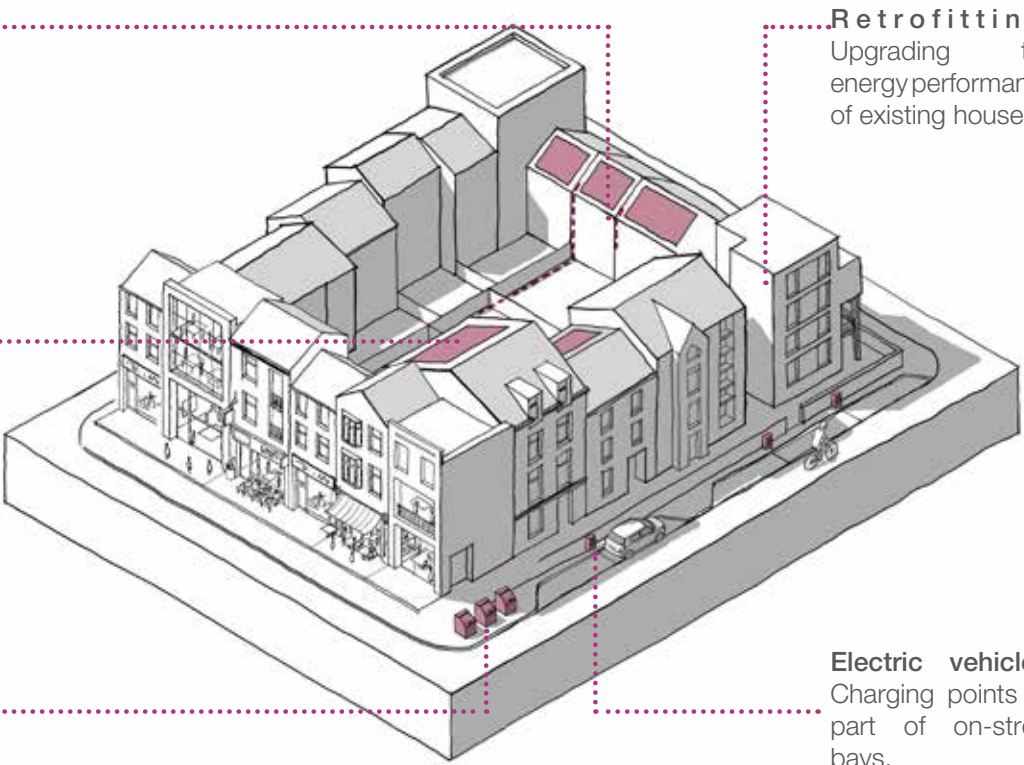


Figure CC.83. Low carbon low energy neighbourhood networks

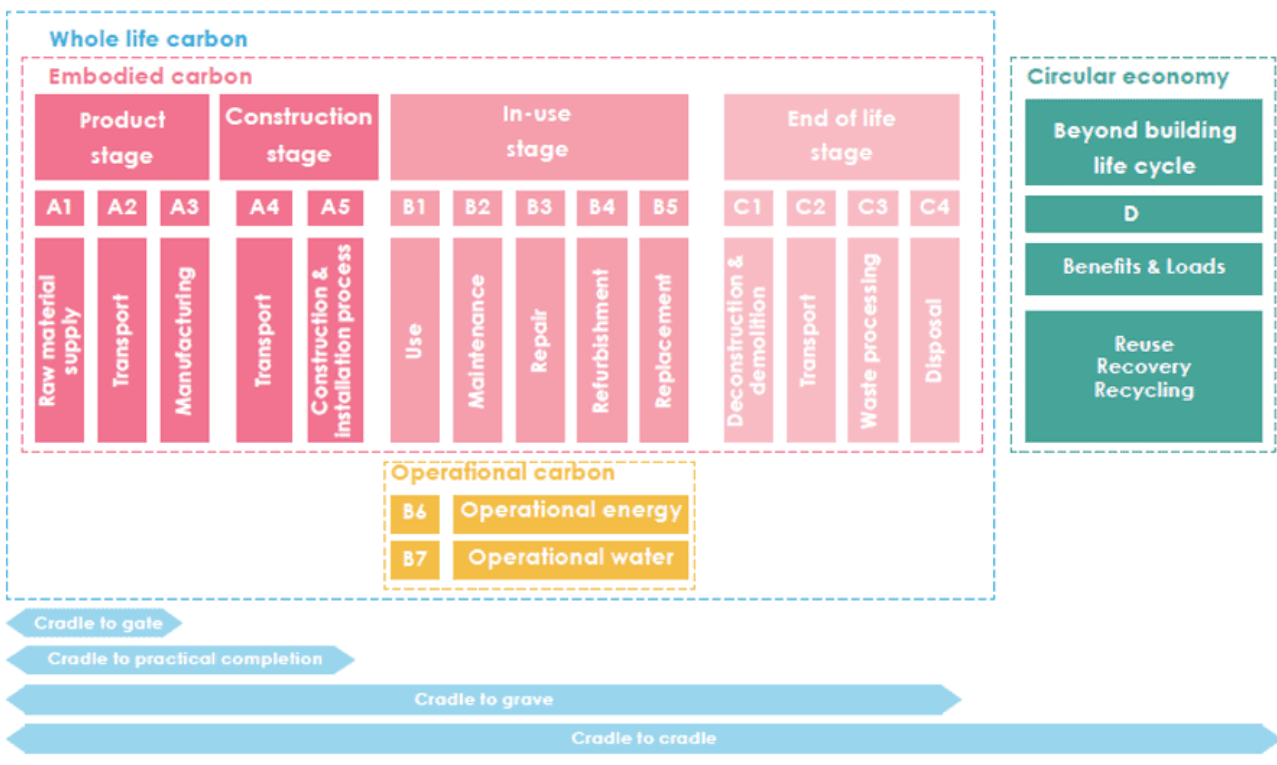


Figure CC.84. The EN 15978 system boundaries, demonstrating the stages constituting a whole life carbon assessment (source: LETI Embodied Carbon Primer)

9. Lifespan

CC9.1 Adoption Standards

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

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

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

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

CC9.2 Innovation and Future Proofing

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

CC9.3 Public Consultation

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

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

CC9.4 Quality of Life

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

CC9.5 Management of Neighbourhood

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

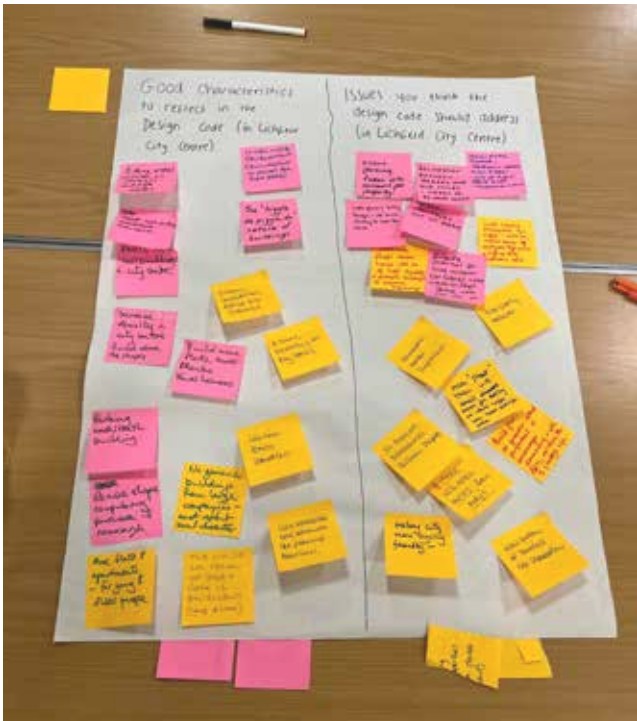


Figure CC.85. Community engagement in Lichfield