

Appendix B

**Lichfield District Council
Schedule of all Proposed Main Modifications
to the Local Plan: Strategy
December 2014**

Modification No.	Document Page no.	Policy / paragraph	Modified text (deleted text shown as struck through , additional text shown in bold and LDC comments <i>in italics</i>)
MM1	27	4.5	<p><i>Inclusion of the following new paragraph (new para 4.6) after para 4.5: Following discussions falling under the Duty to Co-operate Lichfield District Council recognises that evidence is emerging to indicate that Birmingham will not be able to accommodate the whole of its new housing requirements for 2011-31 within its administrative boundary and that some provision will need to be made in adjoining areas to help meet Birmingham's needs. A similar situation applies, albeit on a lesser scale, in relation to Tamworth. Lichfield District Council will work collaboratively with Birmingham, Tamworth and other authorities and with the GBSLEP to establish, objectively, the level of long term growth through a joint commissioning of a further housing assessment and work to establish the scale and distribution of any emerging housing shortfall. In the event that the work identifies that further provision is needed in Lichfield District, an early review or partial review of the Lichfield District Local plan will be brought forward to address this matter. Should the matter result in a small scale and more localised issue directly in relation to Tamworth then this will be dealt with through the Local Plan Allocations document.</i></p>
MM2	24, 50, 52, 115	CP1, CP6, 8.2, Policy Rural 1	<p><i>Express housing requirement as a minimum</i></p>
MM3	38 / 39	SC2, Map 5.1	<p><i>Last para: A maximum of six large scale wind turbines will be considered within the District to 2020, having regard to the sites identified as having the greatest opportunity for wind energy development shown on the Policies Map. In addition to the criteria set out above, opportunities for wind energy developments will be assessed on the following basis:</i></p> <p><i>Remove Map 5.1 from Plan</i></p>

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MM4	51	CP6	<p><i>Delete delivery timescales column relating to SDA and BDL Tables contained within Policy CP6.</i></p> <p><i>Para after BDL Table: Early release of the Strategic Development Allocations and Broad Development Location will be considered where there is a need to maintain a rolling 5 year supply of housing</i></p>														
MM5	159-160	Para C.11 and Table C1	<p>Phasing Assumed Delivery</p> <p><i>Para C.11: Completions projected: 2015-2020 Assumed delivery of homes: 2015-2019</i></p> <p><i>Replace table C1 with the following:</i></p> <table border="1"> <thead> <tr> <th>Year</th> <th>2015/6</th> <th>2016/7</th> <th>2017/8</th> <th>2018/9</th> </tr> </thead> <tbody> <tr> <td>Approx completions</td> <td>75</td> <td>150</td> <td>150</td> <td>75</td> </tr> </tbody> </table>	Year	2015/6	2016/7	2017/8	2018/9	Approx completions	75	150	150	75				
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MM6	166	Para D.9 and Table D1	<p>Phasing Assumed Delivery</p> <p><i>Para D.9: Completions projected: 2019-2027 Assumed delivery of homes: 2015-2021</i></p> <p><i>Replace table D1 with the following:</i></p> <table border="1"> <thead> <tr> <th>Year</th> <th>2015 / 16</th> <th>2016 / 17</th> <th>2017 / 18</th> <th>2018 / 19</th> <th>2019 / 20</th> <th>2020 / 21</th> </tr> </thead> <tbody> <tr> <td>Approx completions</td> <td>75</td> <td>150</td> <td>150</td> <td>150</td> <td>150</td> <td>75</td> </tr> </tbody> </table>	Year	2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20	2020 / 21	Approx completions	75	150	150	150	150	75
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MM7	182	Para G.10 and Table G1	<p>Phasing Assumed Delivery</p> <p>Para G.10: Completions projected: 2010-2028 Assumed delivery of homes: 2010-2029</p> <p><i>Replace table G1 with the following:</i></p> <table border="1"> <thead> <tr> <th>Year</th> <th>2010/1</th> <th>2011/1</th> <th>2012/1</th> <th>2013/1</th> <th>2014 /</th> <th>2015/1</th> <th>2016/1</th> <th>2017/1</th> </tr> </thead> <tbody> <tr> <td></td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>15</td> <td>6</td> <td>7</td> <td>8</td> </tr> <tr> <td>Approx completions</td> <td>42</td> <td>76</td> <td>153</td> <td>150</td> <td>175</td> <td>55</td> <td>25</td> <td>5</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Year</th> <th>2024 /</th> <th>2025</th> <th>2026 /</th> <th>2027 /</th> <th>2028 /</th> </tr> </thead> <tbody> <tr> <td></td> <td>25</td> <td>/26</td> <td>27</td> <td>28</td> <td>29</td> </tr> <tr> <td>Approx completions</td> <td>50</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> </tr> </tbody> </table>	Year	2010/1	2011/1	2012/1	2013/1	2014 /	2015/1	2016/1	2017/1		1	2	3	4	15	6	7	8	Approx completions	42	76	153	150	175	55	25	5	Year	2024 /	2025	2026 /	2027 /	2028 /		25	/26	27	28	29	Approx completions	50	100	100	100	100
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MM8	177	Para F.10 and Table F1	<p>Phasing Assumed Delivery</p> <p>Para F.10: Completions projected: 2015-2021 Assumed delivery of homes: 2015-2020</p> <p><i>Replace table F1 with the following:</i></p> <table border="1"> <thead> <tr> <th>Year</th> <th>2015/</th> <th>2016/</th> <th>2017/</th> <th>2018</th> <th>2019 /</th> </tr> </thead> <tbody> <tr> <td></td> <td>16</td> <td>17</td> <td>18</td> <td>/19</td> <td>20</td> </tr> <tr> <td>Approx completions</td> <td>50</td> <td>100</td> <td>100</td> <td>100</td> <td>25</td> </tr> </tbody> </table>	Year	2015/	2016/	2017/	2018	2019 /		16	17	18	/19	20	Approx completions	50	100	100	100	25																											
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MM9	85-86	NR7, 11.26, 11.27, 11.28	<p><i>Policy NR7 to be reworded to read:</i></p> <p>Before development will only be is permitted where it can must be demonstrated that alone or in combination with other development it will not be likely to lead directly or indirectly to have an adverse effect whether direct or indirect upon the integrity of the Cannock Chase Special Area of Conservation (SAC) having regard to avoidance or mitigation measures.</p>																																													

Modification No.	Document Page no.	Policy / paragraph	Modified text (deleted text shown as struck through , additional text shown in bold and LDC comments <i>in italics</i>)
			<p>In particular, all any development that results in a net increase of 10 in dwellings within the zone of influence around a 15km radius of any boundary of Cannock Chase SAC (as identified by current evidence and subject to further research as shown on the Policies Map) is likely will be deemed to have an adverse impact upon the Cannock Chase SAC and therefore unless or until suitable satisfactory avoidance and/or mitigation measures have been secured.</p> <p>The ongoing work by relevant partner authorities will develop a Mitigation and Implementation Strategy. This may include contributions to habitat management; access management and visitor infrastructure; publicity, education and awareness raising; provision of additional recreational space within development sites where they can be accommodated and contributions towards off-site alternative recreational space where they cannot; and measures to encourage sustainable travel. will be required. Work to outline the pressures on the SAC has identified damage is currently caused by recreation and visitor pressure. Mitigation of these effects is influenced by habitat management; access management and visitor infrastructure; publicity, education and awareness raising; and provision of suitable alternative natural green recreational space. Any alternative recreational space should be of suitable character and visitor experience to realistically provide an alternative to the natural habitat experience provided by the SAC and should be provided, wherever possible, within development sites. Where on-site provision is not possible, delivery of off-site alternative recreational space of suitable character and visitor experience which is accessible to the development, may be considered suitable mitigation.</p> <p>The effective avoidance and/or mitigation of any identified adverse affects must be demonstrated and secured prior to approval of the development and on-going monitoring of impact on the SAC will be required. Development proposals outside the identified zone of influence may be required to demonstrate that they will have no adverse affect on the integrity of the SAC.</p> <p>Explanation</p> <p>11.26 Lichfield District Council has worked jointly with Staffordshire County Council, Cannock Chase District Council, South Staffordshire District Council, Stafford Borough Council, East Staffordshire District Council,</p>

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			<p>Birmingham and the Black Country Authorities on an Appropriate Assessment in relation to Cannock Chase SAC (as per the Habitats Directive 92/43/EEC). The Appropriate Assessment highlights the likely increase in such pressures as a result of population growth in the District (including potential increases in road traffic air pollution) and the need to provide additional recreation spaces alongside other mitigation measures e.g. contributions to positive habitat management. However, there are unlikely to be any significant impacts arising from increased water use and abstraction in the District. An updated one year visitor survey took place from September 2010 to Summer 2011 using a number of recommended survey methods. The analysis and recommendations in the report will form the basis for continuing discussions between the partners on development of a Mitigation and Implementation Strategy. Through implementation of the Cannock Chase Visitor Impact Management Strategy, subsequent reviews and relevant policies in the relevant core strategies Local Plans, supported by a Mitigation and Implementation Strategy, suitable mitigation measures will be introduced put in place, including the delivery of Suitable Alternative Natural Greenspace (SANGs), to overcome possible adverse impacts affecting on the integrity of the SAC and the need to encourage sustainable travel to support a reduction in nitrogen emissions.</p> <p>11.27 Cross-boundary working will be supported in order to ensure strategic sites, such as the AONB and Cannock Chase SAC, are protected and enhanced. Cannock Chase SAC lies entirely within the Cannock Chase AONB. Implementation of the Visitor Impact Management Strategy for Cannock Chase SAC requires the provision of additional recreation space within the zone of influence of the SAC and such measures will be progressed on a cross-boundary basis. Options to increase the attractiveness of existing 'honey pots' including Chasewater Country Park and the National Forest, which have a draw beyond the District boundary will be explored through environmental capacity testing and new opportunities, such as mineral restoration within the Central Rivers Initiative area, will be positively explored to provide new recreational facilities. Dependent upon the accessibility and location of the proposed development. The unique visitor experience offered by the SAC, it is acknowledged, would be difficult to re-create however the recreational offer for dog walking or mountain biking etc may be able to be provided through provision of additional natural greenspace of sufficient scale elsewhere which reduces the impact arising from development on the SAC, especially when combined with mitigation works to the SAC, the potential to combine these requirements with the linked corridors and multi-functional greenspaces to contribute to the achievement of open space standards should be considered. The District Council would need to be satisfied of the longevity of alternative provision of natural greenspace as</p>

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			<p>providing a permanent solution.</p> <p>11.28 The Appropriate Assessment which has been undertaken is to enable delivery of the spatial strategy for Lichfield District. Other matters which may arise through the life of the plan period and development which currently lies beyond the zone of influence a 15km radius of any boundary of the Cannock Chase SAC may require further assessment in order to meet the requirements of the Habitat Regulations.</p>
MM10	6, 18, 23, 24, 25, 27, 29, 43, 50, 51, 52, 53, 56, 59, 63, 70, 97, 99, 100, 101, 103, 111, 112, 115, 118 & 125	1.13, 1.14, 3.1, Vision, 4.1, Core Policy 1, 4.3, 4.15, 6.6, 8.1, Core Policy 6, 8.2, 8.8, Policy H1, 8.16, Core Policy 7, 9.19, 10.9, Vision for Lichfield City, Policy Lichfield 3, 13.8, Policy Lichfield 4, Policy Lichfield 5, Policy Lichfield 6, Policy Burntwood 4,	<i>Change Local Plan period from 2008-2028 to 2008-2029</i>

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		Policy Burntwood 5, Policy North of Tamworth, Policy East of Rugeley, Policy Frad4, Appendix B, Glossary					
MM11	24, 29, 50, 52, 56, 154	Core Policy 1, 4.13, Core Policy 6, 8.2, 8.15, Appendix B	<p><i>Amend Housing Requirement to a minimum of 10,030 for the Plan Period 2008-2029. This equates to an amended average annual housing requirement of 478.</i></p> <p><i>(Revised Housing Trajectory is set out at Appendix 1 of this schedule)</i></p>				
MM12	23, 50, 105	Core Policy 6, Map 4.1, Map 13.2	<p><i>Core Policy 6: Identification of new Strategic Development Allocation:</i></p> <p>Strategic Development Allocations:</p> <table border="1"> <thead> <tr> <th>Location</th> <th>Number of Homes</th> </tr> </thead> <tbody> <tr> <td>South of Lichfield: Cricket Lane</td> <td>450</td> </tr> </tbody> </table> <p><i>(Identification of the South of Lichfield: Cricket Lane SDA on the Key Diagram and Lichfield Key Diagram)</i></p>	Location	Number of Homes	South of Lichfield: Cricket Lane	450
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MM13	23, 50, 105	Core Policy 6, Map 4.1, Map 13.2	<p><i>Core Policy 6: Identification of new Strategic Development Allocation:</i></p> <p>Strategic Development Allocations:</p> <table border="1"> <thead> <tr> <th>Location</th> <th>Number of Homes</th> </tr> </thead> <tbody> <tr> <td>South of Lichfield: Deans Slade Farm</td> <td>450</td> </tr> </tbody> </table> <p><i>(Identification of the South of Lichfield: Deans Slade Farm SDA on the Key Diagram and Lichfield Key Diagram)</i></p>	Location	Number of Homes	South of Lichfield: Deans Slade Farm	450
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MM14	50	Core Policy 6	<p><i>Core Policy 6: Amendment to Fradley Strategic Development Allocation:</i></p> <p>Strategic Development Allocations:</p> <table border="1"> <thead> <tr> <th>Location</th> <th>Number of Homes</th> </tr> </thead> <tbody> <tr> <td>Fradley</td> <td>4,000 1,250</td> </tr> </tbody> </table>	Location	Number of Homes	Fradley	4,000 1,250
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MM15	103	Policy Lichfield 6: South of Lichfield	<p><i>Policy Lichfield 6:</i></p> <p>Within the allocations identified south of Lichfield City, a sustainable, safe, well designed mixed use development to provide of up to 450 approximately 1,350 dwellings will be delivered by 2028 2029 in line with the concept statements at Appendix Appendices C, H and I and including:</p> <ol style="list-style-type: none"> 1. A range of housing in accordance with Development Management Policies H1 and H2; 2. Neighbourhood facilities including a community hubs to incorporate a one provision for two new one form entry primary schools, community halls, small scale convenience retail provision; 3. Provision of approximately 12 hectares of employment development within the Cricket Lane Strategic Development Allocation; 4. Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments; 5. Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6; 6. Integration of the route for a restored Lichfield Canal into an integrated open space and green infrastructure network; 7. Protection of local areas and habitats of biological interest; 8. The provision of public transport to serve the site: all development should be within 350m of a bus stop and should also promote smarter travel choices; 9. The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the settlements, services and facilities beyond the site boundaries including linkages to the existing Public Rights of Way network; 10. The To improve access to the sites through the completion of the Lichfield Southern Bypass as the 				

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			<p>primary source of access. The road network within the site will accord with the 'Manual for Streets';</p> <ol style="list-style-type: none"> 11. The provision and maintenance of sustainable drainage systems and flood mitigation measures; 12. Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure; 13. The incorporation of public art; 14. Mitigation for the impacts of the adjacent railway line; and 15. Adherence to all other policies in the Local Plan.
MM16	125	Policy Frad4	<p><i>Policy Frad4:</i></p> <p>Fradley will play a significant role in meeting rural housing need by providing growth of around 4,000 1,250 new dwellings, including on brownfield land located between the Coventry Canal and Halifax Avenue. In total 44 12% of the District's housing growth to 2028 2029 (around 4,000 1,250 dwellings) will be accommodated within a Strategic Development Allocation. Development will be focused on the former airfield, utilising current brownfield land, along with further housing development accommodated on land to the north of the Coventry Canal and on land north of Hay End Lane and west of Old Hall Lane.</p> <p>New development will provide a housing mix to reflect local housing need, especially providing smaller 1 and 2 bedroom properties for first time buyers and to meet the housing needs of an ageing population. The housing mix will also include an appropriate level of affordable housing.</p>
MM17	125	Policy Frad3	<p><i>Policy Frad3:</i></p> <p>Fradley will remain as a major focus for employment through the implementation of existing commitments and redevelopment. Smaller units and 'incubator' employment units will also be encouraged within Fradley, particularly on current brownfield land south of the Coventry Canal and East of Gorse Lane, within the Strategic Development Allocation. Support will be given to proposals for a Lorry Park within or close to Fradley Park.</p>
MM18	59 & 99	Core Policy 7, Policy Lichfield 3	<p><i>Core Policy 7 – First bullet point</i></p> <p>79.1 hectares of land will be allocated for employment uses, including approximately 12 hectares within the</p>

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			<p>Cricket Lane SDA, informed by the employment portfolio as shown within the Employment Land Review. Around 10 additional hectares of land will be defined by the Local Plan Allocations document to ensure flexibility of provision to serve Lichfield City.</p> <p><i>Policy Lichfield 3:</i></p> <p>Lichfield City will be the focus for new employment, office, leisure and shopping development. New employment uses will be focused on the Burton Old Road / Streethay area, close to existing employment sites, around Trent Valley Station and, within smaller estates in the south of the city and within the South of Lichfield (Cricket Lane) Strategic Development Allocation. Office development within the city centre is encouraged, but due to the historic core there is limited capacity.</p>
MM19	23, 25, 26, 29	Core Policy 1, para 4.15, Map 4.1	<p><i>Core Policy 1 (paras. 13 and 14):</i></p> <p>The important role of the Green Belt will be recognised and protected, with the majority of new development being channelled towards the most sustainable urban areas of Lichfield and Burntwood, parts of which are inset within bounded by the Green Belt.</p> <p>Detailed Changes to the Green Belt boundary will be made around the southern edge of Lichfield city urban area to meet longer term strategic development needs. beyond 2028 will be considered through the local Plan allocations document. The Cricket Lane SDA and the built element of the Deans Slade Farm SDA will be removed from the Green Belt. The Deans Slade Farm SDA will include a country park to the south of the site where the contours of the land begin to rise, and the Green Belt will be realigned to reflect this new, clear and defensible boundary, retaining the open space within the Green Belt. Longer-term development needs beyond 2029 will be considered through the Local Plan Allocations document.</p> <p>Minor Changes to Green Belt boundaries that do not have a fundamental impact on the overall strategy may be appropriate for all settlements within the Green Belt, with the precise boundaries of these changes being determined through the local plan Allocations document. or through a Neighbourhood Plan.</p>

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			<p><i>Para. 4.15:</i></p> <p>The important role of the Green Belt is recognised, and there are no pressures to release land from the Green Belt for major development proposals as part of our whilst the Spatial Strategy seeks to minimise impact upon the Green Belt, this has to be considered in the light of a range of options including the need to locate development to the most sustainable settlements where there is easy access to a range of existing services and facilities and supporting infrastructure. However Additionally, minor changes to Green Belt boundaries may be appropriate to meet local needs or aspirations and to facilitate local and neighbourhood planning in the future. A Strategic Green Belt review and a more detailed second stage Green Belt review forms part of the evidence base which will underpin policy options identified in the preparation of the Local Plan Allocations document as well as informing limited release of the Green Belt to the south of Lichfield City to accommodate essential growth in line with the evidence base. The NPPF also requires the consideration of whether the Green Belt boundary will remain appropriate to meet the District's needs beyond 2028 2029. The evidence suggests there will be a range of options to meet longer term needs but that these might need to include considering longer term growth for the City as it is the strategic centre for the District and its most sustainable settlement District which could potentially impact upon the Green Belt although not necessarily so.</p> <p><i>(Removal of parcels of land currently within the Green Belt to be identified on the Key Diagram)</i></p>																
MM20	51, 52, 101, 111, 118, 121	Table 8.1, 8.3, Policy Lichfield 4, 13.15, Policy Burntwood 4, 16.2, Policy East of Rugeley,	<p><i>Amend housing distribution and delivery to reflect MM12, MM13 and MM14 and updated Strategic Housing Land Availability Assessment</i></p> <p><i>Table 8.1:</i></p> <table border="1" data-bbox="647 1259 1944 1337"> <thead> <tr> <th data-bbox="647 1259 808 1337">Settlement</th> <th data-bbox="808 1259 978 1337">Sub Housing Market Area</th> <th data-bbox="978 1259 1162 1337">Completions 2008 – 2012 2013</th> <th data-bbox="1162 1259 1346 1337">Deliverable Urban Sites (2012—17)</th> <th data-bbox="1346 1259 1525 1337">Developable Urban Sites (2017—28)</th> <th data-bbox="1525 1259 1709 1337">Strategic Development Allocations/</th> <th data-bbox="1709 1259 1818 1337">Totals</th> <th data-bbox="1818 1259 1944 1337">Overall %</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Settlement	Sub Housing Market Area	Completions 2008 – 2012 2013	Deliverable Urban Sites (2012—17)	Developable Urban Sites (2017—28)	Strategic Development Allocations/	Totals	Overall %								
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		Policy Rural 1				2013-2018)	2018-2029)	Broad Allocations			
			Lichfield City	City of Lichfield	357 372 3932%	634 710 (4244%)	600 730 (4551%)	4,200 2,100 (2435%)	2,788 3,912	32% 38%	
			Burntwood	Burntwood	132 153 (4413%)	339 422 (2326%)	439 400 (3228%)	375 (76%)	4,276 1,350	44% 13%	
			East of Rugeley	Lichfield District North	118 271 (1323%)	0 (0%)	0 (0%)	4,012 859 (2014%)	1,130	13% 11%	
			North of Tamworth	Lichfield District South & East	0 (0%)	0 (0%)	0 (0%)	1,000 (2017%)	1,000	41% 10%	
			Fradley	Lichfield District North	314 377 (3432%)	532 485 (3530%)	306 300 (2321%)	4,000 1,250 (2021%)	4,016 1,259	12%	
			Armitage with Handsacre	Lichfield District South & East				Approx. 440 (97%) (to be considered through Local Plan: Allocations & Community Led Plans)	4,152	18%	
			Alrewas						1,592	16%	
			Fazeley						1,153 –		
			Shenstone						1,593		
			Whittington								
			Other Rural	Lichfield District North, South & East				Additional to be considered through Community Led Plans			
			Approx. Total:		924 1,173	1,502 1,617	1,336 1,430	4,607 – 5,027 5,584 – 6,024	8,366 – 8,806 9,804 – 10,244	100%	
MM21	26	Table 4.1 (Proposed Settlement	Table 4.1:								
			Area	Hierarchy		Residential		Employment		Centres	

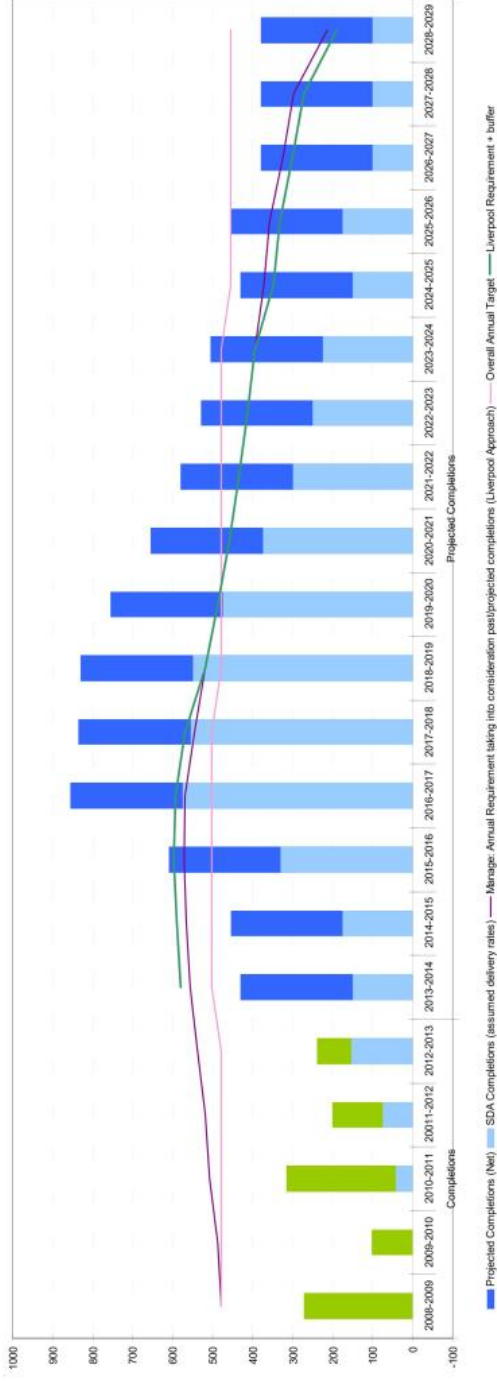
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		Hierarchy)	Lichfield	Strategic Centre	Approx. 32 38 % of housing (2,775) including Strategic Development (SDAs) to South of Lichfield and E. of Lichfield (Streethay)	Employment through implementation of existing commitments and redevelopment. Cricket Lane SDA to deliver approx. 12 hectares of employment development.	Major growth in town/City Centre uses: Limit of 36,000m2 gross additional retail within City Centre A target of 30,000m2 office provision within City Centre Focus for District's leisure activities
			Burntwood	Other Large Centre	Approx. 45 13 % of housing (1,275) including Strategic Allocation (SDA) to E. of Burntwood Bypass	Employment through implementation of existing commitments and redevelopment Release of poor quality employment sites from the employment land portfolio	Town centre uses to meet local needs: Limit of 14,000m2 gross additional retail within Town Centre Up to 5,000m2 office provision within Town Centre
			Rugeley	Neighbouring Town	Approx. 42 11 % of housing (1,125) focused to the East	Employment through implementation of	Not covered within Lichfield District Local Plan

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					of Rugeley on brownfield land, including Strategic Development Allocation (SDA)	existing commitments	
			Tamworth	Neighbouring Town	Approx. 4210% of housing (1,000) focused to the north of Anker Valley within a Broad Development Location	Not covered within Lichfield District Local Plan	Not covered within Lichfield District Local Plan
			Fradley	Key Rural Settlements	Approx. 12% of housing (1,000) including Strategic Development Allocation (SDA) focused on former airfield	Focus for rural employment creation. Employment through implementation of existing commitments at Fradley and redevelopment Release of poor quality employment sites from the employment land portfolio	Retention of local services and facilities to meet needs of local population and smaller outlying villages
		Fazeley	Other Rural		Approx. 4216% of housing (1,025) including 440 yet to be allocated between the key rural settlements within the Local Plan: Allocations Approx. 6% of housing (500)		
		Shenstone					
		Armitage with Handsacre					
		Whittington					
		Alrewas					
		Clifton Campville; Colton; Drayton		Rural employment diversification	Look to key rural settlements for		

Modification No.	Document Page no.	Policy / paragraph	Modified text (deleted text shown as struck through , additional text shown in bold and LDC comments <i>in italics</i>)
			<p>Bassett; Edingale; Elford; Hamstall Ridware; Harlaston; Hill Ridware; Hopwas; Kings Bromley; Little Aston; Longdon; Stonnall; Upper Longdon; Wigginton</p> <p>Release of poor quality employment sites from the employment land portfolio</p> <p>local services and facilities</p>
MM22	-	-	<i>Inclusion of South of Lichfield: Deans Slade Farm SDA Concept Statement as a new Appendix (This is set out as Appendix 3 to this schedule)</i>
MM23	-	-	<i>Inclusion of South of Lichfield: Cricket Lane Concept Statement as a new Appendix (This is set out as Appendix 4 to this schedule)</i>
MM24	167	Appendix E	<i>Replacement of Fradley SDA Concept Statement (This is set out as Appendix 2 to this schedule)</i>
MM25	54 /55 / 57 Para 8.20	H2	<p><i>Policy H2: Provision of Affordable Homes (fourth and fifth bullet points)</i></p> <ul style="list-style-type: none"> In Lichfield City and Burntwood affordable housing will be required on housing developments for 15 or more developments or sites of 0.5ha or more in size and in accordance with nationally set thresholds Outside these two main urban areas, affordable housing will be required on housing developments for 5 or more dwellings or sites of 0.2ha or more in size in line with nationally set thresholds. <p>Para 8.20 Opportunities for housing development outside the urban areas of Lichfield and Burntwood are more reliant on smaller sites and infill development yet the levels of affordable housing need remain high. The affordable Housing Viability Assessment has concluded that with higher house prices in the rural areas, the size of the site does not unduly affect viability. This is reflected in the reduced rural threshold in line with nationally set criteria of 5 dwellings which gives greater scope to deliver affordable housing within the Lichfield District South & East and Lichfield District North sub housing market areas.</p>

Appendix 1: Revised Housing Trajectory (Proposed replacement Appendix B within Local Plan Strategy)

Appendix B Housing Trajectory



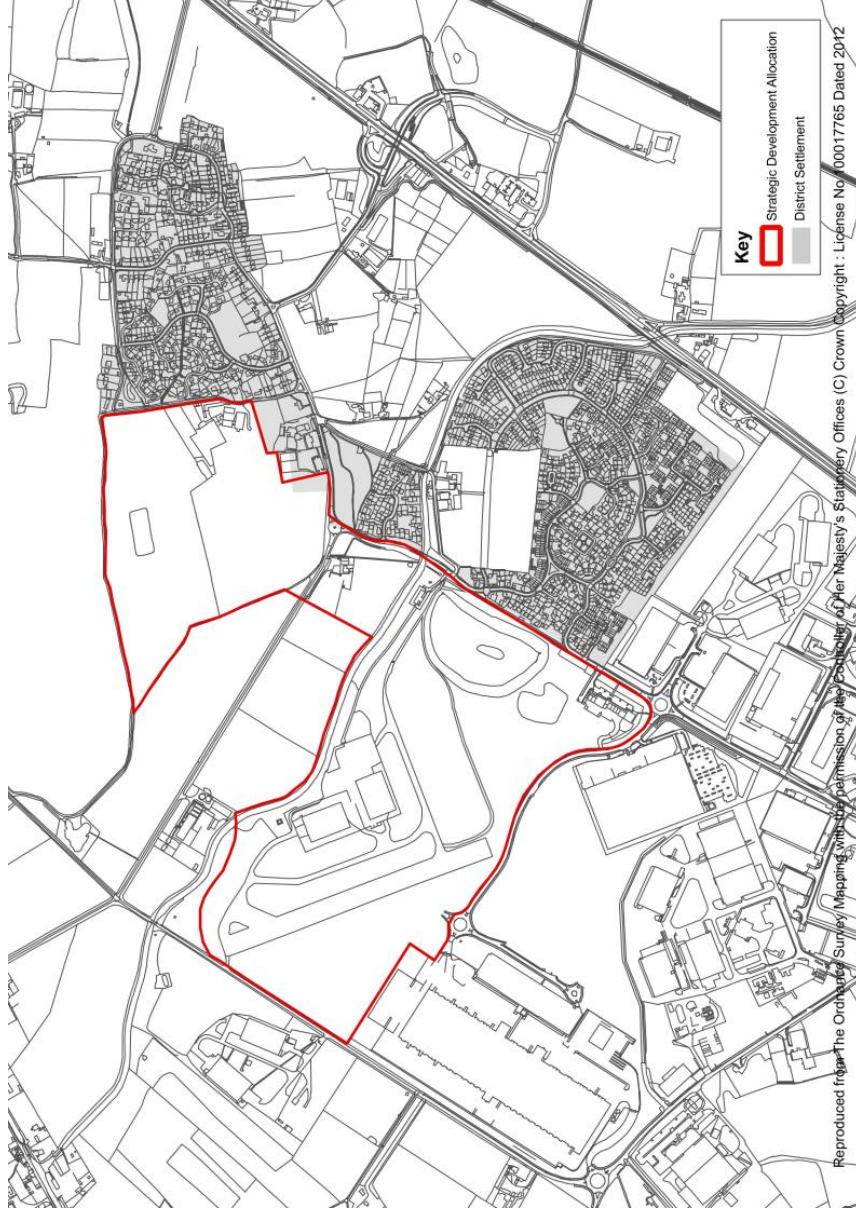
Appendix B Housing Trajectory

**Appendix 2: Replacement Fradley SDA Concept Statement (Proposed replacement
Appendix E within Local Plan Strategy)**

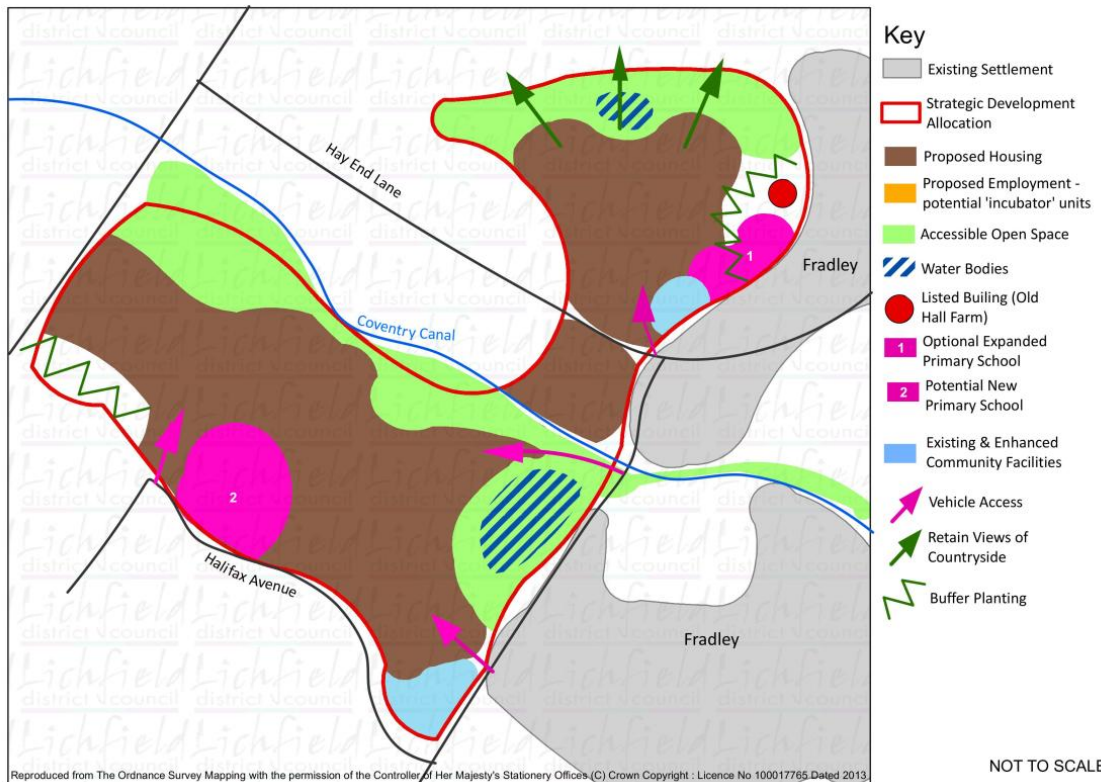
Appendix E Fradley SDA Concept Statement

E.1 Core Policy 6: Housing Delivery and Policy Frad4: Fradley Housing allocates Fradley Park as a site for a sustainable, well designed, mixed use development to provide approximately 1,250 dwellings, appropriate associated facilities including transport, social, green and physical infrastructure.

Map E.1 Fradley Strategic Development Allocation



Map E.2 Fradley Concept Diagram



Concept Rationale

E.2 Development at Fradley will place an emphasis on the physical and social integration of new development with existing neighbourhoods and settlements of Fradley Village and Fradley South. Proposals will seek to strengthen social and physical links between the two existing settlements and consolidate the settlements into one sustainable community. The use of sustainable travel modes by existing and new households to access local facilities and local service centres, and the importance of the landscape setting to determine the urban form and development composition is encouraged. The concept is founded on the need to accommodate a sizeable development designed and built according to the principles of sustainable development and good urban design. To achieve this the following elements are all considered fundamental to its success:

1. The extent of the Strategic Development Allocation (SDA) reflects the need to create one sustainable community at Fradley. Due regard should also be had to the close proximity of the existing Industrial Park, its associated traffic movement and disturbances.
2. The careful treatment of 'edges' to ensure an appropriate and successful transition between the built form and adjacent countryside. This should include the retention of existing quality hedgerows and significant trees within the development and to its edges. The configuration and relationship of development at the edge should create and where appropriate maintain attractive views to the countryside, as well as out from the countryside looking into the development, and should support access to the open countryside.
3. Particular care will be had to the treatment of the edge alongside the Canal and the impact on the nearby canal conservation area. Development shall be of a scale commensurate with this location and shall enhance the character and setting of the Canal network. Infrastructure

improvements to the canal adjacent to the proposed SDA shall be undertaken to improve pedestrian and cycle access at New Bridge and Fradley Bridge. Where necessary towpath upgrades and strengthening works to the canal bank will be made.

4. Provision of amenity green open space including play areas and formal sports pitches within the proposed SDA. Open space shall incorporate the existing balancing ponds and surrounding green space into the development for amenity use. The incorporation of Sustainable Drainage Systems (SuDS) within the development are considered essential. Consideration should be given to the sustainable management of both green open space and SuDS.
5. Provision of adequate facilities for primary school education to meet the needs of development. Any new or expanded education facility will include a nursery provision, and possibly a children's centre.
6. Improve the scope of services available at the existing Stirling Centre. Opportunities for library provision and health facilities will be encouraged, as well as a range of A1 and A3 uses.
7. Development should provide access and improved links for pedestrians and cyclists both within and through the development to facilitate and improve access to the countryside including Fradley Junction via and improved canal towpaths.
8. A well designed, convenient and fully integrated public transport strategy that will be attractive to users and link the SDA to the existing settlements of Fradley and Fradley South as well as surrounding villages and the service centres of Lichfield and Burton-on-Trent.
9. Innovative, sustainable design that maximises the opportunities to assist in the creation of a low carbon development. This could include provision of a Combined Heat and Power Plant to be used in conjunction with the adjacent Industrial Park, or through the utilisation of other renewable energy sources. In addition the impacts of climate change and how development will mitigate against its effects should be fully considered and the scheme designed accordingly. For example utilising the the principles of urban cooling or passive solar gain.
10. Design and layout of public transport routes/bus stops should be co-ordinated with, and consider links with, pedestrian/cycle routes, parks and open spaces and should be considered as part of the travel route network.

Fradley Concept Statement

E.3 This concept statement provides further details in support of Core Policy 6 and Policy Frad4 and should be used to guide future masterplans and development proposals for the Fradley SDA.

E.4 Strategic objectives for the site:

1. To create a cohesive place well integrated with the existing communities of Fradley and Fradley South, so as to create one sustainable settlement, which is characterised by the landscape setting and provides an attractive living environment for a wide range of household types and tenures.
2. To encourage walking or cycling to a wide range of on-site services and facilities through a well planned urban structure and built form and to increase the use of sustainable modes of travel, including suitably located public transport stops.
3. To ensure efficient public transport, walking and cycling modes are promoted alongside convenient road links for connections to Lichfield, Trent Valley Station and surrounding settlements. These will provide the community of Fradley with genuine travel choices.
4. To create a sustainable mixed community founded on good urban design principles and responsive to the effects of climate change.

Key Design Principles

E.5 A masterplan for the site will need to be produced in collaboration with the District Council, the Parish Council and other partners, which demonstrates how each individual parcel of land contributes to the overall co-ordination and development at Fradley. The District Council's objective is to combine and consolidate the existing, quite disparate and unconnected elements to deliver a cohesive and sustainable settlement.

E.6 The masterplan should adhere to current best practice in urban design and specify what further, detailed design guidance (e.g. design codes, site development briefs, etc) will be provided. The design strategy should include:

1. An explanation of how the built form responds to the topography of the site. It must be demonstrated that the proposed development will be contained within the natural landform and maintain long distance countryside views.
2. A landscape framework and planting strategy, which should be produced as a driver for the designed layout, that integrates the development within the landscape, provides views in to and out to the surrounding countryside and shows how the edges of the built form will be formed and managed. It must demonstrate how quality/significant existing trees and hedgerows will be retained, incorporated, and extended/enhanced as part of the proposed organisation of built form. The strategy should include the provision of Sustainable Urban Drainage Systems (SuDS) which shall be integrated to the wider landscape proposals.
3. A strategy for new planting, the extent of which must not be confined to the edges of proposed new development. The landscape strategy will demonstrate how the countryside can continue to characterise Fradley through the integration of multi-functional green spaces – that combine with street trees, courtyard and garden planting to provide a characteristically verdant extension to the village. The strategy must demonstrate how places can be created that will be visually distinctive, robust in terms of climate change, attractive habitats for wildlife and should encourage alternative modes of movement.
4. An account of views into, out of and through the village should be used to generate the planned layout, for example taking account of the spirelet of St Stephen's Church which offers a useful focus in and around the centre of Fradley.
5. A continuous network of pedestrian and vehicular routes that connects into newly formed green spaces and integrates with the existing, surrounding movement networks including public rights of way. There should be a legible street hierarchy, where streets are designed as 'linear places' rather than movement corridors.
6. Opportunities for the enhancement of access to public transport with a high level of amenity, information and safety for passengers.
7. Vehicle parking as an integral part of any development, to ensure limited impact on residential amenity and so that it supports, rather than dominates, the streetscene. A variety of parking layouts should be included within development proposals. Rear parking courtyards will be appropriate but their inclusion should be after full consideration of on-street and frontage parking. Where parking courtyards are proposed, they should be overlooked and should make provision for generous planting in order to aid visual containment and help to ameliorate the effects of climate change.
8. Measures to respect and protect the amenities of existing residents living on the boundaries of the site.
9. A built form that supports the strategic objectives for the development of this site and demonstrates how a recognisable identity can be created.
10. How the scheme proposes to provide new homes and buildings of a high quality, inspired by the character and existing architectural design (vernacular) of the District. Cues need not be taken from recent residential development in the vicinity. Regard must be given to the District's

Residential Design Guide and should achieve as many green criteria as possible within Building for Life.

11. Opportunities for public art to be integrated within the design of the development.
12. A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and the provision of supporting services within the early years of the scheme.

Infrastructure

E.7 Details of the infrastructure requirements are set out in the Infrastructure Delivery Plan and developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilities detailed in order to make the development acceptable.

E.8 In summary the following is required:

- A range of housing in accordance with Development Management Policies H1 and H2;
- Primary school provision, either as an expansion to the existing school or new provision if necessary to enable a total of 3 form entry provision overall to serve the village including early Years provision and potentially a children's centre;
- Provision for the delivery of local health services;
- Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
- Landscaping and Green Infrastructure provision including, the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6;
- Protection of local areas and habitats of biological interest;
- Junction access on to the A38 will be improved where necessary and improvements will also be made to local connections to the surrounding villages and Lichfield. The road network within the site will accord with the 'Manual for Streets';
- The development will ensure the segregation of traffic associated with the adjacent industrial park from the Strategic Development Allocation;
- The provision of safe crossing points and improved facilities for pedestrians to allow for the safe movement of pedestrian and cyclists between the existing settlements of Fradley and Fradley South and the development, to link safely with local amenities especially the primary school, social and community facilities and green spaces;
- The provision of public transport to serve the site: all development should be within 350m of a bus stop and should promote smarter travel choices;
- The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the settlements, services and facilities beyond the site boundaries;
- The existing bridges over the canal to be integrated into the design;
- Mitigation for the impacts of the adjacent industrial and agricultural uses;

- The provision and maintenance of sustainable drainage systems and flood mitigation measures;
- Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure;
- The incorporation of public art.

Densities

E.9 Variation in densities should occur through the concentration of above average densities around the community hub, with lower than average densities occurring around the edges of the built areas, and in particular to the edges of the development fronting the canal, wider countryside and heritage assets in the area.

Management & Community Engagement

E.10 The Masterplan for the site should be accompanied by a framework for the management and maintenance of the physical, green, community and social infrastructure as appropriate. This should encompass a model for engagement with the local community, and should empower all sections of the community to participate in the decision-making process, in line with the aims of the District Council's Statement of Community Involvement (SCI).

Assumed Delivery

E.11 Assumed delivery of homes: 2015-2024

Table E.1 Fradley SDA: Housing Trajectory

Year	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Approx. Completions	75	150	150	150	150	150

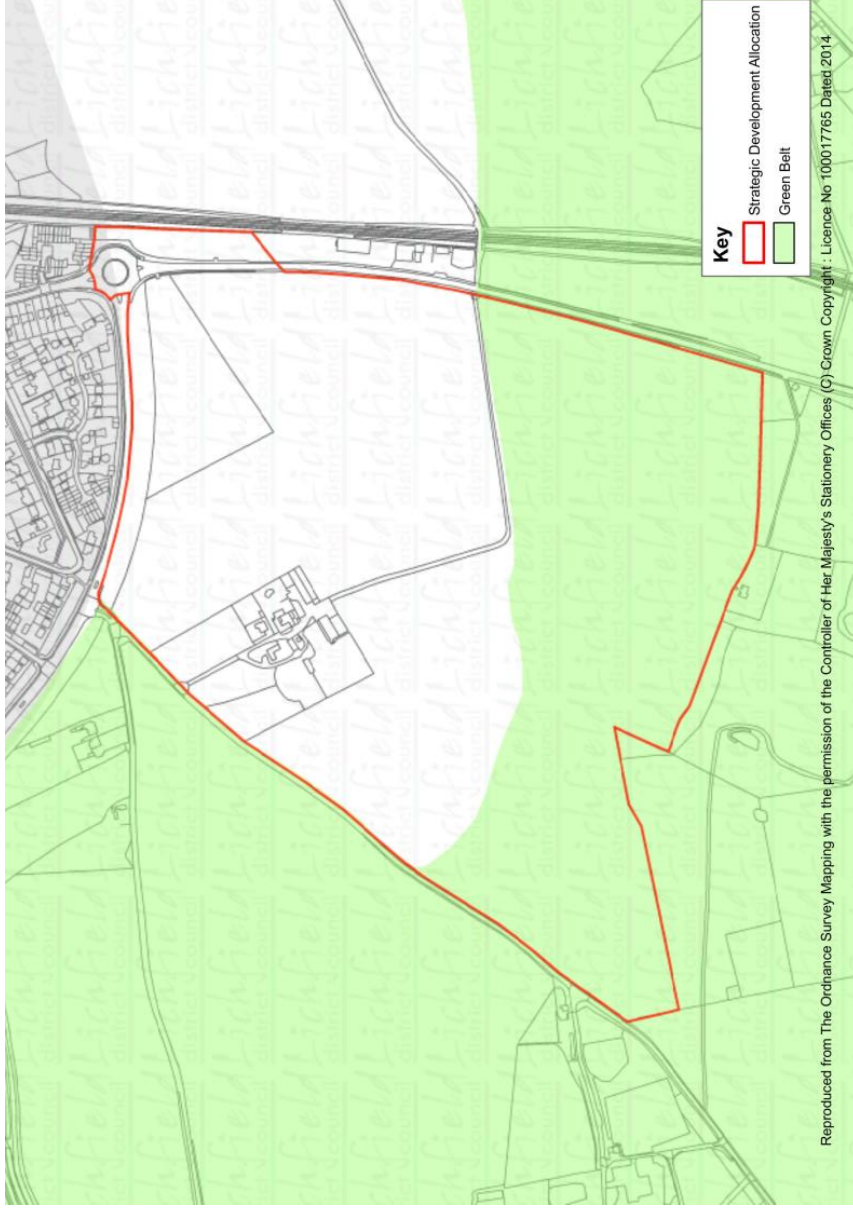
Year	2021/22	2022/23	2023/24
Approx. Completions	150	150	125

**Appendix 3: South of Lichfield: Deans Slade Farm SDA (Proposed new Appendix H within
Local Plan Strategy)**

Appendix H Deans Slade South of Lichfield SDA Concept Statement

H.1 Core Policy 6: Housing Delivery and Policy Lichfield 6: South of Lichfield allocates land South of Lichfield at Deans Slade Farm as a site for a sustainable, well designed, mixed use development to provide approximately of 450 dwellings, appropriate associated facilities and transport, social and physical infrastructure.

Map H.1 South of Lichfield: Deans Slade Strategic Development Allocation



Appendix H Deans Slade South of Lichfield SDA Concept Statement

Map H.2 South of Lichfield Deans Slade Concept Diagram



Concept Rationale

H.2 Development south of Lichfield at Deans Slade Farm will draw on the qualities and topography of the landscape to achieve a well designed, sustainable urban extension to the south of Lichfield City. Development will integrate physically and socially with existing and proposed neighbourhoods; and encourage the use of sustainable travel modes by new residents to access local facilities and the city centre. Development will provide easy access to a large new area of open space for both new and existing residents of Lichfield City. In addition, the concept is founded on the fundamental need for improved east-west connection through the southern part of Lichfield City, and will connect to the wider development proposed to the south of the city. Development will be designed and built according to the principles of sustainable development and good urban design.

H.3 The masterplan will adhere to current best practice in urban design and specify what further, detailed design guidance (e.g. design codes, site development briefs, etc) will be provided. The design strategy will include:

1. The southern extent of the Strategic Development Allocation (SDA) will be defined by the landscape and topography setting, with reference in particular to the contours of Harehurst Hill that form part of the Lichfield 'bowl', and with due consideration to notable buildings of importance or prominence, outside the SDA including Lichfield Cathedral, which will act as important landmarks and points of architectural or community interest.
2. Managing the transition between town and country will be critical to the successful integration of new development within the landscape. The configuration and relationship of development at the urban edge will create attractive views to the city as well as out of the city, and should support access to an extensive district park. Development should provide links throughout to the countryside beyond.

3. Development will occur as a sustainable extension to the city. New homes will be located close to existing communities, bringing additional support to existing local facilities or creating opportunities for new local facilities where there is a current shortfall, thus extending benefits to existing communities within south Lichfield. Development will link to the proposed community facilities to be provided within development proposed to the south of Lichfield.
4. Public open space, will extend outwards from the existing open spaces to form a well connected network of multi-functional green spaces suitable for formal and informal recreation and integrated into the built form. The Lichfield Canal route will be included as part of the open space network, which will take account of sustainable drainage and the potential for enhanced biodiversity.
5. The development will deliver an extensive district park to the south of development defined by the topography of the landscape, particularly Harehurst Hill, which will create views across the city.
6. The development will facilitate a completed Lichfield Southern Bypass thus relieving pressure on the city centre road network. Development will also be integrated into the city through connections to the existing highway network, and through the provision of a network of streets around the outer edge of the city, in order to disperse wider traffic movement and allow for direct journeys. This would support the feasible use of more sustainable modes of travel, including buses, cycle and pedestrian movements.
7. These new connections will be planned and designed as high quality residential streets, defined by development frontage. Their primary role will be for local movement.
8. New Commercial facilities will be provided alongside the Birmingham Road and junction to the proposed southern bypass. These facilities will be accessible to existing residents of the City and residents of further development proposed to the south of Lichfield City.
9. A new primary school will be accommodated within the scheme at an accessible point.

South of Lichfield - Deans Slade Concept Statement

H.4 This concept statement provides further details in support of Core Policy 6 and Policy Lichfield 6 and should be used to guide future masterplans and development proposals for the South of Lichfield Deans Slade SDA.

H.5 Strategic objectives for the site:

1. To integrate the new development of approximately 450 homes and associated facilities and uses within the landscape setting, and to structure the scheme around existing landscape and topography features in order to achieve an attractive place which relates to its setting.
2. To achieve a sustainable development based around high quality local facilities and excellent public transport, cycle and pedestrian connections.
3. To assist in the delivery of the Lichfield Southern Bypass and provide a public transport network to relieve pressure on the city centre.

Key Design Principles

H.6 A masterplan for the whole site will be produced in collaboration with the District Council and other partners, which demonstrates adherence to current best practice in urban design and specifies what further, detailed design guidance (e.g. design codes, site development briefs, etc) will be provided. The design strategy will include:

1. The extent to which the built form responds to the topography of the site. There is a marked change in gradient around this southern limit of the City. It must be demonstrated how the proposed development will be contained within the natural landform. Development will be confined to lower lying land and have regard to the rising land to the south which forms part of the Lichfield 'bowl'.

2. A landscape framework and planting strategy, which will be produced as a driver for the designed layout, that integrates the development within the landscape and shows how the new urban edges will be formed and managed. It must demonstrate how existing trees and hedgerows will be retained, incorporated, and extended/enhanced as part of the proposed organisation of built form. It will be integrated with the provision of sustainable drainage systems.
3. A strategy for new planting, the extent of which must not just be confined to the edges of proposed new development. The landscape strategy will demonstrate how the countryside can be drawn into the city through the integration of multi-functional green spaces – that combine with street trees, courtyard and garden planting to provide a characteristically verdant extension to Lichfield City. The strategy must demonstrate how places can be produced that will be visually distinctive, but also robust in terms of climate change, encouraging alternative modes of movement and bringing wildlife into the City.
4. A clear design approach to the urban edge to allow managed transition between town and country, and to allow easy and convenient access through the site to the open district park beyond.
5. An account of views out of the city and across the site, as well as views into Lichfield, towards the Cathedral and church spires, which will be used to generate the planned layout. Different types of views should be considered and created; impressive vistas are gained from medium and long distance, but glimpsed views of the Cathedral are characteristic from within the built form of the City.
6. A continuous network of pedestrian and vehicular route ways that connects into newly formed green spaces and integrates with the existing, surrounding movement networks, including public rights of way. There will be a legible street hierarchy, where streets are designed as 'linear places' rather than movement corridors. All public spaces (i.e. streets, play space and open space) will be designed in a coherent and cohesive way to avoid them being designed as separate entities.
7. Good access to public transport, and provision for a high level of amenity, information and safety for passengers.
8. Vehicle parking will be an integral part of the plan for the scheme, to ensure limited impact on visual amenity and residential privacy. Any surface level parking areas will make provision for generous planting in order to aid visual containment and help to ameliorate the effects of climate change.
9. A proposed built form that supports the strategic objectives for the development of this site, but also demonstrates how a recognisable identity can be created.
10. How the scheme proposes to provide new homes and buildings of a high quality, inspired by the character and existing architectural design of this part of Lichfield District. Regard must be given to the [District Council's Residential Design Guide](#) and should achieve as many 'green' criteria as possible within Building for Life.
11. Opportunities for public art to be integrated within the design of the development.
12. Local community and commercial facilities must be easily accessible by sustainable travel modes.
13. A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and the provision of supporting services within the early years of the scheme.
14. The maintenance of public spaces, street furniture and boundaries formed by retained trees and hedges will be carefully considered in the early design stages with maintenance responsibilities agreed between all parties.

Infrastructure

H.7 Details of the infrastructure requirements are set out in detail in the Infrastructure Delivery Plan and developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilities detailed in order to make the development acceptable.

H.8 In summary, the following will need to be delivered:

- A range of housing in accordance with Development Management Policies H1 and H2; and a one form entry primary school;
- Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
- Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6;
- Delivery of the Deans Slade district park which defines the southern extent of the development.
- Integration of the route for a restored Lichfield Canal into an integrated open space and green infrastructure network;
- Protection of local areas and habitats of biological interest;
- The provision of public transport to serve the site: all development should be within 350m of a bus stop: smarter travel choices will be promoted;
- The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the settlements, services and facilities beyond the site boundaries including those proposed in further development to the south of the City;
- Contribution towards the delivery of the Lichfield Southern Bypass to connect to the wider development to the south of Lichfield. The road network within the site will accord with the 'Manual for Streets';
- The provision and maintenance of sustainable drainage systems and flood mitigation measures;
- Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure;
- The incorporation of public art;
- Mitigation for the impacts of the adjacent Birmingham Road and railway line.

Densities

H.9 Variation in densities will occur through the concentration of above average densities around community hubs, with lower than average densities occurring around the edges of the built areas, and in particular to the southern edge of the development.

Management & Community Engagement

H.10 The Masterplan for the site will be accompanied by a framework for the management and maintenance of the physical, green, community and social infrastructure as appropriate. This will encompass a model for engagement with the local community which will empower all sections of the community to participate in the decision-making process, in line with the aims of the Council's [Statement of Community Involvement](#) (SCI).

Assumed Delivery

H.11 Assumed delivery of homes: 2021-2026

Table H.1 Dean Slade SDA: Housing Trajectory

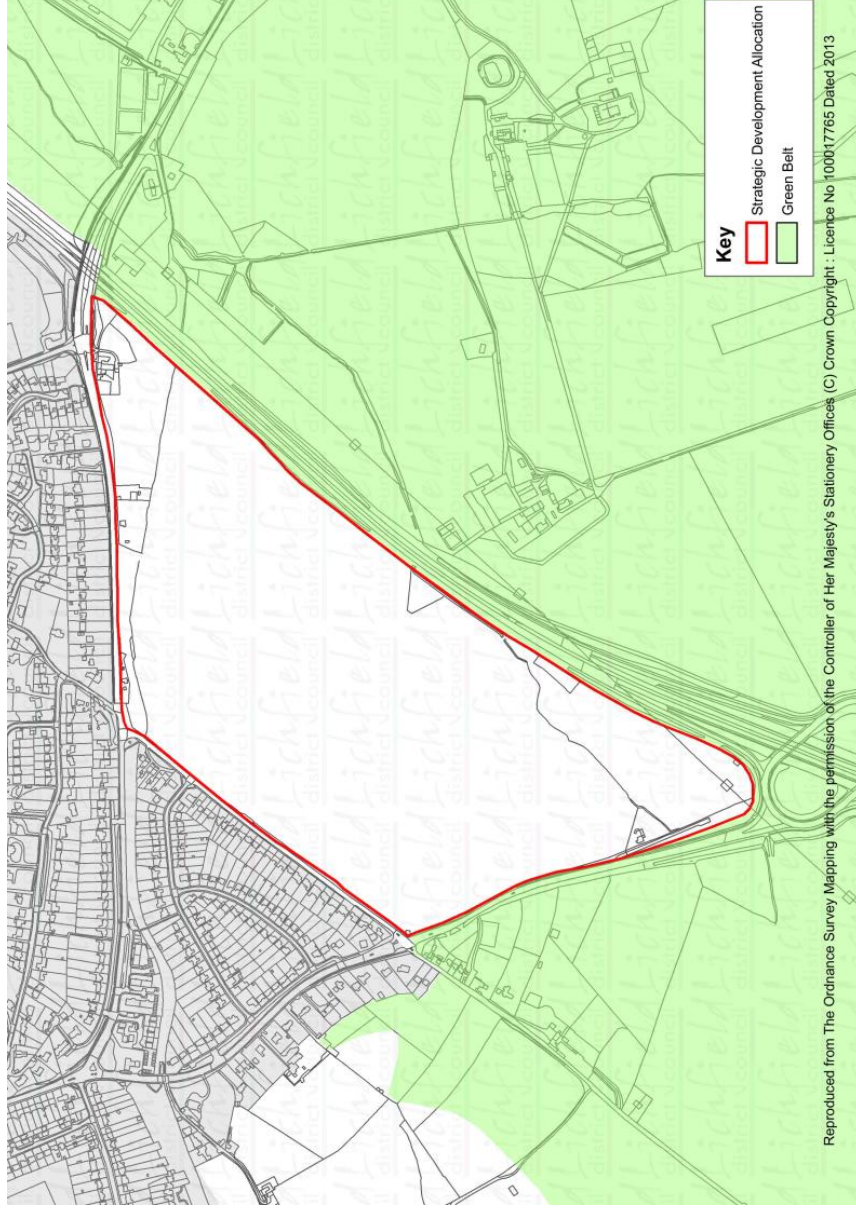
Year	2021/22	2022/23	2023/24	2024/25	2025/26
Approx. Completions	75	100	100	100	75

Appendix 4: South of Lichfield: Cricket Lane SDA Concept Statement (Proposed new Appendix I within Local Plan Strategy)

Appendix I Cricket Lane South of Lichfield SDA Concept Statement

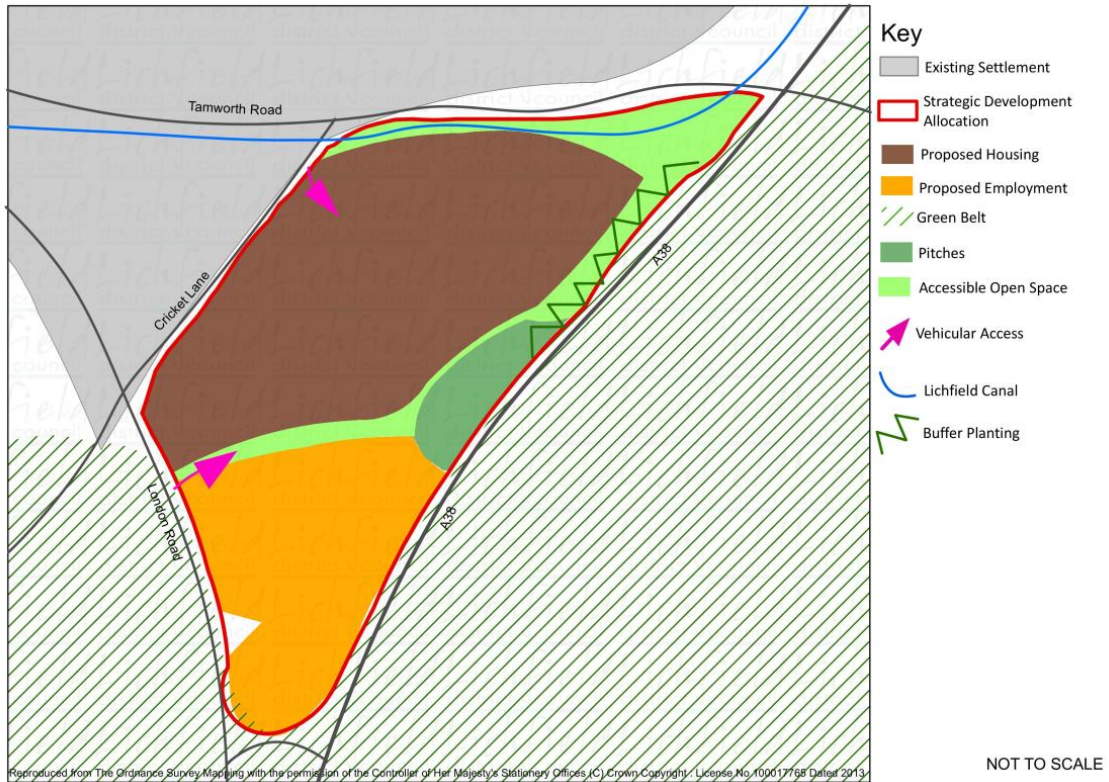
I.1 Core Policy 6: Housing Delivery and Policy Lichfield 6: South of Lichfield allocates land South of Lichfield at Cricket Lane as a site for a sustainable, well designed, mixed use development to provide approximately 450 dwellings, employment development, appropriate associated facilities and transport, social and physical infrastructure.

Map I.1 Cricket Lane Strategic Development Allocation



Appendix I Cricket Lane South of Lichfield SDA Concept Statement

Map I.2 Cricket Lane Concept



Concept Rationale

1.2 Development south of Lichfield at Cricket Lane will draw on the qualities and topography of the landscape to achieve a well designed, sustainable urban extension to the south of the existing settlement. To achieve this development will integrate physically and socially with existing neighbourhoods; and encourage the use of sustainable travel modes by new residents to access local facilities and the city centre. Development will be designed and built according to the principles of sustainable development and good urban design, the following elements are considered;

1. The extent of the Strategic Development Allocation (SDA) will be defined by the road network surrounding the site. Due consideration will be made to notable buildings of importance or prominence, outside the SDA including Lichfield Cathedral, which will act as important landmarks and points of architectural or community interest.
2. The disposition of uses should have due regards to the A38 and mitigation measures should be considered accordingly.
3. Development will occur as a sustainable extension to the city. New homes will be located close to existing communities, bringing additional support to existing local facilities or creating opportunities for new local facilities where there is a current shortfall, thus extending benefits to existing and proposed communities within south Lichfield.
4. Development will complement the existing settlement in terms of housing mix, scale and mass as well as the provision of mixed used community facilities and sports pitches to serve the development and the wider south Lichfield community.
5. Public open space, will extend outwards from the existing open spaces to form a well connected network of multi-functional green spaces suitable for formal and informal recreation and integrated into the built form. Linkages to the adjacent Lichfield Canal route will be included as part of the

open space network, which will take account of sustainable drainage and the potential for enhanced biodiversity.

6. Development will also be integrated into the city through connections to the existing highway network, and through the provision of a network of streets around the outer edge of the city, in order to disperse wider traffic movement and allow for direct journeys. This would support the feasible use of more sustainable modes of travel, including buses, cycle and pedestrian movements.
7. These new connections will be planned and designed as high quality residential streets, defined by development frontage. Their primary role will be for local movement.
8. Development may include a mix of employment uses within part of the site. Any employment development will have regard to the residential amenity of the SDA and the road network which defines the site.

South of Lichfield - Cricket Lane Concept Statement

1.3 This concept statement provides further details in support of Core Policy 6 and Policy Lichfield 6 and should be used to guide future masterplans and development proposals for the South Lichfield Cricket Lane SDA.

1.4 Strategic objectives for the site:

1. To integrate the new development of approximately 450 homes, approximately 12 hectares of employment and associated facilities with the existing settlement. Development will have regard to the topography and road network which defines the site and provide an attractive living environment for a wide range of house types.
2. To achieve a sustainable development based around high quality local facilities and excellent public transport, cycle and pedestrian connections.
3. To ensure a good degree of physical and social integration with the existing settlement and the wider south of Lichfield SDAs through the detailed planning of the site.
4. To create a sustainable mixed community founded on good urban design principles and responsive to the effects of climate change.

Key Design Principles

1.5 A masterplan for the whole site will be produced in collaboration with the District Council and other partners, which demonstrates adherence to current best practice in urban design and specifies what further, detailed design guidance (e.g. design codes, site development briefs, etc) will be provided. The design strategy will include:

1. The extent to which the built form responds to the topography and road network surrounding the site. There is a marked change in gradient around the southern limit of the City. It must be demonstrated how the proposed development will be contained within the natural landform and mitigate for the impacts of the A38.
2. A landscape framework and planting strategy, which will be produced as a driver for the designed layout, that integrates the development within the landscape and shows how the new urban edges will be formed and managed.
3. A strategy for new planting, the extent of which must not just be confined to the edges of proposed new development. The landscape strategy will demonstrate how the countryside can be drawn into the city through the integration of multi-functional green spaces – that combine with street trees, courtyard and garden planting to provide a characteristically verdant extension to Lichfield City. The strategy must demonstrate how places can be produced that will be visually distinctive, but also robust in terms of climate change, encouraging alternative modes of movement and bringing wildlife into the City.

4. An account of views out of the city and across the site, as well as views into Lichfield, towards the Cathedral and church spires, which will be used to generate the planned layout. Different types of views should be considered and created; impressive vistas are gained from medium and long distance, but glimpsed views of the Cathedral are characteristic from within the built form of the City.
5. A continuous network of pedestrian and vehicular route ways that connects into newly formed green spaces and integrates with the existing, surrounding movement networks, including public rights of way. Of particular importance will be safe crossing points on both London and Tamworth Roads. There will be a legible street hierarchy, where streets are designed as 'linear places' rather than movement corridors. All public spaces (i.e. streets, play space and open space) will be designed in a coherent and cohesive way to avoid them being designed as separate entities.
6. Good access to public transport, and provision for a high level of amenity, information and safety for passengers.
7. Vehicle parking will be an integral part of the plan for the scheme, to ensure limited impact on visual amenity and residential privacy. Any surface level parking areas will make provision for generous planting in order to aid visual containment and help to ameliorate the effects of climate change.
8. Measures to demonstrate how the amenities of existing residents living on the boundaries of this site will be respected and protected, with any proposed layout justified on this basis.
9. A proposed built form that supports the strategic objectives for the development of this site, but also demonstrates how a recognisable identity can be created.
10. How the scheme proposes to provide new homes and buildings of a high quality, inspired by the character and existing architectural design of this part of Lichfield District. Regard must be given to the [District Council's Residential Design Guide](#) and should achieve as many 'green' criteria as possible within Building for Life.
11. Opportunities for public art to be integrated within the design of the development.
12. Local community hubs and facilities must be easily accessible by sustainable travel modes.
13. A phasing strategy which prioritises the provision of non-vehicle links, landscape planting and the provision of supporting services within the early years of the scheme.
14. The maintenance of public spaces, street furniture and boundaries formed by retained trees and hedges will be carefully considered in the early design stages with maintenance responsibilities agreed between all parties.

Infrastructure

I.6 Details of the infrastructure requirements are set out in detail in the Infrastructure Delivery Plan and developers will be expected to enter into a legal agreement to ensure the provision of necessary infrastructure and facilities detailed in order to make the development acceptable.

I.7 In summary, the following will need to be delivered:

- A range of housing in accordance with Development Management Policies H1 and H2;
- Provision for open space, sport and recreation facilities in line with Development Management Policies HSC1 and HSC2 and incorporating playing pitches, amenity green space, equipped play, allotments;
- Landscaping and Green Infrastructure provision including the retention of quality hedgerows and significant trees, and their incorporation into the landscape, and the allowance for significant tree canopy cover in line with Development Management Policies NR4 and NR6;
- Integration of the route for a restored Lichfield Canal into an integrated open space and green infrastructure network;

- Protection of local areas and habitats of biological interest;
- The provision of public transport to serve the site: all development should be within 350m of a bus stop: smarter travel choices will be promoted;
- The provision of pedestrian and cycling routes throughout the site, linking to the green infrastructure network and to the settlement, services and facilities beyond the site boundaries and to further development proposed to the South of Lichfield, of particular importance will be safe crossing of both London and Tamworth Roads;
- The road network within the site will accord with the 'Manual for Streets';
- The provision and maintenance of sustainable drainage systems and flood mitigation measures;
- Measures to address water supply and waste water treatment, relocation and provision of utilities infrastructure;
- The incorporation of public art;
- Mitigation for the impacts of the A38 and London Road.

Densities

I.8 Variation in densities will occur through the concentration of above average densities around community hubs, with lower than average densities occurring around the edges of the built areas.

Management & Community Engagement

I.9 The Masterplan for the site will be accompanied by a framework for the management and maintenance of the physical, green, community and social infrastructure as appropriate. This will encompass a model for engagement with the local community which will empower all sections of the community to participate in the decision-making process, in line with the aims of the Council's [Statement of Community Involvement](#) (SCI).

Assumed Delivery

I.10 Assumed delivery of homes: 2018-2022

Table I.1 Cricket Lane SDA: Housing Trajectory

Year	2018/19	2019/20	2020/21	2021/22
Approx. Completions	75	150	150	75